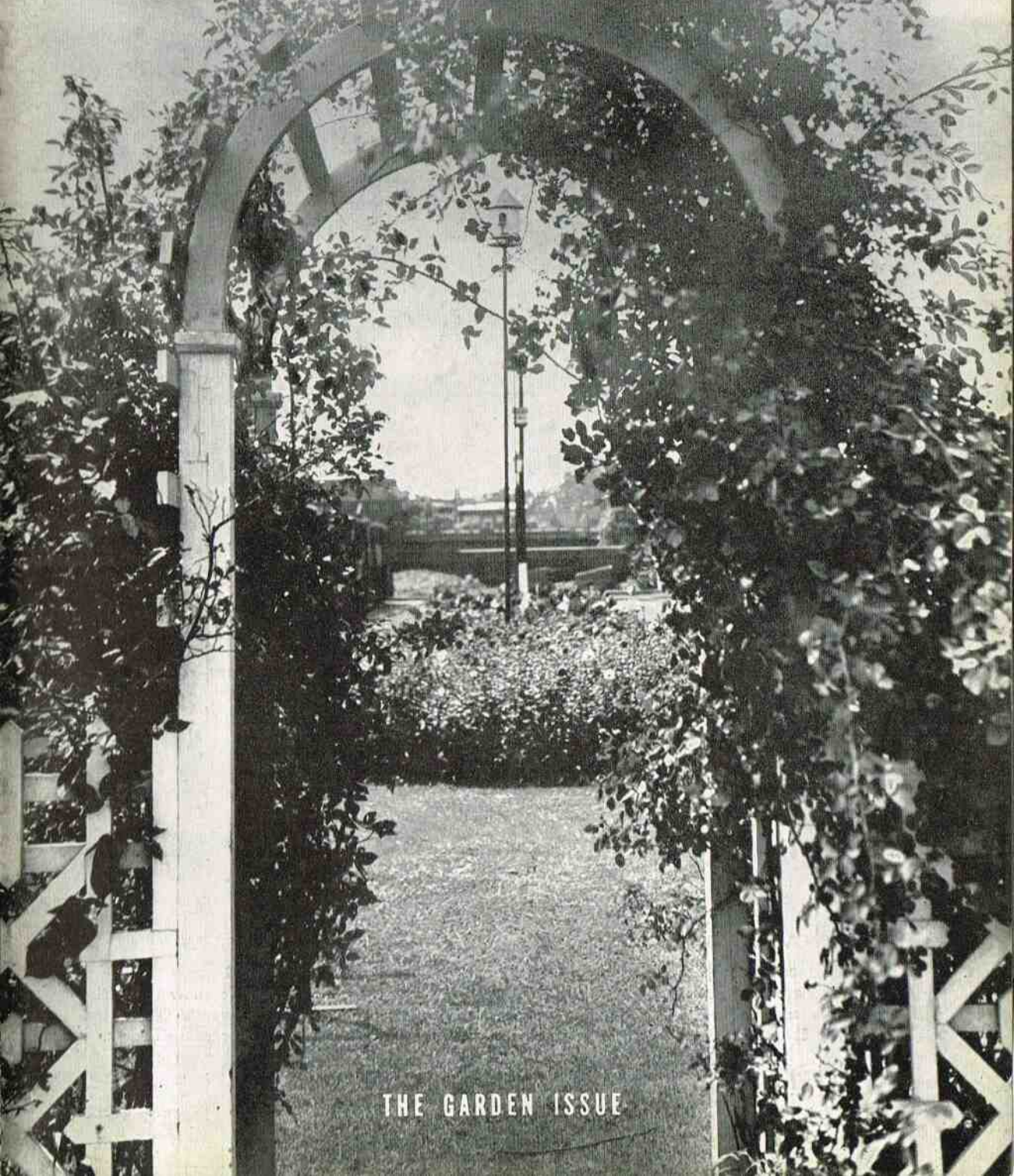


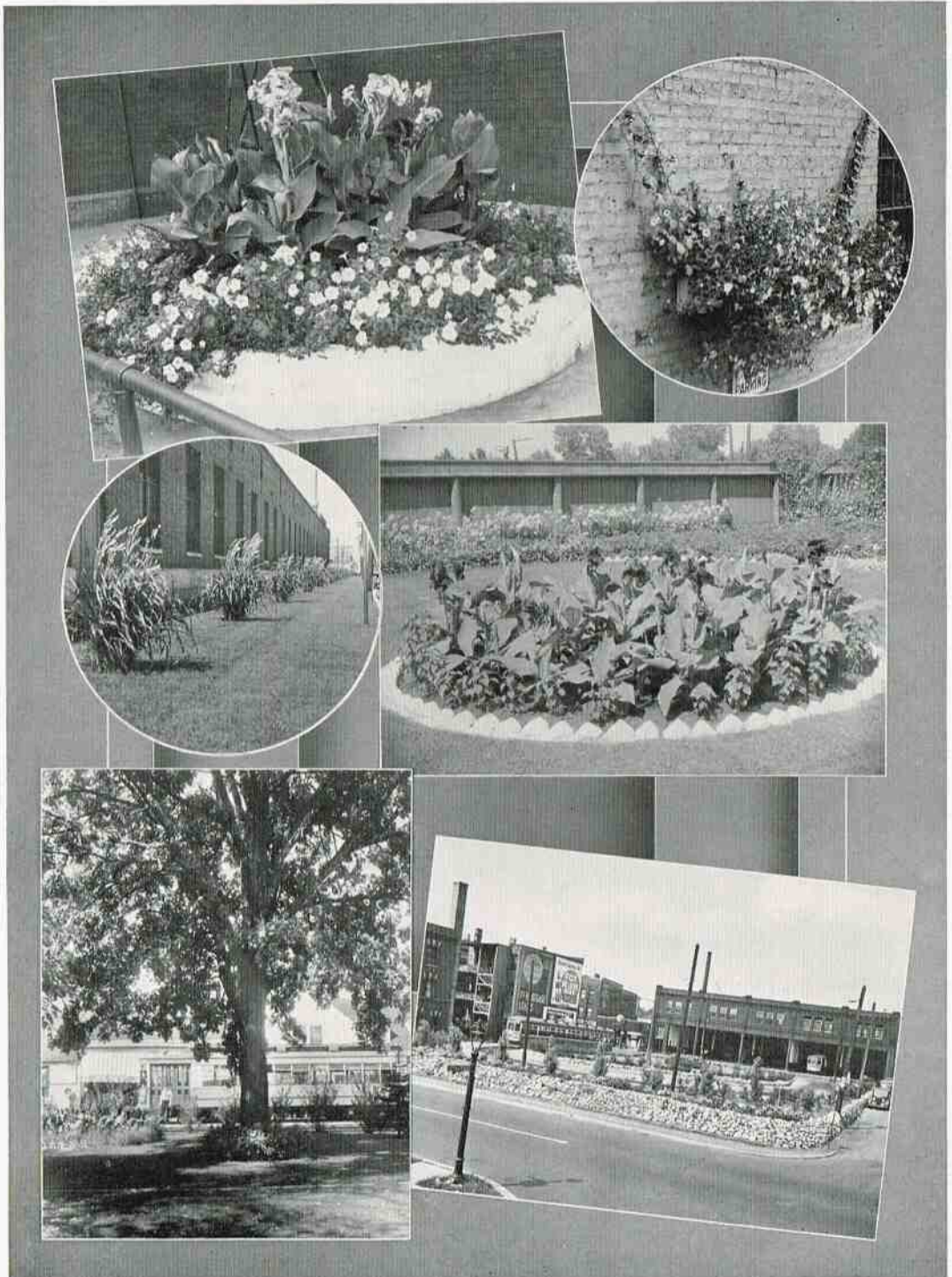
Surface Service

• **MAGAZINE** •

VOLUME 16 OCTOBER 1939 NUMBER 7



THE GARDEN ISSUE



"HOW DOES YOUR GARDEN GROW?"—VERY WELL, THANK YOU!

These Surface Lines gardens and plots are among the winners in the annual garden contest. At the top are plantings at Limits, left, and Ardmore garage. The center views show the parking strip alongside the North Avenue station and a flower bed at Seventy-seventh. The prize winning loops, Milwaukee-Imlay, left, and Clark-Devon, are shown in the bottom pictures.

Surface Service Magazine

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VOL. 16

OCTOBER, 1939

No. 7

New Traction Developments

Troublesome Question of Valuation Settled As Attack Shifts To Other Problems

Intensified effort on the part of City officials and traction negotiators brought new developments in the unification ordinance situation in the last month.

As a result of a series of important meetings, the negotiators and City representatives reached a solution of the troublesome valuation question. The recent meetings were attended by the three negotiators appointed by the Federal Court and a group of City officials, including Mayor Kelly; Philip Harrington, commissioner of subways and traction; Alderman James R. Quinn, chairman of the City Council's Local Transportation Committee, and members of that council group.

The three negotiators are Walter A. Shaw, chairman; Guy A. Richardson, president of the Surface Lines, and Colonel A. A. Sprague, trustee for the Chicago Rapid Transit Company. The negotiators, acting under court orders, are seeking a franchise for a new company that will take over the Surface Lines, Elevated and Chicago Motor Coach Company properties.

An apparent impasse on the valuations matter had developed, with the negotiators and the City officials unable to agree on a figure that would represent the worth of the properties. However, at a meeting of the Transportation Committee on September 27, the City officials formally proposed the drafting of an ordinance that would not contain a dollar price at which the City would have an option to purchase the properties.

Left to Arbitration

Instead of naming the dollar value, it was suggested that this matter be left to future arbitration when and if the City decides to purchase the system. The negotiators subsequently indicated they would accept such an arrangement.

It was made clear that the purchase price figure is not the valuation for rate-making purposes and that the City, even by contract with a utility, cannot fix a valuation for rate-making purposes. This power, it was explained, is vested by state law in the Illinois Commerce Commission. (This regulatory authority would be transferred to a local transit commission if unification became effective.)

With the valuation obstacle apparently cleared, the negotiations were then turned to the matter of the initial fares to be charged by the new consolidated company. It appeared

to be accepted by both parties that the present 10-cent cash fares charged by the Chicago Motor Coach and Rapid Transit lines were agreeable, but the retention of the 7-cent fare on the Surface Lines provoked lengthy discussion. The City officials opposed any fare increase while the negotiators suggested an 8-cent fare on the Surface Lines.

The negotiators maintained that the estimated revenues of a consolidated system using the existing fare schedule would fall short of the amount needed to meet operating expenses, taxes, debt charges, and the existing and future obligations to be imposed in the new franchise. Unless revenues are adequate, the negotiators held, the new company would not have sound credit and, consequently, would not be able to raise money to carry out the broad extension and modernization program to be provided in the ordinance.

Suggest Deferring Obligations

At the request of the City, the negotiators indicated conditions under which they would consider starting on a 7-cent surface lines fare. These conditions consisted of limitations to be placed on the obligations imposed under the franchise. In effect they asked that certain obligations, such as paving and street cleaning requirements and City compensation, be deferred until it had been established that the new company could operate profitably.

On October 5 it was decided that further work on the ordinance would be done by various sub-committees of the City Transportation Committee. These meetings got under way October 9.

Rehabilitation Planned

If the negotiators and City officials are successful in reaching agreements on the remaining provisions of a franchise, the way will be opened for realization of the long-discussed unification of all city local transportation facilities. The Surface Lines and Elevated securities committees already have agreed to a plan for merging the companies, contingent on obtaining a satisfactory ordinance. The new consolidated system would be known as the Chicago Transit Company.

The new company, it is proposed, would undertake a broad plan of rehabilitation and extensions. A large amount of new equipment would be purchased for the surface and elevated lines.

For the modernization of the surface lines, which carry nearly 80 per cent of all transit riders in Chicago, a long-range program contemplates the purchase of more than 2,500 street cars and buses.

The surface modernization program submitted to the City by the traction negotiators last June proposed the substitution of buses for street cars on about one-fourth of the existing street car lines. The negotiators suggested also 25 surface lines extensions, six of which would be entirely new routes. The others would be additions to existing lines.

PRAISE FROM HALL

Transportation Superintendent Acclaims Legion Service

The last notes of the last drum and bugle corps had hardly faded in the distance following the recent American Legion convention when Superintendent of Transportation W. A. Hall expressed his appreciation of the manner in which transportation employes functioned during the convention period.

"There is no praise too great for the men who cooperated so well during the trials of the four-day Legion convention. I made a plea to 'make the Legion like us' and our men responded in the finest fashion. I could not help but be impressed with the courtesy, the tact and the patience the transportation forces showed in overcoming or avoiding the transportation hazards caused by such huge crowds.

"The supervisory forces and numerous members of the Surface Lines Legion Post played an important part in providing good service for street car riders. When emergency re-routings were necessary it was not at all unusual to see switches being thrown by Legion men who were not on duty. On occasions they did their best to break up crowds that stalled our cars momentarily.

"Every motorman operated with unusual care and skill through the dense crowds that often threatened to impede the service. Every conductor was alert to guard trolley ropes from the hands of pranksters. Their alertness, in many cases, prevented cars from being stalled on the streets.

"On Tuesday, the day of the huge parade, the service to Soldier Field functioned with great efficiency to serve the people who wished to reach the field and return. Every integral part of this great system was doing a big job and doing it well. The Utility Department, the Track Department and the Electrical Department members were invaluable in smoothing out the minor hitches almost as soon as they developed.

"Such cooperation was probably unnoticed by the public, but we on the inside know that the cooperation of each was necessary to keep the system functioning as efficiently as it did. My hat is off to each and every man!"

"Why do you say that beautiful photograph of your wife was just a snapshot?"

"Well, it must have been. Her mouth was shut."

ANNOUNCE PROMOTIONS

Electrical Engineer Names Two to Important Positions

Recent appointments of Electrical Engineer S. D. Forsythe have promoted two men to positions of additional responsibility. The appointments, effective September 16, named Harry M. Essington as engineer of tests and design and George J. Clark as principal testing engineer.



H. M. Essington

Harry M. Essington first tackled drafting problems of the Electrical Department when he joined the Surface Lines on April 11, 1917. He had previously attended the University of Cincinnati, but he continued his electrical studies in Chicago at the Lewis Institute. He received his Bachelor of Science degree in electrical engineering from that institution.

In July, 1925, he was named engineer of cables and in 1927 he was made engineer of tests. His new position as engineer of tests and design carries greatly increased responsibilities. In general he will direct the numerous tests in connection with station instruments and equipment. The scope of his work was shown numerous Surface Lines employes last spring when the Grand and Leavitt building of the department was thrown open to inspection. On that occasion the many unusual activities of the engineer of tests proved a revelation to employes from other departments.

Mr. Essington is a member of the Western Society of Engineers and of the American Institute of Electrical Engineers. He lives with his wife and daughter, Kathryn, 12, at 2801 Lunt avenue.

George J. Clark joined the Surface Lines April 9, 1935. He had formerly worked for the Central Station Institute of the Commonwealth Edison company as a testing engineer. That connection, Clark explains, was similar to the student engineer training customs of the Surface Lines.

Mr. Clark is a graduate of Lane Technical high school and of the University of Illinois. He received his electrical engineering degree from that institution in 1930. He has retained his interest in campus activities to the extent of serving as chairman of the board of directors of the house fund corporation of his fraternity.

Though formerly working out of Grand and Leavitt, Mr. Clark will, in his new position, work from the General Offices of the company. He lives with his wife and two children, George, 5, and Cheryl, 4 months, at 1543 North Central avenue.



George J. Clark

Isolated—By Street Cars!

Subway Construction Causes Unusual Operation Over Diversion Tracks on Milwaukee Avenue

Subway construction was responsible last month for what Surface Lines old timers say is one of the strangest of all operations—running the tracks of an important street car line around a house.

When the whole story is unfolded it is clearly apparent that the Chicago Surface Lines had little to do with the arrangements that put the cars off their regular routes.

The new arrangement is necessitated by open-cut subway construction methods at a point nearly in front of the building at 459 Milwaukee avenue. A cross-over switch is to be placed there as a part of the plan for the so-called Dearborn street subway. That designation still applies to the subway even after it completes its way up Dearborn to Lake and west on Lake and then northwest up Milwaukee avenue. The firm which was awarded the contract to build the particular link of subway at that point had the option of using either the tunnel method or the open-cut method.

When they chose the latter it meant the street cars had to go some place else. That, briefly, accounts for the somewhat startling changes that have taken place near the building at 459 Milwaukee avenue.

Plenty of Street Cars!

The present occupants have lived at that address for 28 years and have seen lots of changes take place in the neighborhood. But, they said, and they made it emphatic, they never expected to see the day when street cars—120 an hour in either direction—would be running around the building.

That, however, is exactly what happened on the morning of September 16 when the first Milwaukee avenue cars were re-routed on new tracks which run alongside the south side of the building and around the north side. Thus, for a time before the regular Milwaukee avenue tracks were torn up, the building had the distinction of being the only home in Chicago—probably the only one in the world—which was completely surrounded by adjacent street car tracks.

For several days there were anywhere from 30 to 100 men of the Track Department on the scene. Some of them tore out the Milwaukee avenue tracks that had been used. Others laid the tracks—northbound and southbound—that now encircle the building.

The temporary diversion tracks that go around the building measure approximately 960 feet—about 490 feet of northbound track and 470 feet of southbound track. New track was put down for the temporary diversion. Surface Lines employes took up the 815 feet of Milwaukee avenue tracks that had run in front of the house for many years. There also came men from the Electrical Department, some 30 of them who took down trolley wire and strung new wire over the temporary diversion tracks, and put bonds and cable in place. It all served as a daily reminder that changes in the name of progress also required changes in the old established order of things.

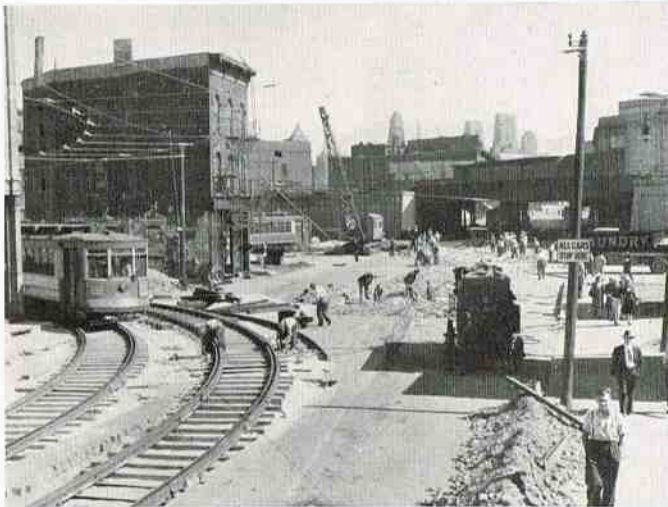
Cars Run Smoothly

As events have proved, there are plenty of street cars running by but there is very little rumble as the cars roll smoothly and quietly over the brand new track.

Plans for the Milwaukee avenue subway route which will run in front of the building call for a track cross-over at approximately Hubbard street—a few feet south of the building. The open cut method of digging will be used at that point in preference to the tunneling method used elsewhere. As a result

there will be no retaining wall at the cross-over so the open cut method was judged best. It is assumed that all employes know what a cross-over is, but if there are those who don't it may be explained that a cross-over is a track connection switch point which enables a train or car to switch from a northbound track to a southbound track and vice versa.

SURROUNDED BY STREET CARS!



An unusual situation causes street cars to encircle the building at 459 Milwaukee avenue. The operation is caused by subway construction that forced street car re-routing. The lone occupant of the building now finds street cars to the right of him, street cars to the left of him—120 per hour during the rush periods!

Lease Lot

As long as the contractors for the subway section elected

to use the open cut method the Surface Lines cars had to be re-routed so that the patrons of that important line were not made to suffer great inconveniences. There was a vacant lot next to the building, so it was put to use.

The subway contractors obtained a lease to run street car tracks over the vacant property, thus putting the building in the middle. The tracks, completed during the midnight hours September 16, leave Milwaukee avenue at Union street, go north for about 50 feet and then turn past the back of the building and through the next yard, coming out at a point about 150 feet from where they left.

The street cars will continue to make the peculiar arc around the house until subway work at that point is completed. The first and most optimistic estimates placed that period as being in the neighborhood of 90 days.

Is Important Stretch

Milwaukee avenue, long one of the most important routes in the city, has a fast schedule of service and is used by other routes at that point. During rush hour periods the cars of the Milwaukee, Milwaukee-Armitage, Elston avenue and Division-Downtown routes have a headway of approximately 30 seconds. Thus a rush hour schedule sends some 120 cars per hour past the residence.

The street cars which are now playing ring-around-the-house are not slowed down materially nor is the service affected in any way. The Surface Lines men see to that.



OPEN 83rd STREET ROUTE

Crowds cheered as a ribbon was cut to open the new 83rd street gasoline bus route Sunday, September 17. Assistant Superintendent J. B. O'Connell, center, grins broadly as Alderman Thomas J. Daley (7th) prepares to cut the ribbon. The new line began operating the following day over 83rd street from South Chicago avenue east to Green Bay Road.

The line is the 22nd gasoline bus extension placed in service since January 1, 1930. The 21st extension began operating September 11 over 111th street between Sacramento avenue and Pulaski Road.

"DEBUNKING"

In Which We Tell a Truer Tale About Tokens

The time isn't so distant when "debunking" was one of the country's most popular past-times. In the interests of the truth and with a sly wink at such prominent contemporaries as *The Reader's Digest* and *The Rotarian*, we want to make clear that it is very difficult to make money selling street car tokens. We might even go further and say that it is very hard to make money selling street car rides!

There's an earlier start to the story, however. Several magazines with national reputations have recently reported on the results of the National Youth Administration's Job Creation contest. This most worthy project was hailed with no small degree of enthusiasm. Prizes were awarded numerous ingenious youths who came up with new and different ideas of how to make money. Take the case of Y. L. Kessler as reported in *The Rotarian*.

"When he had \$50, he went to the street-car barns, where he'd learned he could buy car tokens at a 10 per cent discount if he bought \$50 worth. Then he set up in business, with a sign on a tripod, at a busy corner during the rush hour. He sold the tokens to hurried passengers for the retail price of 7-cents, making approximately $\frac{3}{4}$ of a cent on each."

There is additional guff concerning the manner in which the Chicago Surface Lines put their blessing on the venture and "gave him a permit, and assurance that he was really doing them and their passengers a service. Now Y. L. makes as much as \$5 a day. . . ."

The facts in the case are these: The tokens are sold at a rate of three for 20-cents—15 for \$1—a saving of $\frac{1}{3}$ of a cent on each fare. On that basis young Mr. Kessler must do some real scurrying to peddle 1,500 tokens at the retail price of 7-cents. And peddle 'em he must if he is to net the \$5 per day he claims to make.

This may come as sad news to the many who have tried to buy \$50 worth of tokens at a 10 per cent discount—there is no 10 per cent discount.

The answer, however, is easy. Just study the arithmetic of it all, and consider time and effort required. It is possible to buy tokens and sell them for 7-cents. On each sale you will net $\frac{1}{3}$ of a cent, or 1-cent for every three sales. It will take some searching to find 300 passengers who will purchase your tokens at the 7-cent price, but if you do find 'em you will make \$1.

It all seems like a mighty hard way to make even \$1—not to mention the \$5 the industrious Mr. Kessler claims to make.

"STREET CARS ARE BEST"

The number of passengers on the Brussels, Belgium, tramways (street cars) increased from 147 million in 1936 to 154 million in 1937. The increase is attributed to a large scale modernization program which was applied to the street cars and the tracks, and was accomplished in spite of increased local bus and motor car competition.

Dinner Honors Gardeners

Prize Winners Given Awards For Beautifying Properties In Annual Competition

Gardeners who built beauty into Chicago Surface Lines properties throughout the city were honored at the annual dinner tendered them at the Palmer House on Thursday evening, October 12. There, as old friends from remote sections of the system renewed acquaintances, they enjoyed a brief speaking program and motion pictures. At the end of the evening trophies were awarded the prize winners in each of five classifications.

Purchasing Agent Victor E. Thelin, chairman of the Garden Committee which includes Executive Assistant J. V. Sullivan and Supervisor of Public Relations William H. Bromage, opened the program following the dinner with an address of welcome in which he complimented the gardeners for the fine work accomplished in beautifying their respective sections. In every instance, he said, the men did much to add to the attractiveness of the neighborhoods.

"It is my firm conviction and my oft-expressed conviction," said Mr. Thelin, "that each of you who contributed to this work is entitled to take a civic and a personal pride in a job well done."

In a general vein Mr. Thelin relayed some of the suggestions of the Garden Committee which concern next year's contest. At that time efforts to beautify properties which are more prominently in the public view will be continued. In this connection Mr. Thelin mentioned the marked improvement wrought in the loop area in front of Devon depot. That space, bordered by both the heavily traveled Clark street line and the motorists on Ashland avenue, has come in for much praise during recent months.

Public Shows Interest

Mr. Bromage, a new member of the Garden Committee this year, was introduced to those of the gardeners who had not met him on any of the Committee's inspection trips, and spoke briefly of the interest the public has shown in the activities of the Surface Lines gardeners.

Mr. Sullivan, after making several jocose references to the familiar faces that show up for prizes every year, distributed the trophies to the winning gardeners.

The awards were as follows:

Group One—(Carhouses whose enclosed area permits extensive planting of beds, borders and grass plots.)

First prize, Burnside; second prize, Noble.

Group Two—(Carhouses, the enclosed area of which permits only limited planting of beds, borders and grass plots. These include Seventy-seventh, Kedzie, Lawndale, North Avenue and Armitage.)

First prize, North Avenue; second prize, Seventy-seventh.

Group Three—(Carhouses whose possibilities are restricted to window boxes and beautifying parking strips. These include Limits, Sixty-ninth, Blue Island, Division, Elston, Lincoln, Archer and Cottage Grove. Other locations

bring Ardmore garage, Springfield loop house, Grand and Leavitt and Ogden and 13th into the same classification.)

First prize, Ardmore; second prize, Limits.

Devon Loop Wins

Group Four—(Loop and station plantings which include the properties at Madison and Austin loop, 39th and Halsted loop, Vincennes and 80th, Archer and Cicero loop, Milwaukee-Imlay and the Clark-Devon loop.)

First prize, Clark-Devon loop; second prize, Milwaukee-Imlay.

Group Five—(Particular excellence in growing certain varieties of flowers. In making this award consideration was given to the height of the plants, number and size of blooms, condition of foliage and other characteristics.)

Noble was awarded the prize for an unusually fine display of hibiscus.

Guests of honor invited to the annual dinner from the Shops and Equipment Department gardeners included Ben Phillips, general foreman, Fred Meyers, foreman, and Felix Wenslow, Cottage Grove; Rudolph Nebelsiek, foreman, and James Byrne, Burnside; Joseph Gamen, foreman, and Anton Arendt, Seventy-seventh; John Keane, foreman, and Thomas Cusack, Sixty-ninth; Earl Eyer, foreman, and Joseph Caulfield, Archer; Harry Keller, foreman, and James Guy, Lawndale; Emil Kueh-fuss, foreman, and Sigurd Brath, Blue Island; Charles Simpson, foreman, and Michael Cahill, Kedzie.

List Continued

John Gillen, foreman, and William Hoey, North Avenue; William Krueger, foreman, and Emil Berecek, Armitage; John Schwartz, foreman, and Frank Stoll, Division; Walter Goddard, foreman, and Ignatz Kajpust, Elston; David Striker, foreman, and Stilianos Krifos, Noble; Allan Bollinger, foreman, and Vital DeZetter, Lincoln; George Chamberlin, foreman, and Joseph Ziaja, Limits; Ernest Phillips, foreman, and Constantine Daus, Devon, and Albert Baker of Ardmore garage.

Other guests of honor invited included H. W. Busch, superintendent of the Building Department, and F. J. Koza; Thomas Blakely, superintendent of the Utility Department, Joseph Dennehy and David Ferguson.

John Leahy, Herman Menconi, Antonio Cris-cione and Charles Ruzick of the Track Department were also invited guests as was L. A. McKeever of the Electrical Department.

"HEY, TAXI!"

The Milwaukee Council's Utilities Committee has approved a plan to limit the number of taxicabs in that city to one for each 1,750 people. Thus there will be 402 permitted to operate. Chicago, with a population of about 3,700,000, allows 3,000 cabs on the street. You can't get 'em when it rains and you can't miss 'em when you're driving!

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William H. Bromage Editor

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PRESS CLIPPINGS

On a recent Saturday the football fans of the nation were shocked at the defeat of several teams which had been "doped" to be in the running for the mythical national championship. Stunned at the losses of their favorites the fans searched for explanations.

Out of the welter of excuses, one cynical statement seemed to gain most credence. In effect the statement said:

"The boys got to believing they were as good as the papers said they were. They overlooked the fact that they still had to play out the schedule. You can't put too much stock in your press clippings."

We thought there was more than a bit of truth in that statement and we wondered if maybe it wasn't applicable to street car service. We wondered whether our boys haven't become too impressed with their own press notices.

For many years there has been a monthly story calling attention to the men who have been commended by our passengers. Neither the magazine nor the management has ever been slow to commend all and sundry for jobs well done.

Checking back on the courtesy records of the last six months we are inclined to believe some of the boys have been resting on their laurels. They have been told they are good and now they've come to believe they can do no wrong. You can

substantiate that in the increasing number of complaints and in the fewer commendations received.

There is a lesson in those football "upsets." You may be good but you can't get by on your reputation. You have to prove you're good—on the football field or on the street cars. You can't get by on your press clippings.

SERVICE WITH SAFETY

The truest test that can be applied to a transportation system is the manner in which it functions under unusual difficulties. When that yardstick is applied it can be truthfully said that the Chicago Surface Lines is a great transportation system.

There was a time last winter when the striking efficiency of the Surface Lines during a blizzard was hailed by both the press and the public. On that occasion the men of the Surface Lines did a spectacular job in battling the snow so that the arteries of a great city were kept free. On that occasion the true life-lines of the city were kept open by Surface Lines forces.

With an equal degree of efficiency the street car service of the city, and particularly that of the Loop area, functioned during the recent American Legion convention. The job was less spectacular but no less efficient.

Crowds estimated in the hundreds of thousands swarmed over all the Loop streets during the four days of the convention. Their presence on the street car right-of-ways was almost an invitation to an accident. Yet with all these hazards placed in the way of normal operation, the coordinated efforts of the men charged with transporting great numbers did not fail.

True there were delays. But, when the final accounting was written, there were none who knew of the transportation difficulties who did not pay high tribute to the manner in which the Surface Lines served all those who wished to use its service.

There were numerous and unusual difficulties. Every man can be proud that the Surface Lines operated well in this unusual situation.

Fires Wipe Out Jobs!

Protection Measures Constantly Stressed By Surface Lines— Cooperation of Individuals Termed Important

"We are the world's most careless people. In 1934, for instance, the fire loss in America was \$2.08 for every man, woman and child . . . as against 89-cents in Sweden, 82-cents in Great Britain, 78-cents in Italy, 61-cents in France, 11-cents in Germany, 8-cents in Austria."—THE NATIONAL BOARD OF FIRE UNDERWRITERS.

The casual reader, conceivably, might snort "So what" at any account of the staggering fire losses that annually blight this country.

That same reader, who might scornfully dismiss the cost of a fire as being of no importance to an individual, might read less casually if he realized that every fire—anywhere—is a direct threat to his security.

Figures for such statements are easily found whenever one searches the fire statistics of the country, the state or the city. The annual national fire waste is \$500,000,000. An average of 57 per cent of the property destroyed is never rebuilt nor are operations resumed. Thus on the average, fire destroys 57 per cent of all businesses it attacks. Jobs are wiped out.

There is an appalling significance in those facts. Projected far enough into the future, they indicate that fire is one of the great threats to individual security.

Extinguishers Provided

The Chicago Surface Lines has a constant fire inspection and prevention campaign. Fire extinguishing apparatus, thousands of fire extinguishers, fire hose and numerous fire alarms are provided. The properties are studied so that fire hazards may be eliminated. Yet the bulk of any fire prevention must fall directly upon the shoulders of the individuals whose security is threatened when fire breaks out on the properties.

There's insurance, you say. But insurance merely provides a means for the distribution of losses. Insurance money collected is helpful, but the *fire waste* is still there. What has been destroyed is gone forever. Besides the actual physical loss, there is the intangible operating loss. Lives may be destroyed, men suffer painful injuries, cash assets are diminished. Fire, viewed in that light, is the fore-runner of economic degeneration.

Only the wishful thinkers will say that loss by fire can be entirely eliminated. There is no doubt, however, but that loss can be greatly curtailed by certain protective measures. Protective measures imply a greater awareness of the fact that the fundamental cause of American fire losses can be traced to American carelessness. When proper fire prevention features are neglected, carelessness is fostered.

The Chicago Surface Lines as a system is not, nor has it been, careless in its fire prevention program. Knowing that fire prevention and protection requires diversified knowledge,

the management has been quick to avail itself of the service of experts whose knowledge is of the fire hazards which may disorganize the business, thus working a hardship on all employees.

Individuals Important

Experience of such trained men, plus the safeguards of extinguishers, automatic sprinklers, watchman service and all the other preventative measures, will not be enough assurance against fire losses unless the human element performs on a top-notch standard. In other words, much of the safety the properties have enjoyed in the past must be credited to the working forces. By the same token the prospects for the future are in the hands of the men operating in every nook and cranny of the system. If each man holds to a high standard of "house-keeping," much of the danger of fire can be avoided.

If house-keeping conditions are poor, then fire hazards will be great. In the final analysis, good house-keeping conditions imply nothing more than common, ordinary cleanliness. Thus, every man should take a personal pride in clean pits, in the absence of piles of oily waste which always hold the dangers of spontaneous combustion, and such fire hazards.

In the bus garage pits, for example, the Surface Lines management has provided the best safeguards in existence. Ventilating fans and vapor-proof globes are preventative means to combat settling gasoline fumes. But it is the individual worker himself who must carry the preventative measures even further. He should be careful that no other hazards are introduced. There must be no blow torches, no smoking and no lanterns or other open flame devices.

Stress Safeguards

During the course of Fire Prevention Week, October 8-14, there were many preventative measures stressed. All of them are applicable in one way or another to every employe of the Surface Lines. But most of the safeguards are those which should be applied during working hours. If fire destroys a home, there is still a measure of security in a job. If fire destroys a job, much of security is destroyed at the same time.

In commenting on the numerous aspects of fire prevention, Superintendent of Insurance H. B. Storm said:

"Good fire prevention requires constant inspection and study of fire hazards throughout our properties and premises. A constant survey of the properties, repeated fire drills, well-instructed watchmen, together with good house-keeping and the cooperation of all employes, should keep our fire losses at a minimum. If there is a fire—no matter how small—the employe who discovers it should immediately notify the Public Fire Department. This should always be done regardless of the size of the blaze, for it is better to apologize to the Fire

Department for bothering them than to be sorry you did not call at all.

"This was graphically illustrated recently when a watchman found a small fire. Feeling able to deal with it himself, he attacked the blaze and put it out. At least he thought he put it out! On his next round he found the fire had again broken out and had grown to such a size that it was beyond his control. Then—only then—did he call the Fire Department.

"Trained fire-fighters were on the scene six minutes later, but the damage had been done. The company's loss was many times what it would have been had the alarm been turned in when the watchman saw the smaller blaze on his first round."

No Set Rules

As Mr. Storm pointed out, there are no set rules or regulations that can cover every fire hazard. There are, however, innumerable precautions that all men can take. The train force, for example, can minimize the danger of fire by simple precautions. Papers stuffed behind controller boxes or under longitudinal seats constitute an ever-present menace.

When men are smoking in shops or bays they are endangering the welfare of others, for they are harboring the menace of fire. When trolley poles are neglected and allowed to remain on the trolley wires, they constitute a similar fire hazard. Poles should be removed when the cars are out of service. Care should be taken to have someone close by when cars are preheated in the carhouses.

Expensive fire doors abound through the properties. They are constantly tested, but they are occasionally inoperative. When such conditions are noted, they should be reported immediately.

Fire prevention, in the end, is an individual problem. Everyone can help. By so doing, each helps preserve the properties that provide him with a livelihood. Fire can destroy a job—and jobs have not been plentiful for many years.

A contemporary expressed the situation very well with the cogent comment: "*Firemen are nice people socially but they certainly mess things up on a business call.*"

MRS. LOLA A. GUILLIAMS

The sympathy of the Chicago Surface Lines is extended General Counsel John R. Guilliams on the death of his wife, Mrs. Lola A. Guilliams, October 3.

Mrs. Guilliams, who passed away in the Evanston residence that had been her home since she came here from Canton, Illinois, 46 years ago, was popular with many Surface Lines members who knew her through the years Mr. Guilliams has spent with the company. She was an active member of the Evanston Woman's Club and the Evanston Garden Club.

In addition to Mr. Guilliams, she is survived by two sons, Gordon and Donald, and a daughter, Mrs. French L. Eason.

Private funeral services were held October 6.

SULLIVAN ON RADIO

Speaks on WMAQ Sunday October 22

Executive Assistant J. V. Sullivan will be one of the featured speakers in a radio program presented by the Chicago Historical Society over Station WMAQ at 9:45 P. M. Sunday, October 22. The program, known as "The City on Parade," is one of a series of thirty-nine weekly programs to be presented by the society in cooperation with the National Broadcasting Company.

Mr. Sullivan will briefly discuss the early history of transportation in Chicago and discuss the important part the local system has played in the history of the city.

It is expected that Henry C. Lytton, pioneer State street merchant, and James Ward Thorne will be included among others on the program.

OBITUARY

Deaths on the System from September 1, 1939 to September 30, 1939

Transportation—Archer: Cornelius Callahan, employed June 15, 1906, died September 19, 1939.

Armitage: George J. Wolf, employed October 25, 1911, died September 3, 1939.

Burnside: Samuel Hibma, employed August 29, 1916, died September 18, 1939.

Division: Otto Knutson, employed August 17, 1908, died September 6, 1939; Joseph F. Saycke, employed August 25, 1910, died September 26, 1939.

Kedzie: Tony Kielzynski, employed April 5, 1910, died September 10, 1939.

Lawndale: William Campbell, employed May 9, 1905, died September 21, 1939; Henry J. Fairbank, employed November 2, 1918, died September 20, 1939; David Hickey, employed October 9, 1897, died September 5, 1939; Louis J. Slad, employed December 2, 1911, died September 8, 1939.

North: William J. Smith, employed November 24, 1925, died September 30, 1939.

Seventy-seventh: Daniel McCarthy, employed February 23, 1904, died September 11, 1939; James McComb, employed December 18, 1886, died September 3, 1939; Andrew Stader, employed April 20, 1903, died September 6, 1939.

Sixty-ninth: David Campbell, employed June 21, 1899, died September 26, 1939; Edward Egan, employed May 7, 1906, died September 19, 1939.

General Office: George L. Rogers, employed September 1, 1885, died September 12, 1939.

Shops and Equipment—Cottage Grove: Gabriel Girdzush, employed September 6, 1920, died September 13, 1939.

Seventy-seventh: Anton J. Pundwicz, employed September 21, 1922, died September 25, 1939.

Sixty-ninth: Charles Olson, employed January 16, 1889, died September 5, 1939.

South Shops: Charles Shuman, employed May 25, 1926, died September 15, 1939; Carl Sjostedt, employed February 13, 1919, died September 3, 1939.

Track—August Mitchell, employed October 29, 1891, died September 14, 1939.

Courtesy Standards Slipping

Bright Spots Appear in Commendation Letters From Pleased Passengers

"I am well aware that your company has set very high standards of service to the public," began a recent commendation letter, "and as a rule all your employes that I encounter render good service. However, I feel that exceptional service should be brought to the attention of the management.

"Last evening I boarded a Pulaski car at Washington Boulevard and for no apparent reason, after riding a short while, I fainted. Your conductor and motorman were most courteous. The car was stopped and immediately the conductor ran in somewhere and produced a glass of water, some cold towels and other first aid articles. I haven't any conception of how long the procedure took, but I am sure that the schedule was slightly disturbed. Nevertheless, both the conductor and the motorman were very kind.

"I am enclosing the transfer I received in order that you may trace these employes and thank them for me. I am indeed grateful."

Such exceptional service was given by Conductor Henry Patrick, badge No. 7574, and Motorman George J. Modrich, badge No. 12723, both of Lawndale, and it rates a high spot in the numerous commendations received. The letter with its accompanying praise was written by Miss Victoria G. Daniels, 1841 North Whipple street.

Courteous acts on the part of other Surface Lines trainmen during September resulted in 30 commendations. That figure compares with the 37 commendations that were received during September, 1938.

More Complaints

The courtesy records for the month continued on the downgrade, however, when 477 complaints were charged up as against 363 for the same month a year ago. As is usually the case a majority of the complaints mentioned one or more discourteous acts.

The brighter side of the service was reflected in the commendatory letters that dealt with incidents about the system.

Camilla M. Foss, 605 West 87th street, was crippled and on crutches. She appreciated a helping hand. She was even more impressed with the thoughtfulness and the generosity of the conductor who hailed a small negro to carry her bag and who tipped the lad for his

service. That conductor who took such pains to do everything possible for a passenger was Edward J. Duprey, badge No. 3780 of Limits.

Operator James H. McMenamin, badge No. 4646 of North Avenue, was praised in a letter which credited him with finding a purse that had been lost along Pacific avenue. The letter bore the signatures of Margaret Pinger, 6317 School street, Marcella O'Connor, Charlotte Dilzer, Henry Schwerer, Jack Cassidy, Anne Cassidy and Frank Cassidy.

Praise Honesty

A most complimentary letter of Mrs. Ross McCausland, 2408 Wentworth avenue, paid tribute to the honesty of Conductor Carl F. Steelman, badge No. 2388 of Seventy-seventh, who was instrumental in finding and returning a purse which contained some \$78.

After failing in attempts to cash a large bill for a ride on the city's other transportation units, Mrs. Myrtle H. Steiner, 5107 South Halsted street, was overjoyed to find that Conductor William C. Wurster, badge No. 4924 of Seventy-seventh, would trust her for a fare. Mrs. Steiner sent 10-cents to repay the trust and added that she was grateful not only to Conductor Wurster but also "certainly grateful for the Chicago Surface Lines."

Conductor John S. Konecke, badge No. 690 of Sixty-ninth, was "very nice and courteous and gave a lot of information" according to the commendation of Miss Corrine Fraser, 1962 East 71st Place.

"Strangers from other states do not understand the rules and red tape of Chicago transportation so your kindness seems unusual." That phrase, addressed to Conductor Tony S. White, badge No. 754 of Burnside, was but part of a commendation sent by Miss Nellie S. Waynick, Allerton hotel, 701 North Michigan avenue. The letter contained a remittance far larger than the fare advanced by Conductor White.

"Orchids to You"

"Orchids to Conductor No. 1760," said the brief commendations Harry M. Miller, 5952 North Artesian avenue, addressed to Conductor Raymond C. Jankowski of Archer.

TROLLEY SPARKS



"'Shorry,' boys (hic) 'sa rule of the management! No (hic) animals allowed on the street cars (hic)!"

FLEES WAR ZONE

Conductor, Safe Here, Sings Praises of U. S. A.

William P. Whelehan is again operating on the back end of a street car out of Lawndale depot and he's mighty happy about the whole thing. There was a time not long since when Conductor Whelehan wondered whether he'd even see a street car again—let alone work on one.

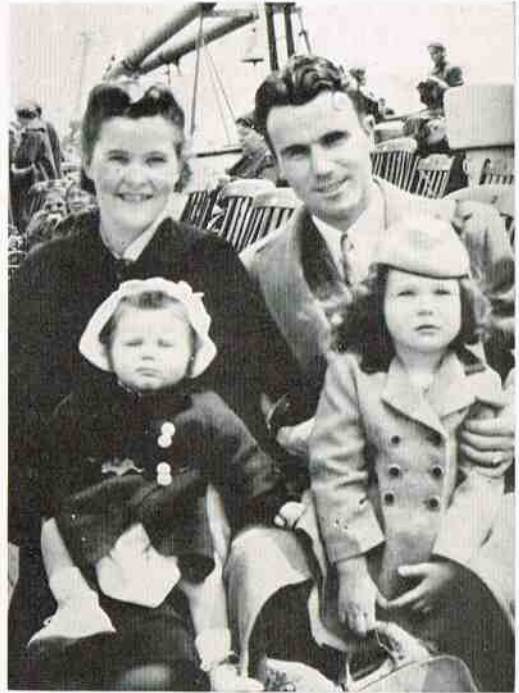
Whelehan was most apprehensive while he was in England after war was declared. He didn't feel a great deal easier even after he sailed from there with his wife and two children aboard the Britannia, because the ship carried three guns, pursued a zig-zag course, was camouflaged and had a three airplane convoy for the first night out of port. Things like that don't tend to make you sleep too well, said Whelehan.

Conductor Whelehan left these peaceful parts last June to visit his parents, his four brothers and his sister, all of whom live in Kildare, Ireland. The Britannia landed him at Conh (formerly Queenstown) and he confidently expected to sail back to the United States on September 10. He had made reservations for accommodations on that date as early as last April. He had, however, reckoned without the war. Authorities canceled the scheduled sailing and told Whelehan to have hope. The sailing date passed, September 11 and 12 came and went. On the 13th came a wire that gave Whelehan and his family 12 hours' notice to be in Southampton prepared to sail. On the 14th he sailed—aboard the very ship he had arrived on but now very different.

The Britannia that carried Mary, Bonnie Jean, Suzanne and Bill Whelehan out of the war zone was quite different from the boat that had carried them on a pleasant homecoming trip three months earlier. Now there were guns to be reckoned with—one 6-inch and two 3-inch anti-aircraft guns were mounted on the deck. Now all portholes were blacked out and the sides of the ship had been camouflaged. Then, as the ship steamed out of Southampton three Army pursuit planes hovered overhead as a convoy. The planes followed the ship until darkness fell. Then in a zig-zag course to an unannounced destination the Britannia made its way to the peace of the American shores. Rumors had the ship headed for almost every port except New York, at which it eventually landed.

The crossing could hardly be termed without incident, for the big guns of the boat were used for daily target practice. Once three Norwegian fishing boats were tardy about showing their colors. When the guns were turned on the boats, the flag of Norway was quickly hoisted.

Conductor Whelehan was born in Ireland and has been in this country since 1929. He joined the Surface Lines November 10, 1936. He liked his job even before he took his furlough to visit his homeland. After his September experiences he thinks it's the greatest job in the world. And—you can take this from Whelehan, a guy who knows—there is no place in the world like the good old U. S. A.



Conductor and Mrs. Whelehan with their children return aboard the Britannia.

EMPLOYES RELIEF FUND

September 1939

The Surface Lines Employees Relief Committee received 18 applications for relief during the month of September. After investigations were made 11 of these were approved for assistance. There were 291 active cases on the relief rolls at the end of the month, six having been removed by death or other causes.

Including the \$11,957 spent during the month of September, a total of \$1,366,141 has been paid out of the Surface Lines Employees Relief Fund for assistance of employes since the organization of the committee.

START ANNUAL MEETINGS

Hall and Pasche To Resume Talks With Transportation Forces

Following a custom of several years and one that annually seems to bear fruit, Superintendent of Transportation W. A. Hall and Supervisor of Accident Prevention William Pasche will again meet with the trainmen of every station to discuss operating practices and accident prevention.

They will make their first appearance at Elston depot Monday, October 16. They will then appear at Armitage, Blue Island and Cottage Grove on October 17, 19 and 20, respectively. The following week will see them at Burnside, Lincoln, Devon and 77th on the 23rd, 24th, 26th and 27th, respectively.

Limits and 69th will be visited November 2 and 3. Noble, Archer and Division will hear the speakers on November 6, 9 and 10, respectively. Visits to Kedzie, Lawndale and North Avenue on November 13, 14 and 16 will wind up the schedule.

Departments and Divisions

Accident Investigation and Legal

After many years of faithful service gathering news for the Legal and Accident Investigation Departments, John G. Nattinger is relinquishing the duties of correspondent, due to the pressure of work. He deserves a vote of thanks and we want him to consider it passed unanimously.

In order to carry on effectively it has been thought best to have an assistant correspondent on each of the three floors. In that capacity, John O'Neil will serve on the first floor, Mrs. Grace Schmude on the second floor and Miss Elvera Potensa on the third floor.

When one of our fellow employes receives an outstanding honor, a national honor, it makes one sit up and take notice. At a recent convention of the Daughters of Union Veterans of the Civil War held in Pittsburgh, Miss Eleanor L. Meyer was elected National Chief of Staff. She is also President of the Illinois Department.

While on the subject of honors, Attorney Leigh H. Hunt was the recipient of a special honor conferred by the Reserve Officers Association of Cook County, September 21, at the Hotel La Salle. Captain Hunt has just finished a successful year as president and received a gold key in appreciation of his services.

It is pleasant to see the smiling face of Miss Dorothy Schroeder again after an absence caused by an accident while alighting from a train.

Mr. and Mrs. Arthur W. See report a successful fishing trip at Little St. Germaine Lake, Eagle River, Wisconsin.

Among those reporting a visit to the World's Fairs are the following: New York—Miss Grace Springer, Miss Elvera Potensa, Miss Eleanor L. Meyer, Mrs. C. R. Kelly, Miss Helen Rowley, Willis Helfrich, Carl Bodenstedt, Bob Chamberlain and Joe Zarrillo. San Francisco—Mrs. Ida Curwen, Dick Gilbert, Mrs. Isabelle Naturski and Mr. and Mrs. Julius Lellinger.

The employes of these departments join with the other employes of the Chicago Surface Lines in offering their sympathy to General Counsel John R. Guillems in the passing of Mrs. Guillems.

C. L. Altemus

Accounting

John J. Beatty celebrated his 75th birthday on Monday, September 25. Greetings and remembrances from his friends throughout the company made the day a memorable one. We all join in wishing him many happy returns of the day.

The employes of the accounting division extend to Miss Ellen Shuman their deepest sympathy in the loss of her father, who passed away on Saturday, September 16.

After having a tonsillectomy performed on Saturday, September 23, at the Swedish Covenant hospital, Mrs. Lillian Hunter returned to work looking just as healthy as ever.

Although she has not fully recovered from an injury sustained while out horseback riding,

we are glad to see Miss Lorraine Murphy back on the job.

A number of co-workers gathered in the dining room of the Brevoort hotel on Friday, September 22, for a farewell dinner held in honor of Mrs. Frances Bach. The best wishes of the department go with Mrs. Bach, who was the recipient of a Nesco roaster.

Mr. and Mrs. William Ternes went all around Lake Michigan by automobile on their vacation and found the water to be just as wet on one side as on the other.

Thomas F. Coan.

Electrical

Carl Nelson, inspector of the line department, is now at home recuperating from a recent operation.

John Hebner, also of the line department, is confined to the hospital as is Thomas Lanigan. Our best wish for an early recovery is sent all of our "cripples."

Editor's Note:

The twin Duchess apples in the adjoining illustration were picked recently by William Schenck from a 28-year-old grafted apple tree in his back yard at 1955 Balmoral avenue.

The tree yields 4 to 5 bushels of apples per year, is about 35 feet tall and has a spread of about 30 feet. Schenck plans to have the twin apples preserved as this growth is very unusual.

Our heartfelt sympathy is extended to John Darcy who lost his father recently and to Dan Darcy, brother of the deceased. Both John and Dan are substation workers.

Billy.

Engineering

We welcome Gertrude Figge who became employed as stenographer in the Track Department.

Dave Ferguson and Orel Secor of the Utility Department spent their vacation attending the American Legion convention in Chicago.

Messrs. Arthur Rehling, William Wasick and John Holmberg of the Track Department, are taking evening courses at night schools to further their knowledge of engineering.

R. C. Caul and family enjoyed a very pleasant vacation at Big Blue Lake, Michigan. Mr. Caul, an expert with the rod and reel, reported a nice catch of glass bass.

Schedule and Traffic

Louis M. Traiser, schedule engineer, deserted the bachelor ranks on August 29, when he and Miss Jane Hughes were united by a wedding ceremony in Immaculate Conception Church at New Richmond, Wisconsin. After the ceremony Mr. and Mrs. Traiser left on an 8,000 mile circle tour with stops at St. Paul, Minnesota; Portland, Oregon; San Francisco and Los Angeles, California, and New Orleans, Louisiana. The last stop was Oak Park, Illinois, where Mr. and Mrs. Traiser are busily engaged in establishing their home.

Fred Excell attended the Spanish American War Veterans Convention at Atlantic City,



New Jersey. Fred detoured through New York and Boston on his return trip.

Dorothy Peacock visited with friends in Buffalo, New York, and Toronto, Canada.

William McConochie spent his vacation at Lake Ripley, Wisconsin. Bill was teaching his daughter the art of fishing.

Andrew Birney went on a motor tour taking in the sights of Niagara Falls, Toronto and Montreal.

Charles Kreiner went fishing in Long Lake near Traverse City, Michigan. No reports on the size of fish.

John Crennell spent his vacation on the banks of the Big Muddy river in Southern Illinois.

Max Kipping was seen carrying home large pails of paint for his house. After the painting was completed, Max marched with the Lombard delegation in the American Legion parade.

Andrew DeGrazia had a large assortment of fish lures in his car and his destination was Wisconsin.

George Weidenfeller, our regular correspondent, has been on the sick list for some time. We all hope he will be able to return soon.

Shops and Equipment

South Shops—Carl Sjostedt, mill department, passed away on September 3, after a prolonged illness. We offer our heartfelt sympathy to his family in their bereavement.

Charles D. Mack, shop superintendent, spent a most glorious vacation visiting friends and the fair out in California, enjoying the many beautiful sights in the Rockies and out west.

Ed Torluemke, mill department, vacationed by touring around Lake Michigan and up through Canada.

To the family and relatives of Charles Shuman, mill department, who passed away on September 15, after a long illness, we extend our sincere sympathy.

Seventy-seventh—In the card playing tournament conducted during lunch period, the ex-champions, Charley Walsek and Patrick Murphy, lost their crowns, during a lively session, to Art Weyrich and Frank Havel.

We extend sincere sympathy to the bereaved family of Anton J. Pundwicz, who passed away on September 25, 1939.

Sixty-ninth—To the families and relatives of Charles Olsen, car repairman, who passed away on September 5, and Peter Workman, car cleaner, who passed away on October 2, after long illnesses, we extend our deep sympathy in their sorrow.

Elsie S. Frank.

West Shops—Two returned September vacationists are Joseph Hecht, paint shop foreman, who is reported to have caught everything from minnow to whale size in the fish line while up in Michigan, and Earl Larson, truck shop clerk, who spent his days playing golf, fishing, hiking, and taking life easy for two enjoyable weeks.

The West Shops Bowling League, consisting of eight teams, has been bowling every Tuesday at 5 o'clock at the Midwest Athletic Club since September 12. A 28 week schedule has been planned. Officers are Florean Kent, president; E. L. Coates, vice president; F. J. Getz, treasurer, and John Hasto, secretary.

A report is received about that fellow, Mel Tepper (believed by some to be quite a high

stepper); although on vacation, at the office was seen—wearing a suit that was green, green, green!

Did you get lonesome for West Shops surroundings, Melvin, or was the visit to show off the good-looking clothing?

Lillian Hultquist.

Transportation

The sympathy of the department is extended to the family of George L. Rogers who passed away in his home on September 12 after a two years' illness.

Mr. Rogers started his career in the street railway business in September, 1885, and continued in service until illness forced his retirement on August 4, 1937.

Funeral services were held in the chapel at 4553 Milwaukee avenue. Interment was in Acacia Park mausoleum. He is survived by two sons, Roy G. and Rolland F., both employes of the Surface Lines, and one daughter, Mrs. Gladys Snyder. George was grandfather of nine grandchildren.

Supervisor L. C. Bartelheim of the Central Division spent his vacation back home in Indiana, spending a few days on a farm at North Judson. He then got the fishing fever and spent a few days at Bass Lake. He has a fish story, but has not yet released it to the public.

Supervisor Leonard Pennie, also of the Central Division, had an ideal vacation at Sister Lakes, Michigan. Leonard says it can't be beat for its fishing and beauty.

Andy.

Around the Car Stations

Archer

Conductor Joseph Weyer, traveling on his vacation, sent in a postal from Mammoth Ore Docks, Escanaba, Michigan, "In the Land of Hiawatha," reporting he had gone some 700 miles and is now on his homeward trip.

Conductor W. F. Hoyt is quite happy over the arrival of a son at his home. Congratulations and may the next be a girl.

Motorman Joe W. Klima has stepped out in the lime-light of matrimony and while he has kept it a secret the good news has leaked out and we congratulate him on his adventure.

Motorman Cornelius Callahan, one of Archer's veterans, died September 19 after a few short days of illness. Mr. Callahan was a man of many friends, well liked and respected. All this was demonstrated by the attendance at his funeral. The funeral service was from St. Agnes church, September 22, to Mt. Olivet cemetery.

Starter W. F. Wright wrote from Tampa, Florida, where he and his wife are vacationing. He reports the new Buick is a honey though it only goes 95 per hour.

Our sympathy is extended to Conductor R. L. Gravell on the death of his mother at her home at Bay City, Michigan, recently.

Motorman A. La Bun, who has been on the sick list for some time, is now at the

Lutheran Deaconess hospital undergoing an operation.

The Rau's are at it again. Conductor John Rau, his wife and father, Motorman John Rau, are spending their vacation days in Topeka, Kansas. They report a very pleasant trip.

Motorman H. W. Wright, who has been on the sick list since July 8, died at his home October 3. Burial was in his home town, West Frankfort, Indiana. Our sympathy is extended to his family.

Receiver Dan C. Eierdan, wife and son, spent their vacation-days at Colorado Springs, Colorado, and report a very enjoyable trip among the Rockies.

Among those who have been on the sick list for several months are Motorman J. J. Hughes, J. W. Blair and A. Pfeiffer and Conductors D. L. Kelly and T. J. Martin. All are convalescing at home and are on the road to recovery.

Motorman James R. Haydon, who has been taking the baths at Hot Springs, Arkansas, sends in numerous cards from the springs reporting a well spent trip.

Dusty.

Cottage Grove

Congratulations to Conductor James Lane and Mrs. Lane who recently celebrated their golden wedding anniversary. Mr. and Mrs. Lane entertained some 200 guests at the Oak Lawn Community Center.

Members of the Lawn Mower and Ash Haulers Club can now include Conductor Glen Montgomery as one of them. Glen recently became the owner of an attractive bungalow at 80th and Kimbark. Mrs. Montgomery has no near rivals when pumpkin pies are in season.

Congratulations to Conductor E. S. Rees. Mrs. Rees presented him with a beautiful baby boy and both are doing nicely.

Ask Hopkins who the best conductor in the barn is and he'll name none other than that grand old 39th street flash, Johnnie Miskell. What's the tale behind this?

Ostet.

Lincoln

It's no longer a secret that Motorman Frank Didier was married in August. Congratulations are sincere even though they're a bit late.

Ex-motorman Fred Heicher, who left the Surface Lines in 1923 after having been in service for many years, died on September 15 at the age of 84. Sympathy is extended to the family.

J. C. (Pecky) Dreece, a former employe who played second base on the old ball team, fell to his death while working as a roofer on September 16. Sympathy is extended to the family.

Henry Spethman.

North Avenue

Supervisor Vickterson reports having spent a pleasant vacation in the Red River country of Oklahoma.

Motorman John Kelly is laid up with a broken leg at this writing. Conductor Henry Noe also suffers from a painful injury to his foot. He is at St. Anne's hospital. Conductor Bruno Schultz is recovering from a recent operation at Speedway hospital. Our sympathy and best wishes for a speedy recovery is extended to all these men.

Bus Operator Elmer Deegan is getting congratulations on his recent marriage.

Conductor Walter Measom is the proud father of a new daughter, Shirley Ann, who weighed in at 7½ pounds.

Motorman Ray Essig reports the birth of an 8½ pound boy.

Judith Doris Vodvarka is the latest addition to the family of Motorman Anthony Vodvarka.

Conductor Frank Turpin is boasting of his new daughter, Mary Ann.

Motorman Matt Weber welcomes Matt, Jr., who was born September 27.

H. W. Coan.

Seventy-seventh

Eight thousand miles as the crow flies! That is the distance Conductor J. N. Bukantis covered on his vacation. It took 35 days and he had waited 20 years for the opportunity. He saw the Grand Canyon, Salt Lake, Hollywood, Los Angeles, San Francisco and the Fair and Oakland in the west and New York and the Fair in the east. In fact, Joe saw everything, and if the crow never flies again for him, it will be all right.

It may be just another incident to some people, but it was plain war to Motorman W. F. Piper's wife when they cut short her visit to Ireland. It was no vacation trying to get passage home, and no fun dodging submarines enroute, but she landed safely last week. She has also arrived at the same opinion as did General Sherman about war.

A man is privileged to make his own announcements. Motorman H. D. Shoemaker's ran thusly: "New 1940 model just arrived. Free squealing, bawl bearing, scream-lined and water-cooled." Congratulations on a fine new baby boy, exclusive features notwithstanding.

1940 models also came to Motorman H. W. Timmons, whose was a boy, and to Motorman Rudy Nelson, a girl. We presume they, too, have all the attractive features of new models.

The marriage of his daughter Helen last month was the occasion for great festivity for Conductor Clyde Bassette, as we can imagine. Clyde is distinctly conservative as far as indulgence in the festive spirit is concerned, but a fellow just doesn't give his daughter away in marriage very often, so Clyde was festive. Well, anyhow, we wish the happy couple a blissful wedded life.

The railroad joke about the cow on the track had nothing on what delayed Motorman J. J. McGrath the other day. When the supervisor inquired about the delay, he said, "There was something on the track."

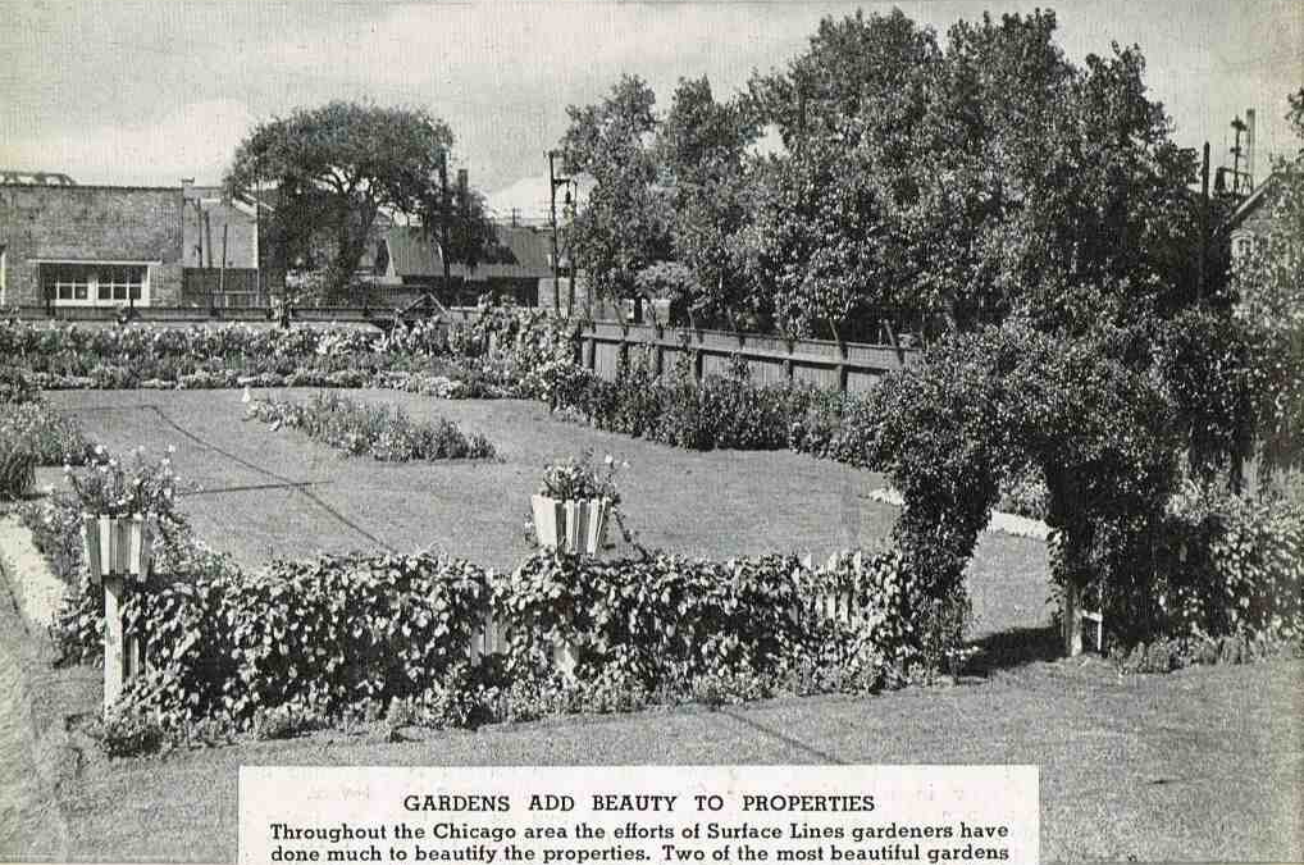
"Well, couldn't you take it off?"

"Nope," answered the redoubtable McGrath nonchalantly. "It was a Legionnaire."

Condolence is extended to the family of Motorman Dan McCarthy, who died last month after a noteworthy record of 35 years on the cars.

Our sincere sympathy is extended to the family of Supervisor Ralph M. Jenkins, who died suddenly October 1. Mr. Jenkins was 73 and had a service record dating back to 1887. At one time he served both as assistant superintendent and division superintendent at Burnside depot. Services were held in Oshkosh, Wisconsin, his birthplace, on October 4.

Walter F. Story.



GARDENS ADD BEAUTY TO PROPERTIES

Throughout the Chicago area the efforts of Surface Lines gardeners have done much to beautify the properties. Two of the most beautiful gardens are pictured here. Burnside, a first prize winner, is seen at the bottom. Noble, which took one first honor and one second, is pictured at the top. Both are representative of the beauty created by Surface Lines men.

