

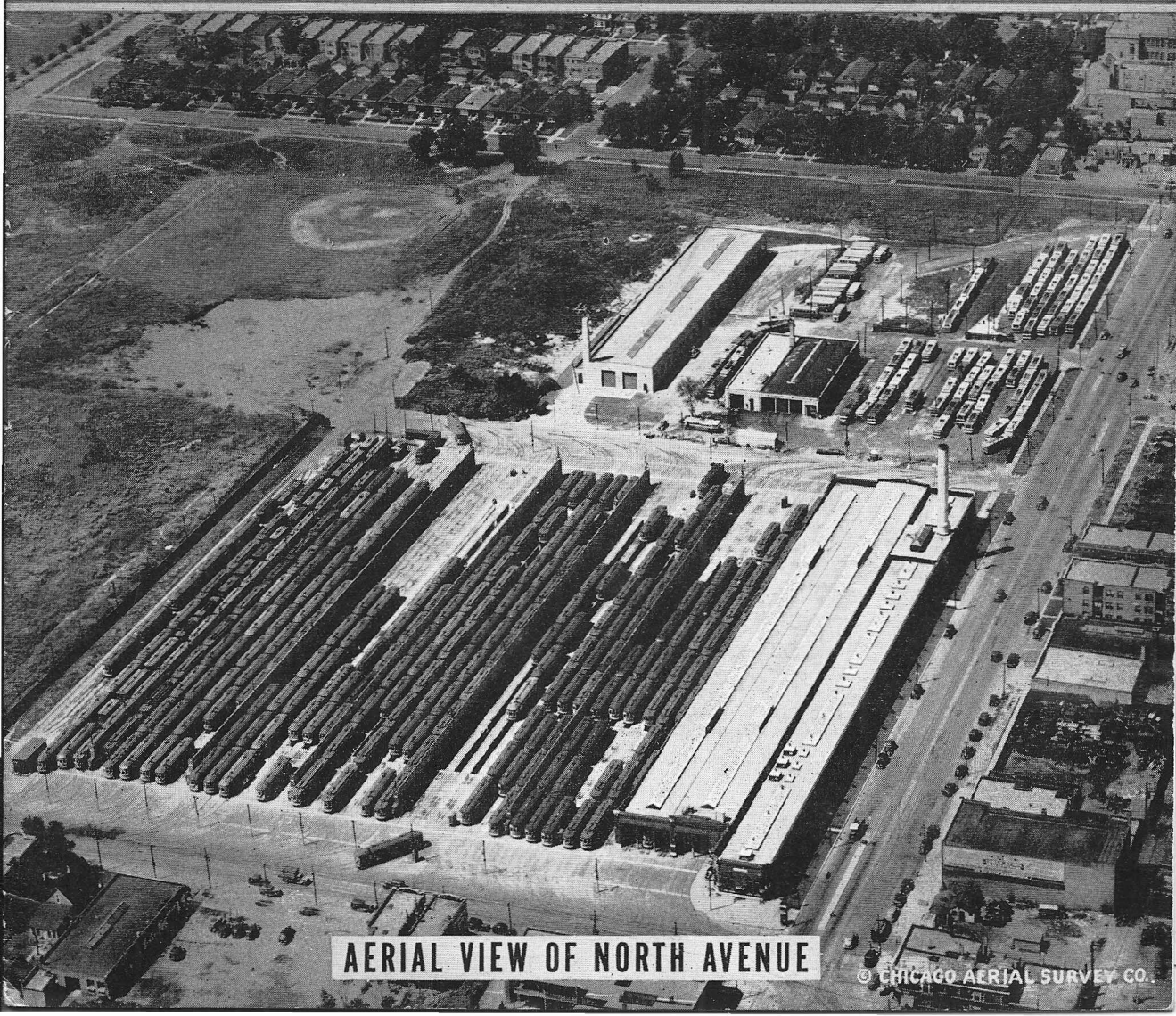
Surface Service

• MAGAZINE •

VOLUME 15

AUGUST 1938

NUMBER 5



AERIAL VIEW OF NORTH AVENUE

© CHICAGO AERIAL SURVEY CO.



THE YOUNGER GENERATION OF THE SURFACE LINES

These happy faces belong to some of the younger members of the Chicago Surface Lines family. They are (1) Rita J. Glaser, daughter of Motorman Michael Glaser of Division; (2) Judy Barnett, granddaughter of Motorman Abe Barnett of Blue Island; (3) John and Kay Brady, son and daughter of Motorman P. J. Brady of Limits; (4) Kenneth Smith, son of Motorman C. H. Smith of 77th; (5) Shirley Idell Smith, granddaughter of Motorman George Washack of Blue Island; (6) Richard J. Saley, son of Conductor James W. Saley of Kedzie, and (7) Mary Phelia Solas, daughter of James Solas of the Kedzie depot repair department.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

AUGUST, 1938

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Size Plus Service

North Avenue Depot Probably World's Largest Street Railway Station—\$100,000 Bus Storage Building Latest Addition

Opening of the recently completed \$100,000 bus storage building at the North Avenue depot has flashed that station into the spotlight as being what is probably the largest street railway division plant in the world. From the standpoint of equipment operated, men employed, and total pay roll the station—though only one of 16 similar depots operated by the Chicago Surface Lines—is larger than the combined systems of Indianapolis, Indiana, and Columbus, Ohio.

The new bus garage is the latest addition to this vast plant. It was opened for service on August 5.

Fifty buses can be stored in the new building which measures 60 x 330 feet. Prior to this time the gasoline buses have been stored in the open and often repair work was done as the buses stood in the bitter cold weather. The new structure has three inspection pits, one repair pit and one pneumatic-hydraulic hoist to elevate buses when necessary.

Planned by CSL Engineers

The building is of brick with concrete flooring and three motor operated steel-curtain doors at both east and west ends. The roof is supported by flange "H" beams 36 inches wide and the roof is of pre-cast reinforced concrete with a tar and gravel roofing. A separate heating plant will supply the building with heated fresh air. There are motor driven exhaust ventilators in the skylights and separate ventilators in each of the pits. Surface Lines surveyors laid out the plat of ground and the plans for the building were drawn by Surface Lines architects under the direction of Superintendent of Buildings and Drafting H. W. Busch. Ben Lindstrom supervised construction.

The new unit, however, is only incidental to the huge street car plant that occupies the site bounded on the north and east by North avenue and by Cicero avenue. The size of the layout, though important, has never been stressed to any extent because the station is but one of 16 operated by the Surface Lines. Seventy-seventh street and the Archer avenue stations run closely behind in size.

Its importance to the city of Chicago is obvious in many respects. Startling, however, is the fact that this station is larger in equipment and personnel than the entire local transportation systems in such large cities as Indianapolis, New Orleans, Cincinnati, and many others. There are 608 units of passenger equipment at the depot—184 of them constituting one of the country's major bus fleets. The latter figure includes 145 trolley buses and 39 of the system's 125 gasoline buses.

Let's take a look at the passengers carried by this equipment. The population of Chicago was estimated at 3,490,700 in 1937. Last year the cars and buses operating out of North avenue depot carried nearly 30 times the population of the city—94,316,832 revenue passengers. That is a greater number of revenue passengers than were carried during 1937 by all the street cars and buses in Kansas City. It is a greater number of revenue passengers than were carried by the combined systems of the Indianapolis (Ind.) Railways, Inc., and the Louisville (Ky.) Railway Company.

And if you add to these 94 million passengers another 80 per cent, the usual ratio of transfer passengers, you have a still more staggering figure to illustrate the importance of the North Avenue depot lines to Chicagoans.

Huge Payroll

The payroll, too, makes a sizeable figure that far exceeds the total receipts of many transportation companies serving well-known cities. If you like to day dream now and then you might plan how you'd build your castle in the air with the \$3,140,069 which constituted the payroll for North Avenue employees during 1937. There are more dollars in that number than there are revenue passengers in the annual reports of such cities as Ogden, Utah, and Charleston, South Carolina. When you discuss North Avenue you have to talk in big figures!

These millions were paid to approximately 1,650 employees who staffed the various divisions at North Avenue last year and they meant much to the business establishments of the northwest section. Statistics, generally accepted, indicate that the average wage earner supports a family of approximately 3.5 or 4 persons. On that basis the payroll of the North Avenue forces provided for the direct upkeep of some 6,600 persons. Indirectly, of course, the money filtered into many avenues of trade, thus aiding many businesses and their clerks, salespeople and others.

Similarly the \$79,016 spent for materials and supplies alone, exclusive of labor, by the Shops and Equipment Department to keep the cars in shape is another item of great importance to numerous firms. That figure is, of course, but a small fraction of the total amount spent for maintenance for most of the major repair jobs are handled at the West Shops.

Many Trainmen Required

The North Avenue depot is more than a small headache to schedule men when the time comes for the quarterly picks. Frank

A. Forty, superintendent of the Schedule and Traffic department, based his March, 1938, schedules on declining business that has characterized the system since late 1937, but still found he had to schedule 442 regular runs and 36 relief runs for the two-man cars. One-man cars were scheduled for 18 regular runs and 3 reliefs. In the bus division 211 regular runs were scheduled along with 22 relief runs. That set of schedules required the services of a minimum of 1,210 trainmen.

These men are all under the direction of Stationmaster Elmer Brookman of the Transportation Department. Superintendent of Shops and Equipment H. H. Adams has some 210 men at the station under the direct supervision of Foreman Jack Gillen, carhouse, and Foreman Albert Baker, bus department.

North Avenue depot was built in 1910. The present closed section housing the trainmen and the closed bays were erected at that time along with three open bays. Track and bay additions were made in 1913, 1921, 1923, 1926 and 1930.

Murray First Superintendent

Mike Murray was the first superintendent of North Avenue. He was followed in turn by Charles Hamilton, Patrick J. Duffy and Walter M. Kroll. W. A. Hall, now superintendent of transportation, followed Mr. Kroll as division superintendent. Mr. Hall was at North Avenue from October 1, 1923, to October 1, 1925.

He in turn was followed by William Pasche, John B. O'Connell and R. J. McKinney, who served until succeeded by the present Stationmaster Elmer Brookman on March 1, 1935.

It is interesting to note the present status of the four men immediately preceding Stationmaster Brookman. Hall, as stated, is now superintendent of transportation. William Pasche now holds the office of supervisor of accident prevention. O'Connell and McKinney are both assistant superintendents of transportation.

When the records of these men are checked, there is a hint of the type who have made North Avenue the important station it now is.

HOW MANY TWINS?

Send Children's Pictures For Publication

For the first time in two years this issue of SURFACE SERVICE MAGAZINE features the children of employes of the Chicago Surface Lines. Children's pictures are not featured oftener for several reasons. Most of the 16,000 employes have one or more children of whom they are justifiably proud. If it were possible to use all the children's pictures which are submitted, the magazine would have no room for anything else.

So just to be different for a change, the magazine now makes a request for pictures of twins or triplets—or quintuplets if there be any such south of Callendar, Ontario.

There is the call for you proud fathers. Let's see how many twins there are in the ranks of Surface Lines employes. All pictures must be fully identified with names, ages and addresses. Pictures not used will be returned to parents. Remember—they must be of twins or triplets—and there is no age limit.

DEATH IN A STREET CAR

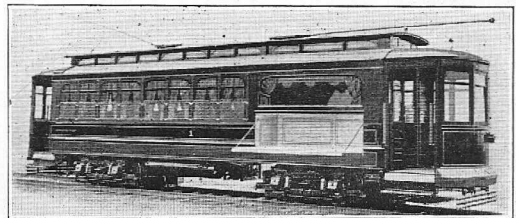
Remember?—We Used To Offer Funeral Car Service

In response to a public need the Calumet and South Chicago Railway Company has placed in commission two beautiful funeral coaches, which may be chartered for transporting funeral parties . . . to any of the following cemeteries: Oakwoods, Mt. Greenwood, Mt. Olivet and Mt. Hope. Funeral cars may be engaged to be at a point on the street railway line convenient to the residence or church at a prearranged hour.

Such was the elegant language in which a small folder announced to an eager public "the modern way" to hold a funeral featuring "comfort, beauty and sanitation," and boasted of providing a "folding conveyance for moving caskets." That was 'way back when, as you know by now.

Still following a style that is better than much of the present day writing, read more of the description of this service which was once so popular:

"The private funeral car service satisfies a natural and time-hallowed desire to make the final tribute a fitting expression of respect and esteem, for it combines a perfect measure of dignity, solemnity and respect with infinitely increased consideration for the comfort and health of the attending relatives and friends."



Dignity in a Funeral Car

And that, be it known, was only a small part of the service that could be had on a scale which went from \$30 to \$40 and which included "transfers to any of the party who wish to leave the car at intersecting points." Passenger cars to follow the funeral car were obtainable for a mere \$20.

According to information obtainable at this time the funeral cars were last used in 1918.

As shown by the accompanying illustration, the cars simplified the removal of the casket and a rubber-tired conveyance was also used which permitted the casket to be moved "without the slightest shock or jolt and with no undue effort on the part of the pallbearers."

The interior of the casket compartment was done in white and gold and draperies throughout the car were of heavy, dark green material. Special care was taken to provide every comfort for the family and friends, the advertising folder said. "The equipment includes ventilators, electric push-buttons, drinking water, electric heaters in winter and other conveniences. The cars are thoroughly fumigated and cleaned after each trip."

Now they're all gone—victims of the Motor Age.

Draft New Ordinance

Sub-Committee Working on New Traction Plan

Following a detour made by the City Council in an effort to draft an acceptable temporary ordinance in lieu of an extension of the 1907 ordinances, the traction question has returned to the main channel. A sub-committee of the Local Transportation Committee of the Council on August 1 began working in earnest on a comprehensive permanent ordinance, which it hopes to have ready for submission to the people in November.

At its first day's session the Committee, in conference with President Richardson of the Surface Lines and representatives of the other two transportation companies, agreed on most of the 16 major principles in Walter A. Shaw's report to the Federal Court and outlined future procedure. Various committees will consider different phases of the ordinance question which must be finally agreed upon by the Committee and the traction company representatives.

Basic Principles

The broad principles agreed upon by the sub-committee as a basis for negotiations include: unification; establishment of a local transit commission; modernization and extension of both rapid transit and surface facilities; co-ordination with suburban railroads; reasonable valuation; a reasonable rate of fare; right of employees to good working conditions and disability and retirement pensions; right of the city to compensation for use of public property; right of the city to purchase the properties at a reasonable price, and economical operation.

The type of franchise—whether a term or terminable permit—the question of a city subsidy, and other important principles were left for later consideration.

Alderman Quinn, chairman of the Local Transportation Committee, expresses the belief that it will be possible to work out a satisfactory ordinance by fall. The sub-committee is working in close harmony with the efforts of Mr. Shaw, who has been appointed by Judge Wilkerson as co-ordinator and has promised to have a plan ready to submit to the Federal Court on September 26.

Subways Up to Ickes

In the meantime, the question of subways in State street for the Elevated and in Washington and Jackson boulevards for the Surface Lines has been delayed, due to the decision of Secretary of the Interior Ickes to secure an engineering report on the entire subway question before he decides on a federal grant from PWA funds. Four engineers appointed by Mr. Ickes—Col. H. M. Waite, Robert Ridgway, Joshua D'Esposito and H. M. Brinckerhoff—have established offices in Chicago and expect to have their report ready within 60 days. A grant of \$14,328,000 is being sought by the city from the PWA and the balance of the \$31,840,000 to cover the cost of the subways will be made up by loans obtained by using part of the City Traction Fund as collateral.

As explained in the last issue of SURFACE

SERVICE MAGAZINE, Mayor Kelly and the City Council last month suddenly decided not to grant any further extensions of the 1907 ordinances after July 15. A new 90-day ordinance was drafted, containing some of the provisions of the 1907 ordinances and the 1930 unification ordinance. It retained all the obligations to the City for paving, street cleaning, etc., in the old ordinances and in addition required the companies to pay 3 per cent of their gross receipts to the City. The ordinances had to be accepted by the receivers of the Surface Lines properties to become effective, and they were given five days in which to decide what they would do. During the committee hearings on this 90-day permit, the receivers submitted an ordinance draft as a substitute, proposing the continuance of operation as at present and leaving the question of city compensation to be decided after conferences between the city and representatives of the Surface Lines. This draft was ignored and the City Council's ordinance was passed.

Ordinance Not Accepted

On July 25, the last day for acceptance, the receivers filed a report in court recommending that the ordinance be not accepted. Later that day Judge Wilkerson issued an order approving this decision of the receivers but requiring them to set aside a separate fund to be known as the City Compensation Fund, into which they are to pay 3 per cent of the gross receipts pending final decision as to whether or not the city is entitled to compensation during the 90-day period beginning July 15. He also ordered the continued operation of the properties as at present, extended the life of the Board of Supervising Engineers, and instructed the receivers to preserve intact the reserve funds now in their possession and to make withdrawals from those funds only upon authorization by the court after due notice to the city.

In a brief submitted to the court by attorneys for various Surface Lines interests, prior to the decision not to accept the ordinance, it was pointed out that many things in the proposed 90-day permit were unreasonable. The 3 per cent of the gross was made an operating charge on the properties before paying taxes or bond interest.

Would Require Higher Fare

This 3 per cent compensation, moreover, would be in addition to the large expenditures now made for paving, street cleaning, paving maintenance and other public benefits required under the old ordinances, amounting to more than 6 per cent of total receipts. It was explained that to pay 3 per cent of the gross receipts in addition to the other burdens would make necessary an application for an increase in the fare and that the proposed ordinance attempted to bind the receivers not to ask for this increase.

In the period from July 1 to July 15, this year, the attorneys stated, the company's net earnings were approximately \$31,000. In this

same period, on the basis of the 3 per cent of gross receipts, the city's compensation would have amounted to \$52,000, thus creating a considerable operating loss.

"It is definitely established," the attorneys stated, "that as between the city and these properties reasonable compensation is measured by the earnings of the properties after a minimum return to the investors. It is also definitely established by both the 1907 and 1930 ordinances that in the division of the burdens as between the car riders and the public generally, compensation is not reasonable until after a minimum return. The city, recognizing as it must that at this time the properties are not earning such a minimum return, is demanding that compensation be paid before the Illinois Commerce Commission may grant to the properties a rate of fare which will yield such a return. We maintain that on the basis of the past policy only that compensation is reasonable which may be effected after the properties have been able to yield a minimum return. What other basis is there for measuring what is reasonable compensation? The streets of the city are not for sale. It cannot be compared with a lease or use of private property.

The only standard which can be used is that which balances the need of the city for transportation service and the ability of that system furnishing such service to contribute to the burdens which fall upon the public generally."

COMPLETE MODERNIZATION

Indianapolis 10 Year Rehabilitation Plan Finished in 6 Years

Completion of the \$8,000,000 transit modernization program of the Indianapolis Railways, Inc., was recognized with a fitting celebration on July 18 when more than 500 persons were luncheon guests of President Charles W. Chase in the newly finished bus garage. As evidence of local pride in the accomplishment, Mr. Chase's guests included the governor and lieutenant governor of the state, the acting mayor of the city, the president of the chamber of commerce and a score of leaders in the transit industry from other cities. All gave high praise to those responsible for the results. On the following evening several thousand employees and their friends celebrated with a dance and reception in the garage.

When Mr. Chase took charge at Indianapolis in 1930 the outlook for saving the property was not encouraging. Two years later, in the depths of the depression, a new financing and rebuilding program was inaugurated with the intention of completing the job in ten years. Instead, with the cooperation of the company staff and local business leaders, the transit facilities had been completely modernized at the end of six years. As a result all residents of the Hoosier capital today are pointing with pride to the colorful new equipment—323 vehicles, including cars, trolley buses and gas buses. The trolley buses, incidentally, equal in number the equipment of that type used in Chicago. Other improvements were brought about by changes in routing and by rehabilitating most of the tracks. New shops and garages, said to be the most modern in the country, have just been completed at a cost of \$825,000.

QUILL NAMED COMMANDER

Legion Post Elects New Officers— Installation Ceremonies Soon

Robert P. Quill of Blue Island depot was elected commander of Surface Lines Post No. 146 of the American Legion at the annual election held July 12. Installation ceremonies will be held for Commander Quill and his newly-elected fellow officers Saturday, August 27, at the Mid-City Auditorium, 3350 West Jackson Boulevard.

Other officers who will work with Commander Quill during the following year are: Senior Vice Commander Charles M. Neisner, Lawndale; Junior Vice Commander John M. Maher, Archer; Adjutant Joseph M. Vanderhaeghen, West Shops; Finance Officer Harry P. Brady, Kedzie; Sergeant-at-arms James J. Cullen; Chaplain Michael M. Budo, Archer, and Service Officer Joseph P. Staska, Archer.

Vice commanders in charge of membership are: Patrick Curran, North; Joseph J. Hickey, Armitage; Axel V. Johnson, Devon; Martin E. Powers, Lincoln; Carl C. Kramer, Limits; Martin Fadden, 77th; A. J. Hjorstvang, Cottage Grove; John M. Maher, Archer; Joseph S. Zarat, Blue Island; Charles M. Neisner, Lawndale, and Joseph Vanderhaeghen, West Shops.

Superintendent of Transportation W. A. Hall and Secretary Joseph Kehoe of Division No. 241 are expected to be among the officials and Legion dignitaries who will attend the installation ceremonies to which all World War veterans are invited.



R. P. Quill

LIKES NEW CARS

Appreciative Rider Writes To Praise Madison Street Cars

There is something about an appreciative letter that bears repeating. Read the nice things Mrs. Kathleen Kearney, 3546 West 59th street, has to say about the streamlined Madison street cars of the Chicago Surface Lines:

"It is with pleasure I write to tell you of the trip I made with my family to Garfield Park recently. After seeing one of your transportation movies I was very eager to have a ride on the new cars.

"I have had the luck to see many transportation systems here and abroad and I believe the Chicago Surface Lines outshines all others the world over.

"We were all tired out after a long afternoon in the park, but we had a different feeling after we boarded the streamliner. There were comfortable seats, plenty of space and a cooling breeze made the car seem to be taking us on a trip through fairyland. And there was a contented courteous and careful crew of operators.

"I do hope in the near future you will have more of these beautiful streamliners and put them on the South Side."

Industry Turns the Wheels

Surface Lines "Spending Program" Aids All Business—Purchases Make Jobs

There has been a lot of fuss and furore of late regarding the government spend-lend program of some 3½ billion dollars which is designed to restore prosperity to some 120,000,000 people.

Apparently forgotten in the deluge of publicity and propaganda which followed the announcement of the newest spending program were innumerable business statements which show industry has been pulling more than a fair share of the load for some time. If you'll delve into the figures of almost any industry you will find the ball has been kept rolling by interests in every section of the country. And foremost among the businesses which have done their part to beat the depression during the last eight years is the Chicago Surface Lines.

As the greatest single employer of workers in Chicago, the Surface Lines has made it most important contribution in the form of wages. All through depressions 1 and 2 this system has provided employment at good wages for an average of 16,000 employees. The millions of dollars thus distributed to Chicago families and by them into the channels of local trade have been a valuable factor in business stability in all parts of the city.

Payroll Nearly 30 Million!

The Surface Lines payroll last year was \$29,492,759. What this huge sum means to the business men in various communities in the city can be understood better by a glance at the payroll checks handed out at a few car stations on an average pay day. For the last half of June, for instance, checks totalling \$92,230 were distributed to the train force at North Avenue depot. Out on the south side the men at Seventy-seventh rated \$91,327, Kedzie and the Sixty-ninth street depots each received some \$60,000, while Archer's payroll totalled \$71,028. Even the much smaller Elston depot received a total of \$20,421, an amount larger than the annual gross of many a small business man.

If you take only a small portion of those sums and follow it as it goes to the landlord, the grocery man, the butcher, the doctor and the druggist you see how important the Chicago Surface Lines payroll is to people in all lines of business.

Quite aside from wages, however, the Surface Lines ranks as an important stabilizer for general economic conditions. The large amounts spent for necessary materials and supplies are of great importance to innumerable people.

Currently there is a widely publicized campaign which stresses the fact that "Sales Make Jobs." That being the case, consider what the Surface Lines does to "make jobs" in an indirect fashion.

Purchases Over \$5,000,000

Under the direction of Purchasing Agent V. E. Thelin the Surface Lines has spent more than \$5,000,000 annually for the past three years. This has been a substantial contribution

to the general cause of industrial activity both in Chicago and elsewhere in the country. The purchases were widely diversified and benefited many industries.

Actually, the Purchasing Department spent \$4,329,129.40 in 1935. In 1936 that figure jumped to \$6,410,365.10, and in 1937 was \$5,472,734.77. Any purchase by one party constitutes a sale for another and on that basis the Surface Lines made numerous jobs for many people in various lines.

The approximately five million dollars that the Surface Lines pays for materials and supplies each year is doubled when the cost of power is included. During the last three years the Surface Lines has paid the Commonwealth Edison Company more than \$5,000,000 a year for power costs alone. The system, incidentally, takes about 10 per cent of the entire power output of the electric company.

How Jobs Are Made

To further illustrate the importance of such a sum just consider what the power costs of the Surface Lines mean to the Edison Company. A reduction of 10 per cent in its power output would, of course, cut down the number of jobs now available to Edison workers and that loss would be reflected in the statements of numerous concerns which do business with the Edison Company.

There is a similar illustration in the Purchasing Department's expenditures, in 1936, of \$1,279,606 for the new Madison street cars. That sum was important to many concerns, both large and small. Among these are such concerns as the Clark Equipment Company, Westinghouse, General Electric, the St. Louis Car Company and many others who profited either through the sale of raw materials or finished products.

Mr. Thelin's department makes purchases from approximately 1,333 sources, only 162 of which are out of town. In so far as is possible the large majority of orders are placed through Chicago firms or through the Chicago offices of out-of-town firms—89.7 per cent, in fact.

Buy Numerous Items

The Chicago Surface Lines purchases go into almost every field. If you have been thinking that a surface transportation system buys only street cars, rails and power you need an awakening. Sand, stone, cement, bricks, etc., last year cost the system \$343,868.69. Glass was another important item which cost some \$16,000.

The paper towel people have a warm spot in their heat for the Surface Lines purchasing agents, too, for no one can sniff at an annual order which totals more than \$10,000. Last year use was found for more than 3,000 pounds of rubber bands and for 7,152 cans of shoe polish and some 25 tons of wiping rags. Then there were photo films and flashlight batteries, 73,488 hacksaw blades and 320,000 payroll checks. Token wrappers were pur-

(Continued on page 12)

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 15 August, 1938 No. 5

H. O. Crews Editor

H. F. Peck Associate Editor

HERE'S HOPING!

In these August dog days when most of us are thinking about fishing and the wide open spaces, a group of serious men are sitting in a stuffy room discussing the traction question. Members of a city council sub-committee and representatives of the three Chicago local transportation companies, they hope to find a solution of this ancient problem by next fall.

And here's hoping they do.

Lord knows they have plenty of information from which to draw in forming their conclusions. There are the old 1907 and 1913 ordinances under which the Surface Lines properties have worked for years. There are the 1918, 1925 and the 1930 unification ordinances, which never became effective. There are volumes of engineering studies compiled during the years since 1915—not to mention the numerous suggestions from other sources.

About all the sub-committee needs to do, it would seem, is to determine upon the principles to be embodied in the ordinance and then dig out of the files the phraseology to apply those principles.

But determining upon the principles is no easy matter. One question alone is enough to send all the members of the committee scurrying for the aspirin bottle. That question is: How are the finances to be provided for the consolidation of the Surface Lines with the Rapid Transit and Chicago Motor Coach companies and upon what basis?

Upon the answer to this question depends the future of co-ordinated local transporta-

tion in Chicago. Unless it is answered correctly there can be no co-ordination, or if there is it will eventually fail because of an unsound foundation.

If it and other questions are answered correctly the new unified system will start off with ample provision for rehabilitation of the properties, for extensions and improvements and the development of the best local transportation system in the country.

"HOW TO WIN FRIENDS..."

Dale Carnegie, author of "How To Win Friends and Influence People," has made a lot of money by being pleasant and by teaching others how to be pleasant. In one of his recent syndicated articles he reprinted the following story which he credits to the late Holworthy Hall and the *American Magazine*. With due credit to both authors we reprint it without comment:

"I have just heard how a street railway company in Ohio was saved from bankruptcy. This company was doing so badly that even an increase in fare didn't help very much. People simply didn't want to travel on that line.

"At the last minute the general manager got the bright idea that, instead of being on the platform merely to collect nickels and make change, the conductors were salesmen and that every passenger was a customer who was buying a ride. Thereafter every patron of those cars got a pleasant 'Thank you' for his nickel. He wasn't told to step lively—any more than a customer in a department store would be told to step lively. He wasn't given a scant 5 cents' worth of consideration; he was treated as though the company had an interest in his comfort and convenience.

"And, since human nature is both human and nature, people began to ride on that line because they liked the treatment they got. Bankruptcy was averted."

We said we'd reprint the story without comment but we can't help thinking about the old saw which counsels—"If the shoe fits—wear it!"

Call It "Courtesy Month"

Trainmen's Unofficial Campaign Cuts Complaint List— Commendations Up Again

Surface Lines trainmen evidently conducted a courtesy campaign all their own last month while the City's more highly publicized "Courtesy Week" was getting the plaudits of the press. At the month's end the complaint listing showed 181 fewer criticisms than the 560 reported in July, 1937. Complete figures showed 379 complaints for the month just ended.

Also contributing to the commendable record established last month the commendation listings showed 69 letters of praise during July, 1938, as against only 34 for the same month a year ago.



In analyzing the complaints the record showed that protests against discourtesy had been more than halved, quick starting complaints had been cut two-thirds and passing up complaints had been materially reduced.

"The Globetrotter," Ulmer Turner, radio editor of the Herald & Examiner, Hearst Square, was one who complimented the courtesy of the men. His specific praise went to Conductor John A. Gebel, badge No. 10938 of Armitage, whom he termed a "calm, courteous gentleman." Mr. Turner added that there was nothing spectacular about Gebel's methods but that they were those of a "man who knows his job, his public and his responsibilities."

The crew composed of Motorman Thomas Callopy, badge No. 13085 and Conductor Bernard D. Miller, badge No. 10448, both of 77th, were praised for many courtesies by W. D. Galligan, manager of the Esquire theater, 58 East Oak street.

Returned Overpayment

Operator Olaf G. Olsen, badge No. 5286 of Devon, was thanked in a letter from Ernest Ottoson, 1751 Devon, for the return of \$9, the amount by which he had overpaid his fare.

Pausing to wait for intending passengers always creates good will, said Carl D. Thompson, 127 North Dearborn, in praising Motorman Thomas Lenihan, badge No. 4675 of Noble, who held his car momentarily to allow Thompson to board at a transfer point.

W. R. Wolfe, publicity manager for Radio Station WAAF, Palmer House, wrote to commend Conductor William C. Maire, badge No. 4428 of Lawndale, for "sincere helpfulness and genuine courtesy."

The honesty of Conductor George Giroux, badge No. 5874 of Lincoln, was praised by Mr. and Mrs. Fred Barth, 1416 Henderson street, who credit him with pushing through a crowded car to give them additional change which they had failed to collect.

The return of a lost purse was hailed by Miss E. Pipp, 425 West 116th street, who thanked Conductor Russell L. Lull, badge No.

2996 of Burnside, and who sent him a reward of one dollar.

In a similar case of a lost purse Conductor Robert Muench, badge No. 5984 of Burnside, was commended for honesty by Marian Urban, 706 West 21st place.

Advances Fare

Dr. R. B. Coomber, 55 East Washington street, found himself with a bill too large to cash but was allowed to ride by Conductor Frank Sherman, badge No. 8130 of Cottage Grove, who paid his fare. Dr. Coomber praised Sherman and remitted the fare.

A pair of lost shoes were returned to Rev. Alvis Mergl, 1443 South Keeler avenue, who sent a letter of commendation for Conductor Theodore W. Lohrentz, badge No. 6284 of Lawndale.

Dr. E. R. Brown, 9453 Langley avenue, credits Conductor Willard B. Singleman, badge No. 7198 of Burnside, with going out of his way to give him correct directions. Dr. Brown also said Singleman was similarly attentive to other passengers.

Termed particularly accommodating, Conductor Harold B. Clemons, badge No. 584 of Burnside, was commended by Miss Etta Doughty, 7547 Langley avenue.

Norman B. Taylor, 1 La Salle street, praised and repaid a fare advanced him by Conductor John F. McKiernan, badge No. 14540 of 77th.

The courteous service offered by Operator Walter A. Ose, badge No. 13824 of 77th, was praised by Mrs. E. A. Adler, 2135 East 70th street.

Appreciate Assistance

A registered nurse, Ninna Lee Smith, 5155 Cornell avenue, appreciated the assistance given her by Conductor Anthony A. Frank, badge No. 6332 of 69th, and wrote to praise him for his courtesy.

After an illness R. J. Hartney, 3854 Jerome street, Niles Center, Illinois, was grateful for a helping hand. He commended Conductor Edward J. McWilliams, badge No. 5606 of Archer, for his courteous assistance.

Mrs. James H. Porter, 4823 Calumet avenue, commended Conductor Martin F. Neylon, badge No.

10308 of Archer, for the courtesy she saw him extend a blind Negro whom he escorted to a safe place on the sidewalk.

Conductor George A. Raymond, badge No. 9200 of Kedzie, was termed a conductor who always lends a hand to passengers, who calls streets well and who has a cheery good-morning for all, in a commendation received from William Holloway, Room 1004, City Hall.

Miss Dora Petersen, 5209 North Ashland



avenue, praised Conductor James J. Dalton, badge No. 5582 of Division, for calling her attention to a transfer point which she wished to make.

Many courtesies extended to passengers by Conductor Edward J. O'Dea, badge No. 11824 of 77th, were observed and commended by John Glass, 424 West Roosevelt road.

Conductor Louis Tomblin, badge No. 4032 of North Avenue, "was so pleasant and considerate" that he drew praise from Mrs. E. M. Roby, 2150 Lincoln Park West.

Appreciate Consideration

R. W. Starrett, 8 South Dearborn street, wrote to praise and repay Conductor Leo Naughton, badge No. 4594 of Armitage, who had advanced a fare.

Courteous and thoughtful were terms used to describe Conductor Thomas E. Maloney, badge No. 5312 of Archer, by Margaret A. Biehl, 4325 North Oakley avenue, in her commendatory letter.

Conductor Frank P. Staschick, badge No. 6024 of Devon, is in line for a "gold medal" if the recommendation of N. W. Welch, who commended him, is followed.

Praise for the courtesies of numerous conductors and specific commendation for Conductor Frank Potempa, badge No. 6108 of Elston, was contained in the letter received from George Sagen of Gallipolis, Ohio.

The kindness and the smooth operation of Motorman John J. O'Donnell, badge No. 6515 of Cottage Grove, were praised by M. M. Campbell, 4300 Ellis avenue.

"I want to take this opportunity to express my appreciation for the splendid courtesy shown me by two of your employes while I was in your city recently", said A. J. Montgomery, 1366 State street, Salem, Oregon, in a letter commending Conductor William E. Egan, badge No. 4216 of North, and Conductor John J. Kelly, badge No. 8566 of 69th.

A grateful letter enclosing a five dollar money order was sent Conductor Harold S. Jorgenson, badge No. 8718 of Cottage Grove, as a reward for finding and returning a purse belonging to Signe Bystrom, 7909 Crandon avenue.

Numerous acts of courtesy performed by Conductor Francis McDermott, badge No. 7976 of Devon, won him praise from Mrs. G. S. Semmes, 1142 South Michigan avenue.

THE FRONT COVER

The aerial view of the North Avenue station shows what is thought to be the largest street railway station in the world. The depot houses more operating equipment than is used on the combined systems of the Indianapolis Railways, Inc., and Columbus, Ohio.

In the upper center section of the picture the latest addition to the plant, a \$100,000 bus storage building, is seen as it stood following completion early in August.

A major story in this issue devotes additional space to this huge depot and reveals some astounding evidences of its size and importance to Chicagoans.

BUILD NEW TERMINAL

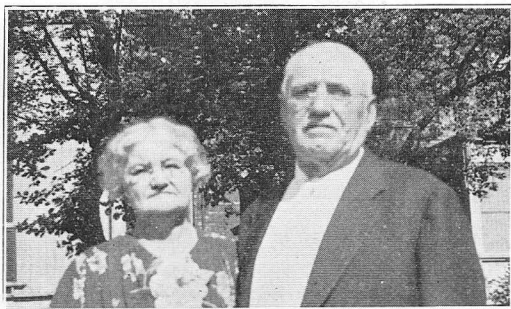
Buses To Make Loop at Diversey and Neva

Surface Lines workmen have recently been engaged in constructing a loop terminal for the Diversey avenue trolley buses at Diversey and Neva avenues.

Though Surface Lines experience has proved that there is small danger in turning movements of the buses used on the system, the new loop will simplify traffic problems at that point for other motorists.

In the last five years, up to January 31, 1938, Surface Lines buses have made more than 4,000,000 turning movements at terminals, and in that time there were only three bus and person accidents—all of them minor.

The Diversey-Neva loop terminal will cost \$2,690, split almost evenly between the Electrical Department and the Building Department.



Mr. and Mrs. Francoeur

CELEBRATE 50th ANNIVERSARY

Francoeurs Mark Half Century of Happiness

Mr. and Mrs. Louis L. Francoeur celebrated their golden wedding anniversary at a gala dinner party and dance on the evening of August 1 on the roof garden of the Wedgewood hotel.

Fifty-seven relatives and friends were present and presented the couple with a gilded miniature treasure chest containing a purse of currency. They also received a complete set of cutglass ware, together with many other useful gifts befitting the occasion.

Mr. Francoeur is a motorman working out of Cottage Grove depot and has forty-seven years of train service to his credit. One of his most treasured experiences occurred on March 4, 1894, when as gripman, he operated the first cable car through the Van Buren Street tunnel. Incidentally, it was Mr. Francoeur's custom in those days to let his whiskers grow during the winter months to help protect him against the elements for there were no enclosed heated platforms.

Mrs. Francoeur's maiden name was Amanda Boudreau and the happy couple were married at Beaverville, Illinois, in 1888.

Lawrence J. Francoeur of the accounting department, and Camille Boudreau, motorman at Lawndale depot, are his nephew and brother-in-law respectively.

VACATION SIGHT

See Chicago First—Fountain Is Beautiful

Buckingham Fountain, one of Chicago's chief attractions located in Grant Park at the foot of Congress street, will be on display from now until September 9 at the following hours: 4:00 to 6:00 p. m. daily, and each night 9:00 to 9:30.

From September 10 to September 30, inclusive, the hours for the night display will be from 8:30 to 9:00. The afternoon hours will remain the same.

The night display which will be in full color effect during the entire period presents a remarkable scene. Forty-five million candle power of colored lights are required for this effect. The fountain is considered to be the finest of its kind in the world.

It was the gift of the late Kate S. Buckingham, a prominent Chicago woman, in memory of her brother Charles Buckingham, a well-known local financier. It was dedicated in August, 1927, and has been in continuous service since that time.

The cost of this magnificent masterpiece of architecture was \$500,000. It is constructed of red Georgia marble. In addition to donating the cost price of the fountain, the donor established a trust fund of approximately \$300,000 to provide for its maintenance and operation in perpetuity.

The cost per year for this purpose is approximately \$14,000. When in full operation the fountain shoots 13,000 gallons of water a minute into the air from 133 jets. This water is re-circulated through an underground pumping station.

STOP RIDE FRAUDS

Police Arrest 110 For Misuse of Transfers

Police made 110 arrests and secured as many convictions against the fraudulent use of street car transfers during the first few days of the month.

The majority of the arrests were made at Madison and Halsted streets and Roosevelt and Halsted. In every case offenders were fined \$5 and costs by Judge Leroy Hackett of the Des Plaines street court.

Transfer abuses were most prevalent at the intersection of Madison and Halsted where many of the convicted men openly approached passengers alighting from street cars and requested transfers. Forty-three arrests were made at that point.

Fraudulent use of transfers is a misdemeanor punishable by fines of up to \$25. Provisions make it unlawful to sell, exchange or give transfers away as well as to offer a transfer for passage when not legitimately obtained from an agent of the company.

Police stated the drive would be continued until such practices are abolished.

A story coming out of New York tells of the woman who'd had an argument with her husband. She told the police she'd been so mad that she had left the house and ridden for three days in the subway. A *Transit Journal* commentator adds a line we like: "It proves," said he, "that you may be down but not out!"

KEEPING 'EM ROLLING

Division Retains First Place —77th Moves Up

Division depot retained first place honors in the keep 'em rolling contest for July with an average of 11,592 miles per pull-in, a 24 per cent decrease from June averages. Devon, following in second place, had an average of 11,218 miles per pull-in, a 4.1 per cent increase.

Seventy-seventh made a major gain in moving from eighth to third place with an increase of 28.2 per cent. A 36.2 per cent gain moved Lincoln from 13th to fifth.

Losses predominated in the figures for July and the few gains that were shown were small indeed.

Individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1.	Division	9	11,592	24.0*
2.	Devon	6	11,218	4.1
3.	77th	—	9,033	28.2
4.	Lawndale	6	8,361	23.9*
5.	Lincoln	6	8,070	36.2
6.	69th	—	7,415	9.3*
7.	Archer	—	7,330	4.6*
8.	Armitage	5	7,011	17.4
9.	Kedzie	3	6,954	14.7
10.	Burnside	7	6,755	25.7*
11.	Cottage Grove	—	6,308	20.6*
12.	Elston	6	6,158	4.5
13.	North	—	5,792	3.3*
14.	Noble	—	5,126	28.3*
15.	Limits	5	4,742	.7
16.	Blue Island	4	4,707	22.5

* Denotes decrease.

Carhouse records for the past six months:

Carhouse	July	June	May	Apr.	Mar.	Feb.
Division	1	1	4	1	1	1
Devon	2	3	3	3	3	3
77th	3	8	1	12	6	2
Lawndale	4	2	2	4	2	5
Lincoln	5	13	15	14	15	16
69th	6	5	8	10	4	12
Archer	7	7	11	5	8	6
Armitage	8	12	12	13	11	13
Kedzie	9	10	10	9	9	10
Burnside	10	4	6	25	5	8
Cottage Grove	11	6	4	1	1	1
Elston	12	14	7	7	13	14
North	13	11	9	11	10	9
Noble	14	9	13	8	14	11
Limits	15	15	16	15	12	7
Blue Island	16	16	14	16	16	15

VETERAN PASSES ON

Alfred Lundblad Dead—Served Companies 58 Years

One of the oldest employees of the company, Alfred Lundblad of 7921 South Carpenter street, passed away on July 6.

Mr. Lundblad was born in Sweden on February 24, 1860, and came to the United States in 1880. The following year he entered the service of the Chicago City Railways as a track laborer.

For many years, however, he was identified with the material and supplies department at 78th street yard, continuing in active service until September 15th, 1937, on which date he was obliged to give up work on account of failing eyesight.

Mr. Lundblad was married in 1883 and leaves a family of three sons and three daughters, his wife having predeceased him many years ago.

Always a capable, conscientious, cheerful worker during his 58 years of service, he made many friends who extend to his family their sincere sympathy.

Interment was at Evergreen park.

Surface Lines "Spending"*(Continued from page 7)*

chased—2,293,200 of them, and kerosene and 662,173 board feet of lumber. That is more lumber than many a prosperous lumber yard handles.

CSL Makes Jobs!

Sales make jobs—sales to the Surface Lines make many jobs for many people. And when a payroll of nearly 30 million dollars—more than half of the gross revenue of the system—goes to individuals and from them to all the other channels of trade more jobs are made secure.

The "spending program" of the Chicago Surface Lines is one that is vital to the health and to the prosperity of countless thousands of people.

OBITUARY**Deaths on the System From July 1, 1938 to July 31, 1938**

Transportation—Archer: Joseph T. Connelly, employed February 10, 1926, died July 3, 1938; Hugh McKillop, employed December 24, 1912, died July 12, 1938.

Armitage: John J. Hoff, employed January 23, 1909, died July 20, 1938.

Burnside: John N. Davis, employed September 28, 1918, died July 5, 1938.

Cottage Grove: Wilbur S. Jones, employed December 13, 1891, died July 17, 1938; James J. Scanlon, employed February 9, 1903, died July 15, 1938; John M. White, employed February 18, 1920, died July 24, 1938.

Elston: Carl A. Engenfeldt, employed May 3, 1916, died July 5, 1938.

Kedzie: Tim James Dwyer, employed July 11, 1916, died July 8, 1938; Fred A. Palmer, employed June 1, 1908, died July 25, 1938.

Limits: Thomas V. Cooke, employed April 11, 1916, died July 11, 1938.

Material and Supply—Alfred Lundblad, employed June 1, 1881, died July 6, 1938; Edward Plowright, employed June 15, 1889, died July 17, 1938.

Shops and Equipment—Elston: Joseph Burzynski, employed August 8, 1918, died July 22, 1938.

North: Henry C. Gillespie, employed December 28, 1907, died July 3, 1938.

Sixty-ninth: Anthony Voveris, employed January 1, 1917, died July 2, 1938.

South Shops: Edward Johanson, employed July 23, 1919, died July 17, 1938.

West Shops: William E. Lloyd, employed December 28, 1907, died July 8, 1938.

EMPLOYEES RELIEF FUND**July, 1938**

The Surface Lines Employees Relief Committee received 14 applications for relief during the month of July. After investigations were made eight of these were approved for weekly assistance. There were 317 active cases on the relief rolls at the end of the month, seven having been removed by death or other causes.

Including the \$13,514 spent during the month of July, a total of \$1,177,814 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

WATCH OUT! SHRAPNEL!**Surface Lines Legion Post Issues New Publication**

The *Shrapnel*, a publication of Surface Lines Post No. 146 of the American Legion, is the newest venture in local publishing circles. It is edited by Robert P. Quill of Blue Island depot and made its first appearance this month.

A newsy little four page mimeographed sheet, it will be distributed to the several hundred Surface Lines employees who are members of the Post. The *Shrapnel* calls attention to the good-will which has come to the Post since the Legion members arranged with the teams in the Surface Lines Softball League to play a portion of the games at the Hines hospital field. The games are heartily applauded by the numerous disabled veterans who make up the cheering sections at the ball games.

After listing meeting dates, bits of legislative information of interest to Legionnaires, the *Shrapnel* also finds space to list the following members who are in "Sick Bay": At Hines are Martin Barr and A. M. Kopping of Archer; J. J. Smyth, 77th; Charles Stipek, Lawndale; Harry Loeb, Blue Island, and Edward Kolat of Armitage. Andrew J. Neilsen is confined at his home at 12047 Perry avenue, and John E. Skillen at 3236 Lowe avenue.

A MODEST HERO**Division Conductor Helps Halt Suicide Attempt**

A modest hero has been in the midst of the Division depot trainmen for more than a month now and is news at this time through a commendation sent to "The Voice of the People."

The modest trainman is Conductor August P. Larsen, badge No. 4706, and he is credited with being instrumental in preventing a girl from drowning. His deeds were disclosed by Ruth L. Sonnenthal, 1061 North Western avenue.

According to Miss Sonnenthal's letter, Larsen's car was proceeding north over the State street bridge on June 6, when he saw a girl poised on the bridge about to jump into the river. Larsen signalled for a stop and rushed out to grab the girl who eluded him and jumped into the river.

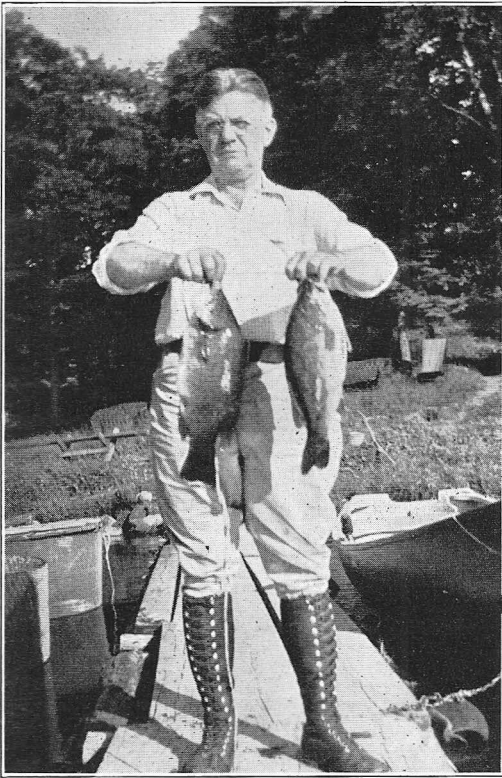
Others were unaware of the girl's leap, but Larsen attracted the attention of several boatsmen who rowed out to attempt the rescue. They were fought off by the unidentified girl but finally succeeded in hauling her in.

Miss Sonnenthal gives Larsen all credit for his part in the rescue and said, "As soon as he saw her safely on the boat he hurried back to the street car and blithely continued 'conducting'."

THE RETORT COURTEOUS

City Girl: "And I suppose at dusk, when the sun is stealing over the Rockies in purple splendor, you cowboys are huddled around the campfire broiling venison and listening to the weird eerie howling of the coyotes."

Rattlesnake Gus: "Well, lady, not ezzackly. Usually we go inside and listen to Amos and Andy."



W. A. Hall—No Fish Stories

FISH BIT FOR HALL

Now Has a Story He Expects Folks To Bite On!

Superintendent of Transportation W. A. Hall has recently returned from vacationing at Lake Namakogan, Wisconsin. As the accompanying illustration shows, Mr. Hall did a good bit of fishing and was most successful. Having landed many of the finny tribe Hall returned without needing to fortify himself with any "fish stories." He did bring back one very interesting tale which we pass along for what it is worth.

A most pleasant vacation, Mr. Hall said, was made even more pleasant by a free type of illumination which graced his cottage at the lake. Lake Namakogan, he'll have you know, is a very special lake and offers many features which aren't to be found at the usual resort. It was one of these features which he so liked. He tells it like this:

"We have a few fireflies up there . . . been nice to them for several years now. Well sir, when Mrs. Hall and I arrived there those fireflies just seemed to be that much happier. Of course they recognized us and remembered Mrs. Hall had been kind to them in other years. We noticed there were a lot of them, but it wasn't until I took my paper out on the porch after it grew dark that they really welcomed us.

"Then we saw them coming—all flying in formation—right up to the screen porch on which I sat. They turned on all their lights at once and I could see they expected me to read

my paper. Do you know, they did that every night we were there? We didn't need any other light. I read my paper from the light provided by those fireflies who were grateful for the past favors we had done for them!"

Mr. Hall will defend his story at length.

Departments and Divisions

Accounting

Traveling by automobile to the Greenfield Village in Dearborn, Michigan, Niagara Falls, New York, and spending a week in Canada, Mrs. Eleanor Carlberg of the payroll division says, "All in all my vacation proved to be a very enjoyable one."

B. O. Ratner of the voucher division spent his vacation refreshing his memory of what Chicago has to offer the vacationist, with short trips in and about the city.

Speaking about automobile vacation trips, how is this for a trip covering 3,869 miles? It was made through the Bad Lands of South Dakota to the Black Hills, across Wyoming and the Big Horn Mountains of Yellowstone Park by way of Cody, then through the Teton National Forest and Mountains to Salt Lake City, then back east to Denver by way of Berthoud Pass, which is about 12,000 feet high separating the West from the East or Continental Divide. From Denver to Colorado Springs to Pikes Peak and then home. This journey was made by Mrs. Harriet Skudstad. Oh, yes, and she never had a puncture during the trip.

Returning home after a pleasant 8-day tour of the New York Central and Canadian S. S. Lines, Miss Marie C. McCabe reports a pleasant trip. She visited numerous historical places, especially in Canada, and observing the lovely sights made the trip a most enjoyable one.

Thomas F. Coan.

Electrical

Felix Girard, emergency linesman at Grand and Leavitt, spent his vacation touring among the Black Hills of South Dakota. On the postcard received from Felix he was supposed to be at one of the windows of the lodge where he was stopping. The boys at Grand Avenue could only see somebody at the basement window.

Leo McKeever, chief clerk of materials for this department, is spending his vacation at Fall City, Nebraska, his home town.

McK. was telling all the fellows that the "Zephyr" is the only way to travel, the speed is sure thrilling. But somebody overheard Mc making reservations with the bus company.

Leo Purcell of the downtown office spent his vacation with his son and mother at Leavenworth, Kansas. Leo's son, although only several years old, is the boss, Leo says.

John Bloomberg, also of the downtown office, spent a delightful vacation in Northern Wisconsin at Springs Lake. He proved his skill as a fisherman by bringing a plentiful supply of fish for his neighbors and fellow workers. We think some fish market did a good business.

Ernie Anderson and Bruce Dinter, two contestants in that eating contest mentioned in the last SURFACE SERVICE MAGAZINE, spent their vacations in and about Chicago, dieting and resting in preparation for that coming event sometime in October. Only a few seats left. Hurry! Hurry!

William C. Becker, foreman of our armature winders, spent his vacation in the shadow of the White House. There is some talk as to whether it was a pleasure trip or to get the low down on pump priming for his country home near McHenry, Illinois.

Billy.

Engineering

Clarence Kelly and Harry Abbott, two ardent fishermen, spent their vacation in the Land-O-Lakes region of Northern Wisconsin. Before leaving the boys were equipped with the best of fishing tackle and many fish dinners were promised, but all they caught was a coat of tan and the happy memories of a grand vacation.

Harry Schlachter and family enjoyed their vacation at home, with occasional short trips to various places of interest.

Mr. and Mrs. J. L. Ruzich are again touring the New England States, and report having a nice time. Unfavorable weather conditions spoiled John's favorite hobby of shooting the scenic wonders along the way.

Fred Acker is the owner of a very rare flower, a "Night Blooming Cereus." Thursday night, July 28, the flower bloomed for the first time in the eight years Mr. Acker has had it, and he and his friends watched the process until 3:00 A. M.

Schedule—Traffic

Robert Sedlack announced the arrival on July 14 of Robert M. Sedlack, Jr.—weight 8 pounds 10 ounces—at St. Elizabeth's Hospital. Thanks for the cigars and candy, Bob.

George Weidenfeller enjoyed a trip to Denver, Colorado Springs and Pueblo, Colorado. The Streamliner "City of Denver" was the mode of transportation. George is very enthusiastic over the train and also the scenery through the West.

Glenn Crump rode the same train with George, but extended his trip to the Royal Gorge and Salt Lake City, Utah.

Bertha Slutsky acquired a sun tan at Union Pier, Michigan.

Charles Keiser made a motor trip north to Duluth, Minnesota, and south to Union City, Tennessee.

Joe DeGrazia spent a week experimenting with a sail boat on Fox Lake. He played safe with inner tubes, oars and a motor.

John Crennell toured the highways in southern Illinois, particularly near Zeigler, Illinois.

William H. Burkhart spent a week at Havana, Illinois.

L. C. Dutton visited relatives in Iowa.

Byron O'Neill, George R. Bryan and Robert Boal decided that Chicago was a pretty good place to rest. Boal says the tennis was fine.

Latest to join the ranks of the married is Erven M. Guy, who married Miss Elizabeth Mildred Stone at 4:30 P. M. Saturday, August 6 at the First Presbyterian church, 6400 Kimbark avenue. The reception was at the Wedgewood hotel. Mr. and Mrs. Guy left immediately on a boat trip that will take them through

the Great Lakes and the St. Lawrence river. They expect to make stops in Montreal, Quebec and several cities in New England and New York states, after which they will settle on the south side.

George Weidenfeller.

Shops and Equipment

South Shops: To the bereaved family and relatives of Edward Johanson, carpenter, who passed away on July 17, we offer our deep sympathy.

Vacation Notes: Charles D. Mack, shop superintendent, enjoyed a nice trip via Canada to New York; Howard Alton pleased in the world's greatest vacation city, "Chi"; Charles Buza accumulated mileage between Chicago and Lake Geneva; Edwin Anderson lazed in Michigan; William Cameron roughed about in Devil's Lake, Wisconsin; Charles Maslauskis trekked out a swell time in Chicago; Joseph Hecht strutted his stuff at Grass Lake, Illinois; Frank E. DeWitt enjoyed Michigan's hospitality; Mrs. L. B. Matheny played Chicago's highlights and beaches; R. Hackbarth circumscribed beautiful Lake Michigan; Ed Craig sojourned midst friends at Long Island, N. Y.; Tom Callaghan went fishing and now he knows where sardines come from.

Burnside: Frank Kazmerczak and family had a grand time in the Wisconsin Dells.

Pete Streelman and family were fishing in Missouri and landed a real Mississippi catfish.

William Filson vacationed in South Chesterfield and the Brookfield Zoo.

77th Street: Vacation stories are running wild now, such as Dave Stewart hunting in Winnipeg, Canada; Charley Walsek telling big ones from Shawano Lake, Wisconsin; Mel Sayre at Niagara Falls and Joe Lilley at Mustard Lake, Michigan.

Joe Gamen hooked a muskie so big he had to hook the line to his Pontiac to pull him in. (We have it on good authority that this is what caused the recent tidal waves and earthquakes in the upper great lakes region.) Ernie Phillips of Devon says he can beat that story.

69th Street: Tom Cusack vacationed at the carbarn watching his substitute working.

Clarence Boster is heading for California and J. Yeager's winter quarters.

Archer: William Henderson sloughed along the canal banks of Brighton Park for a week, on his vacation.

Coming soon—the announcement of Foreman Short's housewarming party.

Elsie S. Frank.

West Shops: Apologies to the Car House Foremen for not submitting the following item last month: On Saturday, June 25, the Car House Foremen and their families had their annual picnic at Virginia Grove, located on Ballard Road just east of Rand Road. The picnic turned out to be a tremendous success, about two hundred men, women and children being present. Believe it or not, everything was free—the children received a bag containing an assortment of candy, cracker jack, and seven different articles; there was ice cream, pop and hot dog sandwiches galore. Games were played and there were many prizes. There was a clown and some novelty entertainment, and to top off the day there was dancing. About 9:30 P. M. the picnic came to a close, everyone going home with memories of having spent a delightful and jubilant day.

Sgt. Dick Maerz and Pvt. Walter Werth are "vacationing" at Camp Grant, Rockford, Illinois, for two weeks. Miss Rall got in several days of golf and acquired a healthy tan. Several motor trips were made to other states, Louis Pluta having viewed Niagara Falls and a bit of Canada; Harold Ebling visited places of interest in the South; and Jimmy Maher went to Minneapolis.

Our jovial switchman, Joe Verderber, while on vacation, is going to make an extensive tour of the coal mining districts in his famous crate, the Peanut Grinder. Here's luck, Joe—don't forget the old mule!

It is with regret that we report the deaths last month of Joseph Burzynski, Elston; William Lloyd, specialist, West Shops; and Michael O'Brien, Blue Island, father of D. O'Brien, machine shop, West Shops. We wish to extend our sympathy to the families of these men.

Lillian Hultquist.

Around the Car Stations

Cottage Grove

Congratulations to Gene Ahern, genial chief receiver at this station, on the completion of fifty years' service with the company. Gene started as a conductor at the Wallace Street barn and is still going strong. Good luck, Gene, and may we see you on the job for many years to come.

Motorman Louie Francoeur and Mrs. Francoeur celebrated their fiftieth wedding anniversary on July 31. They were guests of honor at a reception held in the Wedgewood hotel which was attended by relatives and a few intimate friends. A good time was had and Louis is already making preparations for his Diamond Anniversary.

Boys at this station extend sympathy to relatives of Conductor Wilber Jones and Motorman Jim White—both of these men passed away suddenly. Sympathy is also extended to Motorman Nick Wieland, whose son met an untimely death.

Jay Swann, golfer de luxe, played a nice 74 on Jackson Park golf course to qualify for the finals of the Chicago Parks Golf Tournament. Finals will be played on August 8 and boys at Cottage Grove are hoping that Jay will come through with a good score.

The good old stork was busy around the depot the last month. Conductor and Mrs. Fitch became parents of a girl on July 17; Conductor and Mrs. H. G. Schober had a boy on July 26; Motorman and Mrs. T. F. McMahon greeted a girl on July 29; Conductor and Mrs. J. Kane saluted a boy on July 30; Conductor and Mrs. J. H. Kelly announced the birth of a boy on August 2. Good luck to these proud and happy parents.

Atkinson.

Division

"Lake Michigan fishless in twenty years." You fellows who are planning your vacations better get some fishing done before they are all gone. Conductor J. J. Eckles can swear there are no fish in the lake today. Some time ago he went out to do some real fishing. The

lake was a bit rough but that didn't scare him. He took his shoes and socks off and rolled up his trousers, for there was no sense in getting them wet. After a day of baiting hooks, he decided to call it quits. He did catch a beautiful coat of tan though, and of all places, on his feet.

Conductor Edwin Wold met with a mishap July 17. While playing ball for Division depot he broke his leg sliding into second base. Conductor Wold is at home now recuperating, so pay him a visit and take along a good book or magazine. They will help him to pass the time away.

Vacation season brings thousands of visitors to this big city of ours. A courteous and accurate answer to a query for directions will help earn the good will of any stranger.

Chet Johnston.

Kedzie

Stationmaster Thomas Fahey and his wife have returned after a vacation spent motoring to New York City to visit relatives and friends. Tom enjoyed himself immensely by playing golf and taking his morning dips in the salty waters of the Atlantic Ocean.

Thomas Eigelsbach, who went to Alaska last year for his vacation, took a southerly course this year and sailed from New Orleans, August 3 for a 12-day cruise, taking in Cuba, Nicaragua, Panama and the Panama Canal.

Clerk George Singer and his wife left August 6 for their belated honeymoon trip, motoring to Niagara Falls and to various parts of New York state.

Motorman Lionel Lees and his wife spent their vacation motoring through Minnesota, thence to see the quints in Canada. They arrived there just 20 minutes late to see them. From there they traveled to Toronto and say they had a wonderful trip.

Conductor J. T. Jones took a month off to drive to Seattle, Washington, to visit his son who is working on the street cars there.

New arrivals reported during the month: Conductor Harrold Quirk, a boy; Conductor James Daly, a boy, and Conductor Ferrel Coffey, a girl. Congratulations.

Motorman Timothy Dwyer died July 8 after an illness of several years.

Sympathy is extended to Motorman Tony Keilzynski in the loss of his wife, who died August 5.

Our softball team defeated Armitage depot August 7 to remain in a tie with North Avenue depot which beat Division depot. The boys played great ball.

Clinton Sonders.

Lincoln

After an illness of two years Motorman S. M. Carlson has returned to work. Everyone was pleased to see him back on the job again and hope he continues to feel well.

Regular doctors didn't seem to be of much help to Conductor Nicolas J. Anton when he was on the sick list, but on Friday, July 15, the well known Dr. Stork brought a baby boy to Mr. Anton's daughter and that seemed to be all that was needed to make Grandpa Anton a well man again.

Sympathy is extended to Conductor J. C. Cooney, whose wife died recently after a short illness.

Henry Spethman.



A BUS BUILDING GETS A NEW BOSS

● Stationmaster Elmer Brookman, left, receives the keys to the new North Avenue bus storage building from Engineer Ben Lindstrom, who supervised the construction of the \$100,000 structure which was recently opened for service. The importance of this building and of the North Avenue station is told in the story, "Size Plus Service," on page 3 of this issue.