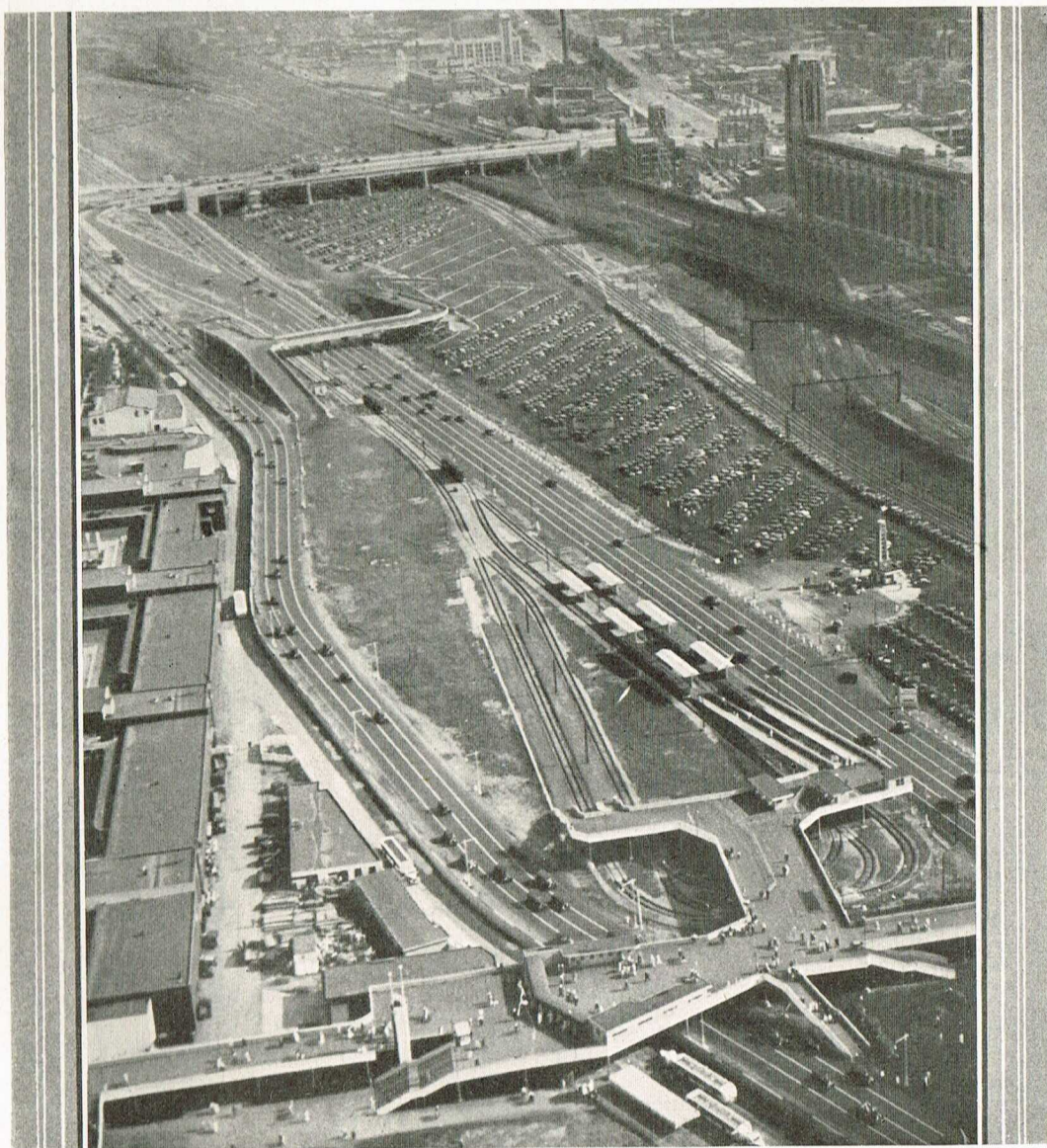


SURFACE SERVICE MAGAZINE

Volume 10

AUGUST, 1933

Number 5



**A BIRD'S EYE VIEW OF THE 18TH-23RD SURFACE LINES
LOOP WHICH PROVIDES THE MOST POPULAR
SERVICE TO THE FAIR**

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 10

AUGUST, 1933

No. 5

Roosevelt Road "Sky Line"

New Service to the North Gates of the Fair Put in Operation Amid Public Applause—Ald. Bowler Happy



Alderman Bowler Dons a Uniform Cap to Operate the First Roosevelt Road Car Into the New North Terminal. Mayor Kelly and Invited Guests Participate.

To the accompaniment of clicking news cameras and lively comment from interested spectators, the first Surface Lines car was driven across the new viaduct at Roosevelt Road to the loop terminal opposite the Court of Honor serving the north gates of the fair at 10 o'clock Tuesday morning, August 1.

"At last, after fourteen years," sighed Alderman James B. Bowler, chairman of the City Council Local Transportation Committee, as he stood on the front platform. Beside him stood Mayor Kelly, Frank M. Dooley, chairman of a committee of 140 civic organizations which promoted sentiment in favor of the extension, W. A. Dudley and Elmer Rich of the Greater Central District Association, and other city and civic officials. In the car were some sixty prominent men connected with the Century of Progress Exposition, the South Park Board,

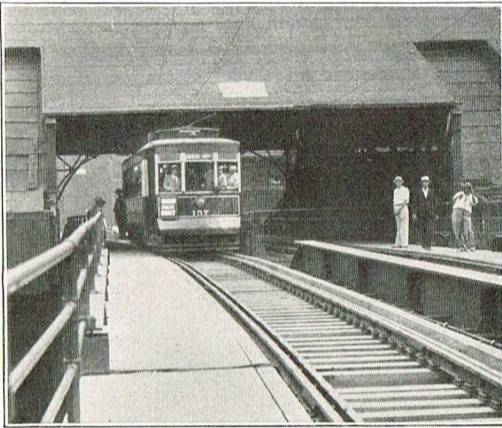
various civic organizations and the Surface Lines.

The inauguration of this service makes effective the provisions of the 1919 Lake Front ordinance which stipulated that street cars were to have access to Grant Park over the Illinois Central Railroad. Alderman Bowler and many of the civic organizations represented at the celebration of the opening of the extension have consistently fought for it throughout the years and this first car carried a happy party.

On Thursday following, a luncheon was given at the Auditorium Hotel by Mr. Dudley, managing director of the Greater Central District Association, in honor of the culmination of the organization's efforts to secure the extension.

Construction Pushed

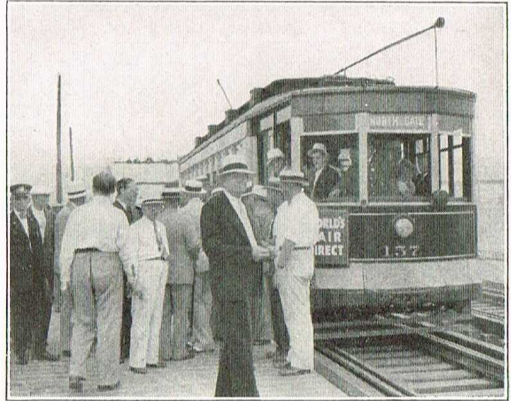
Following the passage of the ordinances by the city and the South Park Board and their



Right Through the Illinois Central Train Shed to the North Gate

acceptance by the Surface Lines companies, the city began construction of the viaduct on June 22. Work was pushed rapidly and H. C.

city, the track was ready for operation. Tests were made on July 31 and the line was declared safe for operation beginning on August 1.



Delivering the First Load at the North Gate Terminal.

This extension cost the Surface Lines approximately \$250,000—about the same as the cost of the Cermak Road extension, making a total expenditure of some half million dollars for service to the World's Fair. The line ends in a loop terminal opposite the Court of Honor. There are adequate loading platforms and passengers can cross the drive to the fair gates on either of two overhead bridges, one at the



Advance Work East of the Illinois Central Tracks.

Kelly, Surface Lines superintendent of track and roadway, under the direction of Chief Engineer Fleming extended the Roosevelt Road line across Michigan Avenue and built the loop on the east side of the Illinois Central. As rapidly as work on the viaduct was completed, rails and electric wiring were installed, so that by the time the last rivets were driven by the

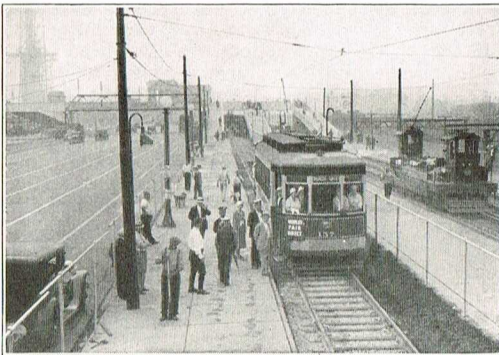


Bridge Over the Drive Opposite Field Museum

north end and the other at the south end of the loading platforms. In order to secure sufficient right-of-way to provide for the loop it was necessary to drive piles alongside the Illinois Central embankment, and part of the track is supported on these piles.

This terminal, which will serve directly the north end of the world's fair, can be reached either by Roosevelt Road cars from the west or Clark street cars from Diversey avenue.

With the completion of the new extension, the Surface Lines now provides service direct to all of the important gates. In addition to the service to the north gates, the 18th and 23rd street entrances are served by Cermak Road, Wentworth, Broadway, State and Madison street cars. The 31st and 35th street gates are served by the lines on those streets and on Cottage Grove avenue. Pedestrian bridges cross the Illinois Central at both points.



Where the Passengers Land at the New North Gate Terminal

Salesmanship in Transportation

Trainmen Have a Great Chance to Build Business That Will Benefit Them



Unloading at the 23rd Street Entrance

By C. H. EVENSON
Superintendent of Transportation

The Chicago Surface Lines is meeting today the most active competition it ever has had in the field of local transportation. The low taxicab fares and other unusual conditions arising from efforts to secure a share of the World's Fair business which normally should go to street cars, makes it necessary for this organization to advertise in every way possible the advantages of street car service and to see that nothing is left undone to make it attractive to the public.

The Century of Progress Exposition is of vital importance to Surface Lines trainmen. The companies have spent half a million dollars in building extensions to the Fair gates and an expensive quality of service is being provided. They felt that this was their civic duty as the principal transportation agency of the city. It is not at all likely that the increased business will net enough to meet the large expenditures.

But the trainmen are benefiting materially and will continue to benefit from the added riding. The regular and extra men alike are making more money than they have made in months—and in many cases, in years.

Depends on Riding

Naturally the number of man hours depends upon the volume of riding. Consequently, it is directly to the interest of every trainman to see that he does his full part in the effort to increase the volume of riding.

Courtesy and strict attention to duty are important factors in increasing business. People

are quick to respond to efficient and courteous service. Strangers, particularly, appreciate prompt and intelligent answers to questions, the calling of streets and the announcement of transfer points. The report they take back home with them will influence their relatives and friends who follow them to the Fair in the kind of transportation they use.

Two new rules on the calling of streets have been put into effect recently. Under one of them, all motormen, as well as conductors, are required to call streets. This is working very well and the public response to it has been good. It assists those in the front of the car and on the front platform who cannot hear the conductor.

The other new rule requires trainmen to announce transfer points where cars direct to the Fair can be boarded. Detailed instructions were sent to all divisions on this, informing them at what intersections direct service could be obtained and this information was passed on to the trainmen. The instructions should be observed religiously.

The Surface Lines has the most direct and convenient service to the Fair of any local transportation agency, but in spite of all of the advertising and publicity this service has had, there are still thousands who do not know what lines go to the Fair. Announcement of the direct service we are giving not only is an assistance to those wanting to transfer, but also is a good advertisement, for it keeps the service constantly in the minds of car riders.

We have a real selling job to do in order to meet the kind of competition we are encountering, and we should do it thoroughly.

Praise and Thanks from Patrons

Letters to the Management to Express Appreciation of Personal Service Rendered

Wichita Visitors Compliment Service Generally and Conductor D. S. Stewart of 69th Specifically

Chicago Surface Lines, Gentlemen: My wife and I just returned from a two weeks visit at A Century of Progress Exposition in Chicago. For convenience we used the street cars for transportation nearly all the time we were there.

I wish to state that we were never in any city before, where we, as visitors, were treated with such courtesy and kindness as we were in Chicago. Every car we were on, all our numerous questions were answered promptly.

We noticed one conductor in particular, as we happened to ride with him quite frequently, that seemed to go to any extreme to be nice to us, as he knew we were out of town visitors. We never learned this man's name, but noticed his badge number was 2254, and he was on the 63rd Street car line.

At any rate, if all the conductors are like him, and no doubt they are, people visiting Chicago shouldn't have any trouble getting around the city if they ride street cars.

Yours very truly,

L. P. EVERETT,

509 E. 13th Street, Wichita, Kansas.

This Will Please Conductor Frank J. Simpson of Devon

Chicago Surface Lines, Gentlemen: This letter is written in the hope and belief that you are interested in the comment and criticism of one of your customers regarding your product which is local transportation. This writer is one of those who has often found your service more satisfactory than that of a private automobile, and that should make this letter especially interesting since it concerns one whose business you have often taken away from a competitor.

While going downtown today, however, I observed an act of great courtesy by a conductor which I wish to call to your attention.

The small black disk on the front proclaimed the car as run No. 95, was bound for Clark and Howard Sts. and must have left its southern terminal about 9:00 a. m., today, July 27. At 59th and Wentworth an elderly gentleman carrying a cane seemed to be attempting to board the car with difficulty. The conductor, whose number was 11624 helped the man to get on. Evidently the poor old fellow was on the wrong car, perhaps he wanted a World's Fair car. Anyhow, conductor 11624 uncomplainingly and pleasantly helped the man to get off, even going most of the way to the curb with him. I was highly pleased at such a demonstration of courtesy and hope that the conductor receives full credit for it.

Very truly yours,

Robert E. Stewart, Jr.,
7235 Princeton Avenue.

A Philadelphia Lawyer Testifies

Chicago Surface Lines, Gentlemen: While I was in Chicago from July 2nd to 17th, I could not help but notice while riding in your cars, the courtesy extended to guests. I heard

a large number of people continually asking where this place was; where that was, and where the cars went, even while people were endeavoring to get into the cars.

Your men certainly handled the situations as they arose, nicely. There was one man especially that was willing and anxious to advise me where to go and what to do, while I was there. I got his number and it is No. 3334. (Ernest C. Tocci of Seventy-Seventh).

People are always quick in making a complaint about people but rarely write if a good deed is done, so I feel, in justice to your men and management, they should know I appreciated their courtesy while I was in Chicago.

Very truly yours,

John M. Abbott,
809 Stephen Girard Bldg.,
21 S. Twelfth St.,
Philadelphia, Pa.

Frank Brzozowski of Archer Makes a Friend for Himself and the Management

Chicago Surface Lines, Gentlemen: One notices many instances of courtesy and happily but few of meanness to passengers on the part of trainmen of the Chicago Surface Lines. It is a great pleasure to me to bring to your attention an incident of exceptional alertness, efficiency and courtesy on the part of a motorman in charge of a 51st-55th Street one-man car.

A woman was hurrying to catch this particular car at the crossing. The motorman slowed up somewhat to give her time to get the car. As he did so he noticed that she had dropped her key. He informed her of this and waited to allow her to go back and pick it up. He did this with much humane patience and efficiency. It is to men of this caliber that the Chicago Surface Lines, or any corporation, owes the prestige and public favor which is theirs.

Very truly yours,

Wm. Anderson,
5537 Drexel Ave.

There Must Be Others

Chicago Surface Lines, Gentlemen: Am writing this letter especially to call your attention to the fact that your conductor badge No. 2905 (Operator Carl B. Torgersen, of Elston) is the first and only one I ever saw make the least effort to keep the entrance clear, and feel that he should be highly commended.

Very truly yours,

C. M. Parker,
4449 N. Springfield Ave.

Miss Mary G. Lewis, 4665 Lake Park Avenue, warmly thanks Supervisor John A. Berg of Lincoln for his kindness and courtesy in assisting her when burdened with several large bundles she experienced difficulty in handling them when one of the straps broke when she was transferring.

Starter S. J. Bitel of Archer won a letter of commendation from Mr. H. B. Trecker, Y. M. C. A., 1400 E. 53rd Street, for the manner in which he handled a hundred boys who used our cars when going to a ball game.

Mrs. E. Scheffer, 4046 N. Laporte Avenue, thanks Conductor O. B. Strodman, Badge No. 5066, of Armitage and Motorman S. Krawzak, Badge No. 11799 for their efforts in helping her daughter when she was hit by a bicycle when alighting from their car.

Mr. E. McIlldowney, 4138 Washington Boulevard, telephoned to state that he wishes to commend Conductor L. E. Merrill, Badge No. 11654 of Archer for being so very courteous to all of his passengers, telling him how to reach his destination even though the car was crowded and kept him busy.

Miss E. Helbach, 5520 Broadway commends the following trainmen for acts of courtesy she witnessed: Motorman C. Moize, Badge No. 9125 of Devon; Claude Cobb, Badge No. 11279 of Limits; E. Gaskin, Badge No. 11435 of Limits and Conductor A. Lewand, Badge No. 12014 of Devon.

Mr. O. Ashley, 2915 N. Oak Park Avenue compliments Bus Operator J. I. Fitzmaurice, Badge No. 9649 for his kindness in assisting a blind man from his bus and escorting him across the street and putting him on another bus so that he would not get lost.

Motorman M. J. Sheehy, Badge No. 8837 of Kedzie is commended by Mr. F. Ryan, 3330 W. Monroe Street for his skill in handling his car and averting an accident when a reckless truck driver pulled in front of the car, cutting him off close.

Miss Viola Seelos, 1929 Barry Avenue thanks and commends Conductor E. O'Rourke, Badge No. 8382 of Kedzie for turning in her umbrella which she had inadvertently left while a passenger on his car.

Miss Eva McCauley, 2861 N. Clark Street offers a word of commendation in behalf of Conductor M. A. Crozier, Badge No. 8356 of 77th for calling street names and for his attention and courtesy to his passengers.

Miss J. Sauter, 176 W. Adams Street compliments Conductor E. A. Riggs, Badge No. 8354 of Cottage Grove for the tact he displayed in handling a passenger who refused to pay his fare.

Conductor V. Bunish, Badge No. 8268 of Devon is thanked and commended by a lady passenger who boarded his car and found that she had no money with her and he paid her fare. She called at the general office to report his courtesy but failed to give her name.

Unusual courtesy on the part of Motorman Fred Manson, Badge No. 8185 of Lawndale won for him a commendatory letter from Mr. L. J. Pomeroy, 140 South Dearborn Street.

Mrs. M. Vilbrock, 3215 N. Kilbourn Avenue reports that Conductor R. W. Berckes, Badge No. 7536 of Devon assisted her to board his car as the step was rather steep and later when she was alighting he also helped her and she wishes to thank him.

Mr. O. Swenson, 1727 N. Karlov Avenue praises the thoughtfulness and courtesy of Conductor W. Marshall, Badge No. 7500 of North Avenue in helping old people boarding his car, waiting for people who were running to board it, lifting children on and off and doing it all with a smile.

Mr. R. R. Longenecker, 160 N. La Salle Street thanks Conductor Ralph Adams, Badge No. 5528 of 77th for stopping his car in the middle of the block in order that he could recover a package which had been knocked from

Mr. Longenecker's hand as he was standing on the rear platform.

Mr. J. H. Tanler, 4414 N. California Avenue commends Motorman O. Gaebel, Badge No. 4883 of Lincoln for his honesty in turning in a package which he had left while a passenger on this conductor's car.

Miss J. McConville, 7071 Greenview Avenue highly praises Conductor William T. McDevitt, Badge No. 4202 of Devon for the treatment accorded a blind man who was a passenger on his car, finding a seat for him and helping him to alight when he reached his destination.

Mr. W. C. Brenner, 7409 Princeton Avenue compliments Conductor A. W. Bergeson, Badge No. 11908 of 77th for his admirable trait of calling all street names in a clear distinct voice, also warning alighting passengers to beware of passing motorists.

Mr. Emil Babsir, 3039 E. 91st Street states that Conductor J. R. Kelly, Badge No. 3880 of Cottage Grove deserves honorable mention for the courteous manner in which he treated an excited elderly woman passenger who was afraid she would lose her way traveling on the car.

Mr. C. Kerby, 75 E. Wacker Drive thanks Conductor J. Bermingham, Badge No. 3448 of Cottage Grove for his kindness in paying his fare when he boarded this conductor's car and found that he had nothing but a five dollar bill which the conductor could not change.

Mr. B. H. Hirsch, 1356 Carmen Avenue telephoned to state that he was riding on the car in charge of Conductor C. P. Heisterberg, Badge No. 2626 of Burnside and there was a small boy who had his leg in a cast and wanted to get off the car, the conductor alighted, stopped traffic, picked the boy up and carried him to the sidewalk and for this he wishes to compliment him.

Mr. Robert U. Neal, 152 N. Humphrey Avenue, Oak Park, Illinois, compliments Conductor P. H. Heyer, Badge No. 2210 of Limits for the cheerful service rendered to himself and other passengers.

Miss J. Serles, 640 Wrightwood Avenue commends Motorman C. H. Elmore, Badge No. 2129 of 77th for his courtesy in answering questions put to him by a large number of out of town people who boarded his car.

Mrs. J. Morson expresses her appreciation of the kindness of Conductor A. W. Pearce, Badge No. 2066 of 77th in assisting her and her husband when they were traveling in an unknown territory in reaching their destination directly and without waste of time.

Dr. G. T. Banzet, 185 N. Wabash Avenue desires to commend Motorman Adam J. Becker, Badge No. 1457 of Cottage Grove for his constant courtesy and kindness.

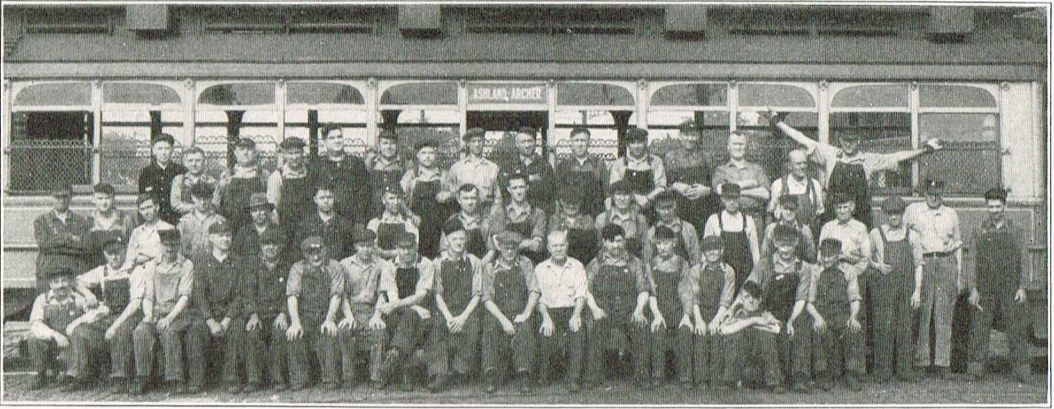
Courtesy on the part of Conductor W. Horan, Badge No. 1242 of Cottage Grove towards his passengers won for him a commendatory letter from Mrs. L. R. Smith, who witnessed his acts of kindness.

Mr. J. A. Chapman, 105 West Adams Street commends Conductor W. Ahearn, Badge No. 1040 of Kedzie for explaining transfer matters to a passenger on his car who was evidently an out of town visitor.

Violence in the voice is often only the death rattle of reason in the throat.

Keeping 'Em Rolling

South Division Winners for July—69th Leaps from 10th Place to First Position



69th Pull-in Crew

J. Keane, M. Burke, A. Ormond, W. Gerth A. Jones, J. Grassick, N. Howe, C. Forta, D. Krivicich, D. Condon, G. Sheputis, A. Druktenis, P. Mudaras, W. Malloy, S. Von Huben, M. Shumanis, P. Gričius, J. Donaldson, M. Hogan, P. Fiffles, G. Evanauskis, P. Jordan, Lileikis, M. McKenna, J. Cernauskas, F. Schroeder, A. Daukas, J. Laudenski, C. Boster, J. Fitzgerald, A. Zemaitis, P. Mockela, J. Uzandenis, K. Zlebouskis, M. Markus, J. Bernasky, M. Basso, A. Stankus, J. Kasmauskis, P. Encheris, J. Tumas, A. Drutenis, D. Forta, P. Balzicek, J. Burtkiewicz, J. Demas, F. Burmeika, B. Tolvais, G. Ditchie, A. Zimont, A. Daly, J. Pocius, T. Dineen, G. Tiegs, J. Foley, J. Kasmauskis, W. Bardo, G. Booras, F. Yerman, J. Klimas, G. Belokas, J. Cleary, G. Goergopolas, T. Melody, P. Fitzgerald, W. Coombs, D. Mustaccio, E. Green, T. M. O'Connor, T. Cusack, P. Murphy, J. Dempster, A. Goundas, J. McFall, M. Kirby, F. Levans, A. Arduini, J. Michuskis, T. Waller, T. Pappas, C. Panagas, P. Lapanis, W. Goheen, P. Workman, Stan Gedman, T. Crinnion, R. Ryan, L. Little, A. John, N. Lagges, C. Stagomis W. Bailie, J. Howe, J. Brazauski, F. Pickering, L. Morley, M. Lane, J. Crowley.

The July winner is 69th, one of the south division carhouses. Sixty-ninth was in 10th place in June and made quite a jump to get to first place. Sixty-ninth leads with 46,631 miles operated per pull-in due to equipment failures, making an increase over last month of 99.5%.

An improvement is shown in the number of pull-ins for July, eight of the sixteen carhouses showing increases in percentages. North shows an increase in percentage of 94.7% and Elston has a 79.9% increase for this month.

The individual records are shown below:

| Rank | Carhouse | Zero Days | Miles Per Pull-In | Pct. Inc. or Dec. |
|------|---------------|-----------|-------------------|-------------------|
| 1 | 69th | 14 | 46,631 | 99.5 |
| 2 | Lawndale | 20 | 36,286 | 25.5* |
| 3 | Burnside | 17 | 35,757 | 11.3* |
| 4 | Elston | 23 | 32,917 | 79.9 |
| 5 | Noble | 21 | 32,781 | 22.7 |
| 6 | Limits | 22 | 32,343 | 2.2* |
| 7 | Archer | 10 | 31,491 | 6.2* |
| 8 | Cottage-Grove | 11 | 28,278 | 1.8 |
| 9 | Lincoln | 16 | 27,621 | 22.2 |
| 10 | 77th | 6 | 26,641 | 2.1* |
| 11 | Devon | 8 | 26,566 | 13.1 |
| 12 | North | 6 | 25,618 | 94.7 |
| 13 | Blue Island | 20 | 22,766 | 12.6* |
| 14 | Kedzie | 5 | 20,108 | 57.2 |
| 15 | Armitage | 12 | 18,657 | 16.1* |
| 16 | Division | 12 | 13,625 | 12.7* |
| | | 223 | 27,144 | 21.3 |

*Decrease.

Standing of each carhouse for the past half year follows:

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

The family was down and out. They had no food and both the father and mother were out of work. The eight children were on the verge of starvation—they had not seen food for three days. And then they got a break! One night the stork visited the house. It brought sunshine into the faces of the kiddies. The mother and father grew fat with pride. Another kid? Gosh, no! Roast stork for dinner!

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 10 August, 1933 No. 5

John E. Wilkie - - - - - Editor

C. L. Altemus - - - Assistant Editor

ANOTHER FAIR ROUTE

The Surface Lines Engineering Department again demonstrated its ability to overcome difficulties when it completed the Roosevelt Road extension to the Court of Honor at the Fair. The story of the first car over the new line appears elsewhere, and it is more than likely that the happiest official passenger was Alderman James Bowler. For fourteen years he had been a constant supporter of the legislation that would provide access to Grant Park by street car. And it was with peculiar satisfaction that, wearing a motorman's uniform cap, he stood at the controller handle and rode in triumph to the new terminal.

The extension has one unique feature that creates universal comment—it cuts directly through the Illinois Central trainshed, a sort of an elevated tunnel under the roof of the steam road structure, then continues on a viaduct over and to the east of the Illinois Central suburban tracks where it curves south, with terminal loops opposite 14th Street. The viaduct which was built by the City of Chicago was pushed to completion by Commissioner Hewitt as soon as the steel could be obtained.

From the ample unloading platforms a ramp leads up to a bridge over the main automobile highway giving safe and convenient access to the North Gate of the Fair as well as to the main entrance to Soldiers' Field and to the Field Museum.

With the Roosevelt Road terminal to which the Roosevelt Road, 14th-16th Street lines are operated with a supplemental direct service via Clark Street, and the popular Fair route to the Twenty-third and Eighteenth Street gates the Surface Lines are now providing the most direct and convenient transporta-

tion to the Century of Progress Exposition.

There is constant supervision of the traffic on all of the lines to the terminal within the Park as well as on the 18th, 31st and 35th Street regular lines to their eastern terminals, and the Transportation Department is in a position to meet the varying demands when special programs are on in the Fair or at Soldiers' Field.

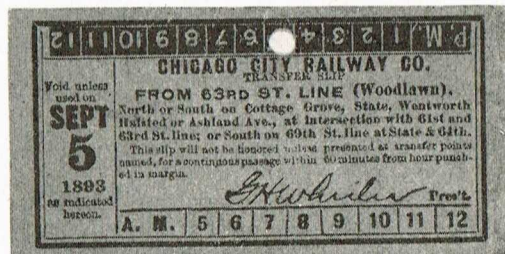
The completeness of the service is the subject of constant complimentary comment not only from the public generally but from transportation engineers from the principal cities in the United States and abroad.

OUR COVER

The cover of the August issue of SURFACE SERVICE is a reproduction of a remarkable photograph of the 18th-23rd Street terminal at the World's Fair. It will be noted that it includes the 23rd Street viaduct and shows the main lines leading to and from the double loop terminals, the loading and unloading platforms and the ramps over the automobile driveway. No essential feature is omitted.

This is a view the management was most anxious to secure and numerous professional photographers and moving camera experts were taken to the top of a skyride tower for the purpose of "shooting" this particular area, but results were never satisfactory. It remained for an amateur, Mr. Arthur W. Knutson, a draftsman in the Building Department, to demonstrate that it could be done. Armed with his 2x3 Ikomat camera with a Zeiss lens, he made his shot from the top of the west Skyride tower at 5 o'clock on the afternoon of July 9.

When the print was made and was shown to Mr. Fleming its unusual character was recognized and an enlargement was ordered from which the cover engraving was made. Mr Knutson is to be congratulated upon his skill and success.



Transfer issued by a 63rd Street conductor on September 5, 1893, to Christ Tanner, 752 Weller Avenue, Hamilton, Ohio, who was on his way to the Columbian Exposition.

Accident Causes and Prevention

A Veteran Motorman Gives His Views Based on Practical Experience—Letters Invited

By WILLIAM PASCHE
Supervisor of Accident Prevention

Following is a letter from a motorman who has had more than twenty years' in the service. His letter is so interesting that we think it worthy of publication so that his experiences may be passed along to others in the service.

"It is now quite some time since the men in the train service of the Chicago Surface Lines were asked to write to the Accident Prevention Department giving their ideas of how to prevent accidents, particularly when they had had the misfortune to go through one. But I have decided to write you a few lines which I hope will not do any harm. And if it is possible I would like to know your opinion.

"Although you give advice and reminders to the men in the service department about accident prevention at meetings and in the service magazine, still accidents happen with new causes and new experiences. I say new because I had my first experience in trying to stop a car on soapy rails in the twenty years I am in service, and believe me the next time I see a white pile lying in the street, that looks like a pile of spilt flour or sugar, I will think of the soap pile that caused me to run into the car ahead of me on July 19 last.

"The car ahead of me did not run over the spot with locked brakes as mine did because it made a stop beyond the soapy rails. At least I think so because I saw no sand on the rails.

My follower was warned of the rail by the sand that I dropped while the rail ahead of me looked clean. A pile of about 10 pounds of Ivory soap flakes was lying close to the outside rail of the northbound track and the strong south wind blew some of the soap over the southbound rails which caused the brakes on my car to lock the moment the air was applied. I dropped sand, released the brakes and reversed the controller, but the car gained speed while the brakes were locked so that the reversing could not stop the car to avoid hitting the car ahead.

"When an accident happens to a man he is the only one that has the experience. If all the men in the service department were told how the accidents happen they would gain knowledge to avoid similar accidents in the future. All the men in the service department know that when they run a car over a bolt or nut lying in the rail groove they should stop and pick it up so that the danger of derailling a car is removed. But how many do? I have often picked up a bolt or a nut from the rail groove which was run over several times. One day I was coming north on Wells Street, I saw a bolt lying in the northbound track between rails, not thinking it would do any harm lying there. After I crossed Kinzie street the rear truck of my car was derailed by that same bolt. It was luck that there was no southbound traffic at the time, as the truck turned toward the southbound track.

"Since then, I stop and pick up bolts and nuts not only from the track I am running

on, but also from between tracks. If the men are told of happenings, they will think more of the rules.

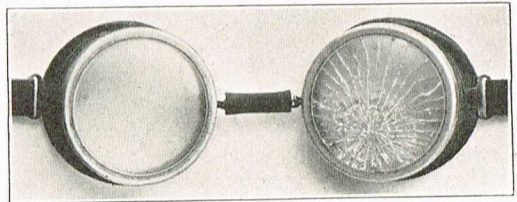
"At the time the repair crews were laying new rails on Indiana Avenue between 40th Street and 41st Street last fall one night on going south after I passed 40th Street I found an auto had run into the dug-out of the northbound track. After I stopped and before I could get to where the auto was, the auto was driven out of the hole onto the paving and sped away north on the west side of the street. After the auto was gone I noticed that the new rail which was lying between the tracks ready to be laid to replace the old one was knocked down over the dug-out so that the south end of it landed on the rail of the northbound track. I told my conductor to stay with the car and I went half a block south to stop the northbound car and tell the motorman about the rail being in his road. The next time I met him, he told me he was glad I told him about it or he could not have seen it because it was a dark night and those oil lights were blinding. He said they tried to remove the rail with the switch iron but were compelled to call a wreck wagon.

"After this happening the wagon crews rolled all the rest of the rails into the dug-out the same night and since then I did not see a rail laid onto the paving. This is just another case which proves that it is important to keep the men informed of happenings so that the men work together to prevent accidents that cause injury to the public and themselves and also damage to property."

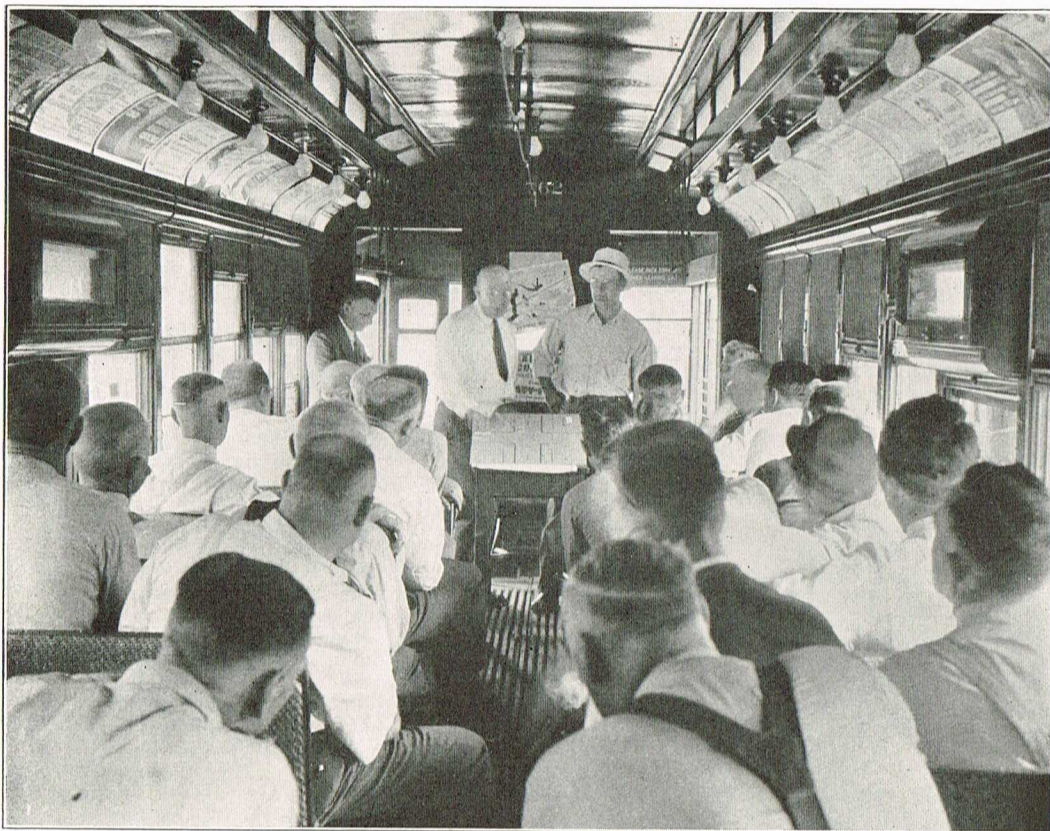
The above letter is published because we think that many trainmen have had experiences about which we know nothing and which would be helpful to other trainmen, and so we are inviting all trainmen to do as the motorman did whose letter is published above. Either write us or come in and discuss your observations, thereby enabling us to give others the benefit of your knowledge. We are sure that such information will help to avoid many accidents that might otherwise occur.

Another Eye Saved

S. Carter of the Track Department was the wearer of the goggles illustrated herewith showing the broken lens, the accident occurring while he was operating an air gun while



working at 63rd and State Street, a flying piece of stone doing the damage. As you look at the illustration you probably say to yourself, "That fellow was certainly lucky he wore



Mr. Pasche and Mr. Becker Holding an Accident Prevention Session With the Utility Drivers.

those goggles," but as a matter of fact he was not "lucky"—he merely had the good sense and foresight to realize that he was in danger and therefore took precautions to safeguard himself and should be commended.

It would be well for those track workers who take a chance and work without these safety devices when near flying concrete, steel, etc., to follow the lead of S. Carter and wear goggles and protect their eyes.

Good Work by Utility Drivers

The Utility Department accident prevention meetings which have been held each month in a car out on the street on Dearborn at 20th Street have developed so much interest among chauffeurs and supply car operators that it is deemed imperative that in order to get away from outside annoyances, starting with the meeting of August 12, these meetings will be held in the garage at the same location. All employees are invited to attend, particularly those who drive company automobiles. These meetings and discussions are always completed in one hour.

The Editor of *SURFACE SERVICE* who attended one of the sessions was much impressed by the methods of Messrs. Pasche, Becker and Blakely in the graphic presentation of conditions surrounding specific accidents in which some of the men had been involved and their analysis of causes with suggestions for prevention in the future. A chart of a typical street intersection and movable "dummies" to represent the various vehicles made it possible to reproduce the

exact movements of the colliding machines. The employe operating the company truck at the time presented his own version of just what happened, and his own theory of how the accident might have been avoided. Comment was invited from fellow operators to get their views of what should have been done to meet the emergency.

It was quite evident from the freedom of discussion that the men are thoroughly "sold" on the value of the sessions, that they recognize the fairness of their critics and that they are giving serious and continuous thought to the avoidance of accidents in the handling of the company's automotive equipment, and the importance of prompt and full reports.

A reduction of accidents by this group has been recorded since these meetings started, whereas previously they were responsible for from one to three "blind" cases monthly.



Limits Window Boxes Give Pleasant Touch of Color

STANDING IN ACCIDENT PREVENTION CONTEST

Cumulative—February 1 to July 31, 1933

| | | |
|----------------------|--|-------|
| First Place | Division No. 2, Burnside | 92.22 |
| Second Place | Division No. 3, Seventy-seventh Street | 91.84 |
| Third Place | Division No. 11, Lincoln | 91.81 |
| Fourth Place | Division No. 10, Elston-Noble | 91.25 |
| Fifth Place | Division No. 1, Cottage Grove | 90.93 |
| Sixth Place | Division No. 9, Armitage-Division | 90.89 |
| Seventh Place | Division No. 6, Lawndale-Blue Island | 90.38 |
| Eighth Place | Division No. 5, Archer | 89.49 |
| Ninth Place | Division No. 8, North Avenue | 89.21 |
| Tenth Place | Division No. 7, Kedzie | 88.63 |
| Eleventh Place | Division No. 4, Sixty-ninth Street | 88.49 |
| Twelfth Place | Division No. 12, Limits-Devon | 88.05 |

Month of July, 1933

| | | |
|----------------------|--|-------|
| First Place..... | Division No. 1, Cottage Grove | 93.62 |
| Second Place | Division No. 2, Burnside | 93.57 |
| Third Place | Division No. 9, Armitage-Division | 91.51 |
| Fourth Place | Division No. 10, Elston-Noble | 91.40 |
| Fifth Place | Division No. 6, Lawndale-Blue Island | 91.23 |
| Sixth Place | Division No. 3, Seventy-seventh Street | 90.66 |
| Seventh Place..... | Division No. 11, Lincoln | 90.04 |
| Eighth Place | Division No. 4, Sixty-ninth Street | 89.84 |
| Ninth Place | Division No. 8, North Avenue | 89.55 |
| Tenth Place | Division No. 7, Kedzie | 89.43 |
| Eleventh Place | Division No. 5, Archer | 88.34 |
| Twelfth Place | Division No. 12, Limits-Devon | 87.85 |

EMPLOYEES RELIEF FUND

July, 1933

The Surface Lines Employees Relief Committee held four sessions during the month, at which 25 applications were considered. Of this number there were 4 emergency cases on which the committee approved immediate relief, and 13 cases were approved for weekly payments.

Checks totaling \$9,323 were distributed. This sum, together with distributions since December, 1930, heretofore reported, makes a total of \$359,084.27 paid to the Chicago Surface Lines employees to date.

The Surface Lines Relief Committee, in addition to the above disbursements, paid a total of \$120,000 to the Joint Emergency Relief Association during the period from November, 1931 up to and including October, 1932, making the total expenditures for relief to date—\$479,084.27.

OBITUARY

Deaths on the System from July 8 to August 8, 1933

Transportation—Division 1, Cottage Grove: James David Cullen, employed April 15, 1898, died July 13, 1933. Thomas J. Kennedy, employed June 3, 1887, died July 22, 1933.

Division 3, Seventy-seventh: Edward Fitzgerald, employed September 9, 1890, died July 16, 1933.

Division 4, Sixty-ninth: George Kemmler, employed January 18, 1907, died July 17, 1933.

Division 5, Archer: William M. Crawford, employed December 19, 1890, died August 2, 1933.

Division 8, North Avenue: Daniel Joseph Hurley, employed August 12, 1923, died July 25, 1933. Joseph J. Thompson, employed June 30, 1906, died July 19, 1933.

Material and Supplies: John A. Peterson, employed May 1, 1885, died July 10, 1933.

Shops and Equipment, Division 2: Lazarus

B. Wingerd, employed June 20, 1910, died July 24, 1933.

Track: Joseph Patrick Shields, employed October 13, 1916, died July 30, 1933.

Utility: Roger Kelly, employed August 7, 1916, died July 20, 1933.

ROUNDING UP WITNESSES

Burnside Takes the Top Displacing Lawndale-Blue Island as the Leader

Once again Burnside comes to the fore, this time climbing from eighth place to the first position with an average of 4.02, incidentally being the only depot to score 4.00 or better for the month of June. 69th Street also showed good work by vaulting from last place to the eighth notch but North Avenue once almost invincible in this contest dropped from third to seventh place, Archer taking third place in an advance from the fifth position. Only two depots remained in the same position they held during the previous months, namely 77th Street in fourth place and Devon-Limits in tenth. Inasmuch as only one division scored 4.00 or better and the others scored 3.92 or under the average for the system dropped from 3.81 to 3.58 which is far from encouraging.

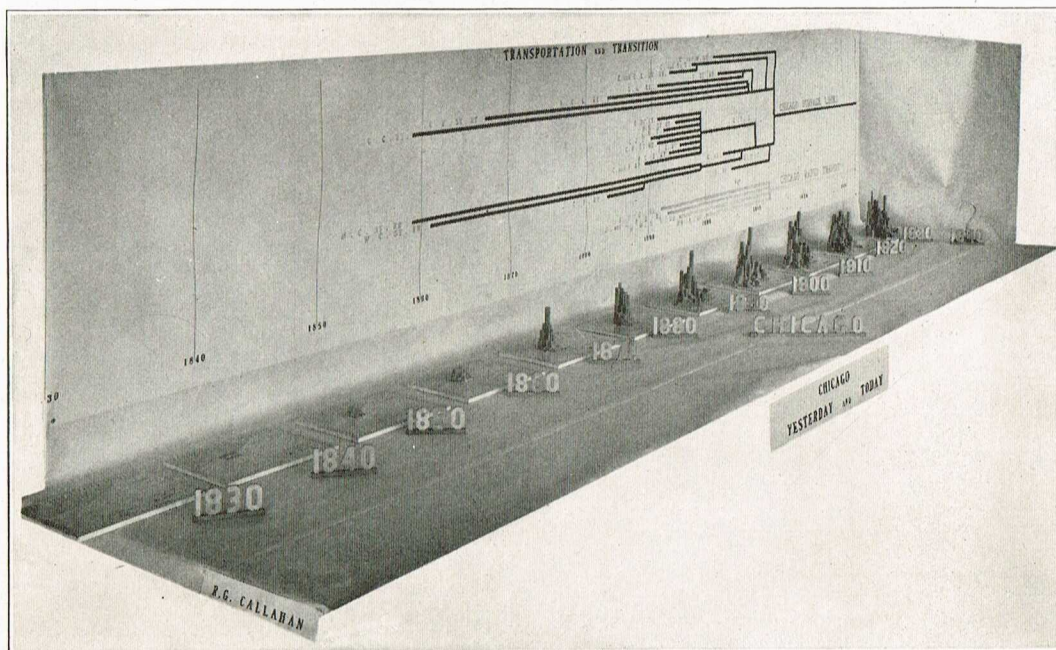
Detailed figures are as follows:

| | June | May | Apr. | Mar. |
|----------------------------|------|----------|----------|----------|
| 1. Burnside | 4.02 | 3.53(8) | 4.30(1) | 3.39(8) |
| 2. Lawndale-Blue Isl. | 3.92 | 4.70(1) | 4.00(2) | 3.80(3) |
| 3. Archer | 3.88 | 3.84(5) | 3.53(8) | 3.61(7) |
| 4. 77th Street | 3.86 | 4.05(4) | 3.90(4) | 3.77(4) |
| 5. Cottage Grove | 3.80 | 4.09(2) | 3.66(6) | 3.64(6) |
| 6. Elston-Noble | 3.72 | 3.70(7) | 3.83(5) | 4.45(1) |
| 7. North Avenue | 3.67 | 4.08(3) | 3.95(3) | 3.70(5) |
| 8. 69th Street | 3.62 | 2.76(12) | 3.54(7) | 3.94(2) |
| 9. Kedzie | 3.44 | 3.74(6) | 3.34(9) | 3.20(9) |
| 10. Devon-Limits | 3.25 | 3.06(10) | 3.10(11) | 3.12(10) |
| 11. Armitage-Div. | 3.11 | 3.24(9) | 2.75(12) | 2.82(12) |
| 12. Lincoln | 2.88 | 2.98(11) | 3.13(10) | 2.98(11) |
| Average for System..... | 3.58 | 3.81 | 3.60 | 3.55 |

The dreamers of the world are men from whom the greatest truth comes.

A Novel Display

Engineer Callahan Makes a Visual Presentation of Chicago's Growth and Population



A Visual Display of Chicago's Growth in a Hundred Years

The display shown herewith is a visual representation of the romantic transition from the "Che-ca-gou" (yesterday) to Chicago (today). It concerns the distribution of the real basic units, people, who build a great Chicago. The component parts are all correlated and are all constructed to scale.

For lack of a better name let's call each of the models a diagraph. The background is truly a graph.

Each of the diagraphs has a base 9 inches wide and 15 inches long and are identified with the U. S. census years. Upon this base is drawn a flat map of Chicago to scale— $\frac{1}{2}$ inch equals 1 mile. Across this map are drawn the section lines of Chicago which are numbered. Superimposed over each square mile is a block the height of which indicates the density of population in that particular square mile or fraction, $\frac{1}{16}$ of an inch in height equaling a density of 500, and $\frac{1}{2}$ inch by $\frac{1}{2}$ inch equals 1 square mile. Upon each diagraph is a sample of the above scale for comparative purposes.

The graph in the background is simply a family tree of local transportation companies to scale. The horizontal portions of the lines of the graph, each represent a distinct and separate local transportation company. The length is the story of its existence in time. The convergence of lines indicates a consolidation or unification. The Chicago City Railway Company carried its identity right through to 1913 from 1859.

In 1890, 1900 and 1910 that square mile between 12th and 22nd and Halsted and Ashland showed the highest human density. Between

1910 and 1920 new local standards in transportation and living liquidated the high densities until today we find the highest densities (much lower than 1910) moving toward the outskirts and the crater around the loop increasing in size and depth.

The models were brought to the attention of Dr. Donald Schlesinger of the Social Science department of the University of Chicago, who is connected with the Century of Progress. He requested that I loan the models to be placed in the Hall of Social Science where they now are, located in the north hall or aisle on second floor next to the exhibit of Beloit College.

They are insured for \$1,000.

R. G. Callahan,
Testing Engineer,
Electrical Department.



Close Up of the Burnside Rock Garden

Around the Car Stations

Seventy-seventh

We were very pleased to notice upon the arrival Saturday, July 15, of Italy's Armada, in command of General Italo Balbo, that our confrere and linguist Ernest C. Tocci, was a member of the Reception Committee on this extraordinary occasion, and we are certain that with his command of the many languages, he no doubt served the purpose as interpreter and extemporizer in a very efficient manner. Personally, we do not know of anyone who is more capable than our Ernest, and indeed it was very gratifying to us to see him in company with the Messengers of Good Will and the Elite of our great city. Later in the evening he dined with them at the banquet that was given in their honor at the Stevens Hotel, and during this splendid occasion he also had the pleasure of joining with Prince Potenziani and Prince Rospigliosi in an amicable conversation. We would like very much to have our friend Ernest relate to us at our next club meeting all that took place on this memorable day in our Great City.

We are very pleased to say that our chief clerk Owen T. Duncan, in company with his family, had a very pleasant time sojourning at Sisters Lake, Michigan, and also visiting our Fair ground during his vacation. Welcome back, Owen.

Conductor John Shaw reports that he had a very nice time up in Porter, Michigan, during his brief stay. We attribute the color of his nose to eating too many cherries, and evidently he ate more than his share.

Conductor George Payton, embellished in an immaculate linen suit, and looking like a big shot visiting us from South America, was seen on his day off with his happy family and some of his out of town folks, headed for the Fair grounds. That is the spirit George, and we have every reason to believe that you helped to make a real day of it for your family and visitors to our great city.

Operator Leslie (Kibitzer) Gaffen, impersonated a femme at a gathering recently, and one of the many different things that was required, was to have his finger nails polished a deep red. We can imagine your plight now, Kibby, and we would suggest that you use some kind of a paint remover for a quick relief.

Can you imagine Conductor J. J. Zupert taking in the sights at the Fair grounds, all by his lonely.

Conductor Edward E. Knapp, third baseman on the Shamrocks team, will try the impossible if needs be, to stave off defeat for his team mates. He will even sit on an opposing player's neck holding him fast to the bag, rather than have his team on the short end of the score. Ask Vic Ballinger, he was Eddie's recent victim.

Wearing a shirt two sizes too big for him and shoes not laced, Motorman Charles Sagotz, our rotund country gentleman, came dashing into the depot one Saturday morning, stopping abruptly at the clerk's window, and when he had regained his breath, called for his run,

only to be advised that it would not check until two hours later. It was then 5:40 a. m. Well Charlie, we can imagine your general feeling after riding in friend farmer's wagon, whistling at the Connie to wait for you, hitchhiking, and finally running down Vincennes avenue for two blocks like a courser, only to get there two hours ahead of time, and you are to be pitied.

On Wednesday evening July 12, our All Star Team managed by Conductor George Grassel, played the Chick Indians, and lost by a score of 2 to 0, due to errors. Well it is not a disgrace to lose to this team, because they are one of the best aggregations of ball players on the South Side, and in our return game with them, we hope that our boys will even the score.

Yes, of course it is nice to get up early in the morning, but when you arise before the birds are tweet-tweeting and check in for your run, only to have the clerk remind you that you are automatically off, then it is not comforting to say the least, and Motorman Heckleman will agree with us.

Another game of ball was played on Wednesday evening July 19, between our All Star Team and the General Office and it attracted a large attendance. The score was 8 to 1 in favor of our players. We congratulate the losers on their splendid sportsmanship displayed throughout the entire game, and we hope to have the pleasure of playing them again in the near future.

Conductor John Keating No. 3, was married recently, so also was Motorman Hugh McGuire, and we wish them and their brides the best of luck and happiness.

Motorman R. A. Blell is at home, sick. We hope that he will have a speedy recovery. In the meantime you should pay him a visit, he will appreciate it.

The following trainmen parted with their dearly beloved ones: Motormen C. A. Anderson No. 5, his wife; W. J. Hayward, his sister; M. J. and P. O'Connor, their brother; and P. J. Kiel, his mother. To these trainmen and the members of their families, we express our deep sorrow in their bereavement.

We are very sorry to record the death of Conductor C. C. Bohne, and also one of our veteran motormen, Edward Fitzgerald. To the members of the bereaved families we express our condolence.

John T. Flynn.

Sixty-Ninth

Motorman George Kemmler, a motorman on the 63rd street line for many years passed away suddenly while shaving in his home on July 17. His many friends express their sympathies to his bereaved family. Sympathies are also extended to Conductor's W. C. Burzlaff and Frank Grabianocki upon the occasion of the death of a father each, during the past month.

When a sudden downpour of rain occurred on June 29, the 59th street subway began filling with water and Operator R. F. Whalen who was first on the scene proved his worth by calling up Mr. Walsh for instructions and took care of the supervision until help was furnished. Well done, Mr. Whalen.

Now and then after a delay has occurred word reaches the Division Superintendent Mr. S. G. Irvine that some crew has used some good judgment in restoring the service with a

shorter delay than would otherwise have occurred. These acts of prompt efficiency are always appreciated all along the line. For example on July 12, when there was a delay on the Racine avenue line due to a collision at State and Archer avenue at 10:25 a. m., Motorman Wm. Priebe thought it a good idea to exchange cars with Motorman Wm. Vincent who willingly did so at 75th street and again at 6:25 a. m. on July 31, on the Ashland Avenue line Motorman John Berry and Conductor A. C. Nickels moved up to better the service.

J. F. McCourt was one of the seconds at the Irish bouts and his fine picture was quickly recognized by the boys.

John Newell attended the fights the other night and he had his seat among a crowd of colored boys and when the colored bout was on Mr. Newell rooted for the colored boy to be sociable along with the rest.

Starter E. Headley certainly knows how to catch a dog. The other day a strange dog was molesting the neighborhood when Mr. Headley, who says he came near running for dog catcher one time, went out after that pup and believe us he got it.

W. L. Pence.

Archer

Motorman M. J. O'Grady recently ran in a fat man's race at a church picnic, winning first prize. The result was the arrival of a baby boy at his home on the following day, born July 31. Congratulations Mike.

Miles Callahan, Executive Board Member, Division No. 241, who, after a long illness of several months is out and around again, made a call at depot July 26 and spent the day with the boys. We are glad to see you out again and you have our best wishes for a speedy recovery.

Motorman J. J. Myers laid off for a couple of days and painted his auto with "Nu Enamel." He now calls his car the "Green Devil." Johnnie is always in the limelight when it comes to class and color.

Motorman M. J. Barr is convalescing at the Post Graduate Hospital after a serious nasal operation.

After eleven years of married bliss Conductor Jack H. Young becomes the proud father of a baby girl born July 17. Jack is now carrying a pocket full of cigars, and when you approach him will tell you all about the new arrival.

Motorman P. Burns No. 1 who had a serious operation is now reported on the way of recovery. They boys extend their best wishes. Dusty.

Lawndale

Clerk Karschnik has returned from his vacation and it is said is carrying a fishing kit with him, and stops at the Canal every morning on his way home and does his fishing to get his breakfast.

Motorman Jesse Cinkus has entered the matrimonial column and between Aug. 16 and 30 will be on his honeymoon and all the boys wish him and his better half a glorious future.

Conductor W. Shipper now throws his chest and is very happy that he is a regular conductor at Lawndale, working on the main line, Cermak Road. He says his pals who transferred back to Archer depot can stay there as Lawndale is good enough for him.

Boys, do not forget the boys that are on the sick list. Pay them a visit and bring them good cheer, which will help pass the dull days along.

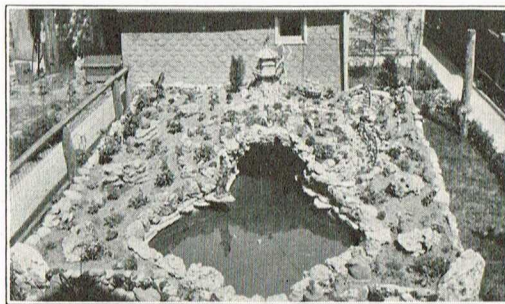
The writer is back in the ring, and would like to have the boys help him get some of these items to keep good old Lawndale on the map. Let's go boys!

The Lawndale trainmen following the example of Assistant Division Superintendent Eigelsbach now refers to the new line to the North Gate as "the Roosevelt Road Skyride."

Wm. Hackbarth.

Blue Island

Geo. Washack was seen pulling up in front of depot with his family, his car all spick and span, to get his pay check. The only hitch was that he arrived one day too soon.



Rock Garden Built by Motorman Joseph Arbeigo of Blue Island

Charles Starr, our Chief Clerk is sojourning in the wilds of upper Michigan, while John Quaid, Receiver has just returned from his vacation spent in and around the city.

Baseball discussions are quite numerous around the depot and it seems that the experts are the ones who never saw a big league game. Is that right Gurga?

Ray Simon is vacationing in Wisconsin in the vicinity of Madison. Out for fish or ceds, Ray?

Albert Westphal expects to head the parade to the Fair on German Day.

Pinch-hitter.

North Avenue

Conductor Joseph Thompson passed away after a month's illness the middle of July. Joe was an old timer having entered service June 6, 1906. His quiet, gentlemanly way won him hundreds of friends among passengers and fellow-workers. Sympathy is extended to his family.

Conductor Earl Krause became father to an 8-lb. baby girl July 9. This blessed event makes Motorman George Gross a somewhat chesty grandfather.

Conductor P. Bannon also became grandfather to a fine boy who arrived July 22.

Vernon Kilburg arrived at the home of Motorman and Mrs. Kilburg April 10. Weight 8½ lbs. net.

Motorman John Morris spent twelve hours at the World's Fair one hot July day and the next day for the first time in his career as a motorman had to use the stool while operating the car.

Conductor Harold who is somewhat of a Babe Ruth in his own neighborhood played ball

with the lads in the street the other evening. After paying \$4.00 for the window he said, "From now on, we play in the wide open spaces."

Clerk M. Harrington is back from his vacation. He had a nice time fishing and landed two bullheads.

C. A. Knautz.

Departments and Divisions

Accounting

After spending an enjoyable vacation at Silver Lake, Wautoma, Wisconsin, where she managed to get acquainted with the outdoors by swimming, golfing and fishing, Miss Ann Kerruish returned to work perfectly satisfied.

Miss Margie McIntyre returned from a delightful vacation spent with her mother at home on James Island, eight miles from Charleston, South Carolina.

We regret to announce the death of Mr. Sigwalt, father of Mr. E. J. Sigwalt, General Storekeeper, who passed away on Friday, July 21, 1933. The employees of the department extend their heartfelt sympathy to the bereaved family.

Goldhill and Colorado Springs, Colorado were selected by Misses Agnes Samek and Sylvia Novotny as a vacation spot.

Congratulations and much happiness is our sincere wish for this happy couple—Florence Nelson and Arthur Feierabend.

T. F. Coan.

Engineering

Johnny Jones, who spends his leisure hours fishing at the Navy Pier, is to be congratulated for rescuing a 11 year old boy out of Lake Michigan, recently.

Tom Foley of Grand & Leavitt returned from a very pleasant vacation in the wilds of Northern Minnesota. Tom spent a lot of time fishing. The boys are glad as well as relieved to see Tom back.

On July 12, 1933, Mrs. Margaret Hewitt, beloved wife of John W. Hewitt, Traveling Material Clerk of the Track Department, was called to her eternal reward after a lingering illness. To John and his family we extend our deepest sympathy.

Transit.

Legal and Accident Investigation

Mr. Walter Smith, taking into consideration, the situation under the "new deal," has secured for himself a partner to share the new prosperity. On August 2 at 8 P. M. he was united in marriage to Miss Florence Stoetzner at the home of the bride's parents, 4855 Ohio street. The thirty-five guests present witnessed a very pleasant ceremony and enjoyed a wonderful repast thereafter. The happy couple will occupy apartments at the same address.

Vernon Luce of this department, a short time ago announced the arrival of Vernon Arthur Luce, Jr., a husky six-pound young gentleman who arrived in time to get in on the "new deal."

Blackstone.

Shops and Equipment

West Shops: Mr. Walter Krull and family report a wonderful two weeks trip taken out to Denver, Colorado.

"In the Spring a young man's fancy turns to love." "God's gift to women," Frank Norton, started on his vacation a free and single fellow and returned an old married man. He was married on July 3rd to Miss Elizabeth (Betty) Baranowski. To the young couple we wish a long and happy married life, and of course we could add that old saying "May all your troubles be little ones."

Walter Hager spent a week camping at the Dells, Wisconsin, with friends, and says the only misfortune of the trip was having to come back.

Limits: We express our deepest sympathy to the family of L. Verstraete, who passed away on July 4th.

Division: Our Asst. Day Foreman, J. O'Connor, after making plans to buy a 1933 Packard sedan, changed his mind and bought an Austin.

We wish a speedy recovery for our old timer, C. Ristow, who has been laid up for some time.

Yvonne Randall.

South Shops: Recently a darling baby girl was delivered to the home of A. Toerpe, Millwright, by our old friend Doc. Stork. Congratulations.

A pair of field glasses in a four-bit seat equals the best \$3.00 seat in the house, said the thrifty T. Brandon, Machine Department, when he attended the boxing show at Soldiers' Field.

We offer our sincere sympathy to W. Moss, Millwright, upon the passing of his beloved son.

Vacation Notes: Wm. Farrow, Motor Repair Dept., used a case of good judgment when he stayed in good old "Chi" for a real vacation. Chas. Westcott, Motor Repair Dept., had a delightful vacation at Cedar Lake, Ind., enjoying the boating, swimming, etc. C. D. Mack, Car Repair Dept., who went up to Pad-dock Lake, Salem, Wis., relates a wonderful time. Lydia Matheny, Office, spent a joyful vacation up in Northern Michigan.

Cottage Grove: Foreman Joe Gamen spent a delightful vacation at Shawano Lake, Wis. Joe took up the fishing where Joe Hecht, South Shops, left off and the result was a few minnows. Seems like Joe Hecht cleaned up the lake.

Burnside: P. Streelman, Asst. Night Foreman, has returned from his vacation, which was spent in "Dear Old Missouri" as Pete would say.

R. Nebelsiek, Foreman, is now enjoying a vacation touring the Wisconsin lake region with his family. In the meantime his flower garden is giving pleasure to hundreds of visitors.

T. Carson plans to take his vacation this coming winter so he can go through the ice for trout.

Wm. Doering is now in the market for a Rockne 6. He claims they are the best cars made today.

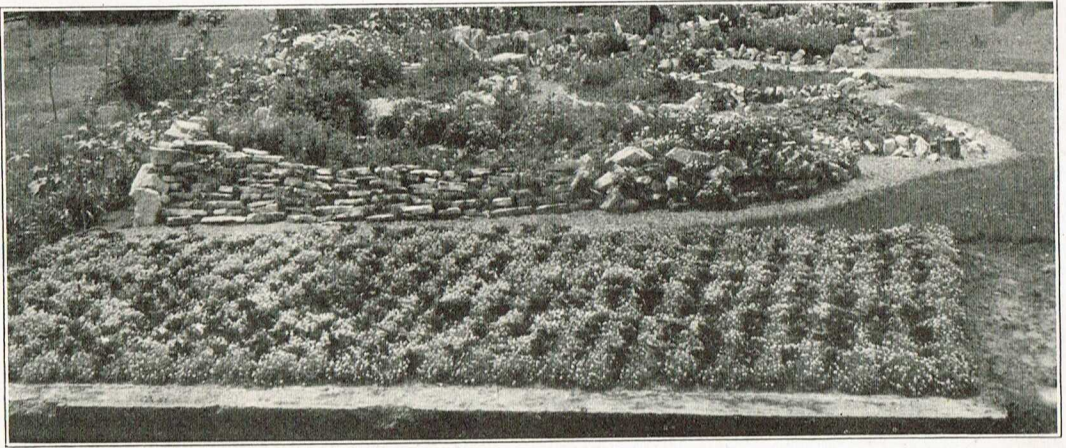
Elsie R. Smith.

Puncture—A hissing sound followed by profanity.

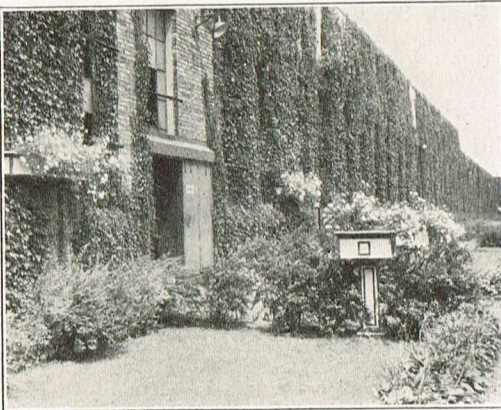
The wages of gin is breath.

Flowers in Spite of Difficulties

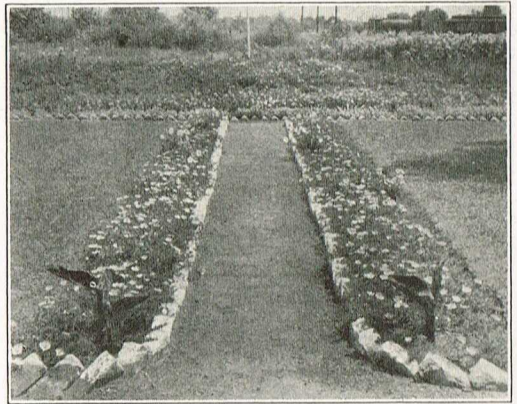
Enthusiasts at Car Stations Get Results in the Face of Bad Weather



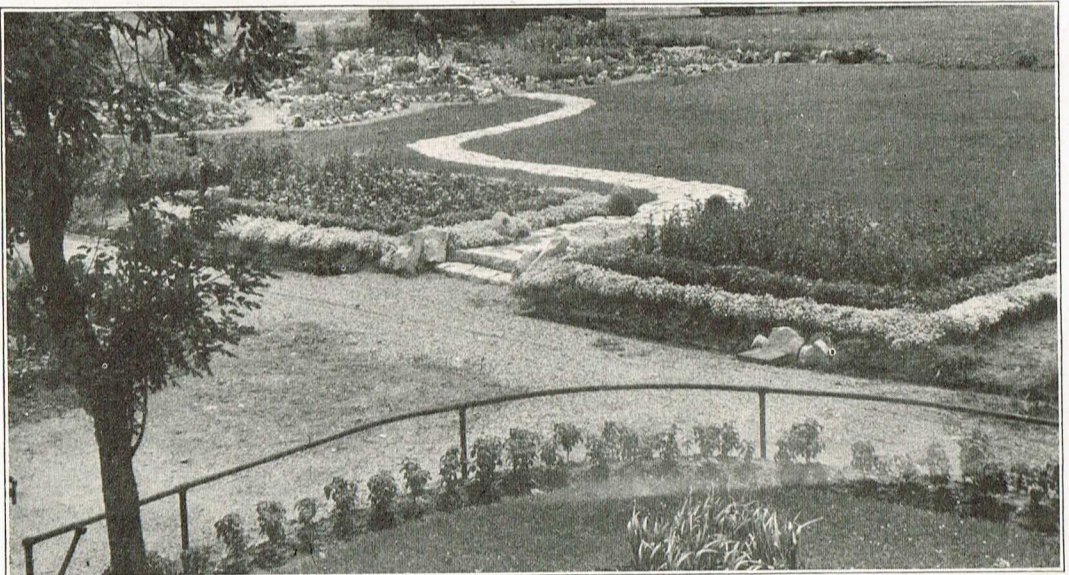
Foreman Nebelsiek's Pride at Burnside



A Blaze of Color and Wall of Green at Devon



Blossom Lined Paths at Seventy-Seventh



Lawn and Winding Path to the Burnside Rock Garden