Surface Service
• MAGAZINE •

VOLUME 14 SEPTEMBER 1937 NUMBER 6



WAITING FOR SCHOOL TO OPEN



NEW SECTIONAL TITLEHOLDERS MEET IN PLAY-OFF SERIES

Two teams, both new to championship honors, are now engaged in a spirited play-off to decide the Chicago Surface Lines Softball champions. As the magazine goes to press the Armitage team holds a slight advantage with one 10 to 5 victory over Blue Island in the three-game series. Together with the group photos, identified on page 9, you see Captains Erickson and Kucera shake hands before the battle and a fast bit of action at first base.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 14 SEPTEMBER, 1937 No. 6

Coordination in Re-Routing

Route Changes More Difficult Than They Look— Processes Explained

Chicago Surface Lines engineers recently made routing changes that may have seemed minor to the man-on-the-street. To his way of thinking there is no trick to changing the routes of any given cars or lines. After all, if the tracks are there it is a comparatively simple matter to run cars over them. Why fuss about re-routing?

But there is much more to a re-routing problem than is apparent on the surface. In this instance the activity of some seven or eight departments had to be coordinated so that the routing changes could be made without undue confusion.

Terminal Eliminated

One of the simplest changes from an outsider's viewpoint entailed the abolishment of the terminal at Division and Wells streets. The terminal was eliminated August 19 and the former State-Division cars were sent north over Clark and Broadway to Clark and Devon and east Division street cars were sent to 21st and State via Division and State.

A subsequent change was made on August 24 when, after the installation of special work at State and Van Buren, Division-State cars were then routed to Harrison and Jefferson via Van Buren, Clinton and Harrison to serve the new Post Office at Canal and Van Buren, the La Salle street station, and mercantile establishments at the southwest corner of the Loop.

The terminal at Division and Wells had existed over a considerable period of years and had always been a great source of congestion. The traffic relief obtained with the abolishment of the terminal is easily apparent in the following facts. In the normal weekday schedules 161 eastbound Division street cars were switched westbound at the terminal. In the same period of time 279 westbound State street cars were turned eastbound. To add to the traffic congestion of that area there was also a heavy passenger transfer movement between the Division, Clybourn and Lincoln avenue cars with the State street cars, which started at the terminal.

Transfer Activity Reduced

Thus the elimination of the terminal removed 440 car turnbacks, gave a clear right-of-way to Clybourn avenue cars, facilitated vehicular movement at the intersection, and reduced transfer activities by approximately 40 per cent.

With the elimination of switchbacks at the Wells street terminal the Division line was converted into a through-downtown route from Division and California with its southern terminus at the new Post Office. On Sunday and holiday schedules the line runs from Division and California south on State to Kinzie, west on Kinzie to Clark and thence to Division and California. A similar routing is followed after 7 P. M. on weekdays.

State street cars which formerly terminated their trips at Division and Wells caused a considerable amount of overlapping of service within the Loop and on north State street. Some of the southbound Broadway service on Wabash was eliminated in a change that sends some Broadway cars south on State street through the Loop area. Similarly, northbound street car traffic on State street has been materially reduced. Schedule changes reduced much of the overlapping in service, thereby reducing car mileage and permitting faster operation within the Loop and on north State street.

Operations Affected

The changes then, involved the Broadway Through Route No. 1, State, Lake-State, Division and Cottage Grove schedules. New schedules were needed for the Division street line. The operation of Division street cars on State street affected the requirements of the Broadway Through Route No. 1, State street and Through Route No. 16 on the main State street line. And all that, as any transportation man can see, necessitated new weekday, Saturday and Sunday schedules for the Broadway, State, Cottage Grove, Lake and Division street lines.

Schedules for so many lines with such varied characteristics naturally affected the working trips of numerous men. More than 1,000 trainmen were affected by the new schedules and the picks that were made at Devon, Limits, Division, North Avenue, 77th Street and Cottage Grove depots.

Other Departments Cooperate

By now even Mr. Man-On-The-Street would agree that a simple appearing re-routing was most complicated. But numerous other departments had a working part in the realignment which have not yet been considered.

The special work on State and Van Buren, a curve, called two more departments into action. The Track Department and the

Electrical Department each played a part at that location.

Numerous Cars Shifted

The task of shifting numerous cars from one depot to another fell to the Shops and Equipment Department. The following car-switches are recorded in the books of Walter C. Krull, chief clerk at the West Shops:

21 cars from 77th to Devon.
22 cars from 77th to Archer.
80 cars from 77th to North Avenue.
5 cars from Archer to Division.
9 cars from Cottage Grove to 77th.
85 cars from Devon to 77th.
5 cars from Limits to 77th.
9 cars from Limits to Devon.
5 cars from North Avenue to 77th.
63 cars from North Avenue to Devon.
7 cars from Kedzie to Archer.

In addition 20 stored cars were moved from Archer and split between 77th and Kedzie. Fourteen cars were moved from Division to storage at Lincoln.

Then there remained the problem of destination signs, four for each of the 311 active cars in the movement. There were a total of 54,813 individual readings which were printed and painted in the various cars, all of which came under the jurisdiction of the Shops and Equipment Department.

Then the south took a hand in the matter. At the South Shops it was necessary that orders be placed for new transfer plates to serve the newly established lines—and then transfers must be printed. It remained only for the Public Relations department to place ceiling and bulkheads cards in the cars notifying patrons of the change and issue news releases to the metropolitan papers.

It all took a little time and more than a bit of effort but the traffic relief alone showed the Chicago Surface Lines to be a public utility worthy of the name.

ON THE RIGHT TRACK!

Reporter Untracked, Gets Right Track, Retracts and Subtracts

Of course a reporter should never depend on a headline to tell the whole story. Generally speaking, that's never done. In this case we feel it permissible. The whole story's there.

In the August issue of SURFACE SERVICE MAGAZINE in a story regarding the New Orleans street railway system the following statement appeared under the photograph of Canal street: "The neutral ground is doubly unique in that it has the only tieless car tracks in the world, laid on asphalt cushions."

It was Special Engineer Howard H. George who kindly set the reporter on the right track. Had the comma been omitted the statement could have passed. As it stands it is all wrong because there are numerous other tieless car tracks, but no others in this country are laid on asphalt cushions. As all transportation men know, the New Orleans track is "tieless" only to the extent that it does not employ the conventional wooden cross-tie.

Thus your reporter was on the wrong track but is back on the right track, thanks to Mr. George. There are but two things more to do: consider the statement retracted and the comma subtracted.

LEGION ELECTS OFFICERS

Surface Lines Post No. 146 Plans Fall Activities

A recent meeting of the Surface Lines Post No. 146 of the American Legion elected new officers to direct activities for the ensuing year.

John J. Mortell, Division, was named commander of the post. Other officers, their stations and their titles follow: A. V. Hjortsvang, Cottage Grove, senior vice commander; Martin Fadden, 77th, junior vice commander; Hilmer Lund, Limits, finance officer; Michael M. Budo, chaplain; Henry Wandrey, Blue Island, sergeant-at-arms; Harry P. Brady, service officer and Robert Quill, Blue Island, adjutant.



John J. Mortell

Past Commander Joseph Zarat of Blue Island and Commander Mortell were elected delegates to the state convention at Springfield and Zarat and Harry Brady, Kedzie, were named to represent the Post at the Cook County council and the Second District.

The newly elected officers will be installed October 12, at 205 South Kedzie avenue. Commander Leonard Olsen, who will preside as installing officer, has extended a cordial invitation to any ex-service men in the system. As an added inducement he promises entertainment and refreshments at the installation ceremony.

A report of the entertainment committee lists the annual Surface Lines Post Armistice Day Ball for Saturday, November 13, at the Mid-City auditorium. A floor show and door prizes will feature the occasion.

GOOD JUDGMENT, LADY!

Who'd Want a Bus When Streamliners Are Available?

This little story revolves around a case of mistaken identity but it goes to prove that the little lady had the right idea from the start.

She stood wistfully on the corner of Ogden and Madison street and watched one streamlined street car after another whiz by her. It was all rather perplexing. She wanted a street car and the Madison street beauties didn't quite fit her conception of a street car.

Turning, she addressed her question to Dr. George A. Youngdahl, vice-president of the Midtown Kiwanis club:

"How do I get a street car?"

The doctor pointed to the numerous cars that pass that busy corner.

"But, no," said the little old lady, "I don't want a bus. I prefer to ride the street car."

Unfortunately there is no sequel. But somewhere, wherever that little old lady is, there must be a fine story on her reactions to her first ride in the 1937 model street cars.

Oh, Boy! Vacations With Pay

Men in All Departments Sing Praises of First Paid Vacations— "Nothing Like It!"

On his rounds of the Surface Lines system, last week, the Inquiring Reporter saw a lot of smiling faces, and most of them were suntanned. The faces belong to the men who have come back from their first vacations with pay.

Trainmen, trackmen, electrical men, shopmen—all agreed that just any vacation may be enjoyable and usually is, but the check at the end of the week off gives it an added zest. It costs the Surface Lines some $500,000 a year, but the men who have had their vacations since July 4 insist that cumulatively they were worth half a million dollars to appreciative employes.

You don't have to take an Inquiring Reporter's word for this. Listen to the story of Herman Krebs, a painter at the West



William O'Shea | Arthur Pistohl | Herman Krebs

Shops. Herman has been with the system since 1904 and 1937 marked his first paid vacation.

"It Was Fine"

"It was fine," said Herman. "You enjoyed it more. You knew you could spend a few more dollars if you wanted to because the pay check was still coming in, even if you weren't working."

So Herman made a real vacation of his week. He went up to the Devil's Lake country in Wisconsin and liked it so much he's going back there again next year if he can make it.

"It's the most beautiful place," said Krebs as he recounted the activities of that gay week. There were boat rides through the Dells and then an Indian pow-wow that gave a different touch to the vacation. Of course, like all outings, there were some unpleasant features. Seems a lot of vacationists dance all night and then sleep all day. That bothered Krebs a bit so he spent the latter half of his time at Lake Geneva.

"And, boy," he'll tell you, "there's nothing like coming back and getting a check for taking a vacation!"

Well, of course, you can't go just by what Herman Krebs thinks. Take the word of Michael Fitzgerald. Mike is with a bonding crew of the Electrical Department, has 26 years of service and there is still a hint of the homeland in his likeable brogue.

Mike Gives His O K

It took no urging to get Mike's reaction; he fairly bubbled. "'Twas wonderful. Oi shure enjoyed it. It wuz the grandest thing of my life. The first ever. I'd never had a paid vacation before."

Mike didn't do too much on his vacation. Much of his fun came from loafing and smoking his old briar pipe. There was one brief trip to Milwaukee to look up some old friends. Mike liked that. "And yu know," said Mike, "my wife, she appreciated that vacation with pay, too."

Tony Miganovich, also attached to the Electrical Department, is something of a philosopher. Tony has a hunch that the men will produce a lot more work and be happier about it after a vacation with pay. "The more privileges," he thinks, "the more work."

Funny thing about vacations. Take Tony's case. He worked harder on his vacation than he does on his regular job, but he enjoyed that vacation immensely.

House Got Painted

"It was the first one in my life and it was a good one, too. Came in very handy. I worked harder at home than on the job."

Tony used that time-with-pay to paint the house he owns and is a great booster for the Lines and the newly inaugurated paid vacation plan.

"You feel like you're home when you get such fairness," he says.

Motorman Charles Erickson of 69th feels much the same way about his week off with pay. He has been a Surface Lines employe for 43 years and this is the first paid vacation he has ever had in his life. You couldn't really call it a "bus man's holiday" but Erickson's trip came close to being one.

He made his first airplane trip, going to New York and back, and the excursion gave him a chance to check on the driving ability of another transportation man. He gives the aviator who piloted him a 50-50 compliment.

The trip to New York was "just like riding on a street car over rough track," according



Charles Erickson | Theodore Menthie | William Harrison

to Charley. The return trip was better. The air was smoother and that pleasant trip was "like riding one of the new Madison street cars." "And you can take it from me," he added, "that paid vacation was swell!"

Track Men Happy

The great Irish grin that spread across the face of Paddy Byrnes of the Track Department was ample proof that he thought a lot of his first paid vacation.

"Yessir, it was the first and it's glad I am to know that there will be other vacations with pay."

Paddy has been with the Surface Lines for 21 years. He was with the Electrical Department at one time and also served four years as a motorman. He used his time to see a few of Chicago's sights that interested him. During several of the days off Paddy spent all his time in Lincoln Park.

Then Paddy grinned again—"And my wife sure enjoyed seeing me around."

Harrison Tours South

Motorman William Harrison owns two homes as a result of his 37 years with the Surface Lines. One is permanent and the other is a trailer which he makes his vacation home. It was in the latter that he toured Kentucky and Tennessee before winding up at the baths in Hot Springs, Arkansas.

"It was great to know the money was coming in all the time," said Harrison. "We



Marion Franciskovich | Paddy Byrnes | John Giovenco

enjoyed ourselves so much that we're hoping to arrange a trip south again during Christmas week if the weather is nice."

Marion Franciskovich is an air compressor operator attached to the Track Department and has been in service for 24 years. Marion, too, owns his own home, and he utilized some of his paid vacation period to add some improvements.

"It was my first vacation," he said. "I got a great kick out of it—mighty proud. My family was proud, too. Maybe they got more of a kick than I did."

The Franciskovich family spent much of their time with Marion visiting Brookfield Zoo, the Aquarium and the various museums.

Some Thrill

George Grkavac has been bonding for the Electrical Department for 26 years and termed his vacation a "real thrill." He enjoyed himself in the city during his week off. He's not quite sure whether that pleasure can quite compare with the thrill he got the first morning back on the job. It was then that he got a full week's check.

It was 46 long years ago when William O'Shea first started as a painter in the West Shops and at that time he never dreamed that he would ever get a vacation with full pay. "It seemed too much to expect."

He compares his vacation with pay and his work week schedule with the time he put



Michael Fitzgerald | George Grkavac | Tony Miganovich

in in earlier days. He used to work a 10-hour day six days a week; now he works an 8-hour day five days a week . . . and gets a paid vacation, too.

Paid on Return

"It was 100 per cent enjoyable and the day I got back I got paid." There, short and terse, was the answer of John Giovenco of the Track Department. John has been with the Surface Lines for 22 years. He spent his vacation visiting in New Buffalo, Michigan.

It took a long time to get Motorman Theodore Menthie of Lincoln off the ground, but his first flight taken recently has indelibly impressed itself with the memory of his first paid vacation.

Menthie's son Roy coaxed him into an airplane and before he knew it Menthie found himself flying northward over Lake Michigan. "You put the two together, the flight and the vacation with pay, and you have two of my greatest thrills," said Menthie.

Vacations Differed

Ten years ago Arthur Pistohl, a painter at the West Shops, took a vacation to Toronto and returned "broke." Maybe that is one reason he so enjoyed his vacation at Lake Winnebago and Oshkosh, Wisconsin for he found a full week's pay awaiting him on his return.



Albert Baker

Bus Operator Albert Baker of North Avenue took his wife and son Warren north to Bradley, Wisconsin. During the course of one of numerous pleasure trips Al says he turned to his wife and said, "Isn't this wonderful? We're getting a kick out of all this and the best part of it all is that we're getting paid for it!"

Baker's sentiment seemed to give a good summary of all opinions. Every man on the system who has had his vacation thus far has found it to be an extra thrill when the money still comes in. They'll all tell you so. You don't need an Inquiring Reporter; ask the men and see for yourself!

Judge (sternly): "Well, what is your alibi for speeding fifty miles an hour?"

George: "I had just heard, your honor, that the ladies of my wife's church were giving a rummage sale, and I was hurrying home to save my other pair of pants."

Judge: "Case dismissed."

Consistency Marks Complaints

Increasing Trend Unchecked in August— More Are Praised

If consistency is a jewel there is something of value in the most recent complaint listings. The figures released in the reports comparing August, 1936 with August of this year maintain a trend that started five months ago. There is a decided increase with 523 objections being filed as against 477 in August, 1936.

Some of the sting that the complaint list contains is alleviated by the increase in the number of commendatory letters for the month, 41 comparing very favorably with the 32 received in August, 1936.

Alert and courteous trainmen did much to make successful holiday outings for patrons. Motorman Charles Hansen, badge No. 8487 of Lawndale, recovered a valuable camera for Coleman G. Wysong, Assumption, Illinois, and thereby made a Brookfield Zoo pleasure trip successful.

The fishing trip of Michael Pragit, 2609 West 59th street, might have ended on an unhappy note had it not been for Conductor James J. Holbrook, badge No. 8530 of Armitage, who recovered and returned the fishing rod left in his car by Pragit.

Unusual Courtesy

Unusual thoughtfulness and courtesy on the part of Operator Wallace W. Brown, badge No. 1795 of 77th Street, drew the praise of J. F. O'Laughlin, McGraw-Hill Publishing company, 520 North Michigan avenue. Mrs. O'Laughlin thought she had lost a letter on Brown's bus. Brown eventually located the letter at the corner Mrs. O'Laughlin had boarded his bus. He then stamped and mailed the letter and also mailed a postcard informing her that the letter had been found and mailed.

Conductor Tony T. Grisch, badge No. 3364 of Limits, received due praise when he went to the assistance of Arthur Silver, 4821 Belmont avenue, after the latter dropped an armful of packages while preparing to alight.

"He has made a street car fan out of me," said Mrs. D. A. Frankel, 2950 Wabansia avenue in commenting upon the various courtesies extended her by Conductor Emil Miller, No. 2, badge No. 4744 of North Avenue.

An arthritis victim, Mrs. A. Westerlund, 6420 North Trumbull avenue, praised two men for the kindness they displayed in helping her. The men to win her praise were Conductors William T. Rhind, badge No. 7824 of Devon, and Cornelius H. Ward, badge No. 1120 of Limits.

The well filled purse of Mrs. Louise Barry, 8711 Morgan street, was found and returned to her through the honesty of Conductor Harry M. Gustafson, badge No. 6948 of 77th Street.

Aids Sick Man

A niece and a nephew of an elderly gentleman who was taken ill on a Foster avenue bus both wrote to commend the sympathetic courtesy of Operator Willis M. Butts, badge No. 205 of North Avenue. The commendations were written by Mrs. L. Van Dyke and William Brooks, both of 1450 Foster avenue.

Supervisor Frank Buetow praised the cooperation of a fellow worker when he commended Operator Charles A. Bonnette, badge No. 1714 of North Avenue. Bonnette took off his shirt and hat during a rain storm and helped Supervisor Buetow pull poles for an hour and a half in order that the Central avenue buses would keep rolling.

The rhinestone bracelet of Mary O'Connor, 651 Elgin avenue, Forest Park, Illinois, was returned to her by Motorman Hugo DeHeer, badge No. 1791 of 77th Street, who in turn was given a two dollar reward.

Conductor John W. Binder, badge No. 1882 of Devon, was praised for his actions in helping an elderly lady to board and alight from his car. His courtesy was noted by Dan M. Nourse, 854 East Woodlawn Park.

Embarrassment Avoided

V. H. Christmann, 568 Washington boulevard, found himself in an embarrassing predicament when he awoke to find he had ridden three miles beyond his destination and lacked money for a return fare. Conductor Don Coughlin, badge No. 2020 of Devon, allowed him to ride after an explanation was made. Christmann wrote to praise Coughlin and return the fare advanced him.

Eugene J. Riley, 1353 Arthur avenue, recovered an officer's star lost on the cars and turned in by Conductor Walter J. Schmeltzer, badge No. 13374 of Devon. Mr. Riley noted that he was "delighted with the courtesy shown me by everyone I contacted regarding the matter."

The new Madison street cars came in for praise from M. S. Smith, 49 East Wacker Drive, as did the capable handling of Motorman Roy E. Woods, badge No. 2153 of Kedzie.

Motorman Owen B. O'Malley, badge No. 4325 of Burnside, was praised by Frank J. Brading, 9221 Commercial avenue, for finding and returning a package lost on his car.

The courtesy and honesty of Conductor John F. Hollenbach, badge No. 2778 of North Avenue, was praised by H. S. Vrooman, 222 West Adams street, when he returned change from an overpaid fare.

Money and good-will were both returned to Conductor William D. Armstrong, badge No. 1502 of 77th street, when Rose O'Connor, 222 West Ohio street, repaid a fare that had been loaned her.

Conductor Fritz I. Bjork, badge No. 6020 of Burnside, was courteous enough to assist two elderly cripples to board and then showed them to seats. For this kindness he earned the praise of Mrs. L. H. Goldberg, 7050 Merrill avenue.

SURFACE SERVICE MAGAZINE

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SALESMANSHIP

The terms "salesmen" and "trainmen" should be interchangeable and synonymous on the Chicago Surface Lines.

Two million purchases of service are made through these salesmen every day. The only sales that can be lost are those driven away by salesmen's tactics. And those are the all-important repeat sales which measure the success of any business.

It isn't human nature to alight from a street car and seek a competing system at the first sign of discourtesy, but it is a natural impulse to remember ill treatment and seek other means of conveyance on future occasions.

In a competitive world people have learned to pick and choose the service which best fits their needs and their dispositions.

They are used to courtesy and eagerness to serve on the part of clerks and salesmen with whom they deal.

If they do not get the same courtesy and service from a transportation system the time will come when they will take their business elsewhere.

TONIC TIME

Mark Twain once said, "Everybody talks about the weather but nobody does anything about it." It was a great line and the saying formed the basis of innumerable advertisements released by air conditioning manufacturers who intimated the great humorist was all wrong.

It remains to be conclusively demonstrated that men can do much about the weather. There is no doubt, however, but that weather can do a lot for all men. Soon that crisp, cool tang of fall weather will be felt. It will be the best tonic possible for three months of sultry summer sluggishness.

If all precedents are followed the new atmosphere will bring a sparkle to the eyes and a new spring to each step. It should make a smile come a bit easier and a pleasant word the tangible proof of high good spirits.

Understand, this is no brief for cool weather. It is merely a reminder that changing seasons often call for changing habits. Try it for yourself when fall comes 'round the corner. Shake off the lazy habits that summer may have left with you.

There'll be more people riding street cars—let's make more people enjoy it.

EMPLOYES RELIEF FUND

August, 1937

The Surface Lines Employes Relief Committee held five sessions during the month, at which there were 30 applications considered. Of this number there were 22 approved for weekly assistance, and one emergency case on which the Committee extended immediate relief.

Checks totalling $15,588.00 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of $1,000,879.08 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, $1,120,879.08.

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 $242,150.97, which brings the grand total relief expended to date, to $1,363,030.05.

She: "And you won't be one of those husbands who raise objections every time their wives want anything?"

He: "Certainly not; I'll let you want anything you like."

Win Baseball Titles

Sectional Honors to Armitage and Blue Island— Now Playing for Championship

In a driving finish two "dark horses," Armitage and Blue Island, flashed to the front to garner title honors for the Chicago Surface Lines softball season which ended August 29.

By their victories the new title holders displace the champions of the 1936 season. The 77th team, system leaders, dropped out of the running early in the season as their crippled forces met with several successive losses. The North Avenue team which won the division title last year remained in the battling until the final game when they lost to Armitage in a title play-off, 15 to 14.

Meet for Title

By virtue of their league titles Armitage and Blue Island are now engaged in a three game play-off for the system championship. There is a probability that the championship will be decided before this magazine makes its appearance, for the two teams will have met twice by that time.



Walter Johnson

Blue Island was forced to the limit to win the south section title and won only in the last game when they turned in a 3 to 0 win over Kedzie behind the masterful two-hit pitching of Lewis Rokas. A five game winning spurt was a prime factor in the pennant drive.

Armitage shoved North Avenue out of the running in one of the wildest games of the year on August 29. North Avenue led 11 to 4 at the end of the sixth inning, but crumpled under the Armitage seventh inning attack which netted nine runs. The score by innings:

										R.	H.	E.
Armitage	0	0	0	0	2	2	9	1	1	15	22	7
North Avenue	0	1	2	0	1	7	1	1	1	14	15	1

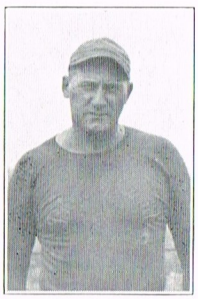

Walter Vlach

In the first game of the sectional play-off the Armitage team stepped out to an early lead and were never headed, triumphing eventually 10 to 5.

Base Hits Galore

Both teams had on their hitting togs and the Armitage sluggers poled out 19 hits to the 13 compiled by the Blue Island batters. The first team was charged with two errors while three were chalked up against Blue Island.

If the title series goes to three games both teams will rely largely on their slugging prowess. Armitage has shown a tendency to spotty fielding as shown by the seven errors made in the game with North Avenue. The fielding edge, if any, seems to rest largely with the Blue Island team.


William Suske

Many Star Players

If there is anything in a name it would be only logical to have Walter Johnson hurling for the Armitage team. He has been a bulwark throughout the successful season, but unlike his namesake Johnson has held the catcher's position. His play and the hitting of Carl Brunn have been the brightest spots in the constellation gathered together by "Coach" Division Superintendent Lambert Milz.

Captain Arthur Erickson at first base and Manager Joseph Kurzer have also been strong points in the Armitage line-up.

Blue Island rooters, chief among them Division Superintendent E. L. Maguire, have directed many of their cheers to the sparkling play of Walter Vlach and William Suske.

Vlach has played a bang-up game at second base all year and his hitting has been very timely. Suske proved a sensational left fielder and a hitter of unusual ability. He was expected to be one of the big guns in the Blue Island attack when they met in the play-off games.



Carl Brunn

Pitcher Lewis Rokas and short center fielder Clarence Triner have both done good work for the south side team.

Pictures Identified

The Armitage players as shown on the inside cover are:

Front row, left to right: E. R. Farrell, William Uhl, Manager Joseph Kurzer, Gus Pflum, M. J. Moran and Herbert Preuter. Second row: Umpire Schultz, Ray Larson, David Barrowmann, George Dressler, Otto Kierzewski, Frank Zwicker, E. G. Happs and Umpire Vomaska. Third row: R. G. Schreiber, E. R. Wagner, Captain Arthur Erickson, Carl Brunn and Paul Bloethner.

The Blue Island players are:

Front row, left to right: Adolph Gach and Mascot Charley Starr, Jr. Second row: Clarence Triner, Frank Kwilos, Tony Jaslowski, Walter Vlack, Tom Durack and Clarence Vlack. Third row: Assistant Division Superintendent T. H. Eigelsbach, Cecil Cline, Arthur

Piper, John ("Sparky") Vujtech, Charles Paszternak, Lewis Rokas, Louis Kucera, Michael Griffin, Walter Frost and Division Superintendent E. L. Maguire. Fourth row: Emil Demko, William Suske and Arthur Dillon.

The play-off series saw the following lineups:

ARMITAGE	BLUE ISLAND
Pflum, cf	Durack, ss
Farrell, ss	Griffin, rf
Brunn, 2b	W. Vlach, 2b
Zwicker, sc	Triner, sc
Johnson, c	Suske, lf
Erickson, 1b	Paszternak, 3b
Uhl, lf	Dillon, cf
Larson, 3b	Demko, 1b
Moran, rf	Rokas, p
Happs, p	C. Vlach, c

The final standings of the league teams follow:

North Section	W.	L.	South Section	W.	L.
Armitage	13	2	Blue Island	9	3
North No. 1	12	3	Archer	9	4
Devon	8	6	Kedzie	8	5
North No. 2	7	7	69th	6	6
Division	7	7	77th	5	7
Noble	6	8	Cottage Grove	4	8
Lincoln	2	12	Lawndale	2	10
Limits	2	12			

ANDREWS GRADUATES

Completes Ministry Course at Bible Institute

He could be a minister but over a space of years the Chicago Surface Lines has taken too firm a hold on his affections. So Gilbert E. Andrews will remain as a clerk in the Transportation Department following his graduation from the Moody Bible Institute last month.

That date marked the completion of a five year course at the Institute during which Andrews attended night courses in Bible, public speaking and English twice weekly. His graduation qualifies him for the ministry.



Gilbert Andrews

The ties that bind Andrews to the Surface Lines, however, are of too long standing for him to consider a move to other fields. He first entered service in April, 1917 and since November, 1918 he has been attached to the Transportation Department where he has become known to thousands of trainmen.

Don't ever tab Gil as other than a man's man. If the White Sox have a more rabid follower he has yet to make the public prints. In that respect he is a member of the old school of Comiskey rooters. No mishaps swerve his allegiance and his loyalty is as strong when the Sox are at the bottom of the list as when they are knocking at the doors of first place.

Mr. Andrews is married and is mighty proud of three children, Gilbert, Jr., 16, Ruth, 14, and Donald, 3, who round out the family circle at 5749 South Morgan street.

A SOUL IS SAVED!

Redemption Granted at New Low Price—$2. Covers All

The conscience fund of the Surface Lines has an additional two dollars and "KB" is that much closer to the bosom of Father Divine's Universal Peace Mission Movement, following a recent interchange of letters between the parties concerned. "KB's" letter explains the story in its own inimitable language.

"In as much as I realize Father Divine (God almighty) sees and hears everything one may do or say. It causes me to realize and recognize His ever presence.

"Father Divine's mind and spirit has opened the book of my past on which was recorded this error or wrong deed. I committed according to the rules on the street car transfers, In transferring from time to time I made stops and stayed over the time allowed. This automatically made a criminal and a holdback to Humanity of me.

"I do not know how many times this happened my conscience seems to think two dollars ($2.) herewith will cover it, since these mistakes Father Divine's mind and spirit has taught me. It is the little foxes as well as the big ones that spoils the tender vines.

"In cleaning the temple and making the way of the Lord straight it is a pleasure for me to correct all of my mistakes if possible.

"All honor goes to Father Divine (God almighty). This leaves me Well, Healthy, Happy, and Prosperous in body mind and spirit.

"Respectfully yours,

"KB"

Father Divine was notified at his New York address of KB's change of heart.



OPEN BUS ROUTE

An enthusiastic crowd cheered an extension of Chicago Surface Lines feeder bus service early last month when a connecting link from 47th to 31st street was placed on Pulaski Road.

The link makes a through route from Bryn Mawr on the north to 63rd on the south.

Mayor Edward J. Kelly, Alderman Joseph Kacena, Jr., Assistant Superintendent of Transportation J. B. O'Connell and civic leaders hailed the new service in a celebration held August 8.

FALL SCHEDULES DELAYED

Postponed School Opening Causes Change of Plans

Installation of the fall schedules was delayed following action of the Chicago Board of Education in postponing all public school openings until the infantile paralysis situation improves. The postponement affects an estimated 700,000 students.

A similar action was taken by the parochial schools.

A check of the records by which Superintendent F. A. Forty of the Schedule and Traffic Department bases his schedules shows the number of schools available to students who use the Surface Lines and for whose convenience fall schedules are primarily installed.

There are 277 grammar schools, including branches, at which 8,628 teachers serve an unpredictable number of students. Some 147,500 high school students get their education in 71 schools, including branches, under the direction of 4,596 teachers. Catholic high schools serve an estimated 10,000.

OBITUARY

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

Transportation—Division 2, Burnside: Henery Anderson, employed June 7, 1895, died August 14, 1937.

Division 3, Seventy-seventh: Clarence W. Hanson, employed November 28, 1933, died August 11, 1937.

Division 4, Sixty-ninth: Joseph C. Milash, employed January 14, 1920, died August 2, 1937; Timothy O'Brien, employed June 21, 1905, died August 26, 1937.

Division 6, Lawndale-Blue Island: Joseph B. Halter, employed January 30, 1900, died August 16, 1937.

Division 7, Kedzie: Christ J. Ehlers, employed May 29, 1905, died August 29, 1937; Michael H. McNamara, employed May 27, 1902, died August 22, 1937.

Division 8, North: Patrick F. Meaney, employed August 12, 1892, died August 13, 1937.

Division 10, Elston-Noble: Harry M. Hansen, employed February 8, 1908, died August 30, 1937; George Rehm, employed July 18, 1917, died August 5, 1937; Henry T. Schmidt, employed January 15, 1892, died August 22, 1937.

Division 11, Lincoln: Patrick Fitzgerald, employed March 17, 1902, died August 17, 1937.

Material and Supplies—Frederick Bergholtz, employed December 1, 1891, died August 3, 1937.

Shops and Equipment—West Shops: John Kubicek, employed September 5, 1918, died August 19, 1937.

Track—Ciro Rizzo, employed June 27, 1918, died August 26, 1937.



NEW BUSES DELIVERED

Recent deliveries from the J. G. Brill Company of Philadelphia have added 17 new trolley buses to Chicago Surface Lines equipment. Their arrival completes an order placed last February.

The new trolley buses will be used to supplement service on various lines. They seat 40 passengers in comfortable leather-upholstered seats. Lighting, heating and ventilating systems are all similar to those in the new Madison street cars.

The trolley buses are powered by one 125 horse power motor in contrast to earlier models which have two motors of less power.

CONDUCTOR—HERO!

Demblon Saves Child's Life at Risk of Own

There is an old saying that the "best way to hurt a man is through his pocketbook." If that is true William Demblon was hurt in two ways. He lost one week's pay and received a badly burned hand, too.



William Demblon

But tucked away with those two losses Demblon has the knowledge that he saved a youngster's life and earned the undying gratitude of Mr. and Mrs. I. J. Paternoster, 953 West 50th Place.

Conductor Demblon, badge No. 1064 of 69th Street, was off duty one day last month when his attention was attracted to a screaming boy enveloped in flames. As the boy turned to run from the flames Demblon pursued him and tore away the burning clothes, burning his own hand severely in the act.

But for the necessity of asking for sick leave Demblon's heroism might have passed unnoticed for he had refused to give his name to the child's parents or to take any credit for his actions.

Demblon is a comparative newcomer to the Surface Lines, his service dating only from April 15 of this year. Lacking a full year's service he was unable to meet the insurance company's provisions and is thus unable to collect accident compensation. The burns he received forced him to lose seven days.

There is a consolation previously mentioned, however. Doctors who treated the Paternoster boy assert that his life was saved only by Demblon's quick actions.

Mr. and Mrs. Paternoster traced Demblon through mutual friends and wrote Superintendent of Transportation W. A. Hall of their gratitude.

Correct Directions

Attention has been called to the fact that numerous trainmen have been misdirecting patrons seeking to reach the Chicago Historical Society.

The Chicago Historical Society is located on North avenue at Clark street. It is but a short distance from the eastern terminal of the North avenue line and is easily reached by all north and southbound lines running on Clark street in the vicinity of Lincoln Park.

KEEPING 'EM ROLLING

77th Moves Into August Lead—Devon Slumps to Third

Zooming up from sixth place 77th Street depot took first honors in the keep 'em rolling figures for August. The 77th spurt gave the station an average of 10,544 miles per pull-in, a 33.8 per cent increase over July.

The largest percentage increase recorded by any station was that turned in by Limits, 61.7 per cent. Devon, leader of the July list, showed a slight increase of 1.7 per cent with an average of 9,799 miles per pull-in, but that record was not good enough to withstand the improvement shown by 77th and by Division which ranked second with an average of 10,137 miles per pull-in, an increase of 25.1 per cent.

Cottage Grove suffered the biggest drop when they fell from third to eleventh place in the standings. Lawndale dropped from second to sixth.

Notable gains included the rise of Limits from twelfth to fifth and Armitage's from sixteenth to ninth.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-in	Pct. Inc. or Dec.
1	77th	—	10,544	33.8
2	Division	9	10,137	25.1
3	Devon	1	9,799	1.7
4	Archer	—	9,142	12.4
5	Limits	12	8,301	61.7
6	Lawndale	2	8,032	15.7*
7	Burnside	6	7,483	3.2
8	69th	—	6,676	10.7*
9	Armitage	2	6,235	34.2
10	Elston	7	6,104	9.5*
11	Cottage Grove	1	6,077	28.5*
12	Kedzie	—	5,975	2.0*
13	Blue Island	4	5,809	22.0
14	North	—	5,491	6.3
15	Lincoln	2	5,099	.1*
16	Noble	—	4,744	3.3*

*Denotes decrease.

Carhouse records for the past six months:

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

ROUNDING UP WITNESSES

Lawndale-Blue Island Retains Honors for July

Rounding up witnesses figures for the month of July dropped to a 3.35 average as the Lawndale-Blue Island team retained the top ranking with an average of 3.88.

Burnside, after eight consecutive months of leadership, was forced to be content with second place, averaging 3.81 to nose out Cottage Grove which compiled a 3.80 average.

The list, as a whole, showed few major changes. Kedzie tumbled from third to seventh while Archer was dropping from second to fourth place even though making the same 3.75 average.

Detailed standings follow:

1. Lawndale-Blue Isl.	3.88	3.82(1)	3.71(2)	3.60(5)
2. Burnside	3.81	3.52(5)	4.10(1)	4.50(1)
3. Cottage Grove	3.80	3.64(4)	3.38(8)	3.61(4)
4. Archer	3.75	3.75(2)	3.70(3)	3.84(2)
5. 77th Street	3.46	3.48(7)	3.55(6)	3.71(3)
6. 69th Street	3.38	3.31(8)	3.40(7)	3.34(7)
7. Kedzie	3.22	3.69(3)	3.66(4)	3.59(6)
8. Elston-Noble	3.19	3.51(6)	3.20(9)	3.15(8)
9. North Avenue	3.18	3.23(9)	3.00(11)	2.97(10)
10. Armitage-Div.	3.11	2.60(12)	2.72(12)	2.78(12)
11. Limts-Devon	3.05	3.21(10)	3.19(10)	3.07(9)
12. Lincoln	2.48	2.76(11)	3.61(5)	2.83(11)
Aver. for System	3.35	3.41	3.30	3.40

Departments and Divisions

Accounting

Miss Madeline McGuinness of the pay roll division was guest of honor at a farewell luncheon given by her friends at noon Tuesday, August 31, at De Met's tea room located at Adams and State streets. Miss McGuinness was presented with some very useful gifts.

The many friends of Miss Leora Murray of the trip sheet analysis division are offering her congratulations, the occasion being her engagement to Harry Miller.

Mrs. Olive Battersby of the pay roll division divided her time between Mount Morris, Illinois, and the Dells, Wisconsin, during her vacation.

It would be worth your while to talk to Miss Connie Walther about her educational and pleasure trip in and around Elizabeth, Illinois, a farm near Dubuque, Iowa, and Long Lake, Illinois.

Thomas F. Coan

Electrical

Leo Purcell of the downtown office spent his vacation at Leavenworth, Kansas, as usual, but not at the request of the government.

Stanley Jackson, also of the downtown office, visited Roosevelt, Minnesota, and his pastime was fishing for muskies.

Edward Keating and Bill Kopke of the electrolysis division vacationed in Chicago and North Judson, Indiana, respectively.

W. McKeever of Grand and Leavitt was sight-seeing in Chicago in the hope of finding a new location for a future home on the north side.

The return of R. Dieter, one of the esti-

mators, was pleasing to all of his associates. He spent several weeks convalescing from an operation.

Thomas Gilligan of the line department is now resting and reported as doing well after a long siege of illness. Tom is now at the Alexian Brothers hospital and we send best wishes for a speedy recovery.

Billy

Engineering

J. Aldridge, utility department watchman at Grand and Leavitt, spent his first vacation in thirty years touring and visiting old friends in Wisconsin. Joe tells of an 87 mile per hour ride his country cousins gave him, and admits that the gas buggies of today are much faster than the buggies of years ago.

D. W. Dart, track department material clerk, spent his vacation in the northern part of Minnesota, enjoying all outdoor sports.

Sympathy is extended to George Nolan, motorman in the utility department, upon the loss of his mother; also to Jim Conwell, in the loss of his daughter.

Joe Koza took advantage of his vacation period to visit the west coast and had a wonderful opportunity to get additional knowledge regarding engineering and floral subjects. For instance, he visited Boulder dam, Golden Gate bridge, and the Stanley gardens in Vancouver. Joe is very enthusiastic on these subjects.

Schedule and Traffic

John Crennel made his radio debut recently. John says the recipe requires a Studebaker and a red light . . . the Traffic Court appearance is easy.

Vacation reports indicate that the members of this department were well scattered over the United States and Canada.

Art Stahl motored to Washington, D. C., Atlantic City, New York City and Philadelphia.

C. S. Steele saw the Adirondacks and White Mountains and the State of Maine; George Fisher, the State of Pennsylvania; Lee Gilbert, Angola, Indiana. Gus Lohse went around the lakes and to Ontario, Canada where he saw the Dionne Quints.

Ted Cowgill rode the streamliner "City of Portland" to Oregon. Byron O'Neill and W. H. Burkhart went to southern Illinois and L. C. Dutton to Iowa. Bill McConochie was catching the big ones at Spooner, Wisconsin while F. A. Forty was swimming and sunning at Lac Du Flambeau, Wisconsin.

G. R. Bryan, J. S. Franzen, R. M. Sedlack, N. H. Johnson and W. P. Devereux enjoyed the sights of Chicagoland. R. R. Drysdale was in Eastern Ontario, Canada, Harry Jennison went to Michigan and George Weidenfeller visited relatives at Mineral Point, Wisconsin.

Shops and Equipment

South Shops: Vacation notes: J. J. Sake whiled away vacation hours in Michigan; W. A. Goering was in Iowa and Wisconsin; A. H. Williams went to Wisconsin; W. O. Farrow was up at Tower Lake, Minnesota; W. B. Cameron vacationed at Devil's Lake, Wisconsin; Lydia Matheny roamed around Michigan and Canada.

Harry Alm, millwright, took a 6-week furlough and made an extensive tour of the west, taking in the Rockies, Wyoming, Montana and Canada.

Sir Stork left a baby boy, weighing 8 pounds, at the home of Peter Schouten, machine department, on August 14. Congratulations, and best wishes for the baby.

Burnside: T. R. Carson, assistant day foreman, spent his vacation in New Mexico, where he visited friends and relatives.

John Petika has just purchased a brand new 1937 Plymouth. Happy landings, John.

Angelo Rizzuto spent his vacation in Detroit with his family. He reports that the fishing was "pretty good."

Night assistant foreman, Peter Streelman, whiled away his vacation hours in Michigan and Wisconsin. He caught a batch of bass and a few muskies.

Chester Buckley went up to the Fox Lake region on his vacation in pursuit of Oscar the Fourth and the $1,500 prize. Better luck next time, Chess.

77th Street: Leo Keane purchased an expensive rod and reel to determine if there were any truth in the rumor that large lake trout could be caught by casting off the 66th street pier. After spending his entire vacation and acquiring a badly strained wrist from his efforts, Leo reports that as a result of his investigation he intends to spend next summer fishing at Mud Lake for bullheads.

We have a pioneer in a new field in our midst. Martin Riedy has taken up airship gliding as a hobby and has, we understand, almost made several reward flights.

In some mysterious way Frank Haas acquired an automatic refrigerator. Frank is still looking for the owner, because the day after he installed it he removed a dozen eggs he had in it, only to find them hardboiled.

The boys intend to sign a petition asking Jim Hopkins' wife to let him drive his new automobile to work.

Archer: The boys wish to thank John Hajek for the nice time he treated them to at his party.

Fred Reimer reports he spent a very enjoyable week in his back yard.

We notice Tim McAuliffe is not smoking his pipe lately. Why?

Elsie S. Frank

West Shops: Our regular correspondent, Miss Lillian Hultquist, will be vacationing at the time this goes to press. We wish her a pleasant and restful time.

J. D. Newton, paint shop foreman, has returned to work after a long illness. We are all glad to see him back on the job again.

Among those who have returned after a two weeks holiday, are Miss Eleanor Rall, James Maher, Carl Gerlach, and Joseph Bolech.

Richard Maerz, our "Soldier Boy" (former lance corporal, now sergeant) spent his two weeks in the National Guard Camp at Rockford, Illinois, finishing it off with an active part in the Military Show given at Soldier Field on August 14 and 15. They tell us that anyone attending the show on Sunday evening, the 15th, could not have missed singling out Dick from among the ranks. It seems that a little dog, who had been roaming along the lake front, suddenly became military minded and entered the arena just as the boys were marching around. He took his place in line, immediately choosing Dick as his leader, and followed along behind him around the entire

arena, much to the interest and amusement of the spectators.

Several cards were received from John Landeck who spent his vacation at Cold Water Canyon at the Dells, Wisconsin. He tells us that he has had considerable practice with golf clubs. Do you suppose we'll have another name added to our list of golf fans?

Many comments have been heard recently from our shop and carhouse men regarding their newly acquired vacations, and it seems that they are all enjoying their week of leisure to its fullest extent.

May we suggest that if you have not already visited at least one of our carhouse flower gardens you do so before the summer is passed. The gardens at the various carhouses are genuine works of art, and we should all avail ourselves of the opportunity to see them and appreciate the time and effort put forth to beautify the Chicago Surface Lines property. We assure you that you will feel your time well spent after such a visit.

John Kubicek, carpenter at the West Shops, passed away on August 19. Sympathy is extended to his family and friends.

Mildred Habeger

Around the Car Stations

Cottage Grove

Congratulations to Conductor James Horrigan, who celebrated his fifty-third year of service on August 30. James is still very active and is at present enjoying a vacation in California with the delegates of Division 241. No doubt he will return with a good supply of jokes which he will pass on to his many friends together with his adventures, told in the manner that is all his own.

Conductor J. Swann played in the Chicago golf tournament and the Cook County golf tournament, and while he did not reach the finals, he made a very creditable showing. He would like to meet players from any department or depot in a friendly game.

Jerry O'Connor came into the depot a few days ago with a big smile. Reason: He is a grandfather.

We do not want to have accidents, but when they do occur, get the names of all possible witnesses. Many accidents are made non-chargeable on the version of competent witnesses.

Atkinson

Seventy-seventh

Matrimony has claimed another staunch bachelor in the person of Conductor Ed Varney, which is news, unless we are misinformed. In that case, it will be news to him.

Motorman J. W. Clayton found himself pushed in front of a microphone the other day in a "man in the street" broadcast. The little instrument must have looked pretty awe-inspiring to him, because he couldn't even remember his name.

Motorman Charley DeMar, Conductor George Grassell and Conductor Earl Bedore have been invited to Motorman G. W. Jones' potato ranch for a vacation, presumably to go fishing, but the real reason is, the house needs painting.

Baby girls have been born to the families of Motorman D. Conlon, Conductor P. P. Reney and Operator G. W. Colman.

Sympathy is extended to the following men on deaths in their families: Motorman P. P. Remy, his sister; Conductor W. H. Walter, his son; Conductor C. R. Avery, his father; and Conductor John Burke, his wife. Sympathy also is extended to the family of Conductor Clarence Hanson.

Walter F. Story

Lawndale

Motorman Gordon Kibbelle sends a card from Denver, stating he is having a fine time.

Conductor Charles Vacha toured around Fort Dodge and Mason City visiting relatives.

Conductor Frank Miller returned from Wauconda, slightly sun-burned.

Conductor Louis Urlaub returned from Pelican Lake, Wisconsin, reporting a record catch of large fish.

Conductor Charles Mullen went to Coloma, Michigan, and reports a pleasant trip.

Conductor George Cameron and Motorman Peter Schellenberg returned from Steinbeck, Canada, after discovering a new lake with plenty of fish.

Motorman John Meidema sent a card from Hodgenville, Kentucky.

Motorman Peters Schutt took an out-of-town vacation, spending a week at Eau Claire, Michigan.

Motorman Joseph McHale returned from Amery, Wisconsin, with a good coat of tan.

Motorman James Johnson returned from Madisonville, Kentucky, after his yearly visit to his home town.

Sympathy is extended to the following trainmen: Conductors Thomas Sullivan and Timothy Sullivan, loss of brother and cousin; Conductor Robert Stolting, loss of brother; Conductor Elwood Deyman, loss of mother; Motorman Louis Hersh, loss of mother.

Conductor James Vernon reports the arrival of a 10-pound boy.

C. F. Karschnik

Blue Island

We all wish to extend sympathy to Motorman John Gleason in the loss of his wife, who passed away September 2 after a long illness.

Conductor (Doc) Adolph Gach has invented a new high-speed rubber thumb stall which he claims can only be used in the rush hour as it is too fast in non-rush hour trips. It is made of rubber inner tube clamped together with transfer pins and wings on one side. It is quite a contraption and he would be glad to demonstrate it to the boys.

Some one put a cannon cracker in George Weaber's car the other day and when he stepped on the starter it whistled and then exploded and almost scared George to death. He became angry and said if he could find the one who did it he would put him in jail in Lyons, where he lives, but we are advised that there is no jail in Lyons as they have no money to build one.

We all wish to thank the trainmen for their

wonderful co-operation in handling the crowds during the Water Festival the week of August 22.

C. P. Starr

Kedzie

Division Superintendent Thomas Fahey is back after a wonderful vacation at Paw Paw Lake, Michigan, and looks fine and healthy.

The soft ball team, which was in first place practically all season, landed in third place. Better luck next year, for we all know you worked hard and did your best.

Conductors Franklin Little and Joseph Kent are now in the bonds of matrimony. We wish them all good luck, success and happiness.

Conductor Michael McNamara died August 22, after an illness of several years, and Motorman Christ Ehlers, who was also off for some time, died September 1.

Clerk Nicholas Grimaldi and Motorman George Foster with their wives, made a wonderful trip to the western coast, covering 5,800 miles by automobile in 14 days—believe it or not. They enjoyed sight-seeing at the Black Hills, Salt Lake City, Los Angeles, Grand Canyon, Pikes Peak, Denver, and the Rocky Mountain National Park.

Clinton Sonders

North Avenue

Sympathy is extended to the family of Conductor Patrick Meaney, who passed away recently. In the 40 years of service he gained innumerable friends, and all respected him for his great loyalty to the service.

Motorman Henry Shoemaker has returned from his visit to Holland, looking and feeling like a new man. He says that the people there still wear those picturesque costumes associated with that nation and to prove it brought back a picture of himself in costume. Some outfit.

Redmond Lyons has left for Ireland, as has Jerry Ring. The advent of the vacations has brought a deluge of picture postcards upon us, and the only fish brought back are on the cards.

Mr. Sim and Clerk Harrington, back from their trip in northern Wisconsin and Michigan, report a record catch of one bass between them. Not bad, not bad. Supervisor Bailey says he and Thomas Henehan did much better than that but that Tom let the big one get away. Believe that if you wish. Jerry O'Donnell sends word from Nova Scotia, with the usual "having a nice time."

Now that Clerk Bob Keag has recovered from an appendicitis operation, Ted Hoellen had the misfortune of having to have one. He is getting along fine now and will be back to work soon.

George (Gabby) Gersch claims that living on a farm for a month is great stuff but that he had more company visit him there than he had at home for a year. Notwithstanding, Mrs. Gersch claims she had a greater vacation than at any time in her memory.

There are new arrivals at the home of Motorman Charles Lemke and Henry Voegtle, both daughters. Congratulations to the parents.

Frank Zummer is still at Speedway hospital. Edwin (Tacks) DeLave has been released from the St. Joseph hospital, and will be back in the harness in no time. Conductor Charles Lemker reports that the fractured leg is on the mend.

Conductor Norris kept his marriage a secret but is now on a honeymoon, destination unknown.

Operator L. McKinney is back after two weeks in Camp Grant with the Reserve Officers' Training Camp, looking tanned and fit.

Receiver Sikora toured the East by way of Canada, but he absolutely refuses to tell why only the top of his head is sunburned.

Chief

Lincoln

It was incorrectly stated in last month's issue that Conductor J. Fitzgerald took a 90-day furlough to make a trip to Ireland. Conductor R. Philbin took this trip, rather than Mr. Fitzgerald.

Two of the boys have left the station to go on the buses, Conductor Eddie Kaczmarek and Motorman L. A. Parker. It is hoped that the change will be enjoyable for them.

Motorman Victor Gundelack met with a peculiar accident while on duty on August 29. The hand brake swung around and hit his hand, breaking several bones.

Congratulations are in order for Fred Rathunde, who became the proud father of a 9-pound baby boy on July 8.

We didn't get any particulars about the wedding of Extra Operator Carl H. Koch, but we did learn that the marriage took place on Saturday, September 4. Best wishes are extended to him and his bride.

Sympathy is extended to the family of Motorman Patrick Fitzgerald, who passed away and was buried from his residence and St. Sebastian's church on August 21. Motorman Fitzgerald was an old-timer, having been with the company from 1902 to 1931.

Sympathy is also extended to Conductor H. Schmidt, whose father passed away in Michigan City.

Conductor Irving J. Metzger, with his wife and several friends, spent a very pleasant vacation in Galena, Illinois. The high spot of their vacation was a visit to the Grotto in Dickyville, Wisconsin, which is made of beautiful stones of various kinds from all over the world. Mr. Metzger reports that this sight alone was worth the trip.

Henry Spethman

Devon

Belated congratulations are in order for Conductor Larus Gislason who recently became the proud father of a baby girl, Evelyn.

Seventeen month old Carol Jean Langer probably is as appreciative as her parents are of her new baby brother, Thomas Francis, who was born August 11, at West Side hospital. He weighed 6 pounds, 9 ounces.

Among the new bus candidates, whose absence from our ranks will be deplored by their many friends, are William Hickey, F. Bjornson, and C. Voss. We wish them success and luck in their new venture, as we do all newcomers who are augmenting our ranks.

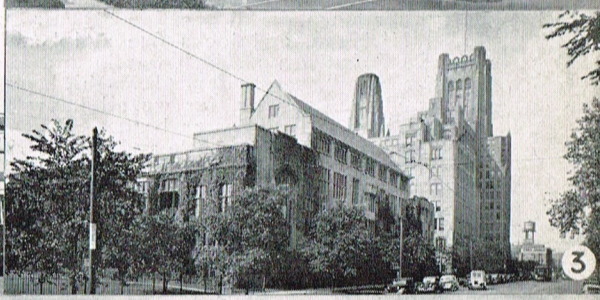
Rumors have it that Conductor Mike Size, was fishing for "Oscar" out at Lake Zurich, without success. Will some of his friends please enlighten him?

The baseball season which came to a close with Devon losing to Kedzie for third place, marks the end of another year. Better luck next time.

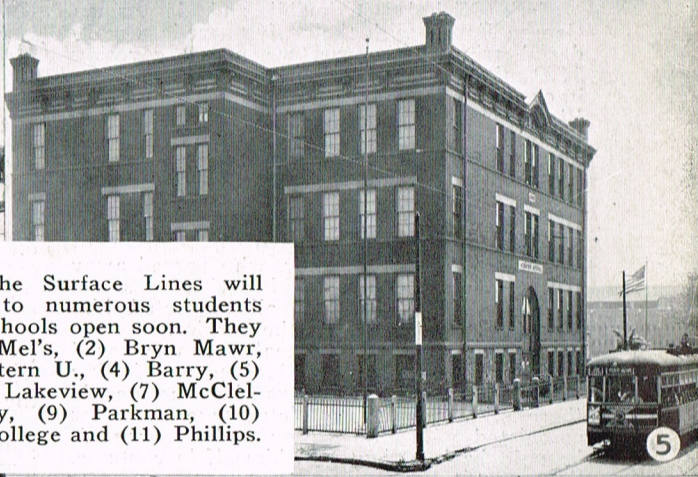
John W. Binder











Service by the Surface Lines will mean much to numerous students when these schools open soon. They are: (1) St. Mel's, (2) Bryn Mawr, (3) Northwestern U., (4) Barry, (5) Webster, (6) Lakeview, (7) McClellan, (8) May, (9) Parkman, (10) North Park College and (11) Phillips.

