

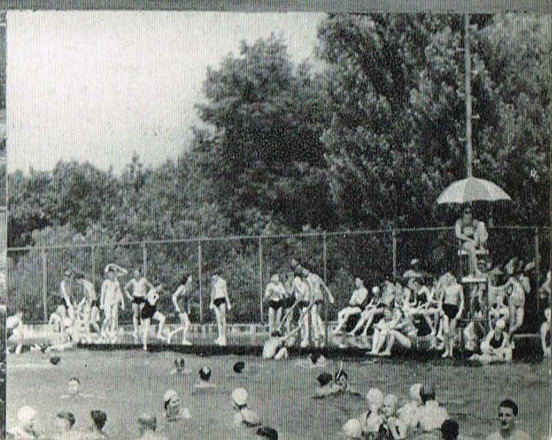
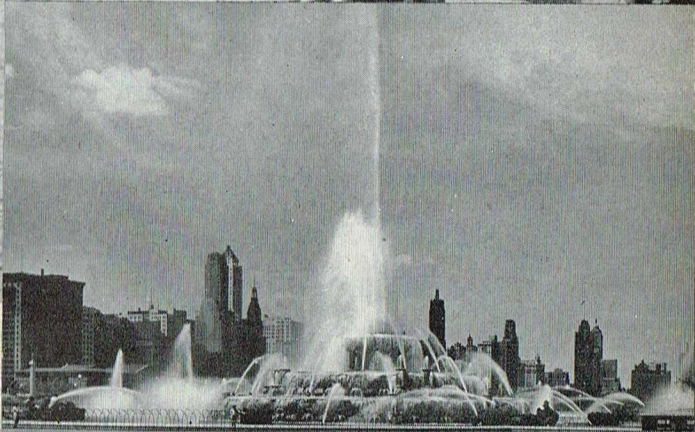
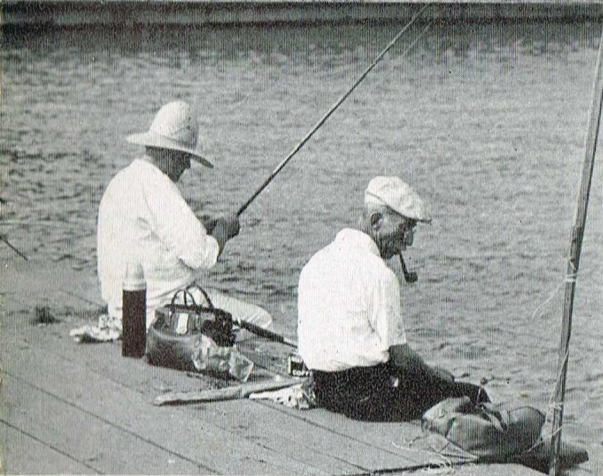
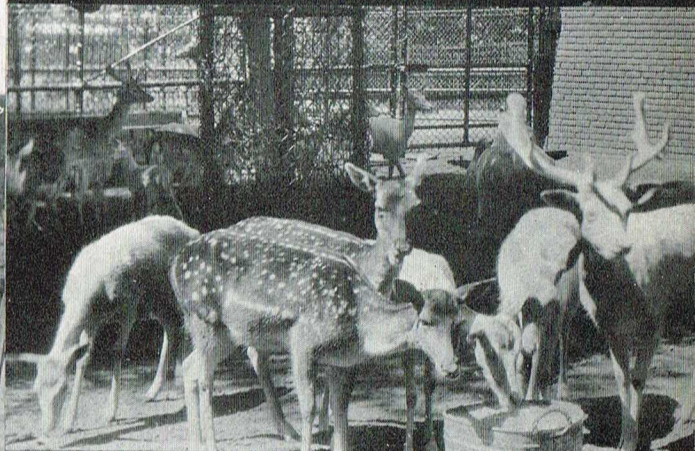
Surface Service

• MAGAZINE •

VOLUME 14

AUGUST 1937

NUMBER 5



CHICAGO - A VACATIONLAND



1932



Chicago Surface Lines

is hereby tendered this

HIGHEST AWARD

in the TRANSPORTATION ELECTRIC RAILWAY Division

in recognition of winning FIRST place in the "Better Copy" Contest (Transportation Electric Railway Division) conducted by the Public Utilities Advertising Association for the best advertisement published by a member public utility operating company in the United States or Canada during the period January 1, 1931—December 31, 1931

PUBLIC UTILITIES ADVERTISING ASSOCIATION

with the cooperation of the

AMERICAN ELECTRIC RAILWAY ASSOCIATION

June 21, 1932

Charles E. Anderson
General Director
Chicago Surface Lines
Division of Advertising
CHICAGO ELECTRIC RAILWAY ASSOCIATION

W. H. H. H. H.
President
Public Utilities Advertising Association

FIRST
PRIZE

Awarded to
CHICAGO SURFACE LINES
for
TRANSPORTATION
POSTER ADVERTISING

PUBLIC UTILITIES ADVERTISING ASSOCIATION
DEPARTMENT OF THE ADVERTISING FEDERATION OF AMERICA



BETTER COPY CONTEST FOR 1935

PRESENTED AT THE ANNUAL CONVENTION, JUNE 11, 1935, AT CHICAGO, ILL.

THIS CONTEST was conducted by the Public Utilities Advertising Association to entertain and reward the best examples of advertising by Public Utility Operating Companies during the period January 1, 1934 to December 31, 1934

Henry C. H. H.
President

Charles E. Anderson
General Director

PUBLIC UTILITIES ADVERTISING ASSOCIATION
Department of the
ADVERTISING FEDERATION OF AMERICA



Presents this certificate to

CHICAGO SURFACE LINES
for winning

Award of Excellence

FOR TRANSPORTATION COMPANY PUBLIC RELATIONS NEWSPAPER ADVERTISING
IN THE 1937 BETTER COPY CONTEST

Presented at the Annual Convention, June 22, 1937, at New York City

THIS CONTEST was conducted by the Public Utilities Advertising Association to entertain and reward the best examples of advertising by Public Utility Operating Companies during the period January 1, 1936 to December 31, 1936

W. H. H. H. H.
President
Public Utilities Advertising Association

SURFACE LINES WINS ADVERTISING HONORS

The awards above are an example of Chicago Surface Lines preeminence in the field of public utility advertising. The Public Utilities Advertising Association, a department of the Advertising Federation of America, gave the Surface Lines the highest award for newspaper advertising in the Electric Railway Transportation Division in 1932, and for transportation poster advertising in 1935. The award of excellence has just been received for newspaper advertising published last year.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 14

AUGUST, 1937

No. 5

"Motorman's Paradise"

**A Vacationer Looks at the Street Railway System of New Orleans—Bets
CSL Men Would Like It**

By H. F. PECK

They call New Orleans "The Crescent City," "The Carnival City" and apply many another name to this picturesque city of the South.

But if you're transportation minded and know something of a motorman's trials the chances are 10 to 1 that you'd immediately term it "Motorman's Paradise." For in New Orleans, as in no other city, a motorman's tribulations are at a minimum, due to extensive "neutral ground" where no dawdling milk wagon, no double parked cars nor stalled trucks can possibly interfere with the swift, easy flow of street railway service.

Restricted to Trolleys

For more than 60 miles in that city motormen operate their cars through territory restricted to the exclusive use of street cars. Their only trials arise at intersections where they must be alert for traffic crossing street car tracks at right angles. And they will have that "neutral ground" and consequently freedom from traffic bound in their direction for some time due to the indeterminate provisions of the New Orleans street railway franchise. It's a great place for the street car—New Orleans!

The people, the company and the powers that be in New Orleans are in agreement on the question of transportation convenience. The New Orleans Public Service, Inc., believes that it should be just what its name implies. Thus the company, together with the city government, operates on a principle of the greatest good for the greatest number. It follows quite logically in the minds of these Southerners, then, that if the street cars are the greatest of the city's transporting agencies the good of the people is best

served by aiding the swift movement of street car passenger traffic.

Access To All Points

Oddly enough, to Chicago's way of thinking, New Orleans takes it for granted that the heaviest carrier should have access to all points that the people desire to reach.

If you can picture Chicago Surface Lines street cars bisecting Lincoln or Jackson Park or running through numerous forest preserves you have an idea of how the citizens of New Orleans have access to all points. If you can vision street cars winding along Lake Michigan's beautiful front you'll get an idea of how street cars could allow Chicagoans to enjoy the pleasures of their own city to the best advantage and at the lowest cost.

But easy access to park districts, swimming beaches, forest preserves and similar publicly owned recreation centers gives no clue to the reason for terming New Orleans a "Motorman's Para-

dise." Rather it lies in arrangements that have cut traffic snarls to a minimum as far as street cars are concerned.

Roadways on Canals

It is the "neutral ground" that is largely responsible for this condition. The "neutral grounds" were canals when the city was younger. When the canals were filled the roadway thus obtained became neutral ground and, in general, has always been special territory devoted to the exclusive use of horse cars, cable cars and eventually, electric street cars. Thus there are no traffic problems except at intersections where automotive traffic crosses street car tracks at right angles.



Street cars on neutral ground through the residential districts of New Orleans.



New Orleans' famed Canal street. The lighter portion in the center is the neutral ground for the exclusive use of street cars. The neutral ground is doubly unique in that it has the only tieless car tracks in the world, laid on asphalt cushions.

Most unusual to one who has seen Surface Lines motormen struggle through State street traffic, is the free-moving manner in which street cars buzz merrily along Canal street, the "State street of New Orleans." Down this broad, beautiful street run four street car tracks in the neutral zone and elevated about three inches above the one-way lanes for automobile traffic on either side of the car tracks.

Picture This!

Let your imagination have free sway for a moment: Vision four lanes of street car traffic through State street on neutral ground and with only cross-traffic to contend. With only a week of such operation the results would be so surprising to Chicagoans that further talk of a subway would only bring a laugh. The present running time could be cut in half at least with a corresponding increase in service.

If the neutral zones were extended throughout the city where they would best serve the interests of the people, Chicagoans would enjoy real rapid transit. Of course, that would be following some of the ideas that are prevalent in New Orleans. The finest residential districts there are served quickly, capably and quietly by street cars. The cars run on their neutral strip down the center of the finest palm banked boulevards. Chicagoans, under such a program, would then buzz merrily northward in view of the lake through the center of the landscaped portions between the two outer drives. And there being no cross traffic on the outer drives, there would be no impediments to speedy street car service.

Street Cars in Parks!

New Orleans car riders like their parks and their street car service. As a result, all of the major parks are crossed by car lines. Audubon Park, one of the largest and most popular, is bisected by a street car line as shown in the accompanying cut. But not so in the park districts of Chicago!

The street railway system is owned and operated by the New Orleans Public Service, Inc., which also provides the city with gas and electricity. Though much smaller than the

Chicago Surface Lines, the company is an efficient one, comparing very favorably for its size and for business potentialities.

New Orleans has a population of approximately 460,000 persons and from that number the street railway system clocks off more than 315,000 revenue passengers per day. Motor buses and a few trolley buses are integrated in the system, much as they are in the Surface Lines. And there, as here, the street car is the most popular carrier. Trolley bus passengers have remained almost the same since being established five years ago. There is a sharp upward curve in the number of bus riders but much of that is attributable to the abandonment of several street car lines. But it is the street car business that makes the best showing, figures for the cars showing an approximate 8 per cent increase for the first six months of 1937.

Employ 1,272

The system employs a total of 1,272 of which number approximately 1,000 are trainmen. For the purpose of comparison that number could be tucked neatly away at Archer, Kedzie or the 69th street depots.

The 1931 valuation of the company was \$82,500,000.

Track mileage totals 126, of which about 60 miles is over the neutral ground previously described. Two of the longer lines, West End and Gentilly-Broad measure 13 miles, which compares well with the majority of Surface Lines routes.

The company encountered labor trouble some years ago and there is now a company union. The wage scale there grants 60 cents per hour to trainmen on two-man cars. One-man operators and bus operators earn 65 cents per hour.

It is, all in all, a neat, tidy little system, well staffed by courteous and obliging employees.

Plans are now being prepared for the extension of bus transfer facilities in bay No. 11 of the Archer avenue depot due to the extension of bus service on Pulaski Road.



Street cars—in the park! The practice is thoroughly approved in New Orleans.

Up-to-Date Bus Station

Ancient Landmark Becomes Modern Garage for New Foster-Kimball Equipment

By H. W. BUSCH,

Superintendent of Buildings and Drafting.

To provide quarters for the new bus equipment used on Foster and Kimball avenues, one of the old landmarks of Chicago's street railway history has been converted into a modern bus garage.

The building stands on the east side of Broadway north of Ardmore avenue, where it was erected in 1894 and used as a carhouse, office and power station by the Chicago North Shore Street Railway Company formerly the Chicago & Evanston Railway Company. Soon after its erection, however, the property was acquired by the North Chicago Electric Railway Company and through reorganization, subsequently was owned by the Chicago Consolidated Traction Company and finally the Chicago Railways Company.

The power station section of the building, "Edgewater Power Plant," was operated up to the year 1911 and in that year was reconstructed as the present substation. Operation of cars from this building was terminated in the year 1902 and the south section of the building was then used for housing of old cars and has since been leased to outside parties; in the last years it has been standing idly by in patient hope of coming back to the fold of the active street railway family.

Plans Made Early

The possibility of using this building for a bus station was realized several years ago and preliminary studies and plans were made at that time. Final plans were made this spring with the opening of the new bus lines on Foster and Kimball avenues and during the month of June the building was remodeled for housing of the buses of these lines and was rechristened "Broadway and Ardmore Bus Station." The work was completed in ample time to receive the buses before the opening of the new bus lines July 1. The station is described in the following:

The bus station is divided in two bays by brick wall extending three feet above the roof. The south bay is 47 feet wide by 215 feet long; the buses enter this bay from Broadway through electric-motor-operated folding doors. The inspection pit is located 38 feet inside of the doors and motor driven gasoline pump, air connection for tires and water supply for radiators are placed at the wall ahead of the pit. A hand operated gasoline pump is also provided for emergency use. A 2,000 gallon underground gasoline tank is buried in the yard south of the building. In the rear of the south bay is a toilet and wash room.

Exits to Broadway

The north bay of the bus station is 48 feet wide for about one-half its length and 97 feet wide for the rear half; the length is 215 feet. The north and south bays are connected by a 22 foot opening in the middle wall for inter-

passage of the buses. The repair pit, foreman's office, storeroom for small parts and work benches are located in the north bay. The exit doors leading to Broadway are double swing doors and are manually operated. The rear of the north bay is separated from the front portion of the bay by a brick wall and is used for storage of tires, oil room, battery charging equipment and miscellaneous other usage. This rear room is 97 feet wide by 54 feet long and by further remodelling may also be used for storing additional buses.

The floor of the bus station is of concrete and is drained by floor drains connected to grease trap basins before discharging to the sewer. Water for washing of the buses is supplied through ten hose bibbs mounted along the walls in both bays. For fire protection four lines of 50 foot fire hose and six portable chemical fire extinguishers were installed.

Repair Pits Ventilated

The pits are ventilated through duct stacks extending from openings in the pit walls to above the roof of the building and with ventilators on top of the stacks. Other natural ventilation for the building is provided by 11 windows in the south wall, transoms in the west wall, windows in the rear walls and skylights. In the skylights are installed six 24-inch ventilators; these are provided with mountings for possible installation of motor driven exhaust fans. The headroom in this building is unusually high, ranging from 29 feet to 34 feet from floor to underside of roof. A new heating system for the station will be installed this fall.

The main interior flood lighting is furnished by twenty 500 watt flood lights, mounted five at each end wall of the two bays. This means



An exterior view of the new bus depot at Broadway and Ardmore. The bus shown near the station's working crew is entering the south bay.

of lighting, together with the whitewashed walls, gives excellent and evenly diffused illumination. Other lights for general lighting in the repair pit section and rear room of the north bay are 200 watt wall lights with reflectors. The inspection pit and repair pit each have ten 56 watt lamps with guards and vapor proof sockets. On the front of the building are five globe light fixtures with red lamps and over each of the main exterior doorways is one five light cluster. At the communicating opening between the two bays are mounted five single red lights. Other single or cluster lights are provided at gasoline pump, toilet room, foreman's office, storeroom and at work benches. The power supply for all the lights is from the 600 volts direct current trolley circuit, with five lamps in series. Power for operating the motor of the air compressor is also supplied from this circuit. Alternating current of 110 volts is used for the operation of the motors of doors, gasoline pump, small tools and of the battery charging equipment. The wiring work was done by the Electrical Department.

Houses 36 Buses

At night the station houses 36 buses which leaves sufficient space for maneuvering and takes care of the buses of both the Foster and Kimball avenue lines. As mentioned in the foregoing, additional storage may be provided by utilizing the rear section of the north bay and the terminal yard south of the station also offers possibility for future additional storage capacity.

Let's conclude this story of the Broadway and Ardmore bus station with a lighter touch—The artisans of the ancient Greeks commenced their works with mottos and on completion relaxed and philosophized on their accomplishments. They usually wound up with proverbs inspired by their work and these were chiselled in stone for impartation of wisdom to the younger generations. Now as we review and reflect upon the rise, fall and restoration of this building, the bus station, and then enlarge upon the thought of comebacks, we reach the conclusion that: "There are hidden possibilities in the Old Bucks" and make that our proverb. To this could be added a nebulous one from the classics: "Measured by the yard stick of eternity your ancestors are still unborn." That one ought to hold the young cubs for a while.



The repair kit, foreman's office and the storeroom of the new bus depot is shown in this shot taken at the rear of the north bay.

LOOSE TRAFFIC KNOT

Division-Wells Terminals Abolished by New Arrangement

A minor routing change effected by Chicago Surface Lines engineers will eliminate the dual terminals on Division street adjacent to Wells street. The change will go into effect sometime this month.

State street cars, which turned west on Division to Wells and then switched back at Wells street, will now continue west on Division street to Mozart, the western terminus at the boundary of Humboldt Park.

The West Division street cars, which formerly switched back at Wells, the eastern terminus, will go south on State street to 21st street until 7:00 P. M. each week day. After that time, and on Sunday, they will proceed to Kinzie, to Clark and north to Division street, whence they will turn west to the terminus at Mozart.

Public interest, too, will be served, for patrons will no longer find it necessary to transfer from one car to another as they formerly had to do to proceed either east or west via Division street.

ROUNDING UP WITNESSES

Lawndale-Blue Island Ousts Burnside to Take Honors

Rounding up witness figures for the month of June were marked by a major slump on the part of the Burnside crew which dropped that station to fifth place after leading for eight consecutive months with an average of better than 4.0 on each occasion. The Burnside average dropped to 3.52.

In an unusual feature of the report one accident was recorded for Cottage Grove depot in which Burnside men aided in getting 12 witnesses. Credit was given to Cottage Grove. Had it been allotted to Burnside that station would have moved into third place.

The Lawndale-Blue Island crew, second in the compilations for May, took over the coveted first position with an average of 3.82.

A similar slump affected Lincoln depot which dropped from fifth place with a 3.61 average, to eleventh with a 2.76 average for June.

In spite of the slumps, the average for the system stood at 3.41, slightly up from the 3.30 recorded for May.

Detailed standings follow:

	June	May	April	Mar.
1. Lawndale-Blue Isl.	3.82	3.71(2)	3.60(5)	3.55(4)
2. Archer	3.75	3.70(3)	3.84(2)	3.57(2)
3. Kedzie	3.69	3.66(4)	3.59(6)	3.56(3)
4. Cottage Grove	3.64	3.38(8)	3.61(4)	3.26(7)
5. Burnside	3.52	4.10(1)	4.50(1)	4.41(1)
6. Elston-Noble	3.51	3.20(9)	3.15(8)	3.04(10)
7. 77th Street	3.48	3.55(6)	3.71(3)	3.40(6)
8. 69th Street	3.31	3.40(7)	3.34(7)	3.42(5)
9. North Avenue	3.23	3.00(11)	2.97(10)	3.05(9)
10. Limits-Devon	3.21	3.19(10)	3.07(9)	2.85(12)
11. Lincoln	2.76	3.61(5)	2.83(11)	3.16(8)
12. Armitage-Division	2.60	2.72(12)	2.78(12)	2.46(11)
Average for System	3.41	3.30	3.40	3.39

Truckers Offer Cooperation

Public Spirited Firms Unite to Lessen City's Traffic Congestion— Re-instruct Drivers

With cooperation the key note the Chicago Surface Lines and major trucking concerns throughout the city are bending every effort to eliminate the traffic snarls that have so long been a characteristic of Chicago.

The new movement to facilitate the flow of traffic was recently started when letters were sent to the owners of trucks who through oversight on the part of their drivers had contributed to street car delays.

Under the present practices motormen and supervisors who note delays caused by trucks which are double parked or occupy loading zones take the name and license number of each offender. A courteous plea for cooperation is then sent out by Executive Assistant J. V. Sullivan.

In some of his letters Mr. Sullivan points out that "One infraction of parking rules may seem trivial, but countless numbers of such occurrences throughout the city prevent us from serving the public with desirable speed and safety. Most people in Chicago use street cars on their shopping trips, as you know. These potential customers of yours usually react unfavorably toward companies whose name appear on trucks that interfere with street car service. We feel sure you are as eager to avoid creating traffic congestion as you are to avoid the public ill-will that follows for those who do.

"Cut Delivery Costs"

"Will you explain to the driver of the truck in question, therefore, that the car riders recently delayed by his careless parking are your customers? Remind him that these are the folks whose purchases pay his wages. The many companies who already have resolved not to let their trucks add to avoidable traffic congestion are helping to make his job easier and your delivery costs smaller."

The response to this letter on the part of responsible truck owners has been, according to Mr. Sullivan, "most gratifying." In almost every instance there has been a determined declaration from the truckers that similar instances will not occur in the future.

In a letter typical of many received the Alghini Macaroni Manufacturing company, through Richard Alghini, said:

"We regret very much that it was our driver that caused the delay. Apart from the fact that your service was seriously held up, it is also true that we may be delaying our potential customers by blocking the street.

"Unfair on our Part"

"It was very unkind and unfair on our part and lacking of any vestige of common sense.

"At any rate, we wish to take this opportunity to thank you for calling our attention to this matter, and to reassure you that we have taken precautions against any reoccurrence of this infraction of parking rules."

A letter in a similar vein was received from

the huge Lasham Cartage company which read in part:

Complaint Is Justified

"We have investigated this alleged complaint and found same to be true in all respects. We have called our chauffeur in and have cautioned him to prevent a recurrence of this event. We, as yourselves, are anxious to leave the street rails open, inasmuch as we are constantly using same ourselves and are anxious to avoid as far as possible all delays.

"Your letter is being placed on our bulletin board and being called to the attention of our drivers, and we feel we will not have a repetition of this nature. However, if such a happening does occur again, we will appreciate it if you will call same to our attention."

Armour and Company addressing Mr. Sullivan assured him "You are entirely justified in taking this action. It is the policy of this office to cooperate with all public spirited agencies in the promotion of safety upon the streets of Chicago.

The Honor Roll

The following firms have signified their intention of cooperating to eliminate the traffic congestion in Chicago. It is only a partial list at this time, but as Mr. Sullivan expresses it, "They surely constitute an Honor Roll in any list of public spirited firms."

Alghini Macaroni Mfg. Co., 939-41 W. Polk St.
Armour and Company, Union Stock Yards.
Bowman Dairy Company, 140-158 W. Ontario St.
Brink's Incorporated, Jackson Blvd. at Jefferson St.
Chicago Artificial Ice Company, 400 W. Madison St.
Consumers Company, 111 W. Washington St.
William Davies Co., Inc., Union Stock Yards.
Falstaff Brewing Corporation, 3684 Forest Park Ave., St. Louis, Mo.
Farquhar Trucking Company, 628-640 S. May St.
Flashtric Sign Works, 3910-12-14 N. Western Ave.
Peter Fox Brewing Company, 2626 W. Monroe St.
Herbert Mens Shops, Inc., 412 S. Wells St.
D. Horwitz & Co., Inc., 942-946 Fulton St.
Lasham Cartage Co., 2618 So. Quarry St.
Moody, Stevenson & Patterson, Inc., 2632 Washington Blvd.
Otis Elevator Company, 600 W. Jackson Blvd.
B. A. Railton Co., 363-405 W. Erie St.
Swift & Company, 7409 S. State St.
Ward Baking Company, 5659 LaSalle St.
Western United Dairy Co., 1441-59 Grenshaw St.
Westminster Brewing Co., 4160-76 S. Union Ave.
Whiting Paper Company, 427-441 W. Randolph St.

The small town board of selectmen had held many sessions, and finally formulated a set of auto laws that was the pride of the county. So the constable felt confident when he stopped a motorist.

"Ye're pinched for violatin' the auto laws," he pronounced.

"Which one?" inquired the traveler.

"Darned if I know, but ye certainly hain't come all the way down Main Street without bustin' one of them."

SURFACE SERVICE MAGAZINE

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Volume 14 **August, 1937** **No. 5**

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

TRAFFIC COURTESY

There was a time, in the not so distant past, when one could obtain a liberal education in the latest and most ripsnorting cuss words by listening to an exchange of conversation between a street car motor-man and the driver of a truck hogging the street car track.

How different things are today is illustrated by the article on another page of this issue quoting letters from truck owner apologizing for the inconsiderate action of their drivers and promising to instruct them to show more consideration in the future. Motormen no longer indulge in profanity and truck drivers are learning that the streets are not their private property.

There are signs also that motorists may eventually come to realize that public highways are intended for traffic use and not for dead storage of automobiles. If and when that time comes, the local transportation problem will be well on its way to a solution.

The problem of carrying 2,000,000 people a day through the streets safely, speedily and comfortably is not one of equipment. The new Madison street cars have demonstrated that the equipment for doing this job is available.

But the most modern bus, trolley bus or gasoline bus can move only as fast as traffic conditions will permit and when both sides of the street are cluttered up with parked cars—often angle-parked or double-parked—forcing all traffic to use

the street car tracks, there can be neither satisfactory speed or maximum safety.

A selfish motorist for his own convenience often delays and inconveniences scores of people who have as much right to the street as he has. The queer thing about it is that in his other social relations, the motorist usually prides himself on being thoughtful and considerate.

WATCH 'EM MOVE

If you ever want to shuck off the monotony of routine you couldn't do better than to watch the Transportation Department handle some of the huge crowds that pour out of Soldier Field following major events.

There you will see some of the inner workings of the system which makes your pay check possible. There you will see operating efficiency at its highest point. There you will see all the elements of a great drama—life, action, color and comedy.

Pick yourself a vantage point near the Roosevelt Road terminal some time during the great gatherings of the next few weeks. Then you will see how the Surface Lines operate when the pressure is on. Coordination and timing is so apparent that it looks easy. You have to go behind the scenes to realize that usually the facilities of at least four depots are needed.

There is a two-fold task. First and most important people must be moved in. Next comes the problem of getting them out, getting them on the cars and getting them homeward bound.

You will see a specially trained supervisory force of 40 men handle all the traffic. There might be 180 loaded cars sent out each hour. At that rate there are three cars a minute shooting away toward distant homes. And you'll see some 20,000 people per hour carried away.

If you watch very carefully you'll find pleasure for yourself and you'll get the very tangible thrill of seeing real operating efficiency as practiced by the Chicago Surface Lines.

Points in Common

Complaint Listings Follow Temperatures and Stock Market to High Spots

The most recent complaint listing had a lot in common with the temperature and the stock market during the month of July. All three hit the high spots.

If there was a gratifying note contained in the complaint list it could be found in the fact that the complaints listed did not reach a new high. But the 560 complaints that did come in totalled 20 above the 540 registered for July, 1936.

Commendations dropped from 37 in July, 1936 to a meagre 34 for July, 1937 while the charges of discourteous treatment were zooming.

So numerous were the charges for discourtesies the 157 objections received totalled 28 per cent of all complaints. Quick starting complaints also showed an increase, but a pleasing, if slight, decline was noted in the passing-up category.

Good Deed Lives

One commendation, however, did much to illustrate the value of courtesy. It also contained evidence that the good one does lives long after the deed itself has been forgotten. Such evidence was found in the letter of Mrs. R. J. Haight, 2710 Giddings street, who wrote in praise of Conductor Hubert J. Moran, Jr., badge No. 14304 of Devon, for an act performed more than one year ago! Mrs. Haight mentions only "kindly, courteous service" but there is no doubt but that Conductor Moran must have accredited himself most highly to make himself remembered for more than a year's time.

"A Straphanger" wrote with praise that might well be directed to more men if they followed the practice for which Conductor Foster E. Tillett, badge No. 2328 of Division, was mentioned. Conductor Tillett delivered a "polite reprimand" to a pipe smoker and for that received commendation.

New Cars Praised

Another letter gave high praise to both the new Madison street cars and to Conductor Lorenzo R. Thomas, badge No. 7204 of Kedzie. Joseph McGlynn, 1312 West 110th street,

Cleveland, Ohio, wrote and his letter bears reprinting.

"On a visit to Chicago I heard so much of your famous streamlined street cars that I could not leave the city without seeing them. Last Sunday, accompanied by a friend, I went for a ride, boarding car No. 4012 in the loop and riding to the end of the line. After seeing this car in operation I will say that it is the "last word" in street car transportation. I cannot omit a word of praise for conductor badge No. 7204, who, when he heard I was a stranger in Chicago and wanted to learn

something of the new cars, explained, on arriving at the end of the line, the whole mechanism in a manner that would give credit to an engineer. I wish to thank conductor badge No. 7204 for his kindness and inform you that I enjoyed the ride on your new stream liner."

The words of a Clevelander are those that might well be forthcoming from many a Chicagoan if similar courtesies are extended on occasion.

"It is gentlemen such as he who keep the standards of your organization high," said Mrs. E. Goldberg, 6805 South Winchester. Her praise was directed to Motorman William Heise, badge No. 2929 of Archer, who stopped his car during the heat of the rush hour and gave assistance to Mrs. Goldberg's daughter who had been overcome by the heat.

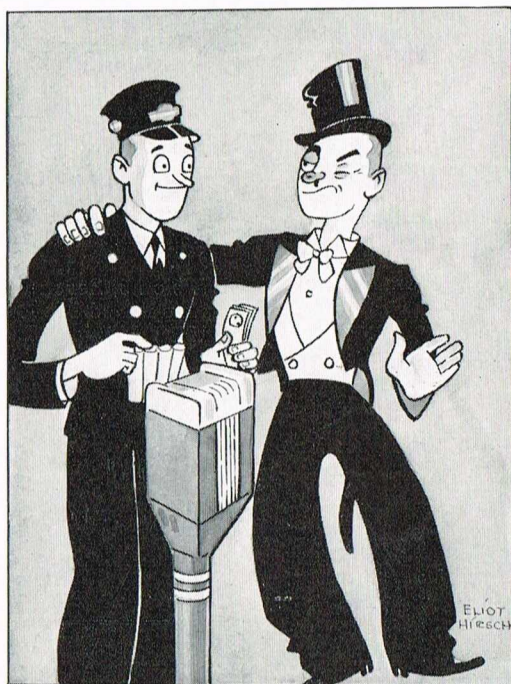
Motorman Malcolm Morrison, badge No. 2269 of 77th street, was commended by Mrs. Bessie Reeder, 7351 Harvard avenue, for relinquishing his seat that she might move out of the sun.

Resourcefulness Commended

The skill and resourcefulness of Conductor William Fahey, badge No. 1952 of Kedzie, in subduing an obstreperous drunk was commended by Martha V. Jost of the Truly Warner store at Dearborn and Madison streets.

The operating proficiency of Motorman Alfred Lundquist, badge No. 1333 of 77th street, was praised by Mrs. T. DeYoung, 3725 West 115th street, Blue Island, Illinois.

TROLLEY SPARKS



Shay, Buddy, you're doin' okay but can't you play something besides the "Bells of St. Mary" on that thing?

Confused by transfer difficulties, Mrs. Rose R. Anthon, 457 West 61st place, had her troubles solved by the courteous, helpful service of Conductor Harley L. Holsted, badge No. 11202 of Devon.

Additional evidence that waiting for passengers is appreciated was found in the letter of Carl D. Thompson, 127 North Dearborn, who praised Conductor Joseph J. Stepanek, badge No. 10224 of Lawndale, for halting his car to allow Thompson to board.

KEEPING 'EM ROLLING

Devon Takes Over Lead as Sixty-ninth Slumps to Seventh

As the front runners of the June keep 'em rolling figures failed to keep the pace Devon depot showed increasing efficiency and moved from third place to head the compilations for July.

Greatest sufferer among the leading stations in the previous month was Sixty-ninth which barely remained in the first division as they slumped to seventh after leading the list in June.

Devon showed a 12.4 per cent increase with an average of 9,632 miles per pull-in. Lawndale retained second place even though showing a percentage decrease of 1.3.

Cottage Grove, Archer and Division were among those that made noble gains to move upward. The three took third, fourth and fifth in the standings after moving from seventh, eighth and tenth place positions.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-in	Pct. Inc. or Dec.
1	Devon	5	9,632	12.4
2	Lawndale	6	9,533	1.3*
3	Cottage Grove	3	8,502	15.9
4	Archer	—	8,132	11.8
5	Division	6	8,100	14.6
6	77th	—	7,881	3.5
7	69th	—	7,477	28.5*
8	Burnside	6	7,251	1.6*
9	Elston	9	6,746	19.9*
10	Kedzie	—	6,094	13.6*
11	North	—	5,167	9.9*
12	Limits	7	5,133	28.8*
13	Lincoln	2	5,105	11.0
14	Noble	—	4,907	6.7
15	Blue Island	—	4,762	26.0
16	Armitage	1	4,647	2.6

*Denotes decrease.

Carhouse records for the past six months:

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

Patient: "Doctor, how are my chances?"
 Doctor: "Oh, pretty good, but I wouldn't start reading any continued stories!"

4-6 DIVISION

Commerce Commission Decides on Allotment of Transfer Cash

In a decision handed down July 23, the Illinois Commerce Commission allotted to the Surface Lines 4 cents of each 10 cent joint fare paid by those using the Surface Lines and the Elevated, and gave the Elevated 6 cents.

During the experimental period of one year, beginning September 22, 1935 when the transfer between the two systems became effective under Commission order, a total of \$2,997,472 was collected in joint fares. In the absence of any agreement on the division of this money, the question was argued before the Commission.

Under the Commission's ruling, the Surface Lines is awarded \$1,196,988.80 and the Elevated \$1,798,483.20.

The questions of making the transfer plan permanent and extending its scope are still pending.

OBITUARY

Deaths on the System From July 1, 1937 to July 31, 1937

Transportation—Division 2, Burnside: John Noonan, employed August 1, 1894, died July 5, 1937.

Division 3, Seventy-seventh: George J. Garrett, employed November 11, 1925, died July 16, 1937; William Lake, employed March 1, 1887, died July 18, 1937; Charles Willert, employed June 21, 1905, died July 5, 1937.

Division 10, Elston-Noble: Charles Dose, employed March 10, 1910, died July 10, 1937.

Division 12, Devon Limits: Nels Peterson, employed May 10, 1904, died July 25, 1937; James Urban, employed April 1, 1900, died July 9, 1937.

CLEARANCE LINES SPEED SERVICE



Truckers are cooperating and the clearance strips recently painted along Madison street are doing much to cut the toll of minor accidents and allow greater speed.

Millions More in Wages

Increased Pay Now Effective in All Departments— Vacations in Full Swing

All employes of the Surface Lines earning \$300 or less per month are now receiving the benefits of the new wage increase of 3 cents an hour with one week's vacation with pay.

Following the acceptance of the wage agreement by Division 241, the trainmen's union, on June 14, the management extended the increases to salaried employes in the lower brackets and offered the agreement to all hourly wage earners. Negotiations with the various crafts, including the metal trades, electricians, tracklayers, painters and chauffeurs were not completed until the latter part of July, but all have now accepted.

Highest Pay

As a consequence, Surface Lines employes are receiving the highest pay in the history of the properties. Insurance benefits, amounting to 1½ cents per hour, put the wage rates above even the period when the fare was 8 cents, although the present 7-cent fare brings in some \$7,000,000 less annually than would be produced by an 8-cent fare.

The increases boost the total wage bill by approximately \$2,000,000 a year, the week's vacation with pay alone costing about \$500,000 a year.

But that is not all. In addition to the increased payroll going directly into the pockets of employes, the Surface Lines must also contribute this year \$1,000,000 more for the benefit of employes in the form of payments to federal and state social security funds.

That means \$3,000,000 more a year, two-thirds of which goes directly into pay envelopes and the other third to help build up government social security funds.

Vacations in Full Swing

Owing to the fact that the provision for a week's vacation with pay was not effective until summer was here, it was impossible to work out vacation schedules in the various departments as satisfactorily as could have been done if there had been time to plan them in advance. The heads of departments, however, have done remarkably well in allotting them.

Transportation department vacations began July 4 and about 340 trainmen are being allowed to go each week. In some other departments vacations did not begin until later because of delay in acceptance of the agreement by the various crafts, but these employes are now being allowed to go as rapidly as the maintenance of departmental efficiency will permit.

Must Keep Efficiency

Naturally, in some departments a greater number of men can be allowed to go in summer, while in others more can be spared in winter. In the train service, for instance, it is possible to allow a greater percentage to be away in the comparatively slack summer

season, while in the track and roadway department summer is the busiest time and more vacations must necessarily be scheduled for the winter.

Under the terms of the agreement, vacations with pay are granted only to men in active service who have worked at least 200 days in the year immediately preceding the starting of the vacation. The week's vacation cannot be split up and it cannot be made cumulative by failing to take advantage of it one year for the purpose of taking two weeks the following year.

BETTER BUS FACILITIES

The yard area for buses stored at the North Avenue depot is being enlarged for storage of additional trolley buses and to allow greater flexibility in handling the buses. Approximately 2,500 square yards of new roadways are being constructed under the direction of Superintendent H. W. Busch with a foundry slag and cinder base. A crushed stone top is then rolled down by a steam roller and the surface treated with penetrating asphalt.

There are now 128 trolley buses and 31 gasoline buses at the North Avenue bus station. The new roadways will provide storage for 30 more of either type.

As a station beautifying project, a strip 50 by 600 feet along the east side of Laverne avenue was cleared and planted with grass. Underground water lines were installed for sprinkling this lawn at the west end of the yards.

EMPLOYES RELIEF FUND

July, 1937

The Surface Lines Employees Relief Committee held four sessions during the month, at which there were 16 applications considered. Of this number there were eight approved for weekly assistance, and one emergency case on which the Committee extended immediate relief.

Checks totalling \$15,524 were distributed. This sum, together with distributions since December 1930, heretofore reported, makes a total of \$985,291.08 paid to Chicago Surface Lines employes to date.

The Surface Lines Employees 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, \$1,105,291.08.

Surface Lines employes have also contributed to the Emergency Welfare and Community Funds, over and above the disbursements handled by the Surface Lines Employees Relief Committee, a total of \$229,760.94, which brings the grand total relief expended to date, to \$1,335,052.02.

SIDELIGHTS ON SIGNS

Busch Tells Best Story to Come Out of Foster-Kimball Preparations

There were many stories and voluminous records on the Foster-Kimball case before service was actually installed July 1. But best of all the stories is that of H. W. Busch, superintendent of buildings and drafting. Mr. Busch's men put in 89 new bus stop signs along Foster avenue and 45 on Kimball. Let him tell you the rest in his own words:

"As you know the bus stop sign is made up of a heavy concrete base buried in the ground, a pipe stem and a top shield. Well, here comes the auto-truck loaded with concrete bases which are distributed along the street at the various street corners. They look rather formidable sitting on the grass lawn in the parkway and when excavation is started to bury them in the parkway it often takes a lot of fast sales talk to explain to the lady in the adjoining house that we are expert gardeners, that the concrete base will be buried completely and never see daylight again, and that the lawn will be restored to pre-burial condition and excavation hauled away. We then elucidate upon the gracefulness of the aluminum painted pipe stem and the crowning effect which the carmine painted top shield with silvery CSL monogram gives.

"The sign is a beauty. One of our impressionable sons of Italy who worked on the installation was so affected by them that he bubbled over with enthusiasm and addressed the sign at Lovejoy avenue: 'Signita, were you not so slender I would embrace you.' When he learned that the signs after being installed pass out of the tender heart of the Building Department and are turned over to the Track and Roadway Department for future care this man turned away with tears in his eyes and sighed: 'Signita, you will never be the same'."

Departments and Divisions

Accounting

After having enjoyed the beautiful mountain scenery at Yellowstone National Park, and visiting places of interest in Denver and Colorado Springs, Miss Emma Weber of the ledger room returned to work perfectly satisfied.

Miss Virginia Haggard of the pay roll division is now convalescing after an operation for appendicitis at Auburn Park hospital. We are pleased to hear of the progress she is making.

The pay roll division held a luncheon on Thursday, July 8 at De Met's tea room in honor of Misses Margaret Duber and Mabel Magnuson birthdays. The occasion also served as a farewell luncheon for Mrs. Roberta Danforth, also of the pay roll division, who left service July 15.

Thomas F. Coan

Electrical

Superintendent Frank Roper of the line department is spending his vacation seeing the sights in Colorado. Frank's first enjoyment on his vacation was the trip on the streamlined Zephyr.

William C. Becker, superintendent of the armature winders, is spending his vacation in the East visiting the General Electric plant at Pittsburgh. Bill believes in combining business and pleasure on his vacation.

Rolland Rogers of the meter testing division made a 3,000 mile tour of the East, stopping at places such as Canada, Boston, Cape Cod, New York, Washington, D. C., and many other places of interest.

Clarence Minnick of Grand and Leavitt traveled in a southerly direction, going as far south as Miami, Fla. During Clarence's absence his pet cat at Grand and Leavitt brought three kittens to this world. Now Clarence again will have to take up a collection for the milk fund.

Patrick Quigley, also of Grand and Leavitt, is spending his leisure hours up at Eagle River, Wisconsin. Fishing is his specialty. Pat should have some good fish stories on his return.

Henry Richter, superintendent of electric installations, is visiting with his daughter at Boston, Massachusetts. The family plans visiting many places of interest while in the East.

Stanley Forsythe, assistant electrical engineer, is reported visiting in the northern part of Michigan where fishing and golfing are the finest.

Everett Balzer of Grand and Leavitt entered upon the sea of matrimony on July 24. His fellow-workers presented the couple with a beautiful Toastmaster outfit complete in every detail, and with it wishes for a happy and prosperous voyage through life together.

John Becker, better known as Jack Becker of the electrolysis division spent his two weeks touring Canada.

Billy

Engineering

The stork visited the home of John Lunn, chauffeur in the utility department, with a husky baby boy named Allen. Mother and baby are doing nicely.

J. L. Ruzich has just returned from a tour of Canada and the New England states after breaking in his new Chevrolet. John proudly reports good gasoline mileage.

The box of fish promised by C. R. Kelly and H. A. Abbott failed to arrive and the boys now have to suffer listening to the alibis of how the "big ones got away."

N. R. Alexander is enjoying a much needed rest in the north woods of Wisconsin.

Maurice Griffin, wreck truck chauffeur at Madison and Springfield, is beaming with pride, owing to the birth of a granddaughter Annabelle. It was a great ordeal for granddaddy, but he is coming along nicely.

H. M. Schlachter reports an enjoyable vacation spent with his family in and around Chicago.

Frank Madsen, chauffeur in the utility department, and his brother enjoyed a tour through the East. They visited Mt. Vernon,

Washington Monument and other historical places.

R. J. Rumatz is undecided as to where he will spend his vacation. Rudy likes Michigan but he also has a cool basement in his new home.

Schedule and Traffic

The sympathy of the department is extended to Louis M. Traiser, whose mother passed away on July 18, at her home in New Richmond, Wisconsin.

Frank O. Irvine spent most of the time during his vacation at his old home in Weston near Toronto, Canada.

Art K. Langohr visited friends at Crory Lake during his vacation.

Glenn Crump took in all the big eastern cities such as Washington, Philadelphia and New York, and when he returned he found that Chicago looked good to him.

William Cochrane has been transferred from traffic checker to the transportation department, in the train service.

Joe DeGrazia visited the Great Lakes exposition at Cleveland, Ohio.

David Noble went to Niagara Falls, then he went to Ontario, Canada, where he visited relatives at Hydro Glen and also saw the Hydro Glen plant on the Severn River.

Fred Jauman went up to the Dells in Wisconsin where he spent some time fishing.

George Weidenfeller

Shops and Equipment

South Shops: Vacation Notes. Superintendent Charles D. Mack, whiled away his vacation hours down in Tennessee; William C. Smith, assistant superintendent, enjoyed leisure hours in Michigan; E. A. Colson, J. M. Riley, Charles Maslauskis, J. P. Birmingham and J. R. Buza were seeing Chicago; Edwin Anderson took it easy in Michigan; Joseph Hecht fished up at Shawano Lake, Wisconsin; J. L. Graiser was up in Wisconsin; Minnie Stoffle dared Old Sol to do his worst in Michigan; F. E. DeWitt also went to Michigan.

We offer sincere sympathy to Emil Krauledy, machine shop, whose father passed away on July 19.

The Latest: Henry Robinson, woodmill department, is sporting the sweetest black eye—supposedly, the result of sawing a branch from a tree, the branch giving way and striking him in the left eye??

It is our pleasure to report that many of our employees are enjoying delightful vacations at this time. We are, of course, unable to report on each individual vacation; however, we express the wish that one and all have had, are having or will have a very good time.

Burnside: On July 19, William Filson came to work with a broad smile upon his face, the reason—Betty Jane, a beautiful 7 pound baby girl. Mother and daughter are reported doing nicely.

A postcard from night foreman Frank Kazmerczak reveals that he is vacationing up at Lake Anne, Minnesota. To date his fishing record is a 29-pound muskie, many bass and pike. We understand that he has entered

his muskie in the "South Bend Fishing Contest."

Repairman John Kristof, who has been off from work since last December, following an injury received at home, has returned to our midst. Welcome back, John.

77th Street: There is a persistent rumor around that matrimonial bells are about to ring for one of our heretofore confirmed bachelors, Gus Staveides.

At this time we are trying to confirm a report that the coast guard was forced into action when Joseph Gamen's new outboard motor stalled while hauling in a load of fish at Shawano Lake, Wisconsin.

Prize fish story—Charles Walsek reports that he caught an 8-pound sword fish, but the fish cut its way through a steel live box and consequently escaped.

Elsie S. Frank

West Shops: Mildred Habeger spent her vacation in the city, returning to the office with her usual pep and ambition.

George Brignac had an interesting motor trip through the East and Canada. He spent about a week in Philadelphia, visiting his sister, whom he had not seen for five years.

Stanley Stash vacationed at the Dells, Wisconsin, taking in the many places of scenic interest in that vicinity.

Harold Ebeling took a cross-country jaunt to stay with friends in the distant city of Peoria. He reports that he had a pleasant and restful (?) vacation.

Lillian Hultquist

Around the Car Stations

Cottage Grove

Vacations are well under way and going along without a hitch. Many train men are coming back with a good coat of tan and some tall fish stories but no fish. Mr. Cricks bought a 60-pound test line before he left so the chances are that he will pull in some real big ones. Mr. Meyers, from the repair department, left planning to visit The Thousand Islands and latest reports are that he has visited three—Stony Island, Blue Island and Goose Island.

Starter Schuelke was very popular while the circus was in town; it seems he was the only man who could get passes and, as always, he took care of his many friends.

George Duchardt surprised his many friends at this depot by getting married. George and his wife spent an extended honeymoon in Yellowstone Park and all points west. Good luck, George, to you and the missus.

Bobby Flanagan and Walter Johnson are both in hospital suffering from injuries received in auto accidents—at present time both are well on the way to recovery. Martin Hennessey, Con Hickey, Ed Johnson and Nick Miller are on the sick list—get their addresses from the clerk and pay them a visit.

Atkinson

Seventy-Seventh

Pop, pictures and prizes featured the L & A Club golf tournament aftermath a couple of weeks ago. The motion pictures were interesting and funny, but did not reveal any candidates for Hollywood. The prizes were nicely distributed.

Motorman W. D. Nelson, who last year built the glass radio, is now doing a "Color Console" with a 23-tube Scott set, this time with maroon and gray glass and chrome trim. We understand Balaban and Katz will exhibit this in one of their theatres.

Operator D. P. Highland's family welcomed the arrival of a baby girl last month.

Conductor John Kugler and Motorman Bob Krone are the champion municipal fishermen of the barn. They will outsit anyone on any pier you name on the lake front.

We associate vacations with the thought of enjoyment and relaxation of one kind or another. Supervisor E. C. Tocci chose the other this year when he went to Techny, Illinois, for spiritual rejuvenation. We were thinking that perhaps most of us need and could use that kind of a vacation more than anything else.

Condolence is extended to Conductor O. O. Campbell on the death of his father, and to the families of Motorman Charles Willert, Conductor William Lake and Conductor George Garrett.

Walter F. Story

Archer

Conductor E. M. Humphreys and wife, vacationing among the mountains of Colorado, send the boys their best wishes.

Motorman Charles Lloyd is the proud father of a son as of July 5, who will answer to the name of Charles Jr.

Motorman A. J. O'Brien who was operated on June 8, died June 27, at the County hospital. The boys of Archer mourn his passing and extend their deepest sympathy to his family.

Congratulations are now in order. Conductor Walter Charles Blyth signed a life contract July 19, taking upon himself a wife, the joys and pleasures of a happy home. The wedding was celebrated at the bride's home in Michigan.

Archer's soft ball team has been doing good work and seem headed for the trophy recently on exhibition at Archer depot. Your presence at the Sunday games will encourage the players.

Conductor Frank M. Marciniak who has been on the sick list for a number of years died June 20. Frank was well liked among his fellow workers who will miss him.

Conductor P. J. Norris reports the arrival of a son born July 15. Donald R. Norris is to be his name. Congratulations.

Sincere and deepest sympathy is extended to Motorman Edward J. Gleich on the death of his father who died July 8.

Motorman John Prajka made a call at St. Cyril church recently and was married. The happy occasion was celebrated at the bride's home. The honeymooning couple left via auto to Denver, Colorado.

Father Stork has always been good to the boys at Archer depot delivering just what is ordered. July 14, Conductor W. A. Whitney reports the arrival of a baby boy at his home who was given the name of Robert William Whitney. Congratulations, Bill.

Our sympathy is extended to Conductor W. C. Gauczas on the death of his father July 7.

Motorman Willie H. Jones who is vacationing at Fort Atkinson, Wisconsin, sends a postal card relating his fishing trip.

Congratulations are now in order for Motorman Edward Deinert. On June 1, Ed was married. We congratulate you and wish you the joys and happiness of a wedded life.

Conductor George J. Tenclinger who is touring the west with his wife sends the boys a card from California.

Dusty

Blue Island

Our sympathy is extended to Conductor Nick Schaefer in the loss of his father and to Motorman Maurice Haller in the loss of his mother.

The handsome looking conductor on Run 94 these days is none other than Henry Wandrey who went under an operation and returned back to work with a mustache as a souvenir for good luck. Although he has lost 15 pounds he claims he is feeling fine. He is being kidded about the mustache being slow in growing and asked that some one suggest a remedy.

Conductor James Clinkin who has been at the Speedway hospital for some time is now back to work and feeling fine. Hope you keep that way, James. The same is extended to Conductor Joseph Brouse who was off some time for an operation.

Operator James Powers who went on his first vacation in 25 years was so excited over going to Scribner, Nebraska, that he shook hands with everyone and asked them all to come out to see him, he forgot though that he would only be there a week.

Blue Island soft ball team beat Cottage Grove Sunday, August 7, by a score of 16 to 4 which puts them a half a game behind for first place.

C. P. Starr

Lawndale

Division Superintendent E. L. Maguire returned from his vacation spent in Michigan, reporting a pleasant time.

Supervisor George Harrington returned from the south woods after looking up Supervisor George Janda's family tree. After Supervisor Janda received good news from home, he spent his vacation at Pilsen Park breaking windows in his spare time.

Motorman Olaf Pearson returned from Wisconsin with the usual string of large fish.

Supervisor John Milton spent his vacation at his summer home in Algonquin, painting same a lavender color. This all happened as he was painting with green and red paint. He got brushes mixed up, so he also mixed the paint.

Motorman George Schick returned from Lake Como, Wisconsin, all rested up for another year.

Motorman Peter Schutt is vacationing in Indiana.

Can anybody explain how Motorman John "Neckbones" Meidema got to Louisville, Kentucky?

Conductor Edward O'Keefe returned from Boston ahead of schedule stating that "east is east" and he will hereafter stay where he is.

Receiver William Edelstein returned from "God's Country"—Los Angeles, California, after a second honeymoon and visit to his father.

The prize depot joke of the month: Who was the motorman who stood out on the car track at Lawndale and 27th one rainy morning about 1 A. M. in his undershirt and flagged the car to a stop and said "Please give me the two cigarettes I left in the sign box this afternoon."

At the time this goes to press Motorman Maurice Scanlon will be on his honeymoon to Ballyhaill, County Limerick, Ireland, on the banks of the Shannon, close to County Kerry, which is the home of the famous Lakes of Killarney. For the present we could not find out who the lucky lady is.

Motorman Jacob Kelner returned from Winnipeg, with the usual pictures of the big ones.

Motorman Patrick Farrell returned from the North Woods, after exploring some virgin fishing territory. He has some very fine pictures, which might appear in a later issue.

Conductor Hilding Hagstrom announces the birth of Roy Edward a 9-pound son the West Suburban hospital on July 13.

Sympathy is extended to Conductor Elwood Deyman following the loss of his father.

Conductor Thomas Doyle and family wish to extend thanks to the trainmen at this depot for the kindness and sympathy extended in their recent bereavement.

Our ball team is improving gradually. We now have two more stars. Dave "Zeke" Daly made three triples and George "Brick" Brihacek made two triples and one homer. But we still need seven more players. Assistant to the Assistant Manager "Leather-Lung" McFadden states the team is so good they don't even need practice any more.

C. F. Karschnik

Armitage

Vacations are on. Gus Lund got the old iron horse out of storage and sailed away with Tom Callahan and Felix Paturlaski. And did these vets take the town of Wauconda? Tom showed them all the points of interest. Before they left they had the promise of the one suspended town marshal, an old boyhood friend of Tom's, that he would repay the visit as soon as business got slack.

Leonard Munson, Tom Donovan, John Twohey went to New York; Leapold Rapola pitched hay in Wisconsin, Denny Walsh and Pat McCarthy loafed at their summer home at Fox Lake; Henry Sickerski was at Twin Lakes. Lee Stubbs touched about every state in the union with that motorcycle of his. Some of the boys did stay at home and caught up on some of the places of interest in their own home town.

We just can't understand it. The president of the Rod and Reel Club, Supervisor Emil Gagler, went to the mountains for the scenic beauty.

Max Norkus arrived in town from St. Louis on time for work via the airways.

We extend our sympathy to Motorman Henry Hill on the loss of his wife who died Sunday, August 8, from injuries sustained in an automobile accident while en route to their home in Michigan.

Robert O'Connor

Lincoln

Despite the hot weather the stork was busy during July at the John B. Murphy hospital. He delivered a baby girl to Conductor and

Mrs. Mike Richards and on Sunday, July 18, he left a 6-pound baby girl to Conductor and Mrs. Arthur Plock at the Grant hospital. Congratulations.

Conductor J. Fitzgerald took a 90-day furlough and left on August 7 for Ireland. We hope he enjoys a nice visit with relatives while on his vacation.

The boys were all glad to welcome back Conductor James Ruberneck who had been on the sick list for five months. We hope he has fully recovered and will enjoy good health from now on.

Here's a story that some of the boys have seemed to like. It concerns the young man who upon being introduced to his sweetheart's mother said: "Pardon me, madam,

Cowboy Donald Headley prefers to ride the range rather than the street cars. He's the son of Supervisor E. M. Headley of the Central District.

haven't we met before? Your face seems strangely familiar."

Adored One's Mother: "Yes, I am the woman who stood before you for two whole miles in a street car the other day while you sat reading a paper."

Devon

Congratulations are in order for Conductor W. Johnson who became the proud father of a baby boy, Walter, Jr., born July 2.

Mr. Stork has been hovering over the Langer household, and is momentarily expected to make a landing.

The conductors who have doffed the blue for khaki and puttees are Walter Steinbeiss, P. Hemingson, and N. Mueller. We wish them luck and success in their new undertaking.

In addition to our Division Superintendent F. J. Smith who has recently been enjoying his vacation period, there are scores of men within our ranks who are experiencing the twofold pleasure of not working and being paid for it. Motorman Carroll who was granted a furlough for an extended visit to Old Erin holds the record as the most ambitious vacationist.

John W. Binder



