

SURFACE SERVICE

MAGAZINE

AUGUST, 1941

Big Job

When subway work made necessary the reconstruction of our special track layout—one of the largest in the country—at Halsted, Milwaukee and Grand, Western Division Track forces rolled up their sleeves and began work.

Today, after more than a year, they have their huge task licked.

These photos and the story, opposite, tell how well they handled a tough job.





The two workmen in the foreground use a compressed air device which tightens nuts in a hurry.

More than 3,100 track bolts and nuts were required for the 263 pairs of joint plates in the huge special layout.



Using their compressed air tie-tampers, the workmen at the right force crushed-stone ballast under the ties.

The large air compressor (left) furnishes power for tie-tampers, concrete-breakers and other air-operated tools.





Here a husky crew of workmen jacks some newly-laid track up so that ballast may be placed underneath to prevent settlement.

The workman in the hole is constructing a tile duct line for our feeder cables.

The cables, like the underground facilities of other public utilities and like our special track layout itself, had to be reconstructed because of subway work.

SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 18 AUGUST, 1941 No. 5

Track Forces Put Final Touches on Huge Job

AT THE busy triple intersection of Halsted, Milwaukee and Grand shown on the front cover, Western Division Track Department forces this month put the finishing touches on an elephant-sized job.

Forced to rebuild the special track layout —one of the largest and most complicated in the country—because of subway tube and mezzanine station construction under Milwaukee Avenue, they have completed their task, begun August 1, 1940, without seriously interrupting our car operations.

How huge a job they had is suggested, at least, by the fact that 3,872 of our cars and 135,435 of our riders, with a combined weight of more than 111,000 tons, pass over the intricate track layout during a typical 24-hour weekday.

Keeping Layout Open Difficult

From the start, the task of keeping the three sets of double track at the intersection open for our cars was a tremendous one. Last fall it was particularly difficult.

So that a street opening could be made at that time for the construction of the subway mezzanine station, Milwaukee Avenue tracks were laid temporarily up onto the sidewalks



DURING SUBWAY MEZZANINE STATION CONSTRUCTION

Taken last November, this photo, looking southeast on Milwaukee Avenue, shows how our double tracks on that street were temporarily laid on the sidewalks and curved around the space needed for an excavation in which the subway mezzanine station (middle foreground) was constructed.

This arrangement allowed us to maintain double-track operations on the street, and gave the mezzanine station builders room in which to work.

at each side of the street and curved around the space needed for the excavation.

Supports Built for Some Tracks

When trenches were dug under the track layout so that sewer, water mains and underground facilities of various utilities could be relocated, double-track car operations were maintained on Halsted Street and Grand Avenue by supporting our tracks across the various openings.

Total weight of the steel in the track layout, including fastenings, is about 250,000 pounds. There is one-third mile of single track in the structure, and about 1,010 square yards of granite block paving. The intersection is slated to be opened to all traffic this month.

Estimated total cost of the track job, including paving and the necessary electrical work, is approximately $112,000. Part of the steel in the layout was manufactured by the Buda Company, Pettibone Mulliken Corporation and in our own shops.

Hey, Put Back that Hay! See Inspector Campbell

"NO HAY will be taken from the cars to use on platform by drivers or conductors," wrote Superintendent C. B. Holmes of the Chicago City Railway Company in an order to employes in January, 1878, "except through permission of Inspector Campbell."

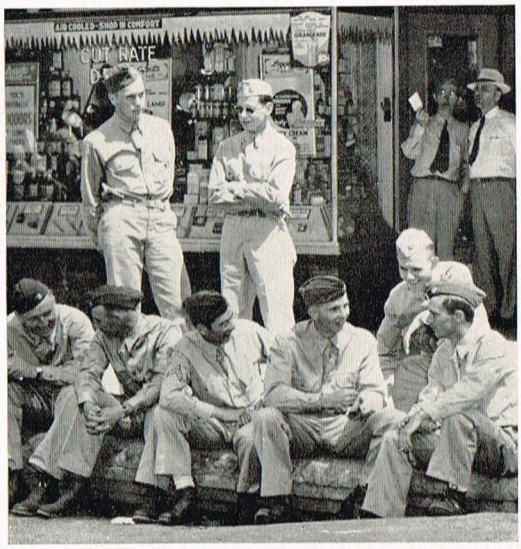
This Month's Covers

THE FRONT COVER, looking southeast on Milwaukee Avenue, shows the reconstruction work at the intricate Halsted, Milwaukee and Grand intersection as it appeared during the middle of last month.

Another advertisement in the ceiling card series on transportation in other lands is on the back cover.

We Didn't Say No to the U. S. O.

WHEN THE United Service Organizations sent out an appeal for funds with which to make the leisure hours of men in the armed forces more enjoyable, Surface Lines employes last month contributed $4,268.14—one of the largest employe donations in the city.



NO OTHER PLACE TO SIT

Spending their leave in a small community, where movies and restaurants already were crowded to capacity, these service men found the curb was the only place they could sit.

To help remedy such situations, Surface Lines employes contributed $4,268.14 to the U. S. O., which plans to maintain more than 360 clubhouses for the boys in military training.

Of that sum, Transportation Department employes contributed more than $2,000, Shops and Equipment folks about $950, and Engineering Department workers more than $700.

Chicago's U. S. O. quota of $679,000 was reached early this month. More than 250,000 individuals—Surface Lines employes among them—helped make the drive for funds a success.

Burnside Still Leads Keep 'Em Rolling

BURNSIDE LED other car stations in the Keep 'Em Rolling Contest during July for the sixth successive month.

Its average of 10,564 miles per pull-in due to equipment failures was an increase of 16% over its June record.

Second and third place went to Devon and 69th, respectively, whose average mileages per pull-in were 7,265 and 6,798.

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Burnside	9	10,564	16.0
2	Devon	1	7,265	14.6
3	Sixty-Ninth	1	6,798	40.9
4	Lawndale	2	6,757	9.1*
5	Cottage Grove	4	6,164	31.4
6	Division	7	5,980	.8
7	Armitage	...	5,339	3.1*
8	Noble	2	5,232	33.5
9	Seventy-Seventh	...	4,995	2.6*
10	Archer	...	4,757	13.5*
11	Kedzie	...	4,703	15.0
12	North	...	4,577	11.6*
13	Elston	5	4,538	8.6*
14	Limits	5	4,475	13.1*
15	Blue Island	4	4,326	3.5
16	Lincoln	...	3,477	16.8*

*Indicates decrease.

Carhouse records for the past six months:

Carhouse	July	June	May	April	Mar.	Feb.
Burnside	1	1	1	1	1	1
Devon	2	3	3	4	7	4
Sixty-Ninth	3	11	5	6	3	3
Lawndale	4	2	2	2	2	2
Cottage Grove	5	12	6	5	6	12
Division	6	4	7	7	4	6
Armitage	7	5	12	3	5	5
Noble	8	16	16	12	16	13
Seventy-Seventh	9	9	10	9	9	10
Archer	10	6	15	10	8	8
Kedzie	11	15	14	15	10	9
North	12	7	8	11	12	7
Elston	13	10	11	8	13	16
Limits	14	8	4	16	14	15
Blue Island	15	13	9	13	11	14
Lincoln	16	14	13	14	15	11

190 Active Cases Listed on Employes Relief Role

THERE WERE 190 active cases on the employes relief role at the end of last month—eight having been removed by death or other causes.

The relief committee received 16 applications for assistance during the month; and after investigation, approved 11 of them.

A total of $1,595,822 has peen paid out of the relief fund since the organization of the committee. Disbursements last month amounted to $9,987.

14 Surface Lines Men Die During July

FOURTEEN Surface Lines men died last month. Their names, together with the year in which each was employed, follow:

■ Shops and Equipment—69th: John Keane, 1904.

■ Track—Charles Liegan, 1926.

■ Transportation—Archer: William Kearney, 1912.

Blue Island: Charles R. Gurschke, 1921. Michael Wisniewski, 1894.

Burnside: Stephen Brogan, 1923.

Cottage Grove: James Lovett, 1902.

Division: John Pritchard, 1895.

Elston: Michael P. Clark, 1904. Fred W. Pahnke, 1918.

North: Egbert C. Pudney, 1920.

Seventy-Seventh: Michael Bourke, 1929. George M. DeBrey, 1918.

Sixty-Ninth: Fred J. Bening, 1896.

New York's Last Horse Car Outlived Chicago's

THOUGH THE last horse cars in Chicago, operating along Dearborn Street between Randolph and Polk Streets, were taken from service in October, 1906, the last horse car in New York City rolled along until July, 1917.

One reason for the late disappearance of the last New York horse car was the ordinance there which prohibits overhead trolley wires. Since that last car was operated on a short and unprofitable run—too unprofitable to permit construction of the costly underground trolley system common on all other lines in the city—the directors of the New York Railways Company, which operated the car, voted to abandon the line.

The year before it was taken from service, the car carried only 3,576 revenue passengers, with total receipts of $178.80. In 1917, receipts tumbled still further. Shortly before it was taken from service, the car's total "take" for one entire day was 10 cents.

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DON R. COWELL . . . . *Associate Editor*

The U. S. O. Drive

THE RECENTLY-ENDED drive for funds in Chicago by the United Service Organizations provides one more example that, when the cause is worthy, no Chicago firm can boast a more generous employe body than the Surface Lines.

Because soldiers and sailors in their off-duty hours have frequently found the recreational facilities in communities near their encampments overcrowded, the U. S. O. plans to maintain more than 360 spacious clubhouses where those in military training may be entertained and may entertain themselves.

All employes who were able to contribute to the recent campaign should be pleased to know that their sons, friends or former fellow workers will benefit by their generosity.



"Holy mackerel, Casey! The stationmaster said SUMMER uniform inspection!"

Appearance Quiz

WHATEVER YOU want, your personal appearance is half the battle. If it's working for you, it's fairly easy to score a home run. If it's not, there already are two strikes against you.

Because trainmen deal with the public more frequently than other employes, their appearance is extremely important—to themselves, and to the Surface Lines.

Here, for that reason, are a few helpful questions which recently appeared in the *American Weekly*. Read 'em and score yourself:

Your hat. Do you let it slant at a 40-degree angle because you think it looks sporty? Do you clap it on the back of your head like the high-pressure newspapermen in the movies?

Your coat. Do you hang it on a peg so frequently that you look like the Hunchback of Notre Dame? Do you let it get so wrinkled that it resembles an unmade bed on Sunday morning? Do you let the pockets sag as if you carried bricks in them?

Your face. Do you wear a perpetual frown as if you were always picking a loser? Do you make faces at the slightest trifling wrong?

Your shoes. Do you let 'em get tired looking and down at the heels? Do you let them cry for a shine? Are your laces broken and knotted?

Your shirts. Are they and your collars so big that you look like a hillbilly in town for the day? When you button your collar is it so tight that your face spills over like Niagara Falls?

Your pants. Do you press them every other month—whether they need it or not? Do you wear a flashy belt buckle that shows up like a medal for bravery pinned in the wrong place?

42 Riders Praise Service of Trainmen

PLAIN, EVERYDAY efficiency and courtesy on the part of some trainmen brought 42 letters of praise last month, four less than in July last year. Complaints during the month numbered 17 more than they did a year ago.

"If you had more men like him, your cars would be more pleasant to ride in," wrote Mrs. Fred A. Froehlick, 4339 North Tripp Avenue, after commending the helpfulness and courtesy shown an elderly woman by Operator Ray Kuempel, of Elston.

Praises Conductor's Stop-Calling

Praising the way in which Conductor Jerry Gleason, of 77th, called all stops, Mrs. J. Dunkel, 6142 North Clark Street, wrote: "His calling is very useful to out-of-towners, and to those who live in Chicago, as well."

Lauding his gentlemanly restraint while he tried to calm an irate woman rider who freely used insulting language, Mrs. J. Williams, 3447 South Halsted Street, wrote praising Conductor Tom Murphy, of Kedzie.

"It's a pleasure to ride with employes like him. My hat is off to a real gentleman. Long may he live," wrote Miss Bonnie Marniz, 2633 West Huron Street, after telling how considerately Conductor Jim Sprague, of North Avenue, treats all of his passengers.

Commends Alert Motorman

The "quick action and cool-headedness" of Motorman Mike Fahy, of Cottage Grove, in averting an accident when an auto suddenly cut in front of his path won praise from L. Thieme, 5012 Carpenter Street, who wrote: "I know that all the passengers join me in commending his handling of the situation."

Their thoughtfulness in helping cripples board and alight from their cars brought Conductors Charley Gibbons, of 69th, and Jim Beranek, of Kedzie, praise from Miss Joyce O'Neal, 1305 Ritchie Court, and Leo Richard, of the Woods Building, respectively.

"If all conductors were like him, it would be more of a pleasure to ride in street cars. Though I have noticed courteous conductors, never have I seen one as courteous as he," wrote a woman who signed herself "A Steady Car Rider." She went on to explain how Conductor Bill McMahon, of Lawndale, helped women on and off his car, called all streets and pleasantly answered passengers' questions.



"If this fools the Surface Lines, I'll make a million!"

Lauds Motorman's Courtesy

"I hope to ride with employes like that man again," wrote Mrs. Phillip J. Brophy, 4832 West Harrison Street. She told how Motorman Bill Fleishman, of Kedzie, waited for her when she called out to him so that she wouldn't have to stand in the rain until another car came along.

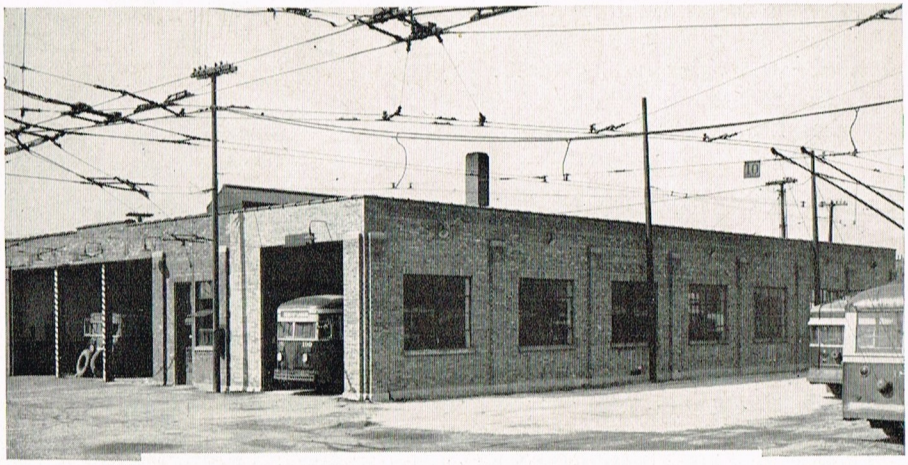
Operator Les Deman, of Limits, was lauded by Leo A. Odell, 3956 West Madison Street, for his "alertness and presence of mind" in quickly stopping his bus when a truck swerved into its path.

Surface Lines Builds New "Bus Hospital"

The Surface Lines took another big step recently toward providing our riders with transportation as safe as thought and care can make it by building and equipping an up-to-the-minute "bus hospital" (safety lane) at North Avenue Bus Station.

When something goes wrong with the brakes, wheel alignment or headlights of a bus or trolley bus, the hospital's "doctors" begin work on it.

Just what goes on in our new safety lane is shown and told on these pages.



Here's the exterior of the 122-foot "hospital," with a trolley bus patient (middle foreground) just emerging.

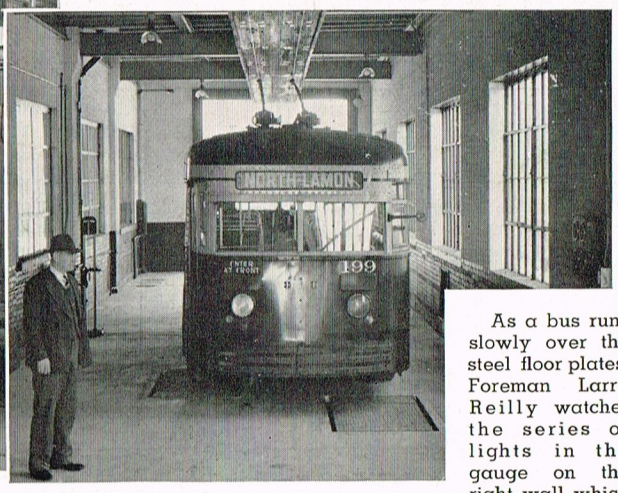
Fireproof, well-lighted and well-ventilated, the new structure, which was constructed by our Buildings and Drafting Department, is a good home for the precise testing equipment.



Here's the interior.

The concrete pit in the foreground is 40 feet long, and is equipped with vapor-proof lights —a precaution against explosions.





Mechanic Don Sterling uses the headlight tester, which measures both intensity and beam direction.

When a bus enters the safety lane during periodic inspections or because its operator has reported it as ailing, this is the first check-up, the "stick-out-your-tongue-and-say-ah" point.

As a bus runs slowly over the steel floor plates, Foreman Larry Reilly watches the series of lights in the gauge on the right wall which tell him if the wheels have excessive toe-in or toe-out.



Clerk Bill Kelly (left) takes down the results of the front-wheel brake tests which Mechanics Johnny Cahill (center) and Jack Jobaris read from the gauges.

While the bus's wheels are engaged and rotated by two motor-driven rollers which create the effect of actual motion, the braking power on each wheel is measured individually.



Down in the pit, Jack Jobaris (left) and Johnny Cahill adjust the bus's brakes.

The pit also is used when further adjustment or inspection is necessary.

DEPARTMENTS AND DIVISIONS

Accident Investigation and Legal

WHEN BILL PETERSON, one of our second-floor clerks, recently returned from a trip to Turkey Run State Park, where he spent the first week of his vacation, he was presented with a notice from Army Headquarters that he was to report for service August 5. Although he received his 1-A rating more than two months ago, he reports that it was a shock coming as it did in the middle of his vacation.

Some of the gals in the department decided to help him over the shock and staged a surprise luncheon for him at a Triangle Restaurant.

An interesting bit of news was received from William Connolly, Jr., at Camp Roberts, California. It seems Bill's parents arranged to have a number of birthday cards each enclosing a little gift arrive on the day before his birthday which fell on Sunday. Bill's sergeant discovered the plot, collected all his mail and let Bill go to bed Saturday night thinking that everyone had forgotten his birthday. Sunday morning, however, was a different story. The sergeant threw a real birthday party for Bill and another boy whose birthday fell on the same day. He presented them with their mail and even had birthday cakes.

Since the last magazine, Jeanette Kanies and William Chaveriat have joined our organization. They already are proving to be popular additions to the personnel. We hope you both like working with us.

Dorothy Schroeder was guest of honor at luncheon at Old Heidelberg on her birthday July 11. The group attending presented her a beautiful corsage. In addition she received several gifts from individuals.

Our sympathies are extended to Statementman Howard Symmes, whose father, Attorney Thomas J. Symmes, died July 1. Mr. Symmes had been a trial lawyer for the Surface Lines and its predecessor companies for many years. His death was a loss to his many friends.

From reports coming in from our many fishermen(?), whose vacations are now fast coming to an end, we hope that representatives of other departments are experiencing better luck. Even new lures, rods and reels, together with much other expensive and fancy equipment, have failed to produce good results.—Investigator.

Accounting

CONGRATULATIONS and much happiness is our sincere wish for Walter Oquist, Timekeeping Division, and Betty Putning, of Racine, Wisconsin, who were married June 21 in that city.

Our deepest sympathy is extended to Herbert Rohde, who recently lost his mother, and to Betty Suhr, whose niece passed away.

To William B. Folta, formerly of the Purchasing Department, who recently was retransferred to the Accounting Department, we wish all kinds of good luck.

Since the last magazine, Marge Organ, Phyllis Cusic, Evelyn Schlau and Mable Magnuson celebrated birthdays. Congratulations, girls!

Returning home after a pleasant vacation motor trip to Nanticoke, Pennsylvania, and through and around the Allegheny Mountains, Charlotte Noyle reports the only motoring difficulty she and her husband had was one flat tire.

The Eucharistic Congress, held in Minneapolis, was attended by Mary Stomner during her vacation. She says she had an enjoyable time during her visit there.

Going places and seeing things is Marie McCabe's recipe for an ideal vacation. Her trip this year was an eight-day escorted tour through Ohio, Tennessee, and North Carolina.

Your scribe regretfully reports that he witnessed the loss of several baseball games during his vacation by his favorite team, the Cubs.—Thomas F. Coan.

Electrical

FRED HINCE, of the line construction crew, was inducted into military training July 2. Before he left, his fellow workers presented him a pen and pencil, and instructed him to use them writing to his Surface Lines buddies.

Maintenance Electrician Herb Lindell is in the market for a portable meat grinder. It seems he recently had all his teeth pulled, and is living on fruit soup and hamburgers!

Bill Wende had a big birthday celebration July 16, and everyone at Grand and Leavitt got a cigar. Thanks, Bill, and congratulations!

Bill Dorgan, of the Illinois Street Sub-Station, is recuperating from an operation at the South Town Hospital; and Bill Hart, of the Lill Avenue Sub-Station, is home ill. Best wishes, boys, for speedy recoveries!

Mrs. Fred Henningsen, wife of a maintenance electrician, is reported as doing well after several major operations at the Ravenswood Hospital.

Harry Burke is back at work at the Milwaukee Avenue Sub-Station after his recent illness.

Our deep sympathy goes out to Fred Shurke, one of our maintenance electricians, whose sister died recently.

The recent death of Mrs. James McDermott, wife of a former electrician who died some years ago, was a great shock to Jim's former fellow workers. We offer the family our condolences.

Your correspondent is still waiting for some good vacation photos, with action in them. He can also use more news.—Billy.

Shops and Equipment

WEST SHOPS: Word reached us last month that Richard Maerz, our former timekeeper, now at Camp Forrest, Tennessee, recently received his commission as first lieutenant in the 132nd Infantry. This represents perseverence and hard work. Congratulations, Dick!

The welcome sign is hung out for Robert Jensen

and Harold Rowbottom, mail boys, who came to us through the vacancies left by J. Jankauskis, now working as a painter's helper, and W. J. Kearney, who resigned to take another job. We hope you enjoy your work here with us, boys!

Among the month's vacationists we have George Emery who visited Devils Lake, Wisconsin, and Jim McCoy who travelled to Burlington, Iowa, to visit relatives. From reports, both boys greatly enjoyed themselves.

Eleanor Rall spent part of her vacation seeing the sights of New York City—Radio City, Billy Rose's Diamond Horseshoe, Coney Island, a trip up the Hudson River, plus many side trips into the surrounding territory.

Walter C. Krull, chief clerk, and his family tried several spots in Wisconsin and found that Bayfield offered the best fishing. He and his son Richard went trolling for trout in Lake Superior off the Apostle Islands, and succeeded in catching some good-sized ones.

J. Johnson, foreman of the Armature Room, visited Detroit, and the Ford Plant. E. Olson, foreman of the Truck Shop, spent his time at Ephraim, Wisconsin, and at Fish Creek, catching bass. In between times, he enjoyed picking fruit, a strenuous but pleasant task.

Andy Tyson, George Zamzow, John Murray and Louis Conrad decided that Chicago and vicinity is a mighty fine place. They spent their two weeks wandering not too far from home.

B. Phillips, general carhouse foreman, has been smiling even more than usual these past days. The reason? A brand new granddaughter, weighing six and three-quarter pounds, was born on July 13 in Miami, Florida. Congratulations to the happy parents and grandparents.

Joe (Coal Yard) Verderber, one of our noted travellers visited London, Ontario, Ninooski, and Rouser Point, the most famous, according to Joe, being "Ninooski". His fellow employees are wondering how he enjoyed the "Hub" in Boston.

Ed Sturm, one of our first boys to enlist, visited us during the past week, having been granted a 10-day leave-of-absence from the 106th Cavalry. Ed now is a first-class private, and looks fine after eight months of serving Uncle Sam at Camp Livingstone, Louisiana. We're always glad to see or hear from the boys who have temporarily left us.

Our heartfelt sympathy goes out to the family of John J. Keane, who died July 26. He will long be remembered as a sincere and faithful employee, having been with the System for 35 years. He was day foreman at the 69th Street Carhouse at the time of his death.—Mildred Habeger.

SOUTH SHOPS: W. C. Smith, assistant shop superintendent, whiled away pleasant vacation hours at his summer home in Michigan. Howard Alton spent his vacation time in and around "Chi." Ted Wahlberg, Car Repair Department, chose his favorite leisure spot—Minnesota—again this year. J. F. Gasser, Car Repair Department, visited friends and relatives in Ohio. J. N. Canavan, Car Repair, also chose to remain around Chicago. Minnie Stoffle, office staff, divided her vacation time between Wisconsin and Michigan, and returned with a grand tan.

Burnside: Rudy Nebelsiek has returned from his vacation, spent in Wisconsin visiting friends and relatives. He reports the fishing only fair because of high water. He brought back photos to prove his fish stories, and among his catches he had a five and one-quarter pound large-mouth bass and a nine-pound wall-eyed pike.

Pete Streelman and his family are vacationing in the wilds of Ontario, Canada. According to his recent card, Pete claims every other cast brings in a scrappy bass or northern pike. Well, Pete, just show us the fish.

77th Street: Our sincere sympathy is extended to Frank Fisher, whose mother died on July 4.

69th Street: With deep sorrow we report that Foreman John Keane died July 26. Jack, as we all knew him, was a faithful and efficient Surface Lines employe for the last 35 years. All who came in contact with him during those years came to know him and to become his friend. To his bereaved family, we extend our sympathy.—Elsie S. Frank.

Schedule and Traffic

VACATIONS ARE in full force, with Chicago being the favored spot. Bob Sedlack, Byron O'Neill, E. A. Reilly, Al Pisors, Joe DeGrazia and Bill Devereux all found Chicago the best place to stay.

Pete (G. T.) Donahue vacationed down in the Ozarks. He has been accused of leaving his shoes at the last outpost of civilization and entering the hill country in his bare feet. Of course, this rumor was started by some of the fellows who stayed in Chicago.

Frank Irvine loafed at Lake Geneva, and says it was his best vacation in years. Art Langohr was swimming and sunning in Crory Lake, while Max Kipping re-roofed his home in Lombard.

Lloyd Braff lured some fine trout onto his hook in Moose and Ensign Lakes in northwestern Minnesota.

Two of our army men took short vacations recently. Lieutenant Evan Olmstead, who is with the Signal Corps of the Third Air Force, at Tampa, Florida, paid us a visit, and Private Dave Jacobs, 108th Military Police, Camp Forrest, Tennessee, also was in town for a few days. The army life seems to have agreed with both of them.

Welcome to Ruth Strand, our new typist. We hope that you like working with us.

Your scribe wishes to nominate Glenn Crump as the champion dealer of the Lunch Hour Pinochle Club. This honor is due for the double run which is now framed and in the proud possession of your scribe.—L. C. Dutton.

Transportation

A CARD received from Superintendent W. A. Hall indicates that he and Mrs. Hall enjoyed their stay in northern Wisconsin.

R. J. McKinney addressed a card to the "Cradle of Courtesy" from somewhere in the Blue Ridge Mountains of Virginia.

Word received from Instructor Tutlewski said that he was having a nice visit in Windsor, Canada.

Instructor Gleeson is enjoying himself in Louisiana,

Missouri, on the Mississippi.

Marietta, Ohio, was chosen by Perl A. Greene as his vacation spot.

Supervisor Eddie Hansen, of the Central Division, visited Lake Dewart, Webster Lake, and Lake Wawasee. Eddie has turned out to be quite a fisherman, thus the many lakes.

John Krause, of the Central Division, visited the famous three islands—Goose Island, Stony Island, and Blue Island.

Our apologies to Walter Winchell.—Andy.

AROUND THE CAR STATIONS

Archer

WE RECEIVED a postal recently from Supervisor Frank (Hillbilly) Russell who was vacationing at Rolla, Missouri. He reported a wonderful time and asked the chief clerk to hang on tight to his check, saying he would be much in need of it on his return.

Motormen Joachim Zollick, George Blaha and William Kearney died recently. All three men were well liked, and will be sorely missed. We extend our sympathy to their families.

Motorman M. Larson, No. 2, is the proud father of a son, Mathew, born June 29. He and Motorman M. Larson, No. 1, the grandfather, are very elated over the arrival. See Grandpa Larson for the smokes.

Our sincere sympathy is extended to Felix Gorniak and Thomas Coughlin, No. 1, who recently lost their wife and mother, respectively.—Dusty.

Burnside

THE BURNSIDE GARDENS are now in full bloom, offering nature in all her splendor and beauty. Stationmaster R. T. Duffy and Barn Foreman R. Nebelsiek extend an invitation to visit "the most beautiful spot" on Surface Lines properties.

Much credit is due Operator Charley Cullen and Flagman Bill Duncker who so graciously took time out while on duty to assist a blind man who became bewildered in the heavy traffic. Their kindness surely deserves creditable mention.

In case you are down in the dumps and feeling out of sorts, chat with Extra Motorman Bill Shipley. He is the kind of a fellow who always wears a smile and has a cheerful word. He is known by some as "the man who smiles out loud."

Conductor Joe Ryan, manager of our softball team, says we can't win all of our games, but we have a lot of fun trying. Congratulations, Joe, on the good sportsmanship shown by you and all of the boys on the team.—William D. Frank.

Cottage Grove

THE IMPROBABLE has happened. What? Why, the ever-advising-against, too-clever-to, and supposedly sane Percy Atkinson took upon himself a WIFE! After passing out advice these many years on how not to get oneself involved, the right girl came along and overboard went all the advice and Percy too.

The momentous occasion took place July 26, with Owen McMahon as best man. The little lady's name, before Percy took it upon his broad shoulders to alter it, was Helen O'Donnell. The blushing couple is touring the West, and will take in Estes Park and the Columbia River region.

Now, in all seriousness, the entire personnel extends best wishes for a long and successful life together. By the way, Percy, if you need any advice, just ask any of the fellows who disregarded yours!

Did you know that Motorman W. C. Graves is taking whipped cream facials? He claims they're great, and has a special soda clerk at Walgreen's handle the applications.

If you happen to see a 1941 Buick Roadmaster streaking along the highways about 100 or 110 miles per hour, it's a good bet that the driver is none other than Conductor J. E. Peterson. Pete says the jallopy rides like a baby buggy at those speeds, but for ours we'll take the buggy.

Keeper of a squirrel cage is none other than Motorman Bill McCartney. Bill has a large cage in his back yard and his tame squirrels cavort about in it with great abandon.

Motorman and Mrs. A. M. Sands have contacted ole Doc Stork for a visit in January; and Conductor and Mrs. A. C. Howard anticipate a visit from the long-legged bird in the near future.

It comes to our attention that conductors working with Motorman Ernie Knight have to blow a whistle so that he will stop and allow passengers to alight. What's the dope on this, Ernie? Give out.

That prize 600-pound crew sailing serenely down Stony Island Avenue is none other than Conductor Joe Kuhnlein and Motorman Paul Martinson. Just a pair of little fellows!—Ostet.

Devon

WE'D LIKE to suggest a portable radio to Extra Motorman Frank Rottman for those long, hard hours on the bench. It may help to wile away the time.

Cowboy (that's Charley Mason, No. 2) recently bought himself one of those sleek, silver Studebakers, and has named her Silver after the Lone Ranger's horse. He plans to give Silver her head in a trip to Texas, beginning August 21. Give all the folks down there our regards, Charley!

When the stork recently flew over the D. Maloney house, Maloney was giving the place a coat of paint. He figures he will have to tackle that task only once more, then the boy which the stork left will be able to take over the job for him.

We ask the forgiveness of all the recently-hired men for not having welcomed you before. We're tickled to have you with us, and hope you like working here.

We can tell you now that the trainmen and super-

visors you are meeting during your instruction period are the finest in the business.—Ed May.

Division

EUGENE PETERSEN, our genial clerk, returned from his vacation with considerable mileage added on his Chrysler. Driving more than 3,000 miles, he visited Washington, D. C., then returned through Kentucky, taking in the Skyline Ride in Virginia. At Washington, he visited the Capitol, the F. B. I. offices, and saw Lindbergh's plane, "The Spirit of St. Louis".

Motorman Charley Giersch drove to Eagle River, Wisconsin, and back with the top of his car down. And now, boy oh boy, does he smart!

Motorman H. K. Lindemann drove to Florida for a couple of weeks' sojourn, then spent some time in New Orleans and Havana. That sounds like real living!

Conductor Charley Dietz gave the latest addition to his family a trial spin out to Diamond Lake recently. It's a Ford!

Every week-end (and extra days when he can get them) finds Motorman C. J. Irwin fishing at Lake Wandawega, Wisconsin. He claims it abounds with blue gills and bass, but we have no photographic proof.

Cards were received recently from Conductor Tom Hughes and Motorman George Isaacs who vacationed at Grass Lake and Devils Lake, respectively.

Can anyone tell us what conductor went "crabbing" with Motorman Joe Osterberger at Forest Glen Lake; and, when he couldn't get 'em with liver, fell in, uniform and all?

Our depot now is one of the sights of the Northwest Side, with its fiery coat of red paint and trimming in white.

It's a boy, Sherwin Alan, at the home of Conductor George Lipsitz. He arrived July 13, toting a weight of eight pounds and one ounce.

Motorman George Wickman has been praying daily to the rain gods for some moisture. It seems his creeping bent lawn is nearly dried up.

Motorman Andres Jensen celebrated his 25th wedding anniversary at the Plaza Hotel July 1. About 60 friends and relatives helped to make the occasion a great success. Refreshments and entertainment topped off the evening.

To celebrate his 67th birthday recently, Motorman Fred Clayton invited about 20 friends in to play pinochle. Starting as a motorman in May, 1903, with the Chicago Union Traction Company, he's been working steadily ever since.

Fred gave us a picture for the magazine, but it was too old and faded to reproduce clearly. Too bad, 'cause it was a honey, with handlebar mustache and all!

What's all this we hear about Conductor Leo Woznicki being a Cinderella Man?

The whole force was sorry to hear of the recent passing of another old-timer, Conductor Johnny Pritchard.

Our sympathy goes out to Conductor B. Mylen, whose mother recently died.

In closing let's say—Whatever we do with a worry, let's not pass it on.—R. T. W.

Elston

IT'S TOO BAD that Elston and Noble softball teams don't have a Little Brown Jug or something similar to fight over each year. It might stir up some real college spirit.

Our vacationing trainmen have written from such states as New York, Colorado and Texas. So many are taking long trips that none can be singled out for comment. It's wonderful what those extra four days do for a vacation.

Willie Gough has the most unusual combination of pets that can be imagined. One is a ferocious English bulldog, the other a tame crow. They are the best of friends. The crow, by the way, has a bad habit of stealing windshield wipers from parked autos.

Vernon ("Scooter") Nelson plans a bike trip to Rock Island with his young son. His bike, of English construction, has three speeds forward, a neutral, and the regulation coaster brake. He claims he can make better time on it than he can on a Madison Street car—and that's really rolling!—Ed Evenson.

Lawndale

LOADED DOWN with big fish and tall stories, Pat Farrell and Jake Kelner returned recently from their North Woods vacation. They reported sleeping under seven blankets.

We understand Hank Ottitsch visited a candy store recently and slyly picked out his vacation spot from a fishing chart in a sports magazine.

Who can tell us where Mike Burke spent his vacation?

Mike Hanley wishes to express his thanks to Bill Johncock for the beautiful oil painting which you may have seen on the bulletin board. The only thing missing was the frame! Won't some kind soul donate one?

Our sympathy goes out to Supervisor George Janda, whose wife died recently.—Cee Kay.

Limits

SUPERVISOR JOE HAMM is stepping around like a kid these days after his very restful vacation. He drove that Plymouth of his about 1,000 miles, visiting friends and relatives in Des Moines and Kansas City. He reports he had beautiful weather, and that he brought his car back in one piece.

Motorman Arnold Krueger recently became the papa of a seven-pound baby girl. Both mother and daughter are doing fine. Congratulations, Arnold!

When Motorman Ernie Miller went fishing at Lake Como recently, the fish were biting so fast that he barely had time to take them off the hook. He showed us a photo of one fish he caught. Though it had been shot three times, its wounds had healed over.

Men, we're afraid that if you don't give us some news from time to time, the Limits column will

die a sad death. We'll do our best, but we certainly can use some help!—E. A. Davis.

Seventy-Seventh

PRIVATE ELMER KLEIN,
U. S. Army, Fort Bliss, Texas.

Dear Elmer:

With the special indulgence of the editors we succeeded in getting that distinctive profile of yours in print last month. Did you see it—or how could you miss it, we mean? They couldn't print your letter, for they were too crowded for space. Maybe it wouldn't have been a bad idea to write the whole thing in code instead of just the "adios".

Well, it was good hearing from you, doughboy! Things are going along mighty fine with us here on the Surface Lines. You'd like the new arrangement on the busses; only you couldn't pick one with a ten-foot pole, as you can imagine. The ten-day vacation is nice, too; but you'd have to go to Florida to enjoy yours because it's pretty cold in Chicago in January. Besides, where you are, it's like a vacation every day. What all of us wouldn't give for that swell Texas tan you've got!

We see by the magazine that you and Sergeant Wilson, of the 69th Depot, have promoted a dance for your outfit. That's right in the groove for you. Hope the boys liked that Surface Lines technique for doing big things in a big way.

Somehow we always connect your name up with the old A. E. F. They were always looking for Elmer. Remember? Maybe they still are; we haven't heard recently. We hope you soldiers don't start looking for someone when you come back. Always being mistaken for Elmer when the boys get together is hard on the constitution.

Say, we'll bet you have some fun in that new stream-lined Signal Corps you are in. They have certainly dressed up the old dot and dash, haven't they? Besides the telegraph and the old wig-wag, they have now added the long and short wave. We remember that you always had a good eye for "waves."

Being in the service has its good points. We've got one fellow here who is so envious of you doughboys he wants to leave his 13 children and join up. He says he likes the peace and quiet of the army. We were going to say that maybe he has never heard a bugle at 4 a.m., but then there are 13 chances that he believes a bugle would sound like sweet music at any hour.

Well, soldier boy, we're all cheering for you here on the sidelines, as well as for all the other Surface Lines boys who are giving their all for Uncle Sam. Those of us who can't make the grade for the U. S. A. certainly are joining up strong for the U. S. O. Let's hear from you again soon—in code or otherwise!

P. S. Your old softball teammates are knocking at the door of a title this year. By the time you get this, we'll know whether or not there was anybody home. Tell Sarg Wilson that his 69th Street gang really is making the going tough.

Your Pals.

Sympathy is extended to the following men because of recent deaths in their families: Motorman A. Klarick, his son; Motorman J. W. O'Donohue, his brother; Conductor R. C. Wells, his sister; Motorman C. T. Neilsen, his wife; Motorman R. O'Connor, his sister-in-law; Motorman C. D. Pushee, his wife; and to the family of Conductor G. M. DeBrey, who died last month.—Walter F. Story.

Sixty-Ninth

WE HAVE two new conductors to introduce this month—Francis E. Ward and Lewes C. Blair. Glad to see you, boys; make yourselves right at home!

Conductor Anthony Egan, who habitually plays an active part in the affairs of the American Legion, has been elected finance officer of the Fourth District. This district is composed of 22 posts so it sounds like Tony has taken over a man-sized job.

Conductor Matt Schneider has returned from a circle tour around Lake Michigan, with a "side trip" up to Montreal. Matt reports the Canadian gasoline restrictions gave him no difficulty. It seems that his car will run as far on a few drops of gas as most cars will on a gallon. Fuel, for that reason, is never a problem—says Matt!

Receiver Tracy Calkins has set out for a vacation trip to Bar Harbor, Maine, and should return just in time to see this in print. Don't forget to tell us all about it, Tracy.

Supervisor Claude Gillespie spent his vacation visiting his daughter in Pittsburgh. He also took a trip to Washington, D. C., where we have no doubt he found a delightfully cool (?) climate.

Conductor Fred Bening and Mrs. Bening were fatally injured in an Indiana highway accident, on the start of a vacation trip to the East. Carhouse Foreman John Keane passed away on July 26 after a lingering illness. Our deepest sympathy is extended to the families of these men.

Probably we should let Brother Story of 77th Depot announce that the stork visited the home of Bernard Becker, of that depot, on July 27, and that Barney is now passing out the smokes and proclaiming, "It's a boy!" But since Bernard was a clerk here until just a few weeks ago, and since both of the baby's grandfathers are employed here, we think it rates a mention in our column. Congratulations, Barney!

When a trainman is about to miss on his run, it isn't at all unusual to see him dashing madly to the depot in a taxi in a supreme effort to make it on time. But Motorman Pat Carey is different. He seems to have something of a stand-in with the police. Not long ago the paddy wagon pulled up at the depot just a couple of minutes before the calling of Pat's run. The usual crowd gathered to see who was going to be taken for a ride. Then the door opened and out stepped Mr. Carey with all the nonchalance and dignity of a Wall Street banker alighting from his private limousine.

"Sure now," says Pat, "for 20 years I've been paying taxes for the upkeep of those things. Why shouldn't I have a ride in one once in a while?"—H. E. Harris.

Spotlight Stealers



25 YARDS OF LETTER

If Conductor Ed Stobart, of Elston, likes long letters, he should be tickled to death about now!

These five Elston trainmen are reading the 25-yard letter which they and their co-workers recently sent him at Camp Wolters, Texas.

Nearly all men at the depot jotted down a few lines to Ed before the letter was mailed.

Starting at the top and following along the letter, the men are: Motorman Charley Miller, Conductor Tom Fergus, Motorman Johnny Valk, Conductor Frank Pochalski and Conductor Bill Elzer.

Originator of the letter idea was Conductor Bill Case. Correspondent Ed Evenson took the photo.

CHICAGO GUN CARRIAGE

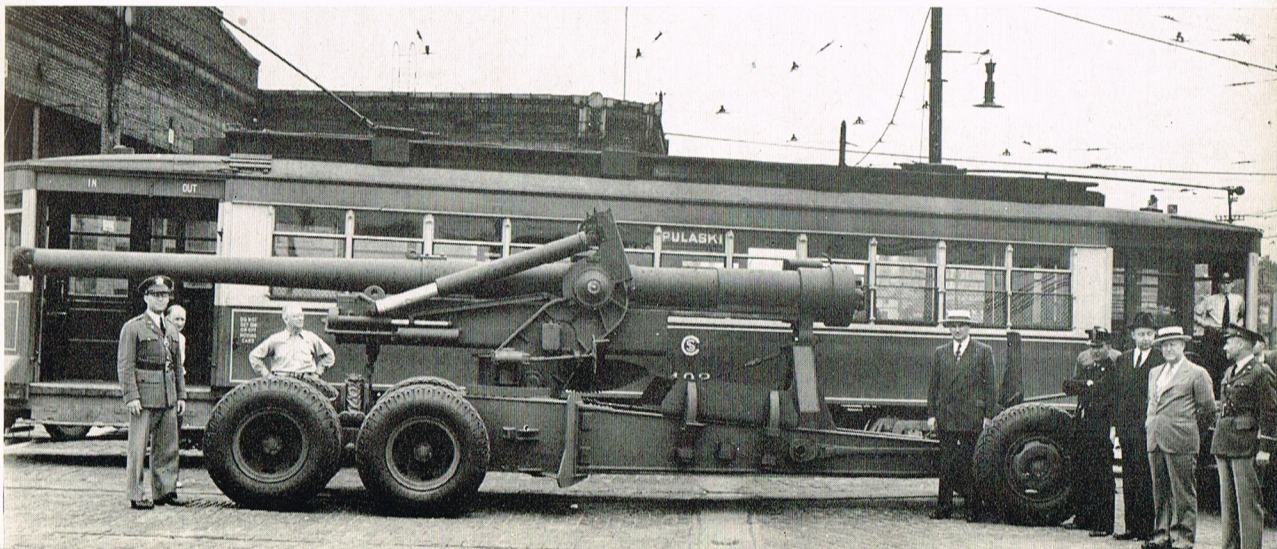
Longer than one of our street cars is the Chicago-manufactured gun carriage with its tow truck which was given a 30-mile trial run July 3 before being officially accepted by the U. S. Army.

During the test run it was wheeled into our North Avenue yard to be photographed alongside one of our cars.

The first of its kind ever manufactured in Chicago, the eight-wheeled carriage supported a 155-mm. field gun sent down for the tryout from the Rock Island arsenal.

Among those in the photo are Lieutenant Samuel Pace (left); Captain Lionel Brunton (in uniform at right); E. J. Fallon (in straw hat and dark suit), president of Pettibone Mulliken Corporation, manufacturers of the gun carriage; and Stationmaster Elmer Brookman (in straw hat and light suit).

Chicago Tribune Photo



CUBAN VOLANTE



THE VOLANTE is used in the miry tobacco- and sugar-growing regions of Cuba.

Enormous wheels, holding the body high in the air, make the vehicle ideal for travel over soft ground.

Either two or three horses or mules, with the driver mounted on one, pull the volante.

A ceiling card advertisement on this theme—another in the series on transportation in other lands—was hung in Surface Lines vehicles August 8.