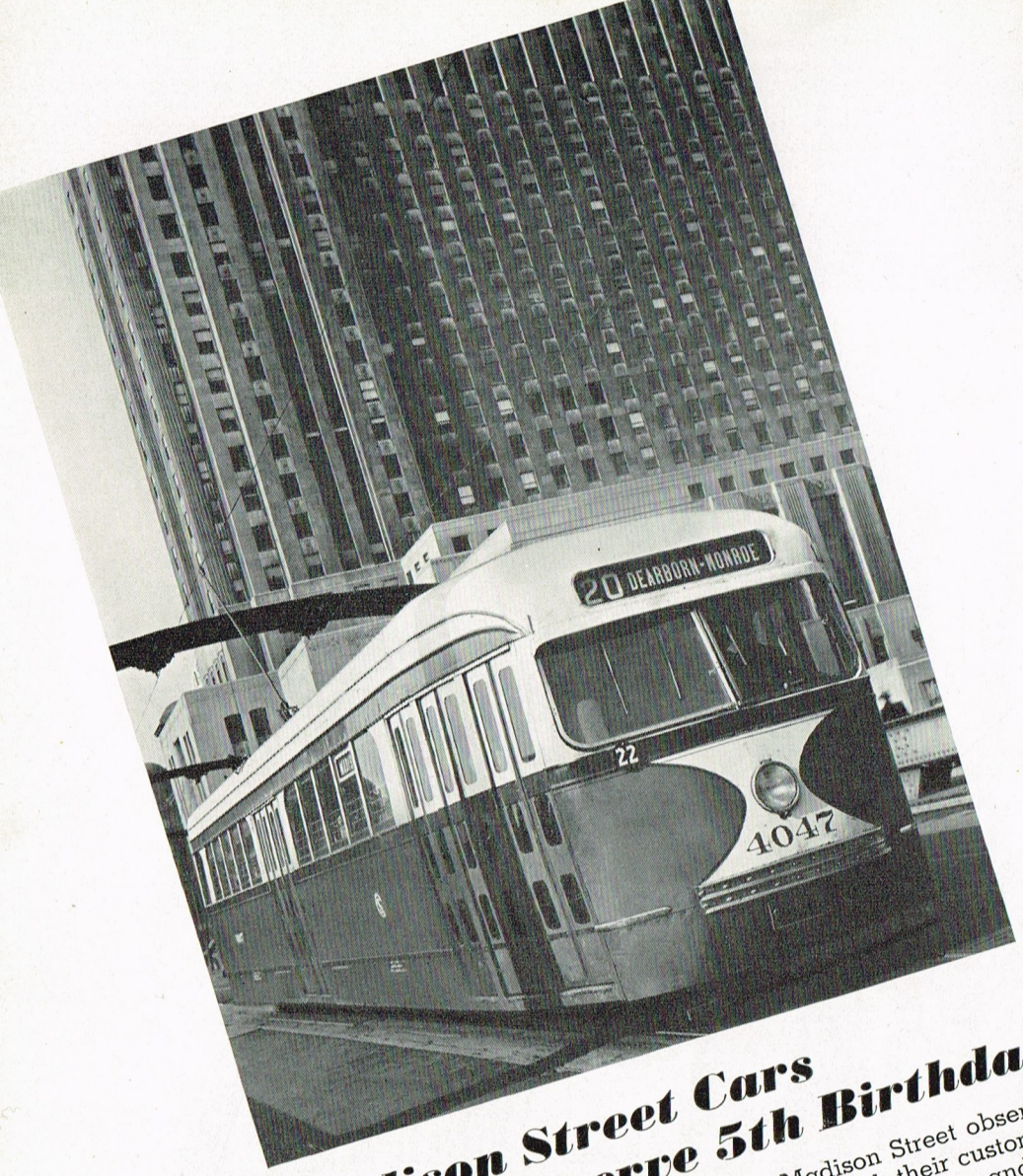
Our important task in national defense is to carry Chicago workers to their jobs—safely and on time!



SURFACE SERVICE

MAGAZINE

NOVEMBER · 1941



Madison Street Cars Observe 5th Birthday

THE STREAMLINED P. C. C. cars on Madison Street observed their fifth birthday this month by gliding with their customary speed, smoothness and lack of noise over their seven-and-one-half-mile route.

Since beginning operation November 12, 1936, the 83 cars have carried 211,000,000 passengers and have traveled more than 15,300,000 miles—an average of about 180,000 miles per car.

Rider appeal of the sleek vehicles is shown by the fact that the Madison Street line attracted 16% more passengers this year than during the year before the new cars started operating. In the same periods, riding on the System as a whole shows a small decrease.

Chicago was one of the first cities to have a substantial number of the P. C. C. cars, which got their alphabetical name from the group that initiated their development—the Presidents' Conference Committee of the Electric Railway Association. Today, however, American and Canadian cities have 1,580 of the cars in operation and 443 more on order.

To prevent our 83 vehicles from losing their attractive appearance, a second general overhauling of the cars has just begun at West Shops. The first such job was carried out during 1939.

SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employes

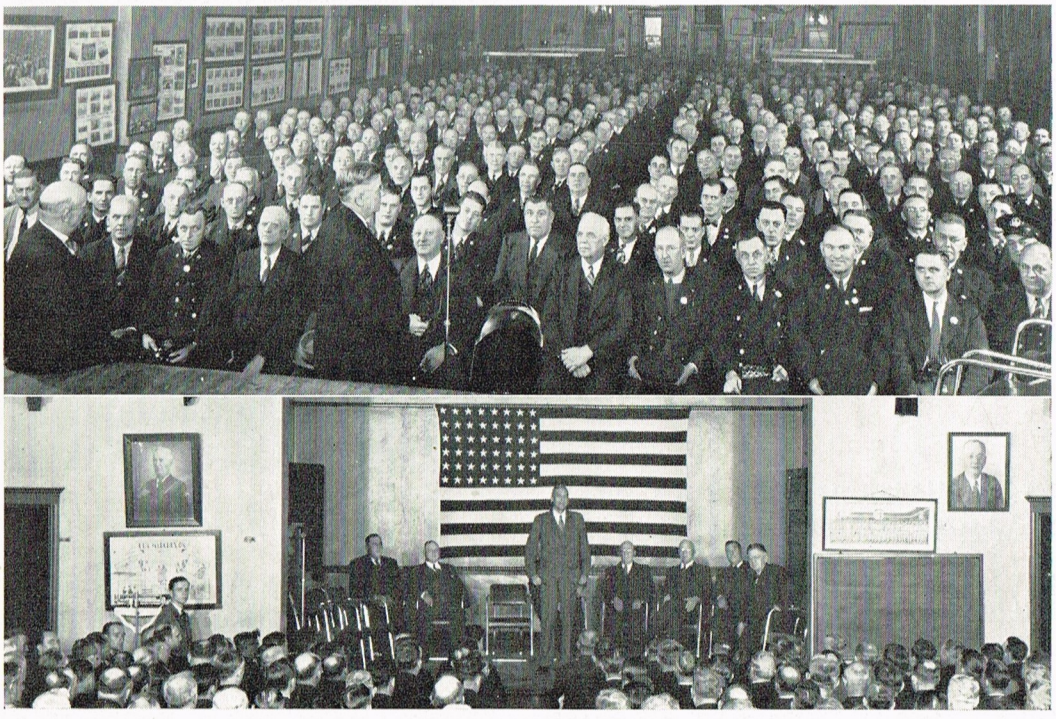
VOL. 18 NOVEMBER, 1941 No. 8

Trainmen Asked to Improve Service, Prevent Accidents

IMPROVE SERVICE! Prevent accidents before they happen!

Nearly all the more than 10,500 active Surface Lines trainmen will have heard those requests from Superintendent of Transportation William A. Hall and Supervisor of Accident Prevention William Pasche when the last series of annual accident preventon and operating meetings, begun last month, is held November 18 at Division Depot.

President Charles W. Chase, who attended the evening sessions at 77th Street and North Avenue Stations, expressed his pleasure with the meetings, then went on to tell the men of



AT ACCIDENT PREVENTION AND OPERATING MEETINGS

One of the largest crowds to turn out for the accident prevention and operating meetings being held at the various depots since October 20 is this group of 486 77th Street trainmen (top photo) who attended the afternoon session at that station.

Superintendent of Transportation William A. Hall (at microphone) and Supervisor of Accident Prevention William Pasche (seated on edge of stage) spoke on bettering service and preventing accidents.

More than 500 other 77th trainmen attended the evening session (bottom photo), at which President Charles W. Chase (standing on stage) expressed his pleasure with the spirit of the meetings.

his aim to improve service and equipment as soon as possible.

Mr. Chase, who was enthusiastically received, expressed regret that the press of work made it impossible for him to attend a meeting at each of our 16 depots; but said he hoped to be present at the evening session at Kedzie Station November 17.

Mr. Hall Praises New Men

Urging a greater endeavor by all trainmen to produce courteous and safe service, Mr. Hall, in his talks, singled out the 900 trainmen employed since last April and praised them for their generally good courtesy and safety efforts. He gave a pat on the back also to the older trainmen who, he said, had obviously taken special pains in instructing and breaking in the new men.

Pointing out that although most trainmen are doing a good job in accident prevention, Mr. Pasche stated that more safety-mindedness and more care would reduce accidents. The national trend of traffic accidents is up; but, he stated, with wholehearted coöperation from all trainmen and supervisors, our accident trend will go down.

Both speakers dwelled on winter operation, which the new men soon will taste for the first time. Street and rail conditions will be at their worst; and, they emphasized, will require both new and older employes to be alert constantly for accident hazards.

10 Applications Approved by Employes Relief Committee

EIGHTEEN applications for relief were received last month by the Employes Relief Committee. After investigation, 10 were approved for assistance.

Active cases on the relief roll at the end of the month numbered 196—five having been removed by death or other causes.

A total of $1,622,280 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to $10,302.

North Avenue Conductor Wins Courtesy Prize

"OUTSTANDING courtesy, cheerfulness and consideration for his passengers" recently won Conductor John Meyers, North Avenue Depot, a Surface Lines trainman for 37 years, a $20 award from the *Chicago Tribune*.

Reporter Marcia Winn, of that newspaper, spent hours during Courtesy Week riding over many of our lines. In her story, published September 29, she told of courtesies performed by several trainmen, but named John as the most polite and thoughtful of all with whom she had ridden.



Conductor John Meyers

She told how he called each stop clearly, assisted riders on and off his car, and answered her numerous question with the utmost good humor. When she left the car, she related, he warned her to watch out for traffic.

Of her leaving, she wrote: "His relief was doubtless as great as his courtesy."

SOUTH SHOPS FOLKS RECEIVING SAFETY AWARD



Because safety-minded South Shops folks operated during the first half of 1941 without a single lost-time accident, Manager George Traver (fourth from left), Greater Chicago Safety Council, presented them a plaque in recognition of their accomplishment.

A second pat on the back to the award winners was in the form of a letter from President Charles W. Chase to H. H. Adams, superintendent of shops and equipment.

"This is indeed a splendid achievement," wrote Mr. Chase, "of which I am sure all of the Surface Lines organization will be more than proud. On behalf of our fellow employes, I desire to congratulate most heartily all who contributed in establishing this fine record, reflecting such credit upon themselves and the Surface Lines."

Starting with the first seated man at the left and moving around the desk, the men are: Foreman Edward Rooks, Motor Repair; Assistant Foreman Theodore Wahlberg, Car Repair; Foreman Joseph Gasser, Car Repair; Mr. Traver; Shop Superintendent Charles D. Mack; Assistant Shop Superintendent William C. Smith; Foreman Alonzo Williams, Printing Department; Foreman William Goering, Millwright; Foreman Edward Anderson, Machine Shop; Foreman Joseph Jardin, Blacksmith Shop; Inspector of Cars Joseph Canavan; Foreman John Sake, Truck Shop; Assistant Foreman Charles Maslauskis, Car Repair; Foreman Joseph Hecht, Paint Shop; and Foreman Edward Forluemke, Wood Mill.

English Parliament Turned Thumbs Down on Steam Coach

WHEN A steam-propelled coach began operating between London and Birmingham, England, in 1821, alert Parliament was quick to sense its "dangers."

Since the "uncivilized" contraption, seating 18 passengers and weighing about two tons, travelled at the breakneck pace of eight miles an hour, or, with the wind at its back, even faster, the governmental body decreed that a man toting a red "keep clear" flag must walk before the coach.

The decree dealt a knockout punch to steam coach transportation, for, it seems even the most long-legged, long-winded, fast-walking red-flag-carrier cut the vehicle's speed to about four miles an hour—slower than that of the "more sensible" horse-drawn coaches.

Dr. George Curl, Examining Physician for 9 Years, Dies

DR. GEORGE R. CURL, examining physician, Insurance Department, died at Hines Hospital October 8, having suffered a cerebral hemorrhage two weeks earlier. He was 57 years old.

Because he had given physical exams to most men employed since he joined the Surface Lines in 1932, he was widely known among employes.

During the World War, Dr. Curl served with the medical corps of the Italian, French and British armies, and also with the American forces in France and Russia. He was assistant chief of orthopedics at Hines Hospital from 1920 to 1927.

A number of Surface Lines employes attended his funeral services, held October 10 at Maywood. Dr. Curl is survived by his wife, daughter, son, two sisters and two brothers.

123 Employes Are Called for Military Service

ONE HUNDRED and twenty-three Surface Lines men have been called up for military service since September, 1940, when Top Sergeant Jack Wilson, a conductor at 69th Depot and the first of our employes to leave, set out for Fort Bliss, Texas, with the national guard company of which he was a member.

Fourteen of these men were discharged during the last two months—13 because they were over 28 years of age, and one because of dependents. All have returned to their former jobs.

There are Surface Lines men in all branches of the armed forces. A number are commissioned officers. Many more are non-commissioned officers.

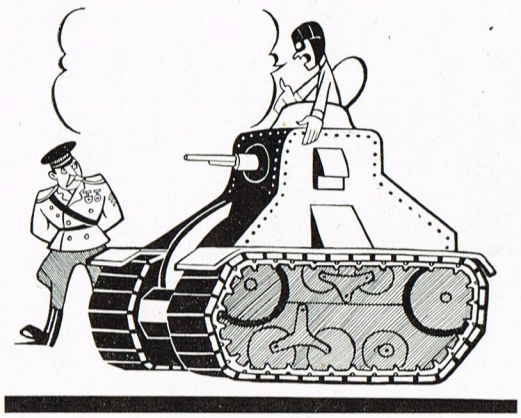
Among those with particularly responsible assignments are Captains Edward Horning, former assistant purchasing agent, and Leigh Hunt, former attorney, Department of Accident Investigation, who are helping develop recently-formed armored units.

Holding down as unusual an army job as any of our men is Private Tony Peters, former Devon conductor, whose civilian hobby of raising pigeons skyrocketted him into his army task of training the birds for the Signal Corps.



Eliot Hirsh

"I used to have a run back home that went past the stock yards. Boy, I really could have used this thing then!"



Eliot Hirsh

"Something's gotta be done, sir. The guy who drives this thing used to be a motorman. Whenever we stop, I've gotta go 'Ding-Ding' before he'll start again!"

Another former Devon trainman, Motorman George Heintz, is a flight officer with the Royal Air Force in England. In a recent letter to his friends at that depot telling of life in the R. A. F., he concluded: "Hang onto your jobs, boys—all of you. Take it from me, you have a nice comfortable life there. Take stock—good incomes and good jobs—so hang onto them!"

A list, by departments, of all service men whose present addresses are known follows:

Accident Investigation and Legal: Pvt. William J. Connolly, Co. C, 87th Infantry Training Bn., Camp Roberts, California. Capt. Leigh Hunt, 13th Armored Regiment, Fort Knox, Kentucky. Pvt. William R. Peterson, Bat. C, 1st Bn. T-21B, Fort Eustis, Virginia. Pvt. Frederick Max, Bat. F, 65th Coast Artillery (AA), Camp Haan, California.

Electrical: Pvt. William Adomaitis, Hqts. Co., 3rd Infantry Regiment. Fort Snelling, Minnesota. Pvt. Stanley Jackson, Co. C, 1st Signal Training Bn., Red Bank, New Jersey. F. C. Pvt. Fred Lundie, Q. M. Detachment, 17th Training Bn., 2nd Army Depot, Murphysboro, Tennessee. Pvt. Dello Hieatt, Co. F, 108th Combat Engineers (A.P.O. 33), Camp Robinson, Arkansas.

Insurance: Sgt. William Ashley, Bat. E, 122nd Field Artillery, Camp Forrest, Tennessee.

Material and Supplies: Pvt. Austin Craycraft, Co. D, 62nd Training Bn., Camp Wolters, Texas. Sgt. Fred Dabbert, Bat. B, 124th Field Artillery, Camp Forrest, Tennessee. Pvt. William Kreil, Hdqs. Co. Station Compliment, Barracks No. 36, Camp Croft, South Carolina. Robert W. Motis, Co. B, 22nd Medical Training Bn., Camp Grant, Illinois. Max Streeter, Co. B, 6th Armored Force Replacement Training Center, Fort Knox, Kentucky.

Purchasing: Capt. Edward Horning, 2nd Signal Armored Bn., Camp Polk, Louisiana.

Schedule and Traffic: Capt. Clayton Steele, 117 Atlantic Avenue, Long Branch, New Jersey. Lt. Evan Olmstead, 716 South Packwood Avenue, Tampa, Florida. Pvt. David Jacobs, M. P. Co., 33rd Division, Camp Forrest, Tennessee.

Shops and Equipment: ARCHER—Pvt. Patrick Considine, Company B, 81st Q. M. Corps, Fort Sheridan, Illinois. Pvt. Julius Dain, Bat. F, 6th Coast Artillery, Fort Baker, California. Pvt. John McCrea, Troop D, 106th Mechanized Cavalry, Camp Livingstone, Louisiana. Pvt. Henry Stuvee, Bat. E, 57th Coast Artillery (AA), Camp Callan, California.

ARDMORE—Pvt. Orrin Hale, H. Q. Bat., 123rd Field Artillery, Camp Forrest, Tennessee.

KEDZIE—Pvt. Elmand Kleveno, Co. L, 10th Infantry, Camp Custer, Michigan.

NORTH BUS—Pvt. William Wallace, Bat. A, 94th Coast Artillery, Camp Davis, North Carolina.

SEVENTY-SEVENTH—Pvt. Arthur Weyrich, 3rd Engineers Training Bn., Fort Leonard Wood, Missouri.

SOUTH SHOPS—Pvt. James Cervenka, Bat. A, 55th Bn. Coast Artillery (AA), Camp Callan, California.

WEST SHOPS—F. C. Pvt. Walter Hager, Hqts. Bat., 1st Bn., 93rd Coast Artillery, Camp Davis, North Carolina. Pvt. Cyril Lemke, 35th Infantry Replacement Training Center, Camp Croft, South Carolina. Lt. Richard Maerz, 132nd Infantry, Camp Forrest, Tennessee. F. C. Pvt. Elmer Natzke, 106th Cavalry, Camp Livingstone, Louisiana. Pvt. Frank Soluri, 23rd Ordnance Co. (MM), Murphysboro, Tennessee. F. C. Pvt. Edward Sturm, 106th Cavalry, Camp Livingstone, Louisiana.

Track: Sgt. Jake Barbera, Bat. C, 122nd Field Artillery, Camp Forrest, Tennessee. Pvt. Arthur Bragiel, Bat. B, 26th Bn., 6th Field Artillery (R. P. C.), Fort Sill, Oklahoma. Pvt. Patrick Campbell, Co. B, 2nd Infantry, Fort Custer, Michigan. Pvt. Joseph Frain, Bat. E, 57th Coast Artillery (AA), Camp Callan, California. Pvt. Anthony Giovenco, Bat. C, 57th Coast Artillery (AA), Camp Callan, California.

Instructor John Holmberg, Army Air Corps, King City, California. Pvt. Patrick Kilroy, Hqts. Bat., 67th Field Artillery, Camp Polk, Louisiana. Pvt. Martin Marley, Bat. B, 95th Coast Artillery (AA), Camp Davis, North Carolina. Pvt. Edward Micetic, Bat. A, 26th Coast Artillery, Camp Wallace, Texas. Flying Cadet Joseph Oblinski, Army Air Corps, Rankin Aero Academy, Tulare, California. S. C. Seaman Louis Spasojevich, Naval Air Corps, Curtiss Field, Glenview, Illinois. Pvt. Charles Wolfe, 33rd Engineers (T. O. P.), Camp Clybourne, Louisiana.

Transportation: ARMITAGE—Pvt. Howard Paetzke, 1st C. M. L. Co., Bowman Field, Louisville, Kentucky.

BURNSIDE—Pvt. Edward Boomgarn, Co. E, 10th Infantry (A. P. O. 42), Camp Robinson, Arkansas. Pvt. Francis Cunningham, Co. E, 118th Combat Engineers (A. P. O. 43), Camp Ragley, Louisiana. Pvt. William Nowatski, 23rd Ordnance Co. (MM—A. P. O. 42), Camp Robinson, Arkansas. Pvt. Ivan Olson, Hqts. Co., 3rd Bn., 132nd Infantry (A. T. O. 33), Camp Robinson, Arkansas. Pvt. Daniel O'Neill, 144th Infantry, 36th Div., Camp Bowie, Texas.

COTTAGE GROVE—Sgt. Edward Buchler, Bat. E, 94th Coast Artillery (AA), Camp Davis, North Carolina. Pvt. George Cregar, Bat. I, 108th Field Artillery, Fort Flagler, Washington.

DEVON—Flight Officer George Heintz, White Waltham Aerodrome, Royal Air Force, Berkshire, England. Lt. Lawrence McKinney, 3rd Ordnance Training Bn., Aberdeen Proving Grounds, Maryland. Pvt. Bernard Nelson, 124th Field Artillery, Camp Forrest, Tennessee. Pvt. Anthony Peters, Co. A, 1st Signal Corps Training Bn., Fort Monmouth, New Jersey. Pvt. John Riley, Co. F, 2nd Infantry, Fort Custer, Michigan. Sgt. Joseph Wallace, Bat. K, 93rd Coast Artillery (AA), Camp Davis, North Carolina.

DIVISION—Pvt. C. B. Schoewer, Co. D, 28th Training Bn., Fort Leonard Wood, Missouri.

KEDZIE—Pvt. Michael Dorgan, 93rd Coast Artillery (AA), Camp Davis. North Carolina. Pvt. William Schram, 1st Signal Corps Replacement Center, Fort Monmouth, New Jersey. Pvt. Ralph Weaver, 46th Signal Armored Corps, Camp Polk, Louisiana.

LAWNDALE—Pvt. John Hebding, Co. L, 129th Infantry, Camp Forrest, Tennessee. Pvt. John Kalka, Co. A, Fort Monmouth, New Jersey. Pvt. Robert Keag, Chanute Field, Rantoul, Illinois.

LIMITS—Pvt. Maurice Buckley, Co. E, Signal Corps Replacement Center, Fort Monmouth, New Jersey. Pvt. Harry Jacobsen, Co. E, 2nd Infantry, Fort Custer, Michigan.

LINCOLN—Pvt. Haddon Phillips, Painfield Medical Section, Everett, Washington.

NORTH—Pvt. Philbon Anderson, Medical Detachment, Moffet Field, California. Pvt. Francis Coyle, Hoff General Hospital, Santa Barbara, California. Pvt. Joseph Schultz, 122nd Field Artillery, Camp Forrest, Tennessee.

SEVENTY-SEVENTH—Pvt. Joseph Finn, Bat. C, 94th Coast Artillery (AA), Camp Davis, North Carolina. Pvt. Charles Funk, Hdqs. Troop, 4th Cavalry, Fort Meade, South Dakota. Pvt. Martin Grady, Co. B, 52nd Brigade, Camp Wolters, Texas. Pvt. Elmer Klein, Hqts. Bat., 2nd Bn., 262nd Coast Artillery (A. P. O. 308), Bagley, Louisiana.

SIXTY-NINTH—Pvt. Cornelius Callahan, Co. B, 35th Engineers, Camp Robinson, Arkansas. Pvt. Thomas McNeil, 33rd Div., 132nd Infantry (A. P. O.), Camp Robinson, Arkansas. Pvt. Thomas Nash, Bat. E. 79th Coast Artillery (AA), Fort Bliss, Texas. Pvt. John O'Rourke, Service Co., 6th Div., 63rd Infantry, Fort Leonard Wood, Missouri. 1st Sgt. John Wilson, 202nd Coast Artillery (AA), Fort Bliss, Texas.

Lawndale Snatches Lead in Keep 'Em Rolling

AFTER HOLDING top place in the Keep 'Em Rolling Contest for eight consecutive months, Burnside was nosed out last month by Lawndale.

Lawndale's average of 8,938 miles per pull-in due to equipment failures was an increase of 9.9% over its September showing.

Second and third place for the month went to 69th and dethroned Burnside, respectively. Their average mileages per pull-in were 8,479 and 7,938.

Rank	*Carhouse*	*Zero Days*	*Miles Per Pull-In*	*Pct. Inc. or Decrease*
1	Lawndale	4	8,938	9.9
2	Sixty-Ninth	—	8,479	9.4
3	Burnside	5	7,938	12.6*
4	Cottage Grove	5	7,794	3.0
5	Division	6	7,491	15.0
6	Devon	1	6,348	19.1*
7	Seventy-Seventh	—	6,074	10.0
8	North	—	5,677	37.5
9	Armitage	2	5,429	23.6*
10	Archer	—	5,190	7.4
11	Limits	4	5,082	10.6
12	Kedzie	1	4,962	43.3
13	Elston	7	3,851	11.5*
14	Noble	1	3,730	33.1*
15	Blue Island	3	3,441	23.1*
16	Lincoln	2	3,385	16.3*

*Indicates decrease.

Carhouse records for the last six months:

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

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Volume 18 November, 1941 No. 8

WILLIAM H. BROMAGE . . . . . *Editor*

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

Letters from Home

IF ALL OF us could watch the hopeful faces which greet mail deliveries at army camps and naval stations, there would be more "letters from home" going out to our former co-workers who are serving with the nation's armed forces.

Not one of these men is old enough to escape some feeling of homesickness. Few, men or women, ever are.

Pick up your pen or pencil today and let the fellow who used to work with you know you still remember him!

Windy Willie

ONCE THERE WAS a foamy fellow known as Windy Willie.

This palooka was packed with palaver. He was as full of hot air as a county fair balloon. And he could blow harder than a tuba tooter with the asthma.

He had a twerpy theory that you could blow accidents out of the plant like the big bad wolf blew the little pigs out of their straw shack.

But to Old Man Accident all this huff and puff were just so much stuff. He kept right on muscling in with mishaps.

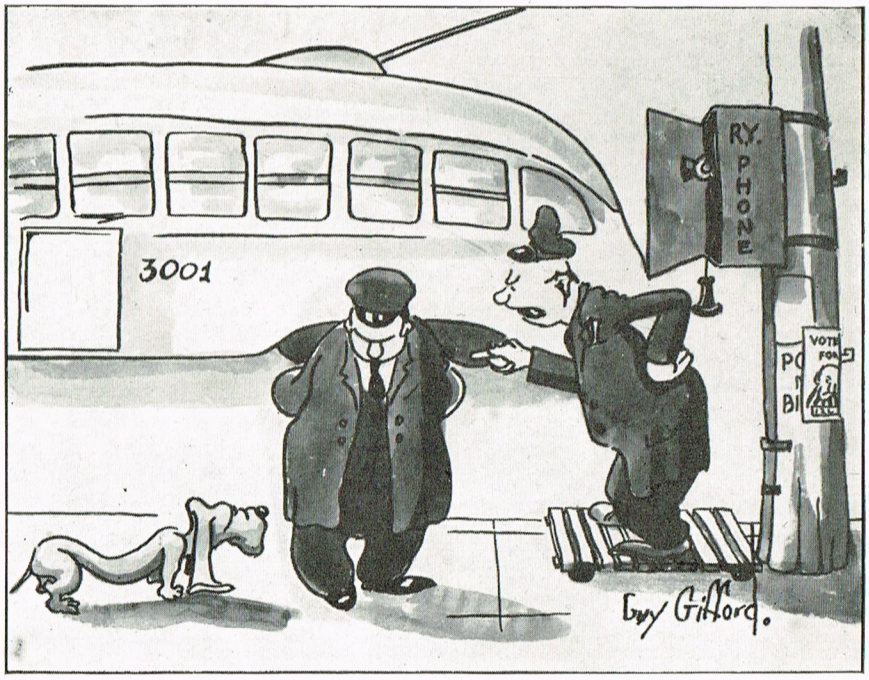
Windy Willie finally got wise to the fact that all a big blow does is a lot of damage, and that you can't cool accidents off with hot air.

So he stopped blowing and started a safety program that was sound instead of noisy.

And the soaring accident rate was becalmed by lack of wind and came down to earth.

Moral: It takes more than a windbag to give accidents the sack!

Courtesy Nat'l Safety Council, Inc.



"Are you smart! Those guys you passed up at Blue Island were our relief!"

Riders Praise Service of 59 Trainmen

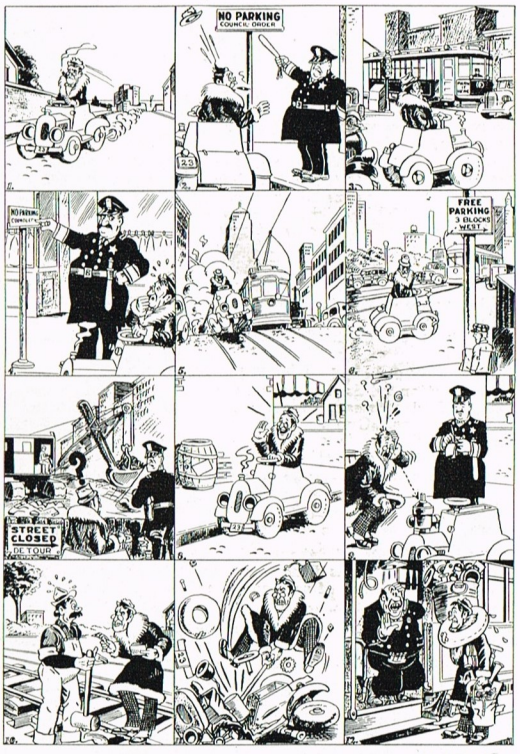
LAST MONTH WAS a black one for complaints, which increased by 100. The sole cheerful note was struck by the 59 trainmen whose courtesy, efficiency or helpfulness prompted letters of praise.

Commendations this year number 10 less than during the first 10 months of 1940. Complaints, however, have increased by 102.

Praising Motorman Ed Wunnetisch, Limits, for waiting as she ran to catch his car, Mrs. A. L. Reardon, 2141 Fremont Street, wrote that when she thanked him, he replied: "I'm getting well paid to do my job, and feel I should do it right."

Impressed by the pleasant manner of Motorman Bill Murphy, Lawndale, in helping a blind passenger across Ogden Avenue each morning, Miss Marybelle Shriner, 2363 South Kolin Avenue, wrote: "He really seems to enjoy it, for he greets the man cheerily each morning."

Because they daily watch over her young son, and other school-children riders as well, Mrs. Joseph Knaus, 10932 Church Street, wrote of Conductor Frank Quinn and Motorman Ade Barry, Limits: "I hope you appreciate what a credit they are to you."



Bud Walker

"His Courtesy Was Outstanding"

Impressed by the way in which Conductor Ernie Frank, Burnside, served his riders, Clara E. Chamberlin, Hyde Park Hotel, wrote: "His courtesy was outstanding; his good nature noticeable; and, best of all, he seemed to enjoy himself."

Because Operator Lou Schoenfeldt, Elston, has many times helped her on and off his car, Mrs. Ella Hendrix, who explained she is partially crippled, wrote: "I compliment you on employing such a man. He is very pleasant about helping, and never tries to hurry me."

"He makes every trip a pleasure." So wrote Mrs. R. A. Weiand, 334 North Lotus Street, of Conductor Ed Langil, Kedzie. "His consideration toward all passengers," she added, "and his special courtesy to women deserve the highest praise."

"He Makes Friends for You"

After noting that Conductor Bernie Miller, 77th, had a pleasant word or smile for every passenger, W. M. Bersac, 7757 North Sheridan Road, wrote: "By doing more than his job calls for, he makes friends for you."

His "kindness and consideration toward an elderly man on his car made me sorry I wasn't the *Chicago Tribune* reporter who has awarded cash prizes for courtesy." So wrote Mrs. W. F. Maloney, 2241 Devon Avenue, of Conductor Karl Immer, Devon.

Praising the kindness, courtesy and efficiency of Conductor Dave Bailey, 77th, Mrs. Edith Annunziata, a Surface Lines rider since 1904, wrote: "He's the best conductor I have ever ridden with."

"I've never seen anyone as courteous as he," wrote Julia Swann, Hotel Majestic, of Conductor John Hammerton, Kedzie. She stated that everyone on his car received pleasant, friendly service.

Motormen: Are You Up on Auto Drivers' Arm Signals?

SINCE ALL motormen and operators should try to keep up on the meaning of automobile drivers' arm signals, we print the following.

An arm protruding from the automobile on the tracks ahead means that the driver is:

1. Knocking the ashes off his cigarette.
2. Going to turn left.
3. Telling his small son to shut up, that he won't buy him any red pop.
4. Going to turn right.
5. Pointing out a scenic spot.
6. Going to back up.
7. Feeling for rain.
8. Telling his wife that he's sure the kitchen door is locked.
9. Saluting a passing motorist.
10. Going to stop.

DEPARTMENTS AND DIVISIONS

Accident Investigation

JOHN MRAZ, who joined our forces recently as a statementman, has proved a very popular addition.

When our messenger boy, William Chaveriat, was transferred to Executive Department as reception clerk, he was replaced by William Sunlin. The latter Bill reports that he likes his job very much. To us, that's an indication that those he serves like him.

It wasn't "Blue Monday" on November 3 for Lorraine Brevitz. On the contrary, everything seemed rosy—even the diamond ring that was the center of attraction soon after her co-workers arrived. Miss Brevitz says no date has been set, and won't predict when the big day will be. We did learn the lucky fellow's name, Russell Doering, and that he lives in Detroit. He is to be congratulated.

At this writing, Eleanor Garro is being entertained at St. Elizabeth's Hospital with a tonsillectomy. We hope her recovery is rapid.

Frederick Max, who reported for military service March 1, recently paid us a visit from Camp Haan, California. He was home because of the illness of

In Memoriam

Frederick N. Christensen, motorman, Armitage, died October 15, following an illness of about four years. He was known as "Dinky Christensen" by his co-workers because, after being employed as a tow boy in 1909, he operated a "dinky" hauling trailers. He was 60 years old, and is survived by one daughter.

John Nugent, motorman, Kedzie, who left the Surface Lines October 1 under the new retirement allowance plan, died five days later, following an operation. Seventy-three years old, he had 32 years of service. He was a member of the Catholic Order of Foresters, and his hobbies were raising Boston Bull terriers and canaries. A widower, he is survived by one son.

Stanley Waszak, Western Division, Track Department, an employe for 37 years, died October 8 of tuberculosis. His illness had kept him from work for nearly a year. Seven sons and two daughters survive. John, one of the sons, has been a Lawndale motorman for the last 18 years. Ignatius, another of the boys, was employed in the Track Department from 1926 to 1931.

Edward McDonnell, conductor, North Avenue, died October 14 following a stroke. His illness was very brief. Sixty-one years old, he had worked for the Surface Lines more than 35 years. His wife, two sons and a daughter survive.

Joseph Laudenski, car repairer, 69th Street, Shops and Equipment Department, died of a heart ailment October 9. His illness was brief. An employe for more than 21 years, he was 56 years old. His wife and son survive.

Ole Nielson, motorman, Devon, an employe for 42 years, died October 14 after a brief illness. Sixty-eight years old, he was one of the oldest active men at Devon. Admired by his co-workers because he always had a kind word for everyone, he is survived by a daughter and two grandchildren.

John Blich, paver, Central Division, Track Department, died October 5 following a long illness. Forty-eight years old, he was an employe for nearly 19 years. A bachelor, he left no close relatives. However, a cousin, Christ Budimer, is a Track Department foreman.

Arthur Barbour, conductor, Division, an employe for nearly 32 years, died of a heart ailment October 10. Fifty-five years old, he had been ill and unable to work for nearly a year. A Mason and a baseball fan, his hobby was raising flowers. His wife, two daughters and son survive.

Joseph Tamillo, conductor, Armitage, died of a heart attack October 8. His illness was brief. Seventy-two years old, he was an employe for 43 years. He is survived by three daughters.

James Suchan, motorman, Lawndale, died of an intestinal rupture October 16. His illness was brief. An employe for 36 years, he was an ardent family man and spent most of his off-duty time working around his home and flower garden. His great pride was his summer home at Lily Lake, Illinois. Fifty-nine years old, he left a wife, five daughters, two brothers and a sister. Charles, one brother, is a conductor at Lawndale.

Sherman Powell, motorman, Armitage, died October 22, following an illness of two years. Forty-three years old, he had worked for the Surface Lines 15 years. His mother survives.

Gustav Max, conductor, Noble, died October 20 after an operation. His illness was brief. Sixty-eight years old, he had 38 years of service. Surviving are his wife and two sons. One son, Frederick, now on a military-service furlough, is a statementman in the Department of Accident Investigation.

Joseph Murphy, conductor, 77th Street, died of a heart ailment October 15. He had been ill and off work since 1934. Fifty-two years old, he joined the Surface Lines 30 years ago. He leaves no known close relatives.

Philip LaPorte, Southern Division, Track Department, died October 10. His illness was brief. Sixty seven years old, he had 14 years of service. Surviving is his wife.

Michael Geimer, retired motorman, Devon, died of a heart ailment October 10. Ill since May, 1940, when he retired with 22 years of service, he leaves a wife, three sons and a daughter.

Thomas Young, watchman, Lawndale, Shops and Equipment Department, died October 16 of injuries received several days earlier when he was hit by an automobile. Sixty-eight years old, he had 16 years of service. A native of Glasgow, Scotland, he came to Chicago in 1923. Surviving are his daughter, grandson and granddaughter.

his father who has since died. We extend our sympathies.

Fred, incidentally, looked fine. He had gained weight, and reported favorably on his army experiences.

Joseph Zarillo, our third-floor record clerk, has received orders to report for service early this month. While he hates to go, he is cheerful about it.

The newspapers recently carried a story about Captain Leigh Hunt's recent military activities. Major General Bruce Magruder, commander of the First Armored Division, has cited him for exemplary leadership in the recent Louisiana maneuvers. Congratulations, Leigh; we're proud of you!

Audrey Johnson, Lorraine Brevitz and Georgiana Schelkopf, whose birthdays fell on October 29, 30 and November 3, respectively, were honored at Eitels' second-floor restaurant in the Northwestern Station October 29. Corsages and congratulations were presented the honored guests by their co-workers.—Investigator.

Accounting

AS WE GO to press, we are looking forward to the speedy recovery of Evelyn Isberg, who is recuperating from an appendectomy. Her co-workers recently remembered her with a compact and flowers.

On the birthday list last month were: Helen Kerger, Ruth Busse, Jeanette Rezac, Dorothy Maguire and Betty Diez.

Returning for a few vacation days in good old "Chi" after a pleasant trip through Pennsylvania, Sophia Danielson was glad to rest up before coming back to work.

Hear Ye!! Hear Ye!! Catherine McCormick recently performed her civic duty by serving on the Circuit Court jury.

Ione Hansen, Winifred Kruciz, Shirley Allen and Edith McCleland were guests of honor at farewell luncheons last month. Their associates said good-bye with corsages and useful gifts.

"California, Here We Come," was the theme song of Marie Chevalier and Dorothy Pullen, who recently returned from that state after visiting Catalina Island, Los Angeles and San Francisco.—Thomas F. Coan.

Electrical

PRIVATE FRED LUNDIE, our first man to be inducted into the army, visited us recently. He was feeling very happy, and said he hoped to be released by Christmas.

Private Peter Janke left for service with the Signal Corps at Fort Sill, Oklahoma, on October 18. He sent a photograph of himself in uniform. He looked fine, and seemed much taller.

Everett Balzer and William Hughes were on our sick list last month. Everett, we're glad to say, has returned to work. To Bill, we wish a speedy recovery!

Our sympathy goes out to James Oniones, Grand and Leavitt, whose son, Edgar, a selectee at Camp Forrest, Tennessee, died last month.—Billy.

Engineering

WE'RE ALL wishing the best of luck to Charles Mampa and George Swanson, Utility Department, who retired last month after many years of faithful service.

Steve Milos, Jr., assistant track foreman, and John Gusich, clerk, Utility Department, were married recently. Best wishes, boys!

Paul Minogue, Jr., progress clerk, Track Department, was inducted into the army recently. He is stationed at Fort Warren, Wyoming. Another army man, Art Fortmann, Utility Department, has received his discharge and returned to work. Welcome home, Art!

Though minus his tonsils, John Nette, Track Department, is back at work and feeling fine. Also his old chipper self again is Chauffeur Al Daker.

We wish speedy recoveries to Hugh Coulter and Harry Hagan, Utility Department, who are on the sick list.

Miss I. McGinnis, Building Department, still is cheering the Notre Dame football team, which she saw defeat the Illinois crew, 49 to 14.

Chauffeur Carl Anderson is in the market for a good set of second-hand bridge work. He says, however, that he wants three days' free trial.

Congratulations to Francis VanGeenen, who last month became the father of a baby girl.

Our sympathy goes out to R. G. Battles, George Mander and Emil Gruby because of recent deaths in their families.

Schedule and Traffic

WE ALL WISH the best of health and good fortune to Harry Jennison, who retired recently. In presenting Harry a remembrance from his co-workers, Charles Kreiner made a nice speech.

Clayton Steele, who is serving with the Army Signal Corps, is now addressed as Captain Steele. He was promoted from first lieutenant October 1.—L. C. Dutton.

Shops and Equipment

WEST SHOPS: Arthur Bowes, Machine Shop foreman, and Ben Phillips, general carhouse foreman, chose Florida for their tardy vacations. Mr. Bowes returned recently with a fair coat of tan. Mr. Phillips has not yet returned, but we are looking forward to hearing about his trip.

Donald Riess, office staff, and Tony Amodeo, Ardmore Bus Department, were inducted into the army last month. Both were sent to Camp Roberts, California. We were pleased to hear from them shortly after they arrived there.

Joseph Spanczak joined the office force when Don Riess left. Glad to have you with us!

John Cunningham and Mike Pare report their wives are recuperating at home from their illnesses.

To them and to Mrs. C. D. Mack, who had a serious fall last month, we wish speedy recoveries.

J. Hecht, Paint Shop foreman, is an ardent fisherman. Few knew he is also a hunter until he traveled to South Dakota last month and returned with 15 pheasants.

Three of our soldier boys, Lieutenant Richard Maerz, Private Walter Hager and Private William Wallace, visited us this month. They all told interesting tales. We're glad to have seen you, boys!

Our sympathy goes out to the family of Watchman Thomas Young, Lawndale, who died October 16 of injuries received three days earlier when he was hit by an automobile.—Mildred Habeger.

SOUTH SHOPS: Fred McIlroy, Machine Department, became the proud father of a baby girl October 9. Congratulations to mother and dad, and best wishes to the newcomer!

77th STREET: Our popular clerk, Ralph Short, has joined the armed forces. We hear he is stationed in Texas. Here's wishing you the best of luck from all of us, Ralph. Don't forget to let us hear from you.

Art Weyrich, another of our boys, was last heard from while on army maneuvers in Louisiana. Drop us a line, Art, and let us know how you are doing. —Elsie S. Frank.

AROUND THE CAR STATIONS

Blue Island

WE ALL EXTEND congratulations to Stationmaster E. L. Maguire on his 82nd birthday October 23.

These old-timers recently took advantage of the new retirement plan: Bill Helmers, Emory Wickham and Varion Fuller. The best of luck and health to you, boys.

Congratulations to Motorman Pat Harrington and Conductor Pete Camer on their marriages last month!

Conductor Chuck Devine, our expert hunter, is instructing Conductor Eddie Lake in the noble art during their vacations.

We wish success to Ted Martin, recently promoted to instructor, and welcome Ed Havlicek, our new starter.

Our sympathy goes out to Motormen Otto and Ed Kowske in the recent death of their mother.—C. P. Starr.

Division

ASSISTED BY Motorman Morgan Grude and his camera, your scribe turned Inquiring Reporter this month, and hiked around asking folks where they spent their vacations. The answers we collected follow:

Conductor George Waldy: "I drove down to Benton, Illinois, where I picked peaches, watermelons and apples. I also visited my cousin's farm, where he is drilling for oil. It was the finest vacation I've ever had."

Motorman Abe Mills: "Since I intend to retire very soon and expect to make my home in Los Angeles, I took it easy on my vacation. I did see a couple of shows."



George Waldy



Abe Mills







Above: Johnny Fitzgerald (left) and Pete Kloss. Right: Anton Dubrick.

Conductor Johnny Fitzgerald: "I drove to Atlantic City for the union convention, where I put in regular hours each day from 9 a. m. to 5 p. m. Later

I drove all through the mountains. When I got home and weighed myself, I had gained 10 pounds!"

Motorman Pete Kloss: "My wife was ill so I didn't do much of anything—just stayed around home and rested up. Oh, yes, I did drive to Chicago Heights!"

Motorman Anton Dubrick: "I visited my sisters. One lives in Skokie, the other in Berwyn. I also picked lots of tomatoes, squash and corn, and did a little squirrel hunting and fishing. Then, after taking in a few shows, the next thing I knew my vacation was over!"

When Conductor Damon Moore was lifting a lever switch in front of the depot a few weeks ago, he was struck by a hit-and-run motorist. He's okay now, however, except for a few bruises and three stitches on his leg.

Our sympathy goes out to the family of Conductor Arthur Barbour, who died October 10. For further details, see the "In Memoriam" column.—R. T. W.

Devon

ARMED with a gun and plenty of shells, Conductor McChesney left town October 30 for a little duck-hunting. He also carried a lot of rope. We suppose it was for a lasso—just in case his shooting eye was off!

Motorman "Herkey" Lowing's vacation will be spent in Chicago. He and "Stuka," his bowling ball, plan a big time.

The stork left girls this month at the homes of Motorman John Carlson and Conductor John Lohrman. Motormen John Voight and Mike Clark tell us the bird will call on them soon.

Four swell old-timers retired last month. They were: Motorman Tom Green, Jack Straus and Tom Nolan and Conductor Suffers. The best of luck to you, boys!

Our sympathy goes out to the family of Motorman Mike Geimer, retired, who died October 10, and to Conductor Walter and Operator "Pinky" Moran, who lost their daughter and father, respectively.—Ed May.

Lincoln

MR. HALL and Mr. Pasche conducted the annual safety meetings here October 23. Our trainmen, who did themselves proud in attendance, got many valuable pointers for curbing accidents.

Walter (Fire Chief) Hannebohm is sporting a new Plymouth. It's a lot different than the 1931 model stagecoach he formerly drove.

"Daddy" is Motorman Claude Hughes' theme song these days. You see, Mrs. Hughes presented him a nine-pound baby girl October 16. Congratulations, folks!

Conductors Frank Lerch, Gus Gleeman and John Hamm and Motorman John Fanning retired recently. Incidentally, Motorman Fanning spent 46 of his 48 years of service working on Fullerton Avenue. We'll bet the passengers will miss him.

Three new trainmen joined us last month: Conductors Charley Rubel and Hank Broadwell, and Motorman Harold Bartusch. Glad to have you with us, boys!

Our sympathy is extended to Conductor John Wathier and Motorman Frank Moran who had deaths in their families last month—Tom Birmingham.

Noble

CHARLES NEUBAEUR, Arthur Garbutt and Leon Milka, veteran Noble motormen, took advantage of the new retirement plan November 1, and began their lives of leisure. Here's wishing all of you boys the best of health and good luck!

Sympathy is extended to the family of Conductor Gustav Max, who died on October 20, after 38 years of service. The pallbearers, all former coworkers who were picked by Conductor Max two years before his death, were: Charles Clausen, John Harazin, Edward Allen, William Knoll, Charles Neubauer and Gustav Adamson.

Our sympathy also goes out to Operator Henry Klick, who recently lost his mother.

Clerk Bill Leahy, who recently purchased a second-hand automobile, would appreciate a little advice from any good mechanic. After putting his old buggy in "good condition," he invited his wife to go for a drive. After starting the car, he discovered the only way it would go was backwards.

Congratulations to Conductor George Benshish and wife on the arrival of a baby girl October 19! She's their first child.

Best wishes to Conductor Joseph Kenar who was married October 26!

Motorman Marvin McFall has returned to work after his recent illness; but Operator Pete O'Donnell and Motorman Charley Ebert still are recuperating. Get well soon, boys!

Your scribe wishes to thank all of you for your kindnesses during his recent illness.—Ed Devine.

North Avenue

OUR WISHES for health and happiness go with these old-timers who retired recently: Conductors Pete Sullivan and Al Woodbury and Motormen Hank Lossman, Augie Nachtigal, Max Gradows, Jim Coners, Frank Klein, Bill Ockerby, Joe Zach, Mike Walsh, Fred Andreason, Frank Taylor, John Smith, Ed McGurie, Jim O'Dell, Nels Madsen and Charley Strobeck. We'll miss you, boys!

Conductor Harold (Stringbean) Springer has been elected fire chief of the fire company at North Lake Village, and Conductor F. Jacobsen chief water pumper. Looks like the folks out there can feel safe now!

Has anyone ever listened to Harold (Lockjaw) King sing in the choir?

Proud papas are numerous this issue. Baby girls are in the homes of Conductors Johnny Boggs, George Carlson and Bill Albrow. At Motorman Tom Sholey's domicile, it's a boy. Prize-winner, however,

is Motorman George Ryan. He's father of TWIN BOYS!

Our sympathy goes out to the family of Conductor Ed McDonald, who died suddenly October 14, and to these trainmen because of recent deaths in their families: George Graco and Motorman Bob Wood, their young daughters; and Motorman Earl Barnts, his father.—E. R. H.

Seventy-Seventh

THE SURFACE LINES softball champs, and all the runners-up as well, had another big inning the other night at Street Car Men's Hall when Recording Secretary Dan McNamara steered an enthusiastic assembly through the ceremonies.

Principal speakers were Superintendent of Transportation W. A. Hall, Commissioner Jeff O'Connor, Stationmaster T. H. Eigelsbach, Lawndale, and Commander Clarence Drake, Surface Lines Legion Post. They praised the work of President Joe Kurzer, Secretary Walter Zelis, and all managers and players of our softball league.

Manager Tom Byrne smilingly accepted the William A. Hall trophy from Mr. Hall. Manager George Ryan, North Avenue, accepted his team's award, and Stationmaster Eigelsbach received the Schultz trophy for his boys.

An interesting sidelight on the softball play-offs was that both North Avenue and 77th Street managers became fathers shortly after the final game. George Ryan's good news was twin boys, and Tom Byrne's was a girl, his first child. In complimenting the managers, Jeff O'Connor praised George Ryan for hitting for two bases!

An object of great interest at the meeting was Conductor Fred Schroeder's gold-framed photo masterpiece, showing our team surrounded by pictures of L & A Club officers and action shots of various games.

A new resident of Roseland arrived recently—a baby boy in the family of Motorman A. P. Mulhearn.

A youngster became terribly excited the other day as he watched Motorman John Clayton replace a ribbon fuse. "Be careful, mister," he shouted, "so you don't get 'lectro-kissed!"

Cannonball Charlie Mishcnick is bowling them over again this season in the W.M.S. (Watch My Smoke) League.

The recent celebration in Chinatown had Conductor Fred Schmidt right in the middle. Fred is not one who periodically sees pink elephants, but he saw plenty of red dragons that day. Though the Chinese had a good time, Fred didn't. It seems the dragons tied knots in our service.

Our sympathy goes out to the families of Conductors Patrick McKeon and Joseph Murphy, who died last month, and to these trainmen because of recent deaths in their families: Conductor N. J. Edwards, his sister; Conductor John Barber, his brother; Conductor E. L. Johns, his father; Conductor John Mahon, his wife; Motorman H. Lange, his father; Motorman A. C. England; and Conductor J. A. Kugler and Motorman F. J. Kugler, their mother.—Walter F. Story.

Sixty-Ninth

THIS IS being written too soon to cover the Safety Meetings to be held here November 5. But from past experience we know they will be well attended and highly successful. Let's all remember what we hear and apply it to our daily operation.

Private Tom McNeil came up from Camp Forrest on a 15-day leave last month after the army completed its Louisiana manuevers. Having lost 38 pounds since he entered service, he spent considerable time trying to find a buyer for his old civilian clothes. The war games, he said, were not bad except for two days when the enemy captured his outfit's field kitchen and forced him and his buddies to live on emergency rations of canned tomatoes. Try and be on the winning side next time, Tom!

We're happy to welcome home Motormen John Brennan and John O'Rourke. Uncle Sam turned them loose from the army last month and they are now occupying top positions on the extra list.

Reluctantly we bid good-bye to these old-time motormen who retired November 1: Bill Vincent, Louie Stoldt, Frank McGovern, Pat Bradley, Champion Awbrey, Tom Bell and Walter Jorgenson.

Herbert Wetzel asks us to express his thanks to the Employees' Club for the floral piece and expressions of sympathy following the death of his daughter last month. Our sympathy is also extended to the family of Conductor Hans P. Hansen who passed away last month and to the following men because of deaths in their families: Flagman Arnold Klaesi, his father, and Motorman Lammel, his mother.

Since the last issue, four new men have made their bow at 69th. They are Conductors Joseph Allen and James Reis and Motormen Joseph Volpi and Art Guarineillo. Glad to meet you, boys; and we hope you like it here!

Starter Glenn Peyton recently ordered his winter supply of coal and took considerable pride in putting it in the basement personally. He expects to have the crick out of his back by Christmas.

According to recently released figures on the courtesy contest, our depot is occupying third place for the period from May to September. Classification of the various complaints reveals that discourtesy still is one of the prime causes of passenger irritation. With a little more patience and tact, a few less snappy retorts to disgruntled patrons and our standing would improve mightily.

We are now entering the season of slippery rails and flat wheels. It's positively amazing how far and fast a street car can slide under certain conditions. Acquiring a flat wheel requires only a few seconds, getting rid of them is a long and expensive process. It behooves all of us to be careful.

Motorman Henry Risch is a very lucky individual. On his wife's birthday he found himself embarrassingly short of funds. While he pondered the matter, the clerk called him over and presented him an elegant silk umbrella which Hank previously had turned in at the Lost and Found. A hurried trip to a store for a handsome box fixed him up, and his wife was very pleased with her gift.—H. A. Harris.

Folks in the Limelight



FIRST REVENUE PASSENGER

First revenue passenger on the new Homan-Kimball bus extension which was opened October 7 was Miss Ella Salberg, a mail department employe at Sears Roebuck and Company's general offices.

Miss Salberg, who lives at 3330 West North Avenue, boarded the southbound bus at North Avenue at 5:36 a. m. October 7, and handed Operator Carl Neisner, Lawndale, her seven-cent fare.

In front of Operator Neisner is the "shadow apron," an interesting feature of the 34 new buses serving the Homan-Kimball, Division Street and 103rd-106th Street extensions. By casting a dark shadow on the windshield, it eliminates troublesome reflections.



SOFTBALL CHAMPS GET AWARDS

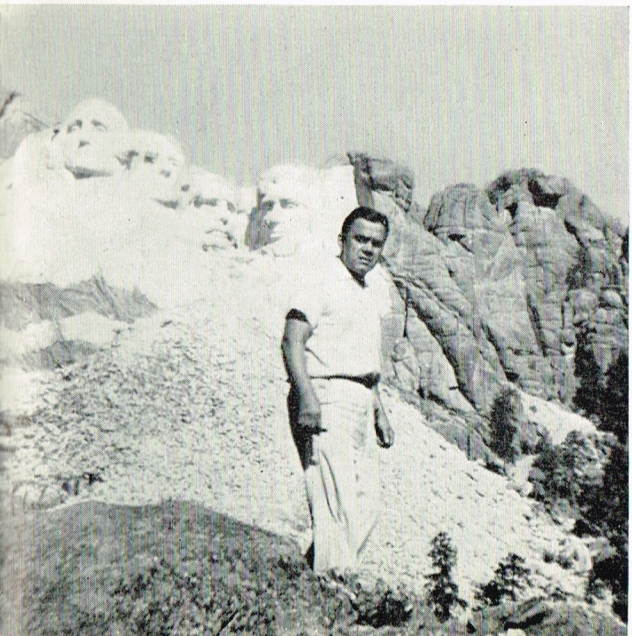
When 77th Depot softballers, 1941 Surface Lines champions, turned out at Street Car Men's Hall October 28, they were treated like visiting royalty.

They were presented the William A. Hall trophy, sweaters from their station's L & A Club, and individual statuettes from Surface Lines Post of the American Legion.

Teams from North Avenue and Lawndale, runners-up and third-placers, respectively, also were on hand to receive their awards.

Left to right, are: Recording Secretary Daniel J. McNamara, Division 241; Tom Byrne, 77th softball manager; William A. Hall, superintendent of transportation; Thomas H. Eigelsbach, stationmaster, Lawndale; and Clarence Drake, commander, Surface Lines Legion Post.

Conductor Fred Schroeder, 77th, took the photo.



PRESIDENTIAL TIMBER

As his first step toward becoming tenant of the White House, Motorman Bill Fleischman, Kedzie Depot, recently stopped at Mt. Rushmore, South Dakota, and had his photo taken with the four former Presidents.

Photo News



KEDZIE COWBOY

Kedzie's rootin,' tootin' cowboy, Motorman George Foster, swears this photo proves he recently stopped long enough in Cheyenne, Wyoming, to break a mean horse the townsfolk couldn't handle.

Disturbing reports, however, are that the animal is stuffed.

78 YEARS OF SERVICE

A total of 78 years of service is the record of Conductor Albert E. Furguson (left) and his sons, Conductor Al, Jr. (middle), and Starter Earl, all of Burnside Depot.

Albert, Sr., began work on the Madison Street cable cars for the West Chicago Street Railway in 1892. Nine years later ill health forced him to resign; but, in 1918, he returned and was assigned to Burnside.

Al, Jr., and Earl joined up in 1917 and 1919, respectively.





OPENING NEW BUS EXTENSION

Taking part in the ribbon-cutting ceremony which opened the new 103rd-106th Street bus extension on October 12 are, left to right: President Charles W. Chase and Aldermen William A. Rowan, Arthur G. Lindell and John J. Duffy.

Beginning at Western Avenue, the new line runs east on 103rd Street to Torrence Avenue, south on Torrence to 106th Street, then east on 106th Street to Indianapolis Boulevard.

Buses on the extension, like those on the Homan-Kimball and Division Street lines which were opened earlier in October, were supplied from the 34 new vehicles recently delivered by the Yellow Truck and Coach Manufacturing Company.

Seating 27 passengers, all 34 buses have "walking-height" steps and no-glare windshields.

MARRIED 25 YEARS

Ed Mollsen, an Armitage conductor for 28 years, and Mrs. Mollsen celebrated their 25th wedding anniversary October 20.

