

Surface Service

• MAGAZINE •

VOLUME 15 SEPTEMBER 1938 NUMBER 6



TO SOLDIER FIELD IN SAFETY



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DOUBLE TROUBLE? NOT THESE TWINS!

Meet the twins! Shown above are some of the numerous sets of twins in Surface Lines families. From left to right they are: 1—Howard and Harold, 2, sons of Conductor Edward Dibbern, North. 2—Marion, 17, Donald and Anna, 15, and Margaret, 12, of the three sets of twins in the family of Conductor Thomas O'Donnell of 77th. 3—John and Thomas, 5, sons of Conductor Thomas Ryan of Kedzie. 4—Dolores and Lawrence, twins of George Hudetz, West Shops. 5—Teddy and Tommy, 6, sons of Conductor Claude Spencer, 77th. 6—Alice and Ann, daughters of Conductor Clifford Calhoun, 77th. 7—Edward and Ethel, 16, twins of Motorman Gustave Grundt, North. 8—Mary, 15, Ethel and Eileen, 13, and Tom, 15, twins of Supervisor James O'Shaughnessy of Kedzie. 9—David and Dennis, sons of Anthony Vihaneck, West Shops.

Additional sets of twins will be published in a later issue. Other pictures of twins should be sent to the office of this magazine for publication.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

SEPTEMBER, 1938

No. 6

Real Service to Soldier Field

Street Cars Move Briskly While Other Traffic Stalls

A summer season that saw huge crowds flock to various events at Soldier Field again demonstrated the value of the Surface Lines Roosevelt Road terminal and over-pass erected in 1933 to serve the Century of Progress Exposition.

A study of the traffic to Soldier Field made early this month proves beyond question the tremendous importance of the Surface Lines' lake front terminal. No matter how large or how small the event may be street cars always carry anywhere from 8 to 15 per cent of the total who attend. That is a two-way carry and as such includes those delivered safely to the convenient terminal over-pass and the additional thousands who are furnished transportation at the end of Soldier Field attractions.

Crowds Slow and Fast

The varying percentages mentioned do not include all the persons who are served by street cars. Many crowds are made up of a type who prefer to wait in their seats at the Field until the automotive jam abates and then stroll leisurely to the loop area where they board cars. This is typical of the thousands who attend a music festival, for example, say transportation officials. A football crowd, on the other hand, is a fast moving crowd which fights to get away as soon as possible.

Those who didn't see the "Swing Jamboree" staged at the Field August 23, have undoubtedly heard the reverberations. It was estimated that the event attracted the largest number ever gathered in the huge amphitheatre. Guesses ranged from 150,000 to 300,000 and one guess was as good as another. The street cars stationed at the bottom of the Roosevelt Road over-pass that evening served 35,000 "jitterbugs" while other traffic was re-routed around the snarl of automobiles that choked the park drives. Another 8,000 "jitterbugs" were served with ease and dispatch from the 18th Street Surface Lines terminal, also erected during the Century of Progress. Maybe one shouldn't say "with ease" for some of the bugs were still "wacky" when they made for the street cars. South Park police competently quelled the disturbances made by unruly groups.

Over-Pass Serves Thousands

The over-pass at the Roosevelt Road terminal has established its worth as a permanent fixture by preventing congestion in the drives underneath and by safe-guarding the lives of the thousands who use the street cars to the Field. The over-pass permits very heavy loads of street car passengers—who become pedestrians at the terminal—to cross safely over the dense automotive traffic that usually clogs the drive at that point.

During the Fair, street car traffic was moved at the rate of 200 street cars per hour over a

single track. When 200 street cars are moved in, unloaded, re-loaded and sent out again in the space of 60 minutes, there is a spectacle to delight the eyes of a street railway man . . . or any transportation-minded individual. As many as 180 cars an hour are still operated at times of huge gatherings at Soldier Field.

A specially trained force from the Transportation Department is responsible for handling and directing these great mass movements. From 20 to 50 men under the direction of Assistant Superintendent of Transportation J. B. O'Connell are available to serve at the terminal and all are familiar with their jobs. The men are used to facilitate loading and dispatching and they also assist traffic police officers in accelerating the free flow of pedestrians crossing the over-pass.

Many Cars Available

Whenever there is an unexpected demand such as that at the "Swing Jamboree," O'Connell can, within a few moments' time, have 120 cars available at the terminal to handle the crowds that flock to the cars at the conclusion of a program. Cars serving Soldier Field are originally sent out from Limits, Devon, Kedzie, Lawndale, Blue Island and Seventy-seventh. The transportation men at the terminal are always in close touch with the stadium offices and are thus able to anticipate break-up time and have cars available.

O'Connell calls "break-up" time the conclusion of an event. "Clearing time" is still another period. Observations made at the Field have shown that some crowds have a much faster clearing time than others. The recent All-Star game, for example, cleared the field in 16 minutes. It took the Music Festival crowd about 40 minutes. It is interesting to compare those times to the speed of the street car service.

O'Connell can direct street car traffic at the base of the Roosevelt Road over-pass so that the street cars will be off and away with their 8 to 15 per cent of a crowd within a period varying between 10 and 20 minutes from the time Soldier Field itself is cleared. That's moving a lot of people and a lot of street cars in a very short space of time!

Auto Traffic Stalls

To further emphasize the speed with which street car passengers are moved from that area you have only to check the daily newspapers after an unusually popular event at the Field. Two prominent quotations are at hand. The *Chicago Tribune* on August 26, headlined a story—"We're Sorry for Traffic Tieup at Music Festival" and then told of the traffic trials of that evening. Some of the trials following the event were described in this fashion: "At the end of the event, taxicab drivers got out of control and failed to stay in their pre-

scribed double column on the east curb of Columbia drive. Pedestrians swarmed over and under guard ropes onto the pavement. Traffic was stalled."

Street car traffic has never been "stalled" since the street car tracks at Roosevelt Road were placed in their present positions. But the value of the street cars is apparent over that of other modes of traffic by another quotation from the *Tribune* of September 1, following the All-Star game.

"An outstanding fault at the dispersal," it said, "was the failure of taxicabs to stay in their prescribed double column at the east curb of Columbus drive. Yellows and Checkers swarmed over the pavement. Police were helpless. Pedestrians flooded into the streets after the cabs, and the efforts of the officers to curb them were futile.

"The outer drive was blocked to southbound traffic by this scramble. The mess was not cleared up until forty-five minutes after the gun had sounded to end the game."

By walking up a ramp and over an overpass, street car passengers were away from the field long before the southbound drives were open to traffic.

RENEW MARITAL VOWS

Steinbecks Celebrate Golden Anniversary Date

More than 50 years ago two ships left separate docks at Hanover, Germany, bound for America, the land of opportunity. Several months later a young man and a young woman who made the trip on those separate boats, met at a dance in Hinsdale, Illinois, and after a two-year courtship, were married. That was on August 4, 1888.

Last month on August 6, that same couple, Motorman Henry Steinbeck and Mary, renewed those earlier vows flanked by the same couple who attended them on the first occasion. And contributing to the merriment of the occasion were some 200 friends of the couple. Many of those present were co-workers of Motorman Steinbeck from Lawndale depot.

Mr. Steinbeck first began his work with the street car system as a water boy. His seniority record as a motorman dates from July 2, 1903. An illness has kept him inactive recently.



Mr. and Mrs. Henry Steinbeck

"JUST CALL ME DAN"

Meet a Booster Who's One of the Best

Introductions to *Mister Nourse* are no more than completed when your hand will be taken by a firm grip and a warm friendly voice will say—"You'll have to stop right there—my name is Dan—call me Dan."

And you find in a few moments conversation that his infectious sincerity forces you to accede to his wishes—you, too, call him Dan.

Dan is one of the best and biggest boosters of trainmen and street car service that you're likely to find. There are voluminous envelopes in the general office which bear commendations for hundreds of trainmen—all of them are from Dan and they've accumulated during the more than 10 years he has been writing in praise of motormen and conductors in every section of the city. Most people wouldn't use time and postage to boost another, but Dan doesn't feel that way.

There are too many kickers, he thinks, and there aren't enough boosters. Dan does his little bit to remedy that fact. He'll tell you he has been down and out on occasions and he never failed to react favorably to a bit of praise. Praise has helped Dan and so he keeps trying the same prescription in the hope that it will help others—maybe help them at just the darkest moment when they need it most.

It isn't a philosophy of living—Dan says he doesn't know the meaning of the word—but it may be because Dan is a single man who has been bitterly alone, at times, since the death of his parents. They died some years ago but even a short conversation with him makes clear the affection he has for them.

Maybe that's why Dan is polite, too. His father was, and he was of the school who ruled with a hand of iron. Having lunch with Dan, he'll tell you to do all the ordering. He remembers when he was sent to bed without his favorite dessert because he hadn't accepted and eaten all the food that was set before him.

A lot of trainmen have commendations which Dan has sent in their behalf. Many of them know him well. Supervisor Harry Hooper at Cottage Grove calls Dan "Colonel" and Dan, ever polite, gives Hooper an even more gracious title—"General." He also has a good word for Motorman Paul Martensen of the same depot, near which he lives.

Watch for Dan. He's 15 years older than he looks so his age won't help to identify him. Look for a man who seems in his late 40's. If Dan is in form you'll know him by his wing collar, his neat bow tie and his smiling air of gracious politeness. The chances are he will go out of his way to help you if there is the slightest chance that he can be of aid.

FOSTER PROMOTED

Superintendent of Shops and Equipment H. H. Adams promoted J. G. Foster to night foreman at Lawndale carhouse on August 16. He assumes the position formerly filled by Anthony Martikonis, who died August 7. George Strickland was named assistant foreman, the position formerly held by Foster,

Talking in Transit Terms

Engineering Editor Tells of Transit Industry's Unusual Expressions

Editor's Note: Through the kind permission of Morris Buck, engineering editor of TRANSIT JOURNAL, we are privileged to reprint portions of a glossary of unusual expressions which have grown up in the transit industry. In every instance the actual definitions of the many queer expressions of the transit industry are those of Mr. Buck.

Every industry builds up its own technical lingo—often without significance to people outside the field, but meaningful to those “in the know.” What started out as slang has now come to be among the accepted expressions of an industry.

The transit industry is no exception to this generality. From early days there has grown a vocabulary, originally slang, but now generally accepted. Probably the greatest number of terms peculiar to the transit industry have arisen in the mechanical departments. In the early days the equipment was new and many of the devices had just been invented. As a result, descriptive terms were adopted from other things in common use or sometimes were coined by some workman.

Mr. Buck made no effort to cover the field of out-of-the-ordinary words and terms. What he did compile went to make a most interesting story. Following his own style and definitions SURFACE SERVICE MAGAZINE reprints a portion of Mr. Buck's definitions in his own language.

Look At the Lingo!

Anti-climbers: They are not used to keep small boys off the roof. They are special sections rolled of steel, being similar to channels with additional intermediate ribs. These sections are attached to the car bumpers so that in event of a collision the ribs will interlock and prevent telescoping of the cars.

Anti-creeper: This may suggest to some a device to prevent the perambulating of infants, but that's wrong. It is a gadget placed on a track rail to prevent it from being gradually moved along the track as the car wheels continually roll over it.

Barn hanger: Barns are not hung from the overhead wires, of course, but where the tracks go inside a building there is insufficient room for trolley wire suspension of the ordinary type. Barn hangers are hangers for use where the clearance is very limited, as in carhouses, under bridges and other places of like character.

Bolster: With no resemblance to a pillow, this is one of the queer terms used in car construction. There are two forms, the body bolster, which is part of the car framing, and the truck bolster, which is the center cross-member of the truck. The name probably was given by the same Englishman who dubbed a cross-tie for supporting the track rails a “sleeper.”

Not About Whiskey

Bond: A bond has nothing to do with securities, with aged whiskey, or with matrimony. To an electric railway man it is a stranded copper conductor welded or otherwise attached to the ends of adjacent rails so that they make a continuous conductor for electricity.

Box Car: To the layman this sounds like a freight car; to the street railway man it is a closed passenger car of the type with a body and separate platforms.

Carline: Not very obvious is the derivation of the term used for the cross-members which connect the tops of the window posts and form the support for the roof of a car, bus or trolley bus.

Chafing Plates: Chafing plates are no relatives of chafing dishes. They are hardened steel liners used to face the inner surfaces of the pedestal jaws to take the wear from the journal boxes as they move up and down.

These Morbid Terms!

Deadman's Handle: This doesn't concern deceased employees. Rather it is a protection for live passengers, being a part of the controller handle so arranged that if the operator takes his hand off power is cut off and the brakes are applied.

Devil Strip: In the early days of the industry so many people got caught between the two tracks of a double-track system and were killed or injured that this area got a bad name. Although the strip between the inner rails is universally known as the devil strip, accidents of the type that gave it the name are now almost unknown.

Dutchman: Just who invented this term is not known but he probably was an Irish track foreman. It is a short section of rail, not more than perhaps 2 feet long, which is inserted to fill a gap between the ends of two longer rails. The term is well established and is known by all track men.

Growler: Perhaps a fierce dog comes to mind. There really is a growl, but it comes from an electrical device used to test armature and field coils of railway motors.

Headlining: Not brains or hair; far from it. It is the panel which covers the interior of the roof framing, often made of plywood or molded material.

No Drink Here!

Highball: Another of those non-alcoholic terms. This one describes the movement of a vehicle when it is told to proceed to some other point without making stops for passengers.

Jumping Irons: These do not dance a clog; they merely are castings of a special shape that are laid alongside the rails to help get a derailed car back on the track.

Ladder: This one lies on the ground, consisting of a series of track switches connecting a group of parallel tracks with a single main track, as in a carhouse or storage yard.

Pony Wheels: Pony wheels never were used on horse cars, but on one type of street car truck equipped with a single driving motor.

To distribute the weight so that most of it was on the driving axle, the other set of wheels was thrown off center and made lighter, so that small or pony wheels could be used and help keep down the car height.

Purlines: This cryptic term refers to nailing strips fastened to the carlines, and which are used for the attachment of the roof boards.

Run-off: This is not a contrivance to let liquid escape; it merely is a piece installed at the end of the third rail where it is broken, so shaped that the contact shoe can run on or off it without shock or jar.

Set Back: When a car gets to the end of the line so late that it is necessary to protect the schedule by holding an extra vehicle in reserve, this is known as a set back. The regular crews are sometimes transferred or sometimes their schedules are merely delayed by adding a layover. This plan is resorted to when the loads are especially heavy as on holidays or when special events require much added service.

Span Wire: Nothing to go over the wire; that does the spanning. It is mounted transversely to the track, and from it the trolley wires are hung.

Swing Time—Remember?

Swing Runs: A run divided into two or more pieces. The interval between pieces is swing time.

Tamper: The definition, one who meddles, does not cover this. Instead it is a device used by track workers to drive ballast down under the ties and insure a firm roadbed for the track.

Tripper: No light fantastic toe on this one. When a car is put out to serve the rush hour only and a crew is assigned for the work, it is known as a tripper. Ordinarily trippers are included on the time-table, but are assigned to the extra list, as they do not constitute a day's work.

Wart: A form of derail which consists of a steel casting which normally is locked in place on top of the track rail. It must be unlocked and swung out of the way before a car can proceed.

THERE'S GOOD IN TEA ROOMS

Small Luncheon Check Nets Free Cruise

Viewed even from a masculine point of view there must be some good in tea rooms.

Consider the case of Miss Mildred Humes, for example. Miss Humes has just returned from a Labor-Day week-end cruise to Mackinac Island and St. Saulte Marie aboard the S. S. Seandbee at no expense to herself.

Miss Humes dined in a tea room recently and when leaving was cajoled into signing a card which she was told "might win a free trip." That's just what that one tea room meal netted—a grand free excursion.

Miss Humes sailed from Navy Pier, Friday, September 2, docked briefly at Mackinac Island Saturday afternoon, and arrived at "The Soo" the following day where several hours were spent in sightseeing. On the return trip a longer stop was made at the Island. Miss Humes docked late Monday evening and returned refreshed and alert to her duties as secretary to Assistant to the President F. L. Hupp on the following day.

MILITARY-MINDED

De Lave, Jr., Follows Dad's Army Training

It is the proud boast of Motorman Edwin (Tacks) De Lave of North Avenue that when Uncle Sam calls at war-time the DeLave's will be at his command.



Edwin DeLave, Jr.

The boast is reinforced by the excellent military record compiled by the youngest son, Lt. Col. Edwin De Lave, Jr., R. O. T. C., who recently graduated from Lane Technical High School.

Young De Lave was born in Chicago, July 13, 1920, and graduated from John Hay Grammar school in June, 1934. Enrolling that fall at Lane, De Lave immediately joined the Reserve Officer's Training Corps and within a year he was a member of the crack drill-exhibition squad. In his third semester he was promoted to corporal and in the following semester was made a sergeant. Promotions followed rapidly and De Lave was promoted to a lieutenant and then a captain in rapid succession.

Then, in a competitive examination, De Lave won the rank of Executive Major at his school and by a special appointment of the Commanding Officer he was named lieutenant colonel. Lt. Col. De Lave has won all the merit badges that may be worn on a uniform and they include four medals for rifle marksmanship and knowledge of military science and tactics.

De Lave's honors were recently increased when Governor Henry Horner tendered him a commission as brevet second lieutenant in the Illinois National Guard.

Motorman De Lave has an older son who retired as a sergeant of the 132 I. N. G. and is now a policeman. Tacks was an enlisted man in the same regiment 38 years ago and was also a second class petty officer in the U. S. Navy during the World War.

We like the little tale appearing in a recent issue of *Transit Journal* which, under a London date line, runs like this: "Biggest Tube Hold-up In Years," screamed English newsboys. But alarmed American tourists, seeking a sensational bandit story, found only an account of a delay on the Underground railway.

Willie: "Paw, does bigamy mean that a man has one wife too many?"

Paw: "Not necessarily, my son. A man can have one wife too many and still not be a bigamist."

Sullivan and Hall Talk Transfers

Discussion Reveals Many Interesting Facts—Points Way To Conserving Revenues

In a recent issue of SURFACE SERVICE MAGAZINE space was used to emphasize the proper means of handling transfers by conductors and operators.

Recently a number of questions directed at Executive Assistant J. V. Sullivan and Superintendent of Transportation W. A. Hall elicited many interesting facts regarding transfer traffic and the importance of proper handling.

"The subject of transfers," said Superintendent Hall, "cannot be emphasized too much in view of the fact that the Chicago Surface Lines has more transfer riders and more transfer points than any other transportation system in the world."

Mr. Sullivan is authority for the startling factual statement that "more than 500 million persons rode on Chicago Surface Lines transfers last year and perhaps 100 million others received transfers which they did not use."

Can Transfer At 621 Points

Facilities for transferring, it was pointed out, are available at 621 points throughout the city. "The effect of this generous transfer privilege on company revenue," said Mr. Sullivan, "is indicated by the fact that while the average fare per revenue passenger is about 6.85 cents, the average income per ride (including transfers) is only about 3.75 cents."

An analysis of transfers made by Assistant Superintendent of Transportation J. B. O'Connell was called to attention at that point in the discussion. His studies indicate that only 25 per cent of those who pay a cash fare do not use a transfer to another line. Cash fare riders who use a transfer at one point in any given trip account for 62 per cent of the total business of the Surface Lines. More than one transfer ride is demanded by 13 per cent of the riders.

Privilege Should Be Guarded

The free transfer privileges, as these executives stressed, have been in effect in Chicago for many years and will probably always continue. In view of the fact that the transfer is now considered a necessary part of the service it was the opinion of the executives that the privilege should be safeguarded as strictly as possible.

"That," said Mr. Hall, "means that every train service employe who is responsible for issuing or accepting transfers should be on the alert to prevent misuse."

Attention was called to the thousands who have been arrested in recent years for violating the city ordinance which prohibits certain kinds of transfer misuse—such as selling or giving away transfers, or attempting to use them when not obtained through the payment of a legitimate cash fare. In spite of these numerous arrests the practice continues to be a daily problem at many intersections throughout the city.

Can Reduce Abuses

It is in this regard, Mr. Hall feels, that con-

ductors and operators can be helpful in reducing this type of abuse by reporting to their superiors the locations at which persons are seen picking up discarded transfers or soliciting them from other passengers.

As Mr. Sullivan pointed out, violations of this type can be materially reduced by making the supply of unwanted transfers less numerous—in other words, by issuing them only on direct request. Too often, it is said, a conductor or operator offers an unwanted transfer to a passenger only to have it accepted and then thoughtlessly thrown away at some intersection to be picked up by some one who will seek to misuse it.

Both men were agreed that it is careless for trainmen to leave packages of transfers on window sills or in sand boxes for some passengers are always on the lookout and in many instances will take the whole supply and dispose of them at a profit to themselves—with a corresponding loss of revenue for the Surface Lines.

SCHEDULE VETERAN DIES

Lohse's 45 Years of Service Halted August 28

After serving the Chicago Surface Lines and predecessor companies for more than 45 years, Gustav Frederick Lohse died August 28, 1938.

Gus, as he was known to his associates in the Schedule and Traffic department, was born August 19, 1871, and he entered the North Chicago Street Railway Company as a conductor on January 30, 1893. His first work was on the Clybourn avenue cable-car line and for 18 years he worked as a conductor out of the Clybourn, Center and Lincoln depots. In 1911 Gus worked as a receiver and while at that work he took a casual interest in the schedules that were sent the depot. Upon several occasions he was able to suggest a better method of preparing the schedules and was eventually transferred to the schedule department on September 14, 1911, where he remained until his death.

Mr. Lohse is survived by his wife, one daughter, Mrs. Emma Kaiser, and three sons, Frederick, Raymond and William. The Masonic rites were used at the burial ceremony at Acacia Cemetery, August 31.



Gustav F. Lohse

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H. O. Crews Editor

H. F. Peck Associate Editor

DON'T LET IT HAPPEN TO YOU!

Many an unhappy story is found in the files of Superintendent of Insurance H. B. Storm. Recently the stories have carried a moral . . . a moral that safe driving pays . . . that one can't be too careful.

The principles of accident prevention as they bear upon the system and the employees have been emphasized many times in these pages. At no time has this emphasis been directed solely at any monetary saving which the system might enjoy. The welfare of the employees and the public is of the greatest concern.

Give a thought to the principles of accident prevention when you're off the job. Consider these four recent cases:

There is Motorman G. C. C. of 69th. He was driving in Ohio when his car went into a ditch. His wife was killed, members of his family were injured and he lies seriously hurt in an Ohio hospital.

Conductor J. F. of Division took a few days off and while driving in Iowa collided with a truck. His mother-in-law was killed. That was early in August. His own injuries kept him from returning to work until September.

Motorman H. C. of Lawndale was Florida-bound. His car turned over. His wife was killed. His injuries were severe.

Conductor J. J. P. of Cottage Grove looked eagerly forward to his 1938 vacation. While on it he collided with another car.

He, his wife and his children were injured. His wife died.

Their's are unhappy stories and nothing can help them now.

Don't let it happen to you!

GARDENS AND FRIENDS

Glancing idly through a small magazine recently we came across a thought that may well be passed on.

In a certain neighborhood, so the story runs, two men had gardens—the same size, same soil, with just a fence separating them. One man cultivated his small plot every year and he had a beautiful garden. The other did not, and he had a patch of weeds.

A new neighbor one day moved in across the street. Both men became acquainted with him at the same time. One cultivated his acquaintance and he had a splendid friend. The other did not.

Passengers, too, can be cultivated into good friends.

Oliver Wendell Holmes divided the human race into two classes. First, those who go ahead and do something. Second, those who sit and inquire: "Why wasn't it done some other way?"

To which class do you belong?

HERE'S HEARTY THANKS FROM COMMUNITY FUND

Here is a great big "thank you" to every employe of the Chicago Surface Lines for the unselfish manner in which each contributed to the charitable activities of the Community Fund.

The letter of thanks, written by J. D. McLeod, assistant treasurer, was addressed to Comptroller C. H. Allen and follows:

"Thank you kindly for the check of \$9,812.59 received this morning—the final payment on the subscription from the Surface Lines employes. This makes a total of \$59,100.72 received on the current subscription and is \$4,100 in excess of the amount originally estimated.

"We at headquarters here have come to look on the overpayment of the Surface Lines group subscription as more or less of a regular 'Mid-Summer Event.' It makes us proud to be associated with the Surface Lines employes and officials in this work of bringing what help we can to Chicago's less fortunate families. We only wish that we could convey this message to each of you individually."

So there is thanks to you and you and you.

It Pays to Be Polite!

Courteous Trainmen Now Drawing Fewer Complaints and More Praise

The complaint-commendation listings for August continued to follow the gratifying trend of recent months. That is another way of saying that the complaints declined and the commendation figures climbed. Specifically, there were only 408 complaints during August, 1938 as against 523 in the same month of the previous year. The commendations increased from 41 to 64 in the comparisons of the same months.

Complaints against discourteous trainmen declined and thus did much to help the record. There were 27 fewer instances in which impolite trainmen were censured. A small increase in the number of complaints against transfer difficulties was recorded.

Outstanding among the commendations of the month was that directed to Motorman Walter F. Pyper, badge No. 3715 of 77th. Motorman Pyper was not only commended by the entire South Shore Lions club but was also praised by editorial mention in the *Daily Calumet* of August 16.

Motorman Pyper was observed to stop his car and retrieve a small rubber ball from under the car and then return it to a youngster who had evidently been told to stay out of the street and who thus saw his ball game vanishing under the wheels of a westbound 79th street car.

Lions' Praise

The praise of the Lions club was contained in a letter from Marshall Anderson, 1820 East 79th street.

Conductor Daniel H. Jacobson, badge No. 5188, and Motorman Charles J. DeWitt, badge No. 12493, both of Division, were commended by Superintendent of Transportation W. A. Hall for their aid in preventing a tie-up of the State street line. The crew informed the dispatcher of an over-turned six-wheel truck which blocked both tracks, and supervisors were thus able to re-route cars and prevent what might have been a serious tie-up with a consequent delay.

Ruth Giles, 1159 Wilmette avenue, Wilmette, Illinois, praised Conductor William F. Brennan, badge No. 9322 of Kedzie, who allowed her to ride when unable to change a large bill she offered. Miss Giles repaid the fare which Brennan advanced.

Tactfully ironing out a dispute over a late transfer, Conductor John J. Mahay, badge 1258

of Archer, won the admiration and praise of Terrence O'Donnell, Jr., 75 East Wacker Drive.

Conductor Leon Law, badge No. 4928 of Limits, was commended for the assistance he gave an elderly passenger who became ill. Miss Ida Peterson, 4228 Melrose street, witnessed the help and wrote in Law's praise.

Mrs. M. Mittanahan, 5306 Winona avenue, commended Conductor David Sax, badge No. 7478 of Kedzie for his "pleasant disposition and courteous treatment."

Coins Returned

After losing several coins from his pocket without being aware of it, Robert N. McMurphy, 310 South Michigan avenue, was pleased with

the honesty of Conductor David Enderlin, badge No. 10544 of Burnside, who followed him into the car to return them.

For averting what might have been a serious accident, Motorman Harold T. Meyer, badge No. 9727 of 69th, earned the praise of L. F. Davenport, 1730 Prairie avenue.

A visitor from Detroit found Surface Lines service very much to her liking when Conductor Arthur F. Kennedy, badge No. 1002 assisted her by paying her fare. The "visitor from Detroit" was Mrs. Garnet Williams who gave her Chicago address as 5745 South

Neenah.

Mrs. Anna Mairoser, 3013 Lloyd avenue, requested that Conductor Edward J. Porcell, badge No. 2822 of Noble, be "given a mark for kindness for helping a crippled girl from the car to safety."

Aiding a blind passenger on and off the car won the approval of Mrs. Henrietta Holmes, 5931 South Wabash avenue, who praised Conductor Alexander H. Klein, badge No. 7710 of Devon, for the act.

After losing a purse which was later returned, Charles J. Hultgren, 4826 Magnolia avenue, commended Conductor Joseph R. Noel, badge No. 5280 of Devon, for his honesty.

In a similar case a valuable wallet was returned intact to John E. Shallcross, 2613 South St. Louis avenue, who thanked Motorman Timothy H. Carberry, badge No. 6379 of North avenue.

Motorman Frank A. Schiller, badge No. 12663 of North Avenue, stopped his car, dismounted and retrieved a wrist watch which he returned

TROLLEY SPARKS



Elvot Hirsch

"Beg pardon, sir. Will you take a look? Should I get glasses or collect 14 cents?"

to Miss M. V. Granhold, 4819 West Patterson street, who was hurrying to catch another car.

Really Helpful!

Conductor Windsor E. Robinson, badge No. 12194, and Motorman William W. Rye, badge No. 11903, both of Cottage Grove, were credited with an unusual act by Marie Scheckel, 8743 South Kingston avenue. When Miss Scheckel boarded without any money she explained the situation and asked to be let off at the next stop. The crew not only paid her fare but also advanced her lunch money which would seem to hit a new high in courtesy to passengers.

A fare advanced Miss A. Filion, 4153 Sheridan Road was returned and credited to Conductor Madison F. Blitch, badge No. 1330 of Noble.

Alfred M. Loeser, 110 South Dearborn, commended Conductor James J. Kessner, badge No. 3894 of Devon, for aiding him in recovering a hub cap he had lost from his automobile.

Rev. Edwin C. Johnson, 3815 Thomas street, says he "withdraws as a critic and enrolls as a Surface Lines booster" after seeing the very courteous service given an old lady by Operator George M. Rozak, badge No. 10700 of Archer.

The skill and alertness of Motorman Patrick J. Carey, badge No. 12599 of North avenue, were commended by Marie Olson, 1333 N. Monitor avenue, who observed that Motorman Carey had avoided an accident in an instance where he was not at fault.

Conductor Andrew J. Murray, badge No. 12838 of Kedzie, was described as a "credit to the service" in a commendation from Mrs. J. H. Welshon, 432 North Waller avenue.

Supervisor Everett M. Headley of the Central District was praised and rewarded for the return of a purse lost by Evelyn V. Johnson, 517 North Harvey avenue, Oak Park, Illinois.

Mrs. John F. Hennessey, 8625 Ingleside avenue, wrote to praise Conductor Lawrence M. O'Reilly, badge No. 14176 of 77th, for his courtesy and genial disposition.

DEATH'S DRAMA

Call of Duty Keeps Dying Motorman At Post

Death and Duty both called at the same time August 30 and Motorman Albert Sage answered both calls. But his first response was to Duty. Motorman Sage gave his bell cord the one jerk stop signal, shut off the power and then slumped forward to die at his post. His last concern had been to halt his car so that his passengers would be safe. When he had saved them he died.

Sage had been a motorman at Lincoln depot for 43 years when he made his last loop-bound trip that morning. Plagued by a defective car at Larabee and North avenue, Sage had reversed positions with Conductor Thomas McHugh and was using the controller at the rear end of the car. McHugh, up forward, was using the air brake controls. More than 30 lives were in their care.

It was then that Death called Albert Sage. But it was then, too, that Albert Sage found strength enough to answer first to the call of Duty. Thus his passengers were saved.

Ironically, it was Supervisor Edward Sage who responded to Conductor McHugh's call for help. Albert Sage was his brother.

SHOW FIRE EXTINGUISHERS

New Fire Fighting Practices Studied By Bus Men

Officials of the Transportation, Shops and Equipment and Insurance departments were among the interested group which recently witnessed a fire extinguisher demonstration at the North Avenue bus depot.

Accompanying illustrations show an extinguisher representative filling a new Du Gass fire extinguisher and then using it to smother the flames of a small fire which had been started for demonstration purposes. All of the shop men attached to the new bus garage at that station were instructed in the proper manner of handling the extinguisher and fighting any fires that might arise. Bus instructors were also present and the fire-fighting course will be a part of all future bus instruction courses.

The Du Gass extinguisher is loaded with a cylinder containing gas which is held under high pressure. The balance of the extinguisher is then filled with a finely ground mixture of sodium bicarbonate. When this powder is blown out the combination of the heat and the powder causes the fire to smother due to an absence of oxygen.

Following the demonstration of the Du Gass extinguisher L. Q. Simpson of the Insurance department showed the proper use of the Pyrene extinguishers which use liquid tetrochloride to quell flames.



The Extinguisher is loaded



and the fire's chased out!

OBITUARY

Deaths on the System from August 1, 1938 to August 31, 1938

Transportation—Armitage: Oscar Sandberg, employed November 4, 1902, died August 7, 1938.

Blue Island: John Kennedy, employed June 19, 1903, died August 18, 1938.

Burnside: Frank L. Peterson, employed July 30, 1908, died August 19, 1938.

Cottage Grove: Thomas Noonan, employed April 26, 1904, died August 19, 1938.

Devon: Charles F. Wolfe, employed April 13, 1921, died August 9, 1938.

Kedzie: John Hallberg, employed July 26, 1905, died August 25, 1938.

Lincoln: Herman Eilert, employed May 2, 1887, died August 6, 1938; John Harrington, employed June 17, 1899, died August 8, 1938; Albert Sage, employed May 13, 1903, died August 30, 1938; John C. Taylor, employed January 29, 1912, died August 18, 1938.

Noble: Frank A. Claus, employed November 13, 1899, died August 4, 1938; Karl H. Olson, employed May 26, 1908, died August 4, 1938; Fred Storm, employed October 20, 1890, died August 26, 1938.

North: John Greenwald, employed September 30, 1909, died August 28, 1938.

Seventh-seventh: William L. Tabor, employed May 31, 1887, died August 5, 1938.

General Office—Schedule: Gustav F. Lohse, employed January 30, 1893, died August 28, 1938.

Shops and Equipment—Burnside: John Kristof, employed March 8, 1929, died August 10, 1938.

Lawndale: Anthony Martikonis, employed March 14, 1909, died August 7, 1938.

South Shops: Walter Lowe, employed March 10, 1919, died August 7, 1938.

West Shops: John Bihler, employed October 1, 1900, died August 20, 1938; Jerry Rymke, employed September 19, 1919, died August 8, 1938.

Added July Deaths

Transportation—Seventh-seventh: George O. Thorn, employed May 23, 1924, died July 16, 1938.

Shops and Equipment—Blue Island: Mike O'Brien, employed April 10, 1900, died July 28, 1938.

PRAISE FOR ALL

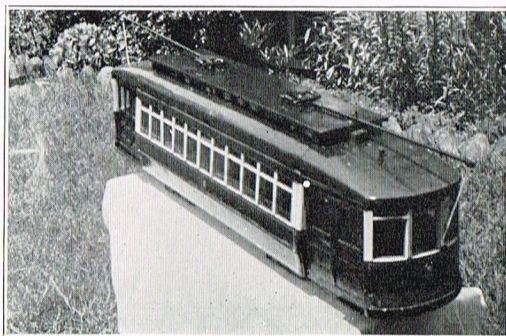
Commend Splendid Service and Courtesy

The following letter recently received by Superintendent of Transportation W. A. Hall from Philip L. Seman, general director of the Jewish People's Institute, is self-explanatory in its praise of the Chicago Surface Lines service and personnel:

"Now that our Day Camp has closed, I want to take this opportunity to tell you how grateful the Institute is to you for your splendid services in connection with the various trips that have been taken by our children during the summer.

"You made excellent arrangements for special cars and your supervisors were most courteous on our Thursday trips.

"We feel that you ought to know that your services are most highly appreciated."



BUILDS MODEL CAR

Car Copies Prove Interesting Hobby

The model street car shown in the accompanying illustration was built as a hobby by Herbert Kofink, 24, of 3530 North Seeley avenue.

It isn't the only model that Kofink has built during the several years he has pursued his hobby. He has a miniature "Queen Mary," a model of the boat that was featured in "Mutiny on the Bounty" as well as a copy of the "Seth Parker."

The street car model is the first Kofink has made although he makes ship models, end tables and such things which he usually presents to friends. The model shown is 48½ inches long, 8½ inches wide and is 13¼ inches high. It is painted in the conventional colors of the older model cars operated by the Chicago Surface Lines and was made entirely from scrap material.

Kofink didn't put any interior fixtures in his first model. He is thinking of doing that when he attempts to reproduce the Madison street cars, which he considers to be the finest vehicles for local transportation.

THAT NAME IS UP AGAIN!

Pulaski or Crawford?—The Battle Rages Anew

Don't call that street as "Crawford avenue" just yet—but maybe it won't be long before you can quit calling "Pulaski Road" and return to the old name which honored Peter Crawford, a pioneer realtor.

Alderman Thomas J. Terrell (29th) introduced a petition to change the name of Pulaski Road back to Crawford avenue at a meeting of the city council on August 8. Backing up his petition, Terrell had the signatures of 1,720 out of the 2,212 who own property fronting on the street. They total 71 per cent of the total number and a new law is said to make it mandatory upon the city council to change any street names to accord with the wishes of any 60 per cent who petition for a change.

There's no disrespect intended to the Polish hero-General Pulaski, the Crawford petitioners say, but they would prefer that the General be so honored in another section where there aren't 71 per cent of the property owners who prefer to honor old Mr. Crawford.

KEEPING 'EM ROLLING

Division Retains Lead For Third Consecutive Month

Division depot retained the lead in the keep 'em rolling figures for the third consecutive month by winding up on top of the tabulations for August. The record of the station showed an average of 16,412 miles per pull-in, an increase of 41.6 per cent over the previous month.

Consistent in its topsy-turviness, the list showed a large number of increases in contrast to the large decreases that were shown in the compilations made one month earlier. Six of the 16 stations showed a decrease in the number of miles per pull-in.

Burnside registered a major gain in jumping from tenth to fourth place with an average of 8,971 miles per pull-in, an increase of 32.8 per cent.

Lawndale also showed a comparable gain in moving from fourth to second with an average of 10,697 miles per pull-in, an increase of 27.9 per cent.

Decreases were charged against Devon, 77th, Armitage, 69th, Lincoln and Limits.

Individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1.	Division	15	16,412	41.6
2.	Lawndale	7	10,697	27.9
3.	Archer		9,075	23.8
4.	Burnside	1	8,971	32.8
5.	Devon		8,887	20.8*
6.	Kedzie	4	8,417	21.0
7.	77th St.		7,786	13.8*
8.	Cottage Grove	2	7,287	15.5
9.	North		6,688	15.5
10.	Armitage	6	6,650	5.1*
11.	69th St.		6,395	13.8*
12.	Elston	9	6,191	.5
13.	Noble	7	6,026	17.6
14.	Lincoln	5	5,792	28.2*
15.	Blue Island	4	4,714	.1
16.	Limits		3,799	19.9*

*Denotes decrease.

Carhouse records for the past six months:

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

EMPLOYEES RELIEF FUND

August, 1938

The Surface Lines Employees Relief Committee received 23 applications for relief during the month of August. After investigations were made, 11 of these were approved for weekly assistance. There were 303 active cases on the relief rolls at the end of the month, 25 having been removed by death or other causes.

Including the \$16,482 spent during the month of August, a total of \$1,194,296 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

NEW CORRESPONDENT NAMED— ISSUE CALL FOR OTHERS

Gilbert Andrews, popular clerk in the general offices of the Transportation Department, starts in this issue to catalog the numerous activities of the busy inhabitants of that office.

At the same time the editors of SURFACE SERVICE MAGAZINE renew their invitations to all employees to become contributors to the publication. There are several car stations which have not had any consistent voice in these columns for many months. Every station is entitled to the best correspondent available.

So who'll heed this call for volunteers? Will you chronicle the events which take place on the busy system—in the stations—and after hours?

Will you do your part to make the columns of this magazine a livelier reflection of the Surface Lines scene? If your station or department hasn't had a voice in these columns will you volunteer to see that it receives representation?

Drop a note of acceptance to the Editor.

Departments and Divisions

Accounting

At a noon hour farewell luncheon on Wednesday, August 31, at the Italian Village Restaurant, Mrs. Helen Carr of the trip sheet analysis division was presented with a wrist watch and orchid corsage.

Miss Mildred Montgomery of the pay roll division traveled by boat to Ludington, Michigan, and after spending a few days there continued to Sturgeon Bay, Wisconsin, where she stayed for the balance of her vacation.

When Miss Donna Alexander of the stenographic division made the announcement that she has been married since December, 1937, to John Langdon, her many friends presented her with a Toastmaster hospitality tray. Our best wishes are extended for a happy married life.

Mrs. Virginia Barron of the pay roll division, whose husband is Petty Officer in the United States Navy in California, left service Wednesday, August 31, to make her home there. Mrs. Barron received an electric grill and tray from her friends.

Judith Cotter is the name of the new baby born on Monday, August 8, at the Bethany hospital to Mr. and Mrs. Walter Cotter of the timekeeping division. To the proud parents we extend our best wishes.

William N. Ternes, who has been appointed head timekeeper of the timekeeping division, effective September 1, 1938, has the best wishes of the department.

Thomas F. Coan.

Electrical

Herbert Lindell, maintenance electrician, was motoring with his wife and daughter September 1 to visit relatives at Iowa City, Iowa. When

within a few miles of their destination they met with a serious automobile accident. Herbert was taken to the Mercy Hospital where it was found that he suffered a broken collar bone, dislocated shoulder and several ribs were broken, piercing one of his lungs. Our last information is that pneumonia had set in. Mrs. Lindell and her daughter suffered only minor injuries but were badly shaken up. Our most sincere wishes for a speedy recovery are extended to Herbert and his family.

Raymond Siers, employed as a fireman at our power plant for the Market street buildings, also met with an automobile accident while on his vacation at Cleveland, Ohio, in which his mother was killed. Mrs. Siers' body was brought here for burial. Our heartfelt sympathy is extended to him.

We wish to extend best wishes for a speedy recovery to Mrs. Clarence Knipper, wife of one of our linemen, whom we understand has been seriously ill and has been living under an oxygen tent for several days.

Several of the boys, namely Syl Rolnicki, Mort Rolnicki and Clyde McMakin were reported seen around Hayward, Wisconsin. All three say that fishing was good—and enjoyed their vacation.

Billy.

Schedule and Traffic

Some of the vacations in the department were spent as follows:

Art Langohr loafed at Crory Lake and worked at looking for a new apartment.

George Fisher made a 2,900 mile motor trip through the New England states—George said he saw a lot of country.

Lloyd Braff visited in his home town, Superior, Wisconsin.

Dorothy Peacock spent her time at Twin Lakes.

Roy Drysdale took a motor trip to Canada, visiting relatives.

William McConochie went fishing and William Marston rested at the lakes in Wisconsin.

Jack Ocken motored around the lakes and caught a few fish in Indian Lake in Northern Michigan.

G. T. Donahue and Evan Olmstead made Chicago their vacation spot.

Andy DeGrazia spent his vacation in a boat luring the fish out of Turtle Lake, near Winchester, Wisconsin.

George Weidenfeller.

Shops and Equipment

South Shops—Vacation Notes: William C. Smith went boating and fishing in Michigan; J. N. Jastrembski gave the populace fishing lessons in Wisconsin; E. J. Rooks whiled away vacation hours in Michigan; J. F. Gasser "relativating" out in Ohio; S. A. Keyser was in Iowa and Ohio; A. C. Lindquist in Indiana and F. E. DeWitt in Michigan; Theodore Wahlberg emptied Shawano Lake, Wisconsin, of fish and the lake had to be restocked; J. J. Sake roved 'round good ole Chi; W. O. Farrow toured Smokie Mountain National Park.

The mounted head of a 15-pound pike was brought to the motor repair department recently by that fisherman par excellence, John Fritz, who claimed the honor of snagging this prize as his own. Upon investigation 'twas found to be a rare species of choice lagoon carp.

To A. H. Williams, foreman of the printing

department, we offer our sincere and heartfelt sympathy upon the sad loss of his beloved daughter, who passed away on August 10 after a long illness.

That confirmed bachelor who is speedily becoming unconfirmed, F. E. DeWitt, is now around Chi in Ford's latest deluxe edition.

Cottage Grove: Introducing His Grace, Lord Meyers. At the last foreman's picnic he created quite a sensation with his monocle, cane and spats, not to mention the latest model in checks.

Burnside: Chester Buckley and family vacationed at Lake Ann, Zimmerman, Minn. Evidence of Ches' skill as an angler is shown in a photograph of an actual two hour catch. No fish story here.

Johnny Secondino returned to the Old Homestead in Indiana on his vacation to visit his folks. Swimming and fishing were fine and for fish stories, see Johnny.

Sympathy is extended to the bereaved family and relatives of John Kristof, who recently passed away.

77th Street: Unconfirmed report—Big Time Al Suma and Playboy Robert Ferguson vacationed at Riverview Park on the two cent days.

Frank Walsek had that vacation of vacations this year—he was a judge to select a harvest time queen in a beauty contest in Michigan. So up "thar" in Michigan is where all the boys are going next year.

69th Street: Sympathy is extended to John Kiely and wife upon the loss of their son, who passed away on August 14.

Archer: Robert Jones vacationed in Wisconsin, "Sherlock Holmesing" around the mysteries of dairying.

Elsie S. Frank.

West Shops: Our regular correspondent, Miss Lillian Hultquist, is enjoying the wilds of Northern Wisconsin at the time of this writing and we trust she will have some good "Fish Stories" to tell us when she returns, as fishing is to be one of the high-lights of the trip.

Our two "Soldier Boys," Dick Maerz and Walter Werth, returned from camp at Rockford none the worse for hard work and a strict schedule, except for the fact that Sgt. Dick Maerz seemed to get along so well with the poison ivy they had in that vicinity that it stayed with him several days after his release from camp.

John Landeck spent his two weeks of leisure time in and around Chicago, a greater part of the time evidently having been spent on the golf courses.

Plum Lake, Wisconsin, was the spot chosen by Carl Gerlach for his summer sojourn, and he returned to us with a good coat of sunburn.

We wish to extend our sympathy to the families of John Bihler, carpenter, and Jerry Rymke, armature winder, at the West Shops, who passed away during the month of August.

It is with great regret that we report the death of Anthony Martikonis, night foreman at Lawndale carhouse. Mr. Martikonis was first employed by the Chicago Surface Lines on March 14, 1909, and was promoted to night foreman in June, 1922, a position he held at the time of his death. His many friends extend their sympathies to the bereaved family.

Limits: Day foreman George Chamberlin is enjoying his vacation with his family at Marquette, Michigan, and reports the scenery fine in that part of the state.

M. H.

Transportation

"California, Here I Come" was the theme song of three employes in the transportation department. After an enjoyable two weeks they are right back where they started from; Miss Ruth Soutter, Miss Marie Krausman, and P. A. Greene.

All three traveled by rail to the land of the glamor girls and Sunkist oranges. Ruth and her mother stayed at a resort in Laguna Beach, California. Marie's itinerary included Los Angeles, Hollywood, San Diego, Catalina Island, San Francisco, Salt Lake City, Denver and home.

P. A. left on the Grand Canyon Limited and arrived at the Canyon two days later. Then he resumed his trip to California, his first stop being Pasadena. He then took the boat to Catalina Island, which is the private property of P. K. Wrigley. Finding this mode of transportation too slow, he took a plane back to the mainland. While in Hollywood he ate at the Brown Derby, where many movie stars drop in. He says this place is really ritzy. They even charge you for looking at the menu!

Another transportation department employe, G. E. Andrews (better known as Andy), traveled in the opposite direction. He visited the nation's capitol, Washington, D. C., saw Niagara Falls, swam in the Atlantic and returned home via the hill-billy route through the Southland. Some think he went down South to see if the Civil War was really over.

Warren Powers has returned from his vacation. He, too, reports having been East, visiting New York City, Atlantic City and Niagara Falls. His purpose in going to New York was to watch the ships come in. His ship did not come in, but his daughter and sisters-in-law arrived all O.K. from a trip abroad and he met their boat.

Chief Clerk L. E. Bohlin is back on the job, having spent his vacation around the many lakes near Waupaca, Wisconsin. He came back with a good coat of tan and a new trailer, and also tells many interesting experiences of how to catch fish and lose them. We understand he nearly lost the trailer while en route home.

Andy.

Around the Car Stations

Cottage Grove

Congratulations to Motorman William Berg, who completed 50 years of service on August 31. Bill is still very active and can still play a good game of pool, as many of his younger opponents have found out. Good luck, Bill, and good health for many years to come.

Cottage Grove Club held a golf tournament at Cog Hill on August 30, and while the attendance was not as large as it could have been, a good time was had by all the participants. Scores:

	Score	Score	Hand.	Net
R. W. Pryor.....	102	94	72	124
W. E. Moody.....	125	115	102	138
P. B. Cadman.....	82	82	24	140
J. A. Swann.....	78	80	12	146
A. C. Howard.....	110	115	78	147
C. L. Cousar.....	85	87	24	148
W. Cavanaugh.....	93	91	36	148
H. H. Gottsch.....	108	102	60	150
B. C. Eccles.....	99	100	48	151
W. Van Coverden.....	95	99	42	152
E. S. Rees.....	110	99	48	161

Cadman, Swann, Cousar and Cavanaugh will play any foursome from the station or department—they would like to hear from other depots.

Devon

Motorman Anthony Geiss, who left Rogers Park for a cottage in Norwood Township, likes his new home, with one exception. Says Tony: "We even have a public swimming pool out here, but they take the kick out of it. Imagine we have to take a soap and water shower before we can enter the pool. Tain't no sense in going in the water after you're clean."

Although Devon's drop to third place in the softball league after its brilliant showing at the outset of the season, is a little disappointing, we look forward to next year's opportunities for the recovery of lost ground.

Otto Hildebrandt, who recently visited Motorman Joseph Vesley at his home, reports Vesley's anxiety to have some of the boys visit him during his convalescence. How about it, boys?

We regretfully announce the death of Charley Wolfe, who passed away August 9. Charley was especially popular with the extra men. To the members of his family we express our condolences.

John W. Binder.

Elston

Supervisor Bill Goodall entered competition with the Burlington Railroad's streamliner "City of Denver." He drove from Denver to Chicago in 24 hours, and says that he could have done better. The streamliner does the run in 16 hours.

The fishing season's prize catch is credited to Billie Gough, our Montrose operator, who caught a 26-pound muskie. Bill was on a trip with his family and the Harold Erickson family to northern Wisconsin, where the catch was made. Receiver Gus Neuhaus did not do so bad either. He took all the sun fish he could eat from Minnesota waters.

George Kaufman goes in for the touring vacations. He listed Memphis, Tennessee, and the Ozark Mountains as high spots on his trip.

Joe Eckmann is taking the longest trip reported by any of the boys. His goal is the American Legion convention in California. We can probably count on Joe for the longest stories, too.

Freddie Wenzel's vacation dreams were clouded by the death of his mother. Deepest sympathy, Fred. We know just how you feel about it.

Ed.

Kedzie

Motorman Thomas Quinn, who spent his vacation at Fox Lake on a fishing cruise, caught a small fish the first day, but for sport's sake he threw the fish back in the water with a tag on it. The last day there he caught a

larger fish and to his surprise it was the same fish with the tag.

Motorman P. J. O'Neil does not need fishing tackle to catch his fish. P. J. must be well acquainted with the fish around Pistakee Bay for when he went out rowing one day on his vacation a large fish which he claims was some 30 inches long, jumped out of the water and into his boat.

Congratulations to the newlyweds. Motorman Thomas C. Horan was married July 16 to the daughter of Clarence Thompson. Motorman James Cunningham was married August 27 and Motorman Thomas E. Hickey was married September 2.

The boys at Kedzie depot are congratulating the softball team for winning the north side championship. We are rooting for them to be champs of the 1938 Street Carmens Softball League. Our gymnasium needs a cup.

Motorman John Hallberg, who started work July 26, 1905, died August 25 after a brief illness.

Conductor William C. Larsen died September 5. Larsen was the President of the Kedzie Depot Credit Union and was a very capable man for the job. He gave up his time willingly and was always ready to lend a helping hand. In spite of the fact that he knew he had only a short time to live he always greeted his friends with a smile.

Clinton Sonders.

Lincoln

Conductor Terry Keane and wife are the parents of a baby girl born August 20 at the John Murphy Hospital.

Herman Eilert, for many years a night clerk, passed away at his home, 4721 North Maplewood, on Saturday, August 6. Mr. Eilert left the company about three years ago after 50 years of service and was 81 years old. At the time he left the company he and his wife went to California by airplane for an extended visit. Mr. Eilert was buried at St. Joseph's Cemetery. The boys will always remember Herman as a great fellow and extend their sympathy to the family.

Motorman John Harrington passed away on Thursday, August 8. The funeral was held at Lady of Victory Church and interment was at All Saints Cemetery.

Conductor John McHugh, who made a trip to Ireland during the summer, returned August 7. His trip planned to be a pleasant one turned out to be very sad as he had the misfortune to lose his mother while over there.

Conductor Jack Taylor, while on his vacation, underwent an operation, but complications set in and he passed away on August 18.

Motorman Albert W. Sage, age 62 years, died very suddenly while on duty Tuesday morning, August 30. Mr. Sage leaves a wife, two daughters and a son. He was the brother of Supervisor Edward Sage. He was buried September 2 at Montrose Cemetery.

Extra receiver August Peterson is mourning the loss of his brother, who passed away recently. Sincere sympathy is extended to all of the bereaved families.

Henry Spethman.

Seventy-Seventh

After a hectic and eventful softball season, Manager E. E. Knapp and teammates are will-

ing to let well enough alone for this year and try to catch up on some fishing.

The first strike of more than ordinary consequence was made by shortstop Conductor George Becic while up on a jaunt in Wisconsin. It is no defamation to say George is some piker. His haul of wall-eyed pike was something to behold.

Fishing may be someone's idea of vacationing, but Chief Clerk Owen Duncan thought it was a bit too strenuous. He spent his holidays with his family at Sister's Lake, Michigan, just doing nothing and liking it.

Having a nice new Buick for an inspiration, Mr. Bessette was a little more restless than others. His party made a pleasant 1,400-mile trip around Lake Michigan.

On the other hand, Conductor Harry Barry was more than just restless. He was practically consumed with the wanderlust. With Mrs. Barry and a party of friends, he visited Yellowstone, the Barbary Coast and gave formal approval to Frisco's wonder bridge.

A happy medium in variety was struck by Conductor Art Boettcher, who just went hillbilly on his vacation in the Ozarks.

Condolence is extended to the following men on death in their family: Conductor W. F. O'Neill, who lost his wife; Motorman W. Burke No. 1, whose wife died; Conductor A. L. Naumann, who lost his mother; Conductor C. A. Carey, who lost his father, and Motorman H. A. Hansen, who lost his sister.

Walter F. Story.

GOOD-BYE TO SUMMER



It was a sad occasion when little Miss Carol Gail Smith, 4½, had to bid good-bye to the beach and summer pleasures. Her father, C. M. Smith of the Accident Prevention Department, consoles her in this photograph,



OVER THE TRAFFIC—SAFE FROM HARM

● The over-pass for street car passengers at the Roosevelt Road terminal offer safe and speedy access to the events at Soldier Field. The upper picture shows some of the thousands who crossed above traffic congestion to attend the All-Star football game. The lower photograph shows the throngs making their way to the street cars which carried them speedily away from the scene.

