

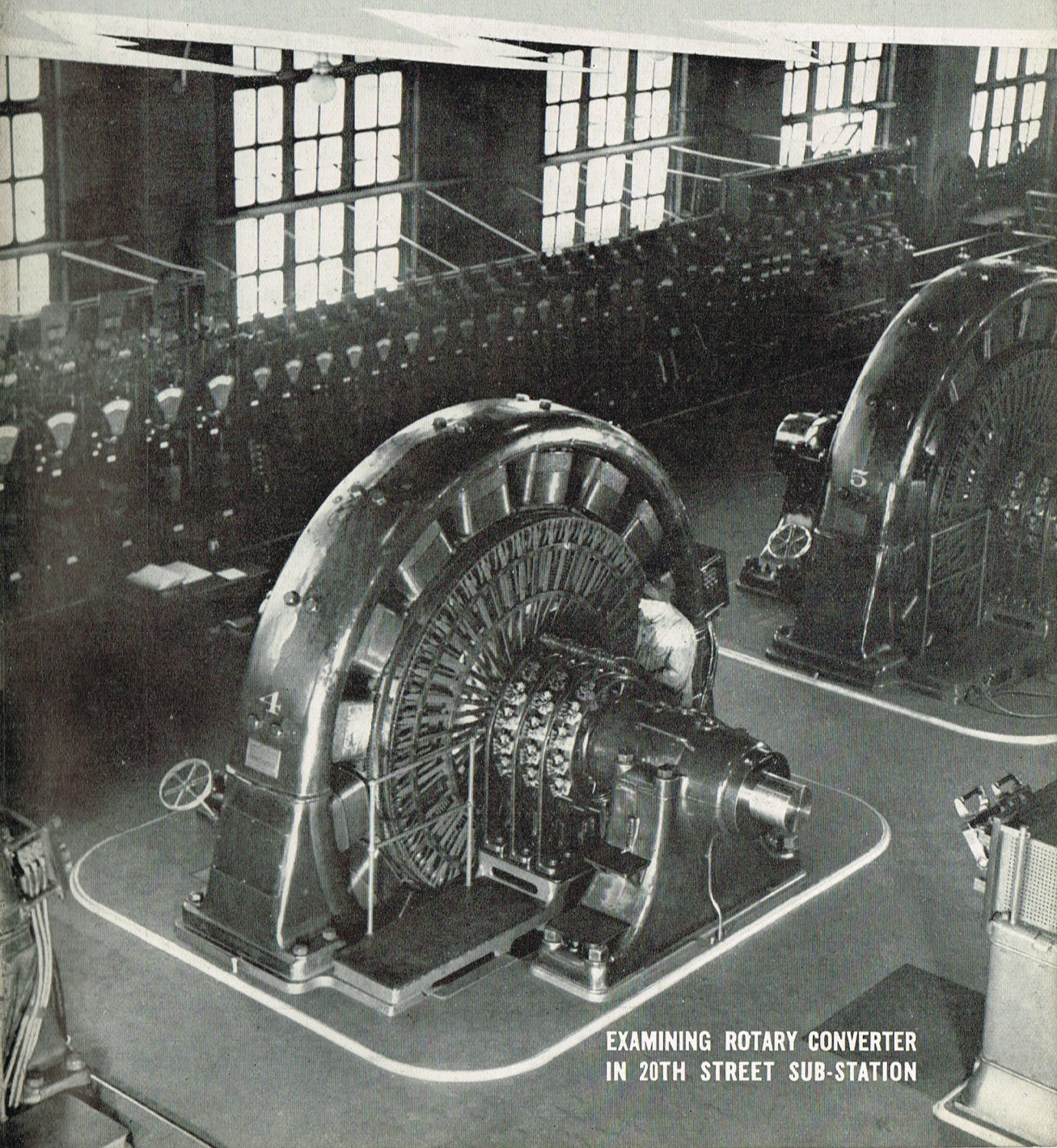
Surface Service

• MAGAZINE •

VOLUME 17

FEBRUARY 1941

NUMBER 11



EXAMINING ROTARY CONVERTER
IN 20TH STREET SUB-STATION

FOR many years I have used this space in SURFACE SERVICE MAGAZINE to extend seasonal messages of cheer and good wishes. Now I am using it for a final word of appreciation and farewell.

At the close of 18 years of association with the Surface Lines organization, I want to express my deep gratitude for the loyalty and cooperation it always has been my good fortune to receive from the entire Surface Lines personnel—particularly during the most difficult of the years we have passed through.

This fine spirit, which is rare in so large an organization, will always be a source of extreme gratification to me.

So I give my heartfelt thanks to the Surface Lines family—to the men and women in all departments—and hope that for each of you the future will be filled with brightness, prosperity and continued good fellowship.

Guy A. Richardson

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 17

FEBRUARY, 1941

No. 11

President Richardson Resigns

**Will Leave System March 1 After 18 Years
as Operating Head**

Guy A. Richardson, president of the Chicago Surface Lines since 1932 and the operating head of the organization since 1923, announced on February 6 his resignation, which becomes effective March 1. His announcement came suddenly. There was no previous intimation

named general manager. Previously, he had been with the Philadelphia Rapid Transit Company, which he served as vice-president, director and member of the executive committee from 1919 to 1923. From 1921 to 1923, he also was a director and member of the executive committee of the International Railway Company of Buffalo, N. Y.



Guy A. Richardson

Made President in 1932

He was elected a member of the Board of Operation and first vice president of the Chicago Railways Company in 1929. He became president of the Surface Lines and of the Chicago Railways in 1932, following the death of Henry A. Blair, who had held those offices. In 1933, he was named to succeed the late Frederick H. Rawson as receiver for the Chicago Railways Company, of which he held the presidency until December, 1939.

In addition to his operating duties, he was active in franchise negotiations with city officials. In 1936 and 1937, he acted as sole negotiator; and, in subsequent years, as a member of a negotiating board appointed by the federal court.

Mr. Richardson's withdrawal from the Surface Lines follows 40 years of service in the local transportation industry. His first experience in street railway work was in 1901 when he obtained a job with the Boston Elevated Railway as an apprentice. A year earlier he had been graduated from the Mechanic Arts High School in Boston, and then had taken a year's post-graduate course in machine shop and mechanical drafting.

Gained Experience as Apprentice

As an apprentice, he worked in the shops and car stations, and later on the cars as a motorman. Then he was transferred to the electrical engineering department, where he learned more about the operation of an electric railway.

In 1904, he became inspector of car repairs for the Boston and Northern Street Railway. The next year he joined Stone and Webster, serving the Houghton County (Michigan) Traction Company and the Seattle Street Railway, both under the firm's management, as superintendent and operating head, respectively. While with the Seattle system, he also did expert work on railways in Chicago, Philadelphia,

that he was contemplating the step.

Mr. Richardson, who is 58 years old, came to the Surface Lines on February 13, 1923, as vice-president, and, a short time later, was

Rochester, New York and Brooklyn.

During the World War, he was drafted by the United States Shipping Board to assist in laying out a transportation system to serve the Hog Island ship yard, near Philadelphia. After the city of Seattle purchased in 1919 the street railway system which he was serving as operating head, he joined the Philadelphia Rapid Transit Company as superintendent of transportation, and, a short time later, became vice-president in charge of operation.

Mr. Richardson has played a prominent part in the development of the local transportation industry in the United States. As one of a forward-looking group of executives in the industry, he was instrumental in the formation in December, 1929, of the Electric Railways Presidents' Conference Committee for the purpose of developing a rail vehicle best suited for modern needs. Following several years of research under the direction of this committee, the fast, lightweight and quiet street car known as the P.C.C. car was brought out five years ago. Chicago was one of the first cities to buy the new vehicles, which now are in operation in 13 cities.

The Surface Lines, under Mr. Richardson's direction, was the first transit system in the country to install the modern trolley bus on a large scale. For many years Chicago had the largest fleet of trolley buses of any city in the country.

In addition to his duties with the Surface Lines, Mr. Richardson has been active in business and civic circles. He has served as a director of the First National Bank and the former First Union Trust Company, and now is a director of the Cities Service Power and Light Company. He was president of the Union League Club in 1931, and of the Economic Club of Chicago in 1936-37. He has long been active in the American Transit Association. In 1932, when it was called the American Electric Railway Association, he served the group as president.

KEEPING 'EM ROLLING

Lawndale Begins New Year With Another First Place

After piling up a greater number of first places in the keep 'em rolling contest during 1940 than any other station, Lawndale began 1941 by coming out on top during January.

Its average mileage of 8,203 miles per pull-in due to equipment failures was an increase of nearly six per cent over its December showing.

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Lawndale	1	8,203	5.9
2	Division	5	7,004	10.3*
3	Sixty-ninth	-	6,612	25.7*
4	Devon	1	6,334	1.2*
5	Armitage	3	6,281	2.4*
6	Burnside	1	6,048	26.9*
7	Seventy-seventh	-	5,434	11.2
8	Kedzie	-	5,140	.9*
9	Cottage Grove	1	4,747	36.1*
10	North	-	4,666	33.1*
11	Archer	1	4,508	35.7*
12	Lincoln	-	3,875	19.2*
13	Blue Island	3	3,825	22.7*
14	Limits	2	3,463	6.8*
15	Noble	1	3,425	22.0*
16	Elston	-	2,697	50.9*

*Indicates decrease.

RETIRED EMPLOYEES

GET RIDING TICKET

Here's a photo of the identification card and riding ticket issued this month to all employees, 65 years of age or older, who have retired under provisions of the Social Security Act.

When these folks get their free 62-ride



tickets each month, they will take their identification cards from the previous month's tickets and fasten them to the new ones.

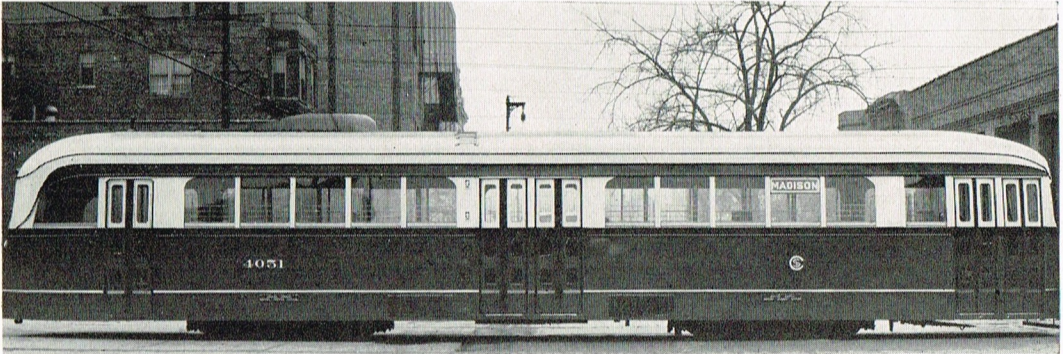
The retired employees' riding tickets, like those issued to active employees, are for the exclusive use of the persons to whom they are given.

Individual records follow:

Carhouse	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.
Lawndale	1	4	3	2	4	1
Division	2	3	6	4	11	7
Sixty-ninth	3	1	1	1	6	4
Devon	4	9	4	11	2	3
Armitage	5	8	14	5	7	14
Burnside	6	2	2	3	5	5
Seventy-seventh	7	13	10	10	3	6
Kedzie	8	11	16	12	10	13
Cottage Grove	9	5	5	7	9	10
North	10	7	8	8	12	9
Archer	11	6	11	6	1	2
Lincoln	12	14	9	13	13	8
Blue Island	13	12	15	9	16	16
Limits	14	16	12	15	14	15
Noble	15	15	7	14	8	12
Elston	16	10	13	16	15	11

"Laboratory" on Madison

Engineers Study Public's Reactions to Innovations
in Experimental Car



EXPERIMENTAL STREAMLINER

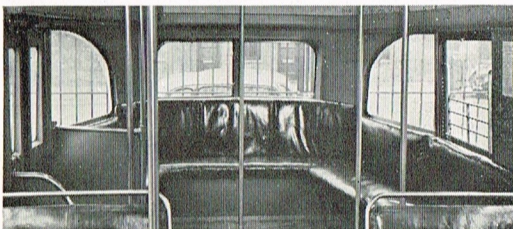
If this sleek streamliner looks like a regular Madison street trolley, look again—for it's not. It's car No. 4051, the Surface Lines experimental unit, which recently completed its second month of operation on Madison street.

Different in interior design from any other Chicago street car, this trolley, a reconstructed Madison street vehicle, is helping the Car Design Committee in its search for further improvements in construction and passenger comfort.

CONDUCTOR MOVED

Conductor Iva Bloyd, of Kedzie, stationed at the left side of the car, midway between the front and center doors—one of the test changes in the experimental car—opens the center doors for an alighting passenger.

The motorman is John Furlanetto.



REAR INTERIOR

Here's the redesigned rear interior of the test car, with the door moved farther toward the front than in regular Madison street trolleys.

Surface Lines engineers are closely watching the car's performance and reactions of passengers to its innovations.

The Surface Lines "laboratory on wheels," car No. 4051, rolled through its second month as an experimental front entrance car on Madison street February 15.

Different in some respects from any car operated by the Surface Lines, the streamlined trolley, a reconstructed Madison street unit, probably is getting used to being unusual by now, having had six months of it.

First Ran on Milwaukee

For four months last summer and fall, following its first reconstruction at West Shops, it ran on Milwaukee avenue as an experimental rear entrance car. After its second rebuilding, also at West Shops—this time back to a front entrance car—the "rolling laboratory" was assigned to Madison street on December 16. It served throughout the holiday

rush, the heaviest riding period of the year, and was able to keep up to its schedule.

The second redesigning of the car made it different both from the regular Madison street trolleys and from the car, itself, after its first rebuilding. The work was authorized by the Surface Lines Car Design Committee, which is continually on the lookout for further improvements in construction and passenger comfort.

Car Has Two Entrance Doors

Both the regular Madison street cars and the experimental trolley have front entrances, but their similarity in entrances and exits ends there. The Madison street vehicles have three front entrance doors and two center and one rear exit doors. The experimental car (shown in accompanying photo), however, has two front entrance doors, two center exit doors and its rear exit door was moved farther ahead in the car.

Another innovation in car No. 4051 also is illustrated in an accompanying photo. The conductor's station is moved to the left (closed) side of the car at a point about midway between the front and center doors. When the car, differently designed, was running on Milwaukee avenue as a rear entrance vehicle, the conductor stood at the left (closed) rear part of the car.

Why Madison Was Chosen

Just as Milwaukee avenue was selected for the car's first test because it is a heavily-travelled street where riders are used to vehicles of the rear entrance type, so Madison street, where front entrance cars are the vogue, was chosen for its second test.

Performance of the car and reaction of riders to its innovations are being closely watched by Surface Lines engineers. New cars ordered built in the future may, or may not, follow either of the rolling laboratory's two designs. But the Car Design Committee is preparing for the future and getting what it seeks—months of research and experiments in the search for the most comfortable, convenient and practical car possible.

OBITUARY

Deaths in the System that Occurred Last Month

Transportation—Archer: Ovila J. Fernet, employed June, 1910; died January 25.

Armitage: Frank A. Heldt, employed July, 1908; died January 19.

Burnside: Richard T. Britton, employed March, 1915; died January 7.

Cottage Grove: Ernest Rodenbeck, employed November, 1923; died January 1.

Elston: Walter Gaebel, employed January, 1912; died January 25. Robert Hennelly, employed July, 1904; died January 17.

Kedzie: Charles Cotie, employed October,

Front and Back Covers

The front cover photo shows Chief Operator Leo Behrendt of 20th street sub-station checking up on one of his "babies"—a huge rotary converter, which changes alternating current to direct current for the street cars.

On the back cover, Helper Henry Bokor and Blacksmith Ted Ludwig are working at their spark-spitting forge in West Shops.

Photographer Fred Chouinard, who took both photos, found the front cover picture an especially tough nut to crack. To get the proper angle, he had to "shoot" from the cab of a crane about 25 feet above the floor.

EMPLOYES RELIEF FUND

January, 1941

The Surface Lines Employees Relief Committee received nine applications for relief during January. After investigation, six of these were approved for assistance. There were 215 active cases on the relief rolls at the end of the month, 10 having been removed by death or other causes.

Including the \$10,559 spent during the month, \$1,543,926 has been paid out of the relief fund since the organization of the committee.

1906; died January 26. John J. Tobin, employed February, 1921; died January 13. Thomas J. Windle, employed November, 1919; died January 5.

Lawndale: John Joe Jacek, employed May, 1908; died January 22.

Lincoln: Patrick J. Basquel, employed July, 1921; died January 25.

North: John Kirk Reigel, employed January, 1902; died January 13. William H. Shelton, employed May, 1920; died January 3.

Seventy-seventh: Alfred C. Lexow, employed April, 1926; died January 25.

Sixty-ninth: James W. Faulkner, employed January, 1920; died January 26. Carl G. Granum, employed May, 1916; died January 25. Edward Ryder, employed August, 1892; died January 23.

Shops and Equipment—South Shops: John J. Dockus, employed July, 1925; died January 11. William O. Farrow, employed December, 1896; died January 26. Henry A. Zenge, employed July, 1916; died January 16.

West Shops: Arnold Listek, employed December, 1922; died January 23.

Track—George Goetz, employed July, 1907; died January 18. Anthony Sepich, employed May, 1926; died January, 1941.

Utility—George E. McBride, employed January, 1908; died January 3.

Harry P. Weber Dies

Friends Shocked at Death of Active Traction Legal Expert

Harry P. Weber, attorney for the receivers of the Chicago City Railway Company and a well-known traction legal expert, died on January 15 at St. Luke's Hospital.

Though he was 71 years old, Mr. Weber was, until his recent illness, unusually active and alert. His death, caused by a kidney ailment and other complications, shocked many of his numerous Surface Lines friends, who had been unaware of his serious illness.

Long Connected with System

An attorney in Chicago since 1899, a great deal of his legal work was with traction matters—much of it with the Chicago Surface Lines, which he served for years as special counsel. For a long time he also served as vice-president and general counsel of the Chicago City Railway Company.

Mr. Weber was the author of "An Outline History of Chicago Traction," now regarded as a standard reference book on the subject. Published in 1936, the book deals with the establishment and development of Chicago's various street railway systems, and the methods adopted or proposed in the efforts of the city to work out a practical solution of its local transportation problems as they have arisen.

Council Expressed Sorrow

A day after Mr. Weber's death, the city council passed a unanimous resolution expressing its sorrow at the passing of "a distinguished lawyer and worthy citizen." Alderman James R. Quinn, chairman of the local transportation committee of the council, introduced the resolution, saying, in part:

"A great many members of the council have known Mr. Weber in his lifetime. We appreciated his work as a lawyer; and, while he has been on the opposite side of the table from the city in traction negotiations for a good many years, we still appreciated his civic-mindedness.

"He was a hard worker, energetic, capable and at all times fair. I know that all members of the committee on local transportation, who knew him so well and so intimately, are grieved very much at his loss."

Held Post in Hawaii

Mr. Weber's law career was not confined solely to traction matters. He served as assistant attorney general of Hawaii Territory during 1898 and 1899, then returned to Chicago, where he became assistant corporation counsel for the city and served the city as special counsel in certain traction litigation.

From 1913 to 1931, he was a member of the law firm of Busby, Weber, Miller and Donovan. Since 1933, he was senior member of the firm



Harry P. Weber

of Weber, Miller and Deffenbaugh. He received his education in public grade and high schools at Barry, Illinois, and attended the Illinois State Normal University during the years 1885 to 1889. He later earned two law degrees from Columbia University and one from Harvard.

Member of Many Organizations

Mr. Weber was a member of the Chicago, Illinois and American Bar Associations, and of the University, Quadrangle, Harvard, Law and Lake Zurich Golf clubs. Never married, he was survived by a brother, Ralph K. Weber, who lives in Santa Monica, California.

Funeral services, attended by many from the Surface Lines, were held on January 17 at a funeral home at 200 East Erie street. Final services and burial took place the following day at Barry, Illinois.

Read at the Chicago services was a poem, "To the Man I'll Never Know," which Mr. Weber greatly admired. Written from a business man to his successor, telling him of his many heartaches and failures, Mr. Weber felt that, in some ways, it symbolized his labors on traction matters.

SURFACE SERVICE MAGAZINE

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CHICAGO



Volume 17 February, 1941 No. 11

William H. Bromage Editor

Don R. Cowell Associate Editor

WE ARE THE LOSERS

At the close of this month, Guy A. Richardson, operating head of the Surface Lines for 18 years, will leave the organization. We do not yet know all that his going will mean to the Surface Lines, but we do know how difficult it is going to be to replace him.

During his years with the Surface Lines, he has created an enviable reputation as an able, efficient and high-principled operator and administrator. He has earned, also, high standing in the community he served, and in the industry of which he has been a part.

Here at the Surface Lines we can all take pride in what the organization has come to mean under his leadership. The Surface Lines is the largest street railway system in the world and the country's biggest local transportation system under private ownership. Throughout the country it is noted also as one of the most efficiently operated.

Since he took hold 18 years ago, the System has been expanded and the service improved. We are operating on 20% more miles of street. Trolley and gas buses are now an important part of the System.

Under his direction, the Surface Lines became the first system in the country to install the modern trolley bus on an extensive scale, and one of the pioneers in the development of the modern lightweight, streamlined car which has proved so popular on Madison street. Only franchise and reorganization difficulties have kept the Surface Lines from installing these cars on many more lines.

On the inside front cover is a farewell note from Mr. Richardson. We employees—every last one of us—also want a chance to say good-bye. We thank him for his thoughtfulness, understanding and fairness down through the years he has directed the great organization of which we are a part.

We wish him a pleasant rest and a happy, active future—in short, the best of everything!

TELEPHONE QUIZ

The other afternoon we had our right ear blown clear off! Well, almost, anyhow.

It wasn't a hunting accident, or an explosion. We telephoned a fellow employe; and, though he's really a good fellow, he answered with a loud ear-splitting bark that sounded as if he were itching to lick his weight in Joe Louises.

Soon after that, we came across the following telephone quiz, which told us that some of our own telephone habits wouldn't win any blue ribbons, either.

Read the quiz, score yourself, then see how *yours* stack up:

Do you speak pleasantly?

(That's always a good idea. The calling party may be one of our customers, or one of your best friends. If it's an intra-company call from a fellow employe, your most cheerful "Sunday" voice still is in order.)

Do you talk directly into the mouthpiece?

(Your voice will carry best if you hold your mouth close to the instrument.)

Do you hang up gently?

(Thoughtlessly slamming the receiver down may strike the person to whom you have been talking as a discourtesy. You don't mean it that way, of course, but it still leaves the wrong impression.)

Do you talk naturally?

(A normal tone of voice is best. Whispers don't carry, and shouting distorts your voice, making it unpleasantly gruff or shrill.)

Do you answer promptly?

(If you don't, you may miss an important call, for the calling party may decide you aren't in and hang up.)

Complaints Take Tumble!

Trainmen Get 1941 Off to Good Start by Decreasing Criticisms

Coming back from a dark December in which complaints were exceedingly numerous, Surface Lines trainmen hung up an encouraging record for 1941's first month by slicing 31 criticisms from the total of January, 1940.

Though letters from displeased passengers numbered 602 a year ago, they totaled only 571 last month. Letters of praise, however, numbered 52 last month and 55 for the same month in 1940.

That stop-calling by conductors and operators—referred to as a lost art by Superintendent of Transportation W. A. Hall in a story to appear next month—is truly appreciated by passengers, is shown by three of the letters of praise culled from last month's crop.

Conductors Mike Size and Ed Stahowiak, badge Nos. 948 and 9390, respectively, of Devon, and Conductor Jim Burke, badge No. 7066 of Archer, all were praised for their clear and distinct calling of stops. Writers of the letters warmly commending them were a Mr. Wagner, 105 South LaSalle street; John A. Jacobsen, 431 South Dearborn street, and O. Dough, 4710 South Woodlawn avenue, respectively.

Praises Eight Conductors

Because he is unable to board a street car without considerable help, S. R. Chon, 1634 East 53rd street, wrote that he particularly appreciates kind trainmen. He singled out these eight conductors as having been especially kind:

Bill Patterson, badge No. 560; Stan Pallagi, No. 742; Carl Dandy, No. 2042; Roy Codner, No. 5952; Pat Campbell, No. 6718, and Willard Singleton, No. 7198, all of Burnside; and Jay Marks, badge No. 3090 of Archer, and Anton Popelka, badge No. 7900 of 69th.

His ease and courtesy in handling the crowd in his car brought Conductor Wilbert Lembachner, badge No. 5402 of Limits, a letter of praise from Mrs. F. G. Snow, 1159 West Belmont avenue, who wrote: "Courtesy seems to be a part of his life. Also, he is immaculate in appearance, and surely is interested in his

work."

After noting his "courteous attentiveness and pleasant word and happy smile for everyone," William Cerf, 1513 Olive avenue, wrote lauding Conductor George May, badge No. 5812 of Devon.

Motorman's Work Lauded

His "smooth handling of his car" brought Motorman Pat Joyce, badge No. 5301 of Kedzie, a commendatory letter from Mrs. A. Larson, 337 South Leavitt street, who wrote: "I've never been so at ease on your cars before."

His "wonderful patience and courtesy" in handling a belligerent, name-calling passenger brought Operator Lou Lyons, badge No. 2528 of 69th, a letter of praise from Ann V. Crowley, 2120 East 68th street.

Because he knows how "to bend the public with humor instead of breaking them with hatefulness," Mrs. D. Gordon, 6241 South Winthrop avenue, wrote praising Conductor Bill Johnson, badge No. 13084 of 77th, and complimenting his diplomatic handling of a rider who gave him, by mistake, a penny for a dime.

The kindness which Conductor Joe Ryan, badge No. 9368 of Burnside, showed her small daughter when she became ill on his car prompted Mrs. Bates Taylor, 4464 South Woodlawn avenue, to commend him.

Terming Conductor Dave Sax, badge No. 7478 of Kedzie, "the most polite and accommodating conductor I've met in riding Chicago street cars for 40 years," Abbie Lenock, 1855 South Kedzie avenue, wrote lauding him.

After Motorman Alex Barr, badge No. 9323 of Lincoln, stopped his car, then took a small, frightened child in the middle of the street back to the curb, Mrs. Elizabeth Smith, 5643 West Windsor avenue, wrote calling his act "one of the kindest I've ever seen."

His alertness in avoiding an accident when a milk truck suddenly swerved in front of his car brought Motorman Arnold Anderson, badge No. 2773 of Kedzie, a commendation from Mrs. Catherine Foote, 4914 West Jackson boulevard.

TROLLEY SPARKS



"Don't turn around, dear; but I think I know NOW why the car has stopped and everyone has gone!"



ROBBER WRESTLER

Once a cop, always a cop!

That's the story of Supervisor Al Luetlich (left), former chief of police in Western Springs, who demonstrates how he wrestled and subdued a Loop bandit on January 29.

Al, an employee for 38 years, was checking cars at Washington and Wells streets when the bandit, about 30 years old, closely pursued by a crowd of men, ran toward him.

"Hold-up man! Catch him! Catch him!" shouted the pursuers.

The young man ran his way, so Al grabbed him. When he saw him trying to turn a revolver toward him, he spun him around so that he couldn't shoot, then held him until the police arrived.

The robber, it turned out, had stolen nearly \$75 from a Madison street hat store.

By now, he's probably wishing that he had met up with a supervisor who hadn't a policeman's knack of wrestling; or, better still, that he hadn't met one at all.

INCOME TAX

Poster Tells Which Employees Must File Under Revised Set-Up

Recently posted in conspicuous places in offices, car houses and shops of the Chicago Surface Lines were notices of the revised basis for filing federal income tax returns.

Because of changes in income tax regulations

Departments and Divisions

Accident Investigation and Legal

The annual meeting of the D. A. I. Credit Union was held at the Como Inn on January 25. President James A. Mahoney called the meeting to order following a delicious luncheon.

After numerous reports and the declaration of a four and one-half per cent dividend, 1941 officers were elected. M. J. McDermott, Jr., was chosen president; and Daniel J. Colgan, vice-president.

The Girls' Birthday Club honored Eleanor Garro at a luncheon in the Old Heidelberg Restaurant on February 6. From all reports, the girls again chose a gift that greatly pleased its recipient. When returning to the office from the restaurant, the girls bumped into a man-in-the-street radio broadcast and Eleanor was interviewed over the air.

Since the new team handicap system was instituted several weeks ago, renewed interest among the last-place bowling teams has been pronounced. Though the Yanks still lead the league, the White Sox are only one slim game behind.

Investigator.

Accounting

Winifred Polich is proudly displaying a lovely diamond, having recently become engaged to John Kruzic. Best wishes, Winifred!

Dorothy Fisher, of Payroll Division, was presented a beautiful housecoat, a farewell gift from her associates, at a luncheon January 10.

We're all glad to see Timekeeper Walter Piper back at work after his recent illness.

Winifred Polich, Norma Smith and Arlene Towler celebrated birthdays last month. Congratulations, girls!

Thomas F. Coan.

Electrical

Felix Girard, who retired a few months ago, is heartily enjoying his new leisure. He started as

for 1940, many employees who have not previously had to file will have to make their first returns before March 15, 1941.

All single persons with gross incomes of \$800 or more and all married persons, living with their husbands or wives, with gross incomes of \$2,000 or more must file returns.

The law requires the Surface Lines to report all individuals earning such gross wages and each employee should take especial care to determine whether he or she falls within either of the two groups which must file returns.

The following contributions, when they have been deducted from employees' wages during 1940, are properly deductible from income in tax returns: Employees' Relief Fund, one-half of one per cent for 12 months; Community Fund, one-half of one per cent for six months, and American Red Cross, \$1.

SAYING GOOD-BYE TO SOLDIER



Typical of the numerous farewells for employees leaving for a year's army service is this Schedule Department send-off of First Lieutenant Clayton Steele, a schedule maker, who left last month for the Signal Officers' School at Fort Monmouth, New Jersey.

Shaking hands with Clayton is Esther O'Brien, stenographer, Schedule Department. Mrs. Steele, in black coat, stands between the two.

a lineman in 1890 with the Chicago Union Traction Company. After several years with that company and several more with the West Towns Railways, he worked as an emergency lineman at Grand and Leavitt until he became ill about a year ago. We all hope, Felix, that you'll continue to enjoy your retirement.

Elmer Olson, of 62nd and Wabash, recently was seriously injured in an auto accident. Hurry and get well, Elmer; we're pulling for you!

Bill Hughes, of Grand and Leavitt, is on this month's sick list. Best wishes for a speedy recovery, Bill!

LeRoy Janke, messenger at Grand and Leavitt, won a prize in the Christmas lighting decorations contest in Elwood Park. He already is planning his decorations for next year's contest, and hopes to win the top prize. More power to you, LeRoy; we'll help you hope!

Billy.

Schedule and Traffic

Fred Excell recently sent us a picture postcard from St. Cloud, Florida. Before he left, his story was that he intended to visit Orlando, St. Petersburg, Jacksonville and Daytona Beach; but the red-headed bathing beauties in St. Cloud seem to be detaining him.

A minor casualty was reported last month. Byron O'Neill, trying his hand as a glazier, attempted to set a new pane of glass. Result—a broken knife blade and a crack in the glass.

John Franzen, who has been out touring in his new Chevrolet, reports the scenery at 87th and Western is beautiful.

Harry Jennison still is on the sick list. We

hope you'll be back soon, Harry!

L. C. Dutton.

Shops and Equipment

South Shops: Herbert Storey, motor repair department, visited Florida on his belated vacation. He reports a grand time and says he enjoyed the scenic beauty and grand climate.

William Farrow, foreman of the motor repair department, bid co-workers his usual cheerful goodnight on January 30. The next morning all learned with sorrow that he had died that same evening of a heart attack.

Bill had been a faithful and efficient employee of the Surface Lines since 1896. We offer our heartfelt sympathy to his bereaved family and relatives.

Henry Zenge, car repair department, died January 10, after a brief illness. We also extend sympathy to his family.

Our condolences go also to the family of John Dockus, car repair department, who died January 11, after a long illness; and to Mrs. Betty Humphrey, printing department, whose husband recently died.

Burnside: Rumor has it that Joseph Margetic, our bachelor, is thinking of taking the final leap. Who's the lucky girl, Joe?

Matthew Schultz still is recovering from his recent operation. Hurry and get well, Matt!

77th Street: Old Doc Stork delivered a fine baby boy to the home of Peter Gorman, a new repairman, January 24. Congratulations to mother and dad, and best wishes to the baby!

Sympathy is extended to Joseph Bakutis, now

on our sick list, whose wife, ill for some time, recently died.

Archer: Our first report from Julius Dain, a clerk who recently was drafted, is that he likes army life, but is patiently waiting for Johnny McCrea to join him.

We haven't yet heard from our other soldier, Patrick Considine. How's everything, Pat?
Elsie S. Frank.

West Shops: Richard Maerz, timekeeper and a lieutenant in the National Guard, left work February 1 to enter the Officers' Training School in Chicago for a month. He will leave for Camp Forrest, Tennessee, on March 5. We'll all miss you, Dick!

James McCoy succeeded Dick as timekeeper. We hope he'll enjoy working with us.

We have two very proud employees these days, and they really have something to boast about. Frank Abel's grand-daughter and Eleanor Rall's nephew recently won prizes on radio amateur programs. Her accordian playing won Frank's grand-daughter her prize, a sizeable sum of cash. Miss Rall's nephew won his, a wrist watch and a cash award, with a piano solo.

Donald Riess, utility clerk, recently returned from his Florida vacation. He visited Miami and other interesting points, but spent most of his time at Lake Worth.

Deep-sea fishing in the Gulf, he caught a 25-pound kingfish, then shipped it home to prove his "fish story." Don particularly enjoyed basking in the sun and swimming while we in Chicago were shoveling snow.

Leo Kajpust (otherwise known as Stash's kid brother) left single-blessedness on January 29 when he was married to Carrol Stacneck at St. Mary's church. Best wishes to the newly-weds; and thanks, Leo, for the cigars!

Edna Schelter, chief girl bowler at West Shops, will receive a gold medal, set with a ruby, for her excellent work in the recent city bowling tournament. Though she was in line for a diamond medal this year, she lost out in the last minute by a slim margin. Congratulations, Edna; and here's hoping you'll get that diamond emblem next year!

When Bill Verderber, bus repairer at North Bus Department, died December 2, this poem, written by him, was found among his possessions. Since it was Bill's philosophy of life, we print it here:

"I used to get mad at people
Till I eventually came to see
It wasn't nearly so hard on them
As it seemed to be on me.

"So now I never get mad at folks,
Whatever the trouble may be;
I don't just know how it is on them,
But it's a whole lot better on me."

We extend our sympathy to the family of Machinist Arnold Listek, who died January 23.
Mildred Habeger.

Transportation

Congratulations to Instructor John O'Connor, who was presented a bouncing baby boy on January 30. The new arrival's name is Teddy,

and he weighs eight pounds two ounces.

Perl A. Greene is back with us after a very severe illness, looking better than he has for a long time.

Andy.

Around the Car Stations

Blue Island

Receiver John Quaid is the proud father of five-pound-seven-ounce boy, born February 2. Congratulations, John, and best wishes to the new arrival!

We extend our sympathy to Conductor Thomas Jacek, whose father, Motorman John Jacek, of Lawndale, died recently.

Stationmaster E. L. Maguire has visited various points of interest in southern Florida and reports an enjoyable time.

C. P. Starr.

Burnside

Extra Motorman William Cochrane evidently is quite a walker. The other day he asked the clerk if he could hike to 92nd street and Commercial avenue for a cup of coffee. Why not go to the corner, Bill, and save your shoe leather?

Motorman James Cashman was among those who attended the annual meeting of the Burnside Credit Union. Brother Jim said he enjoyed the affair, but was disappointed in the meatless sandwiches.

Motorman Henry Moss, of Cottage Grove, visited our depot last week. Everyone was pleased to see him and his pet beagle.

Conductor W. T. Henderson took the depot Christmas tree home after the holidays. He claims that he later sold it to Operator E. J. Wangero. Won't someone please tell us the details of this interesting transaction?

Speaking of Scotch deals, we're informed that Operator C. H. Stewart actually has the first dollar he ever earned. His first job netted him a one-dollar check, and he never cashed it—honest!

William D. Frank.

Division

Lester Greenberg, son of Motorman Harry Greenberg, recently was graduated from the Air Corps Technical School at Lowry Field in Denver, Colorado, as an aircraft armorer. He now is fully trained to help maintain U. S. air corps equipment.

Conductor H. Daniels, who drew No. 192 in Uncle Sam's lottery, left for a year's army service on January 24.

Motorman E. Vanderplow finally has his baseball team! His ninth child, a born outfielder, arrived recently.

Though Motorman George Abel is to be commended for his swell job as division correspondent for the *Union Leader*, don't ever mention the so-called "goose" he supposedly

hit a while ago.

Motorman Rudolph Wozechke was struck by a hit-and-run driver on January 18, and still is in the hospital recuperating from internal injuries he received. Keep your chin up, Rudy; we're pulling for you!

We're proud of our bowling team this year. It has not only stayed at the top, but also whitewashed North Avenue No. 1 and captured the high team game record. It looks, incidentally, like the feud between "Tacks" and Fischer is coming to a head.

The annual Division Credit Union meeting on January 17 was a huge success. These were some of the evening's highlights:

Conductors John Izban, E. Bates and F. McCarthy doing their fancy dance steps, with a little Irish jiggling on the side, and Motorman Stan Behnke giving the boys waltz lessons.

Conductor George Schwab drinking orange pop all evening; Conductor Herman Leusch puffing on his 18-inch pipe; and Conductor Ed Rush's work at the piano, with Conductor "Pants" Bishoff as the star singer and Conductor Gus Larsen running him a close second.

After Motorman Bob Judge reported that the credit union now has 453 members and that

it doubled its profits during 1940, Conductors George Lipsitz and M. Tezak served the refreshments.

John Gregory, who weighed in at more than eight pounds, is the new boss at the home of Conductor Damon Moore.

We extend our sympathy to Motorman Frank Loewe, whose daughter recently died.

R. T. W.

Elston

Can you imagine a guy refusing an invitation to an early morning fish feast, then going home and having his wife telephone the party and demand an explanation of where her husband was?

Conductor Krzykowski pulled that trick, and Art Mueller was the stammering fall-guy on the other end of the line.

It has been learned from most reliable sources that, by actual count, Motorman John Gustafson looked at his watch 62 times between North avenue and Irving Park road on his Elston avenue run.

One of the oddest incidents we've ever heard

BABY-MINDING CONDUCTOR STRUTS HIS STUFF

Getting the horse-laugh from his brother Armitage trainmen is Conductor Joe Hickey (holding baby) as he re-enacts the embarrassing situation which has had him muttering for more than a month that he'll never be able to look a baby straight in the eye again.

The cause of all his mental woe was a young mother who got on his car, carrying her baby, a loaded shopping bag and a purse. As she was handing him a dime, it dropped into the shopping bag.

"Conductor," she asked, "will you hold my baby a minute?"

Joe put on a gentlemanly smile and took the infant. But soon, when a crowd of riders boarded the car and began roaring to see him trying to do all his work with one hand, his smile vanished and his face took on all the colors of a rainbow.

He hurriedly told the woman, who was still digging in her shopping bag, not to bother, that he would pay her fare.

Helping Joe show just what a mess he was in are Mrs. Harry Eisenlohr (holding shopping bag), wife of an Armitage motorman, and her arm-waving grandson.



of happened to Conductor Emmet Kane. He had to put a man, leading a goat on a leash, off his car. The motorman, John Southwell, says that the goat was in better condition to ride than his master, but its horns were a wee bit too big.

Ed Evenson.

Limits

Thanks to Conductor Charles Ritter, we are able to report on the Credit Union's annual meeting, held January 18. Though the weather was bad, the attendance at the affair was good. A four and one-half per cent dividend was declared, and 1940 officers were re-elected.

Guest speaker for the evening was H. Neil Graham of the Farm Credit Administration, who gave an interesting talk on credit union work. Refreshments, entertainment and dancing followed the business meeting and led those present to believe that we can expect bigger and better annual meetings in the future.

Congratulations are in order for Conductor Wayne Keller, who recently became the proud father of a bouncing baby boy. Wayne long has been looking forward to an heir to his fortunes and a brother for his little girl.

Our bowling team, while not as hot as last year, still is plenty good. We are sure the boys are going to cop the cup again. They built up such a good reputation last year that they have some large handicaps to get over this season. More power to you, boys; we're all behind you!

E. A. Davis.

Lincoln

When Lincoln and Noble Credit Unions held an entertainment and dance at the Polish Women's Alliance Hall January 15, about 700 members and guests turned out for the affair. Conductor Irving Metzger, of Lincoln, served as master of ceremonies. All who attended greatly enjoyed themselves.

Conductor C. Goff, who has taken a 30-day furlough, plans a visit to his sister in California and a tour through the west.

We extend our sympathy to the family of Motorman P. Basquel, who died January 29; to Motorman E. Schultz on the recent death of his mother, and Motorman D. Born, whose sister died January 9.

Harry Spethman.

Noble

The entertainment and dance for members and guests of Noble and Lincoln Credit Unions January 15 will long be remembered by the 700 folks who ventured out in the stormy weather to attend the affair.

After two short movies, those attending danced to the tunes of an orchestra. Later, Conductor Irving Metzger, of Lincoln, master of ceremonies, introduced the many entertainers.

Among the performers were: "Hollywood Joe" Rohr (Conductor Joe Rohr, of Noble), with a comedy act; Conductor Phil Huber, of Noble, and Mrs. Huber, who made up a vocal and piano duet; and Winifred Cook, songstress of WGN and daughter of Conductor George Cook, who also sang.

Following a toe dance by Virginia Kaderli and songs and acrobatic dancing by Robert

Harrell, Master of Ceremonies Irv Metzger sang several songs. When he began "Beer Barrel Polka," however, there was a slight interruption from "Hollywood Joe" Rohr, who couldn't stop himself from climbing back onto the stage and whistling with so much gusto that he could be heard for blocks.

The co-chairmen of the affair, Conductors Gerhardt Schmook, of Noble, and Irving Metzger, of Lincoln, and the trainmen who gave them a hand, are to be congratulated for the successful affair.

Motorman Tom Slawek laid away his blue uniform January 16 for one of khaki. He joined the army that day and, after a week at Camp Custer, Michigan, left for San Francisco, where he now is stationed.

Congratulations to Motorman Larry Bennett, who was married to Miss Julia Carracio January 11. Incidentally, girls, that handsome best man at the ceremony was Motorman Harold Bennett, Larry's brother. He still is eligible; the line forms on the right!

Congratulations also to Motorman Frank Mischung, whose wife presented him an eight-pound son January 26.

Motorman Stan Czapiewski and Conductor George Cook are both at home ill. They'd appreciate a visit, boys! Any of the clerks can give you their addresses.

Conductors Charles Karcal and Bill Middleton have been in a huddle lately. The news has leaked out that they're both model railroad engineers. No wonder Mrs. Karcal has to page Charley in the basement every time there's a call from the depot!

Sympathy is extended to Operator Maurice Cronin, Motorman Edward Peterson and Conductor Leo Brunke on their recent bereavements.

Ed Devine.

North

Top social events of the season here are the southern trips of Motormen Bernard Duffy and Anthony Fales.

Bernie got a head start of about a week; but, at the rate he is travelling (last heard from at



Motorman Roy Reighart, North Depot's "Lone Ranger," is caught astride a plaster Silver, near Elkhorn, Wisconsin, which he visited a while ago.

Incidentally, Roy no longer has a right to his Lone Ranger title, for he now is working in double harness. He was married January 25.

Hot Springs), Tony will be in Florida first and will be introducing him to Miami Beach society.

We hope you boys won't need screaming headlines regarding a cold wave in Chicago to

CHAMPION FINDERS OF UNUSUAL ARTICLES

Trainmen at 77th depot crowned two champion finders of unusual articles last month, and now offer to bet six newly-painted street cars and their favorite checker board that no other Surface Lines depot can put forth any finders who have a right to walk on the same street with them.

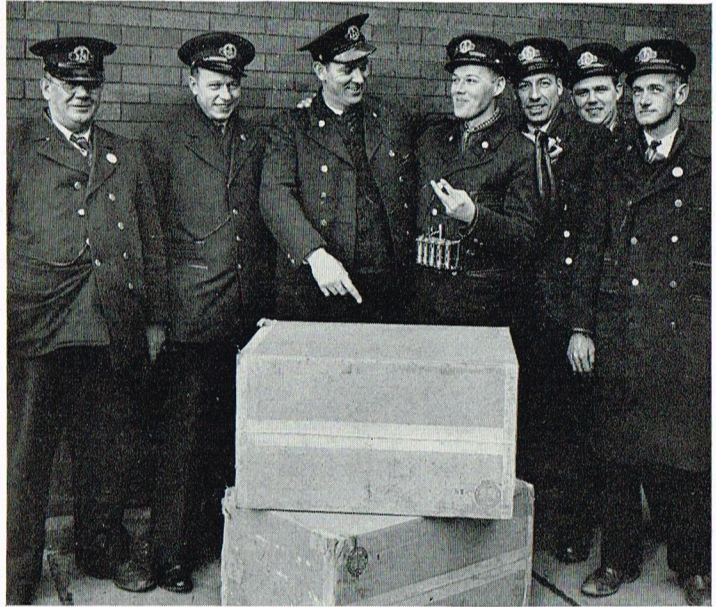
Seventy-seventh employees always said the new title holders—Motorman Marvin Gohrsch (pointing at cartons and claiming he found both of them) and Conductor Harold Erickson (holding up two fingers and claiming the same thing)—had the makings of big timers.

They were nearly speechless, however, when the two champs pulled in from their Clark street run with their record find—350 shirts and 250 pairs of pants!

Less truthful heroes might have claimed—just for the sake of the story—that the clothes were left on their car by a crowd of male nudists.

But Marvin and Harold, sticking to the truth, explained that they found them in the two cartons on the street, where they had tumbled from a Montgomery Ward and Company truck.

When notified, incidentally, the grateful firm sent another truck to pick up the clothing—also a box of cigars for the champs.



enjoy your trip. The weather here has been so mild that, unless censorship is imposed, Chicago'll become the winter vacation spot of the country.

Conductor Ted Lind visited the depot January 30, looking remarkably well after his long illness. He's not yet out of the woods; but, after five operations, proves himself a great fellow, for he's still able to smile at the world. His new glasses, he says, are a great help.

Motorman Owen Calt is the father of a nine-pound son, Eugene Francis, born January 26. Owen's other child, now two years old, is named Catherine Mary. Congratulations, Owen!

The recent death of Conductor William Shelton leaves a void here. We extend our sympathy to his family and friends, also to Conductor Arthur Therkelsen, who recently lost both his mother and father.

Henry W. Coan.

Seventy-seventh

In the same category as the thrill that comes to the golfer who breaks a hundred, to the angler who lands a sailfish, or to the ball player who hits a homer with the bases loaded was the thrill that came to Conductor Charlie Woehlke the other night. After bowling for a good many years, he was beginning to think there just wasn't any justice—but all that is changed now. He clicked off a record high three-game series score of 660. That, in the

language of the day, indicates he simply went "all out."

We've often wondered what makes some fellows so buoyant, but have never been able to solve the mystery until recently. In Conductor George Kobar's case, it's because he wears red suspenders!

Conductor Eppich's hobby—raising homing pigeons—is, he finds, extraordinarily interesting. He has been studying the birds for a long while and gets a good deal of pleasure out of them. In a good many ways, he says, they have a parallel with humans, except that their love of home is more pronounced.

A little girl who didn't have car fare or money for a meal found out recently that Santa Claus doesn't always wear whiskers. Conductor Mike Tierney, Jr., doesn't have chin foliage, but he had 99% of the other qualifications as far as the little girl was concerned. After meeting Mike, she's sure the Christmas spirit is working overtime. We'd say it's the kind of hangover we could stand more of!

Sympathy is extended to the following trainmen because of recent deaths in their families: Motorman C. S. Fitzsimmon, his brother-in-law; Motorman John Doherty, his brother; Conductor P. J. Conway, his mother-in-law; Supervisor J. Franz, his mother-in-law; Conductor T. E. Purtell, his father; and also to the families of these deceased trainmen: Motormen R. J. Devine and Frank P. O'Neill and Conductor A. C. Lexow.

Walter F. Story.

**BLACKSMITHS WORKING
AT FORGE IN WEST SHOPS**

