Surface Service Magazine



December

1941











Christmas Greetings

Though our hearts are heavy with the world misfortune which has extended to us, nevertheless let our thoughts dwell again on the favors and blessings of the past and look forward with hope to a happier New Year.

This Christmas season will merit from members of the Surface Lines family gratitude and appreciation of the benefits and welfare accorded us during the past year. The Management is deeply appreciative of the splendid spirit of coöperation, friendship and loyalty shown by the employes who have been so helpful in our joint effort to meet our problems and responsibilities.

We sincerely hope that all members of the Surface Lines family and their loved ones will have a most enjoyable and Merry Christmas and a New Year of happiness and health.

Charles W. Chase
PRESIDENT





SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 18 DECEMBER, 1941 No. 9

Engineers Take the Noise Out of "Noiseless"



OUR ELECTRICAL and Shops and Equipment Departments together have put a silencer on much of what little noise remained in the nearly "silent" operation of our 83 streamliners on Madison Street.

To accomplish this task, Shop workers at Kedzie Carhouse replaced the trolley wheel on each P. C. C. car with a special assembly in which a renewable carbon insert slides along the trolley wire picking up electrical current—a job formerly handled by the trolley wheel.

Previously, Electrical Department line crews had strung eight miles of new trolley wire, and had installed new crossings, frogs

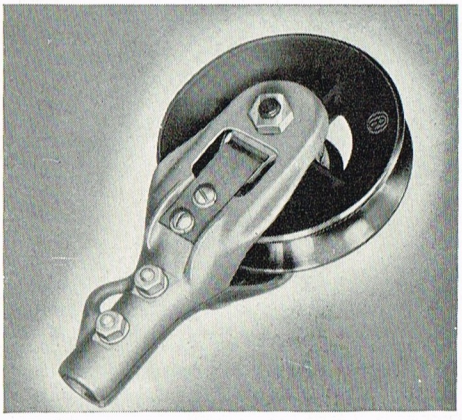
INSTALLING CARBON SHOE

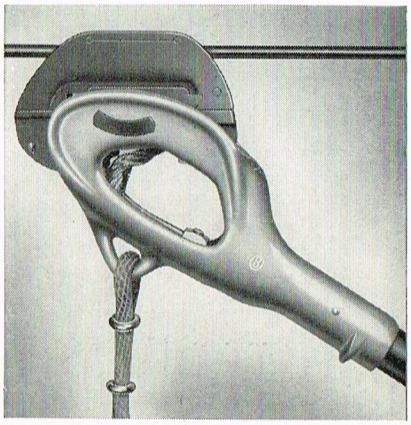
Mechanic Jack Jobaris, Kedzie Carhouse, installs the renewable carbon shoe which has replaced the trolley wheel on our 83 P. C. C. cars.

CARBON SHOES REPLACE TROLLEY WHEELS

Trolley wheels such as the one pictured here have become a thing of the past on our streamlined Madison Street cars.

Now serving in their place are special assemblies (like that in right photograph), equipped with carbon inserts which slide along the trolley wire and pick up electrical current.





Courtesy Ohio Brass Company

and section insulators over the entire 15-mile route.

While additional quietness in the operation of our most modern cars was a product of the two departments' work, there were other reasons why they tackled the big job.

A trolley wheel—especially one on a P. C. C. car—leads a tough life. While the car is in motion, it is held against the trolley wire with a pressure of about 30 pounds.

Wheel Must Collect Heavy Currents

Too, it must collect very heavy currents; and, when the car is going only 30 miles an hour, must spin at the dizzy speed of 2,650 revolutions per minute—faster than an electric fan.

Trolley wheels are still doing an acceptable job. But our engineers felt the P. C. C. cars, with their greater use of power and more exacting demands, needed something sturdier. They turned to the sliding carbon insert which seemed to meet the requirement.

Since the trolley wheel substitute and the new overhead construction have been in service only a short time, the engineers are still studying their performance.

There are, however, many things about the carbon shoe they like. It is largely free from arcing (flashing)—a thing which formerly caused pronounced burning on both the trolley wire and trolley wheel—and so should extend the life of both overhead equipment and current collector.

The sliding carbon insert, which receives most of the wear, is easily and economically replaced.

It is able to handle the large electric current drawn by a P. C. C. car; and, since it does not require constant lubrication, it is cleaner than the trolley wheel.

The Front Cover

TELLING A Surface Lines Christmas story on the front cover are Motorman Tom McIntyre, Limits Depot, and two of his children—Dolly, six years old, and Bobby, nine years old.

An employe for nearly 18 years, Tom has six other children.

Employes Pledge $50,000 to Community Fund

SURFACE LINES employes, again backing up the annual Chicago Community Fund drive, last month pledged $50,000 in the campaign for the 1942 fund.

Since a great majority of employes contributed, our total pledge was among the largest employe donations of the campaign.

The $50,000 pledge brings to $491,832 the total pledged and contributed to the Community Fund during the nine years it has been in existence. This is an average of over $55,000 in each of the nine years.

The 1942 pledge is the largest in three years. For 1941 Surface Lines employes pledged $43,000, but actual contributions were well in excess of this amount.

Our contributions for the previous seven years were as follows:

1940	$48,248
1939	51,381
1938	59,100
1937	71,037
1936	62,733
1935	53,848
1934	52,485

To make it easier for employes to contribute under the regular employe contribution plan, President Charles W. Chase announced last month that the first payroll allotments for the Fund will be made in May instead of February as previously arranged.

Final deductions for the Employe Relief Plan, which is to be discontinued next year, will be made in April. Consequently, there will be no deductions for both charities in any one month.

191 Active Cases Listed on Employe Relief Roll

THERE WERE 191 active cases on the employe relief roll at the end of last month—13 having been removed by death or other causes.

Eleven applications for assistance were received during the month by the relief committee; and, after investigation, eight were approved.

A total of $1,630,408 has been paid out of the relief fund since the organization of the committee. Disbursements last month amounted to $8,128.

AT ACCIDENT PREVENTION AND OPERATING MEETINGS





With the last series of annual accident prevention and operating meetings November 18 at Division Depot, nearly all our 10,500 trainmen had heard Superintendent of Transportation William A. Hall and Supervisor of Accident Prevention William Pasche ask that service be improved and accidents reduced.

President Charles W. Chase, who attended evening meetings at North Avenue and Kedzie Stations, restated his aim, previously expressed at 77th Street Depot, to improve equipment and service as soon as possible.

At Kedzie's afternoon meeting (top photo) were 357 trainmen. Four hundred and thirty-nine more turned out for the evening session.

Standing in foreground, left to right, are: Stationmaster Thomas Fahey, Mr. Pasche, Mr. Hall and Regional Supervisor Arthur Unsen.

Six hundred and fifty trainmen attended the evening meeting at North Avenue (bottom photo), and 541 others were present at the afternoon session.

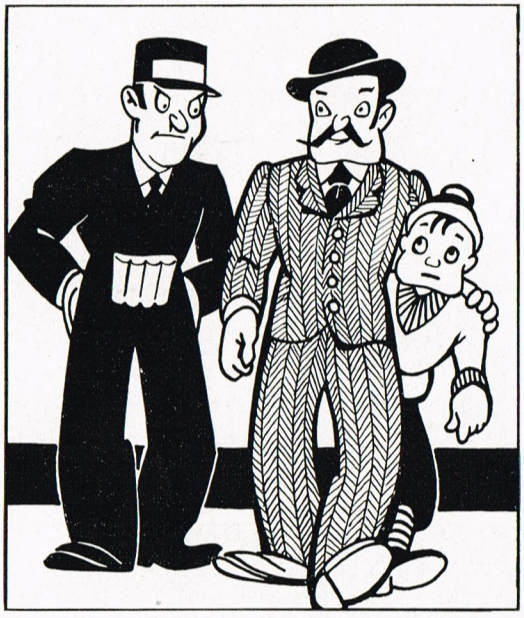
Standing in foreground, left to right, are: Mr. Chase, Mr. Hall and Regional Supervisor Stuart Sim.

Kids Had Fun in the Hyde Park Dummy's Day!

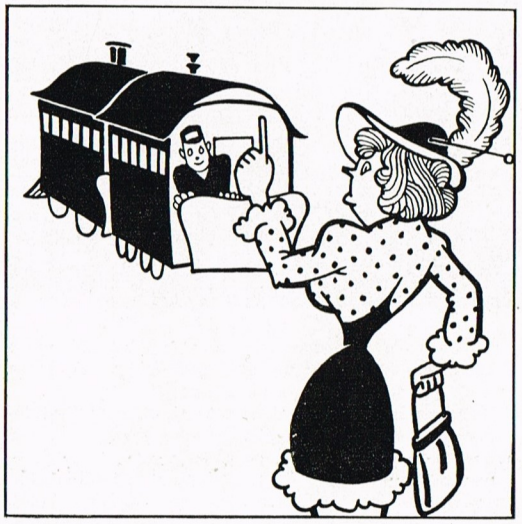
Editor's note: 'Way back in the 1870's, even before the days of cable cars, and in the early 1880's, too, a wood-burning, steam-spouting vehicle known as the Hyde Park Dummy ran on the South Side.

Bob Flood, a writer for the Hyde Park Herald, *recently told in that neighborhood newspaper what he remembers of the Dummy. Since his story is an interesting one, we reprint it, by permission, here.*

Incidentally, Conductor Billy Dart, to whom Mr. Flood refers, entered the service in October, 1875, and died in April, 1910; so the story goes back a long way:



We didn't ride on the Dummy for a long time after that—'cept when we were with our parents.



Remember how mad Art Mulvey's mother was when she went down to the Dummy about 3:40 p. m., and it was just pulling out?

AFTER THE Hyde Park Jubilee Celebration, I saw George Mitchell on the street.

He said, "What do you know about the Hyde Park Dummy? You just heard your father tell about it!"

Well, I know a lot about the Hyde Park Dummy. I knew enough to stay away from it for a long time.

Hooked Sled Behind Dummy

You see, we fellows thought it would be fun to hitch on. So, after it started and Billy Dart, the conductor, was inside collecting fares, we hooked on our sled.

Billy Dart saw us all right, but he didn't say anything. He just went to the engineer and told him to dump some ashes on the tracks.

When we hit those ashes, our sled stopped. We were in danger of being broiled alive.

We were pretty agile, though. We got off and saved our sled.

We weren't broiled, but we were boiling mad. So we went in Harry Knoff's house and asked his mother for some soap.

She gave us a lot of small pieces, and we soaped up those tracks . . .

When the Dummy came back and hit the place we'd soaped, the wheels spun.

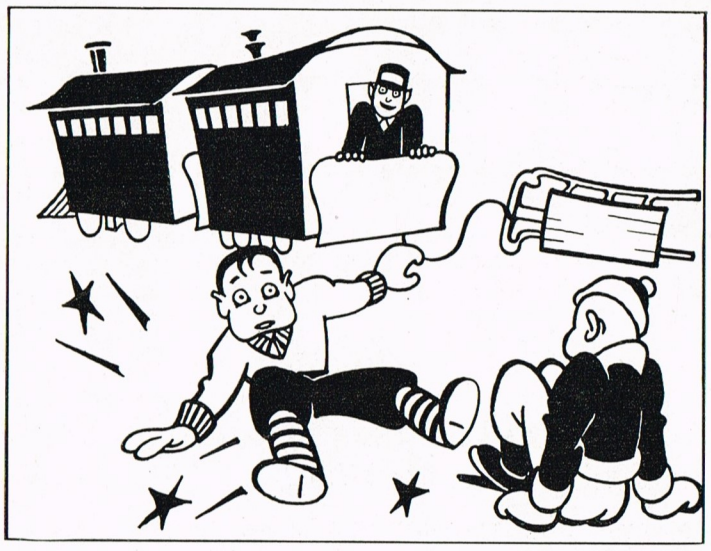
Billy Dart got out and saw what the matter was. He told the engineer to dump all the ashes he had. Then they smeared them on the tracks, and started up . . .

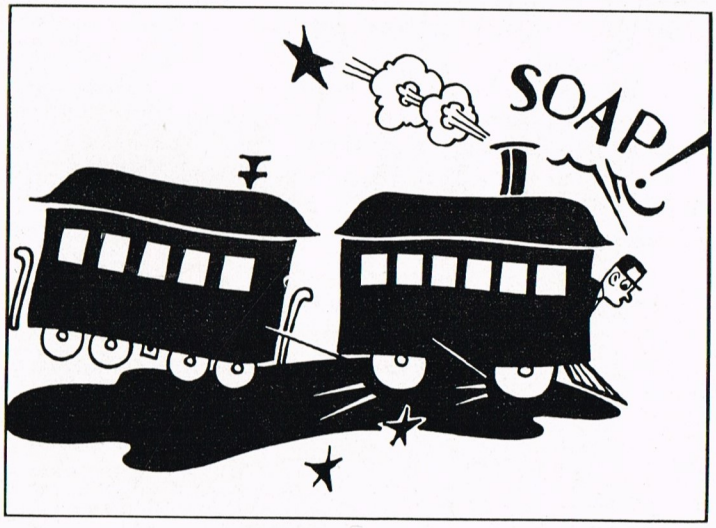
We didn't wait after that; and we didn't ride on the Dummy for a long time—'cept

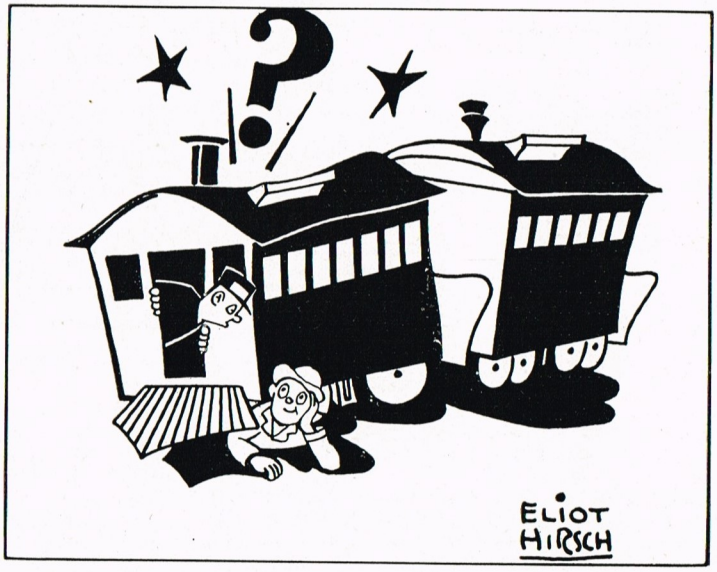
Top cartoon: When we hit those ashes, our sled stopped. We were in immediate danger of being broiled alive.

Middle cartoon: When the Dummy came back and hit the soap, the wheels spun. Billy Dart told the engineer to dump all the ashes he had.

Bottom cartoon: Maybe if the Dummy had been burning coal instead of wood the time it hit that fellow at 51st Street, it would have run over him.







when we were with our parents.

Oh, yes, I knew the Hyde Park Dummy. It was in my territory when I "threw" the *Hyde Park Herald*. I could flip on then and holler—*"Hyde Park Herald;* five cents" —then flip off.

Art's Mother Angry

Say, do you remember how mad Art Mulvey's mother was when she went down to the Dummy about 3:40 p. m., and it was just pulling out?

Of course, it waited for her.

"Mercy," she said, "but you are quick getting away!"

"Quick!" said Billy Dart. "This train was due to leave at three o'clock!"

That was one nice thing about the Dummy. If you were within hollering distance, you didn't have to miss it.

If Billy Dart got through collecting fares anytime before reaching Cottage Grove Avenue and stepped out on the back platform, he'd see

you coming and he'd wait.

The Dummy got to be pretty swanky after it gave up wood and began burning coal. It would whistle a lot whenever it started.

Maybe if it had been burning coal instead of wood the time it hit that fellow at 51st Street, it would have run over him.

But it didn't. It hit him, then backed off.

The engineer explained that he had just whistled. That had cut down the pressure some!

Lawndale Retains Lead in Keep 'Em Rolling

LAWNDALE CARHOUSE kept a tight grip on first place in the Keep 'Em Rolling Contest during November for the second month.

Its average of 9,797 miles per pull-in because of equipment failures was an increase of 9.6% over its October showing.

Second and third place last month fell to 69th and Division, respectively, whose average mileages per pull-in were 9,062 and 8,530.

Rank	*Carhouse*	*Zero Days*	*Miles Per Pull-In*	*Pct. Inc. or Decrease*
1	Lawndale	3	9,797	9.6
2	Sixty-Ninth	1	9,062	6.9
3	Division	7	8,530	13.9
4	Burnside	8	8,007	.9
5	Cottage Grove	3	6,884	11.7*
6	Devon	3	6,067	4.4*
7	Archer	..	5,250	1.2
8	Seventy-Seventh	..	5,076	16 4*
9	Armitage	4	4,331	20.2*
10	North	..	4,264	24.9*
11	Limits	4	4,052	20.3*
12	Blue Island	4	3,758	9 2
13	Kedzie	..	3,690	25.6*
14	Noble	1	3,572	4.2*
15	Elston	3	3,538	8.1*
16	Lincoln	..	2,963	12.5*

*Indicates decrease.

Carhouse records for the past six months:

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

In Memoriam

William Martin, motorman, 77th Street, was killed instantly November 1 when struck by an automobile, while on his way to work. Seventy years old, he had nearly 35 years of service. Considered a fine athlete in his youth, he was a very quiet man, respected and well liked by his co-workers. Surviving are three daughters and a son.

Stanley Casho, Central Division, Track Department, died October 28 of a cerebral hemorrhage. Fifty-five years old, he had worked for the Surface Lines 12 years. Surviving are his wife and two children, who live in Poland, and a brother, a resident of Chicago.

Bert Greenslet, flagman, Burnside, died of a heart ailment November 5 at the age of 65. He had been ill for two weeks. He served as a motorman at Cottage Grove for 15 years before beginning his 12-year job as a flagman at Burnside. His wife, son and daughter survive.

Michael Stevens, motorman, Utility Department, died November 3 after a brief illness. Sixty-four years old, he had worked in that department since 1906. His wife, two sons and two daughters survive.

Francis Drake, conductor, Cottage Grove, died of a heart attack November 13. He had more than 38 years of service, and was 68 years old. A Mason, he is survived by one daughter.

Antonio Spina, Western Division, Track Department, died November 2 of a heart attack. He was 60 years old and had 17 years of service. Surviving are his wife, four daughters and three sons. Saverio, one son, has been employed in the Track Department since 1936.

Charles Tegar, conductor, 77th Street, died suddenly of a heart attack November 5. Fifty-nine years old, he had 35 years of service. A Mason, he is survived by his wife and daughter.

John Brick, conductor, Noble, inactive since 1932 when he lost his eyesight, died December 1. Seventy-two years old, he had been a Surface Lines employe for 33 years. Surviving are two sons.

Frank Bouland, truck helper, Utility Department, died November 29. An employe for 62 years, but inactive since 1935, he served as a teamster before the Utility Department was motorized. Eighty-five years old, he is survived by his wife and daughter.

Fred Young, motorman, Lawndale, died November 3 of pneumonia, following a brief illness. Sixty-six years old, he had worked for the Surface Lines 20 years. Surviving is his wife.

John Bacauski, watchman, Southern Division, Track Department, died of a heart attack November 19. Off work ill for about a year, he was 49 years old and had 12 years of service. Surviving are his wife, son and daughter.

Arthur Peterson, motorman, Devon, died November 3. His illness was brief. Forty-eight years old, he had been an employe for 15 years. Known as "Pete" by his co-workers, he was a quiet likable man. Surviving are his wife, son and daughter.

Don't Let Hotel Men Drum Up Business on Your Car!

"CONDUCTORS on Stock Yards and State Street lines," wrote Superintendent C. B. Holmes of the Chicago City Railway Company in an order to employes in February, 1878, "will not allow hotel runners to solicit patronage on the cars, as the same is strictly prohibited!"

Make Safety The First Christmas Gift

THE Christmas season is marred for many families every year because of accidents and fires.

Hundreds of homes are damaged or destroyed during the holidays.

Christmas gifts and decorations may be turned to ashes.

Children and adults sometimes suffer severe burns.

Poor Judgment Causes Many Fires

Poor judgment in preparing and carrying out the Christmas celebration will result in many unnecessary fires. It is hoped there will be none in Surface Lines homes.

Fire is the most dangerous home hazard during the holidays. The Christmas tree and many of its decorations are highly inflammable. Don't light the tree with candles, and don't place it near a stove, fireplace or radiator.



Eliot Hirsh

"Don't cry, son. Next year we'll use lights on the tree instead of candles."



Eliot Hirsh

"Some of my cigarette sparks must have fallen in the wrappings."

Check Wiring of Your Lights

If lights are used, check the wiring before stringing them on the tree. Short circuits start many fires. Tinsel, a perfect electrical conductor, frequently causes "shorts" when it comes in contact with wiring.

Christmas morning, with the opening of packages, is one of the most dangerous times of the holidays. Huge mounds of tissue paper, boxes and excelsior are allowed to pile up. Only one spark is necessary to set the whole accumulation ablaze.

These warnings may seem unnecessary. But fires will start and homes will burn—all because safety precautions are neglected!

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

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

For Fathers Only

THIS issue carries an important story on safety in the home during the Holiday Season. But there is still another home angle which we hope all Surface Lines fathers will also take to heart.

It is best told in the words of a small boy who wrote this pitiful letter to Santa Claus:

Dear Santa: This coming Christmas Eve
Will you be kind enough to leave,
Besides the toys you have for me,
Some duplicates for Dad so he
May tinker with his own and play
As fathers will on Christmas Day.
Then I, for once, won't have to wait
For weeks and weeks to celebrate!

Now's the Time to Do!

COMPLETED last month were the last of the accident prevention and operating meetings.

Nearly all our more than 10,500 active trainmen heard it asked at the various depots' afternoon and evening get-togethers that accidents be prevented and service improved.

Now, with the meetings over, is the time to do!

Both Superintendent of Transportation William A. Hall and Supervisor of Accident Prevention William Pasche dwelled in their talks on winter operation.

For the next few months, weather will complicate the job of trainmen. Platforms will get wet and slippery. Street and rail conditions will be at their worst.

Whether an old or new hand at his job, each trainman will have to be alert for accident hazards.

Guarding against accidents, however, will be only part of their jobs.

As Mr. Hall brought out in his talks, service can and should be improved.

We have something to sell—transportation. And trainmen must do the selling.

Smiles, courtesy, helpfulness and safety-mindedness prevent the loss of business to other forms of transportation.

Frowns, discourtesy, unwillingness to help and lack of safety-mindedness drive business away.

If the Surface Lines is to prosper—and the livelihood of all of us depends upon that—the selling job has to be done well.

For that, the help of more than a fraction of trainmen is needed.

One-third of the men can't do the job. Neither can one-half or three-fourths.

What is essential is the wholehearted assistance of every man who wears a Surface Lines uniform.



Bud Walker

Riders Commend Service of 39 Trainmen

THOUGH RIDERS wrote praising 39 trainmen for their courtesy, cheerfulness, neatness and careful operation, last month's record of complaints and commendations compares unfavorably with that of November, 1940.

Letters of praise this year number 21 less than during the first 11 months of 1940; and complaints have increased by 117.

Man on Crutches Lauds Conductor

Impressed by the service Conductor Dick Hester, Kedzie, bestows on patients of hospitals along West Harrison Street, H. P. McManus, 20 West Ohio Street, wrote: "He assists them on and off his car with courtesy and with a smile that lets them know he really enjoys helping. I am on crutches with a pair of broken feet, and have myself been the recipient of his helpfulness."

Praising Motorman Harry Ginter, Division, for "my most satisfactory Surface Lines ride," H. F. Petersen, 5736 North Rockwell Street, commented on his "neatness, smooth operation and cheerfulness."

"He would be an asset to any organization," wrote H. E. Garner, 7553 Stewart Avenue, of Conductor Bernard Miller, 77th. "Besides being efficient," he added, "he imparts courtesy and cheerfulness."

Praises Tactful Quieting of Drunk

Lauding Conductor Carl Timm, Devon, for "exceptional diplomacy, tact and good nature" in quieting an inebriate on his car, J. J. Barclay, 9512 South Wood Street, wrote: "When all your conductors meet this man's standard, you will have a truly remarkable organization."

"His conduct is outstanding. I have ridden with him for years, and he is always courteous, attentive and diligent in calling streets." Thus wrote A. H. Miller, 3152 West Roosevelt Road, of Motorman Paul Gunther, Blue Island.

Their kindness in helping cripples alight from their cars and reach the curb in safety brought letters of praise to Motorman Dick Powers, Archer; Conductor Mel Jones, Burnside; and Conductor Leo Zaruba, Kedzie. The writers were, respectively: Mrs. J. Batselaver, 5553 Maryland Avenue; Mrs. V. Neureither, 7202 Rhodes Avenue, and Miss Kathleen Donovan, 214 North Keystone Avenue.

"He Put All in Better Spirits"

Praising the good humor of Conductor John Hammerton, Kedzie, Miss Mary Vander-Heyden, 206 North Parkside Avenue, wrote: "His cheerful voice and manner put all the riders in better spirits."

After Motorman Tom Neville, 69th, had given her the directions she requested, he helped her alight with her bundles. Wrote Mrs. Frances Kesich, 6015 South Wood Street: "A passenger certainly appreciates such courtesy and helpfulness."

Terming Conductor Paul Hahn, Lincoln, "as calm, courteous and patient a man as the public could ask for," Kurt Weickert, 2023 Cleveland Avenue, wrote commending him.

"It's a pleasure to find such a man," wrote Miss Catherine Wise, 2934½ North Paulina Street, of Conductor Mike Shanley, 77th. She praised his "courtesy, good humor and consideration for riders."

Commends Conductor's Fine Service

Impressed by the exceptional courtesy, clear stop-calling and consideration for those riding his car shown by Conductor Jack Raeside, Devon, Mrs. H. W. Hoebel, 7554 Yates Avenue, wrote praising him.

Because Conductor Bill Engelmann, Lawndale, cheerfully helped her off his car with her baby's walker, Mrs. A. Kordik, 1932 South Carpenter Street, wrote lauding him.

"If we had more men like him, there would be less accidents." So wrote Mrs. Ida Shirey, 6051 North Harlem Avenue, of Conductor Frank Donnelly, Armitage. She praised his assistance to boarding and alighting passengers.

Conductor Charley Klix, 77th, was lauded by J. J. Risher, 1514 Judson Avenue, because he displayed a similar regard for his riders' safety.

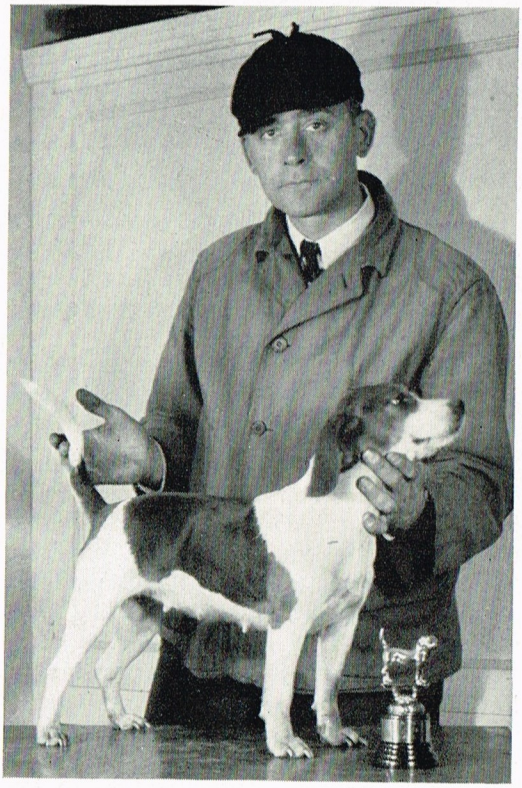
Record-Breaker!

THIS ISSUE of SURFACE SERVICE MAGAZINE is a record-breaker.

For the first time in years, here is a magazine to which all correspondents have contributed.

Correspondents are only human. They can't know all the news. When you see or hear of something you feel might be worth mention in the magazine, tell your group's scribe. He or she will see what can be done with your suggestion.

This magazine is published for you, and will be pleased to have your help.



DEPARTMENTS AND DIVISIONS

Accident Investigation

WINNERS OF gobblers in the D. A. I. Bowling League's annual turkey night November 14 were: Ernie Hoskins, Bob Sedlack, George Fisher, Bob Manville, Ed Hayes, John Rau, Bill Fish and Francis Wandrocke.

In the girls' turkey bowl, Lorraine Brevitiz and Betty Healy won birds.

Photographer Fred Chouinard excitedly reported on November 21 that he was the grandfather of triplets. Later, he changed the report to twin boys. We know that "Grandpa Dionne," as co-workers have laughingly dubbed Fred, soon will deluge us with photos of the new arrivals.

We welcome two new employes, Stenographer Danza Kanjer and Vault Clerk Edward Karkocki; and are pleased to see Attorney John Golden back after his recent illness.

Since the last magazine, Mrs. Ida Gurwen and Mrs. Mathilda Hager retired, after 34 and 30 years of service, respectively. To both, we wish the best of health and happiness! On her last day of service, November 29, Mrs. Curwen gave an enjoyable party for "600" girls at the Parkway Tea Room.

Wedding bells rang Thanksgiving Day for Clerk Don Curtin and Catherine Colgan, daughter of Attorney Colgan. Many of Don's co-workers attended the wedding and reception.

Edward Healy became the proud father of a son, Edward, Jr., November 22. Congratulations!

Our sincere sympathy goes out to Louis Blesch, whose wife died November 9.—Investigator.

CHAMPION BEAGLE

For years Armitage trainmen have been kidding Motorman LeRoy Pedersen about his fondness for beagles.

Since last month, however, LeRoy, a beagle-raiser for 25 years, has done the laughing.

On November 2, his beagle, Black Hawk Babe, won the championship trophy over 27 other rabbit-hunting dogs in the Central Illinois Beagle Club's field trials near Bloomington.

Accounting

CONGRATULATIONS and much happiness is our wish for Jeanette Rezac and Vetold Butkus who were married November 15. Jeanette was presented sherbets and goblets by her co-workers.

We are all wondering how many girls are going to flash surprise diamonds after Christmas.

Our greetings and best wishes are extended to Howard H. George, our new chief clerk.

Since the last issue of the magazine, Agnes Samek, Isabelle Glass, Frank Robinett, William Ternes and

Robert Joost have became a year older. Best wishes, folks!

Lorraine Murphy, Payroll Division, who left us November 22, was guest of honor at a farewell luncheon November 21 at a De Met's Tea Room. Her associates said good-bye with a wardrobe bag.

Congratulations to Mr. and Mrs. Chester Murphey! They became parents of a baby boy on November 26.

We wish all a very Merry Christmas and a Happy New Year.—Thomas F. Coan.

Electrical

IVAN JACOBSON, Grand and Leavitt, set sail on the sea of matrimony November 19. His coworkers presented him a floor lamp. Congratulations, Ivan!

James Shanahan, Line Department, has left us to take up the duties of a finger-print expert with the Federal Bureau of Investigation. Best wishes, Jim.

Line Foreman Edward Peterson is retiring. He plans to spend the winter in Florida. More news about him next month.

Fred Henningsen and Herb Lindell returned recently from trips through Louisiana and Florida, respectively. Both report enjoyable times.

We wish to all our boys in military service and to the rest of the Surface Lines family a Merry Christmas and Happy New Year's.—Billy.

Engineering

TRACK DEPARTMENT: We welcome home these men who recently received discharges from military service: Charles Wolfe, Martin Morley, Pat Kilroy, Dave McCauley, George Fleischman, Joe DiGiovanni, E. Rommeiss and Frank Dianna.

When the first of each month arrives, we are honored by visits from our retired employes. We're glad to see you, boys!

If you are interested in air conditioning, speak to George Johnson, Clark and Division.

UTILITY DEPARTMENT: John Gorke has had his glasses changed three times since last month. He says they aren't powerful enough! Wonder what he wants to see?

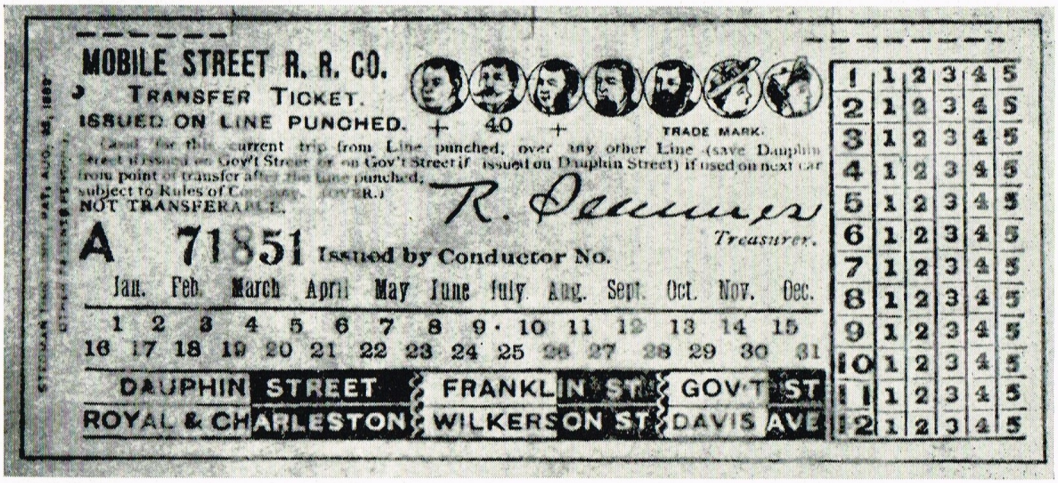
Chauffeur LeRoy Janke was informed after a recent army blood test that his blood is worth $50 a pint. A nose bleed would really cost him big money.

Motormen John Johnson and John Baldwin recently retired, saying adieu to the life of working men.

Motorman James Conwell has announced the arrival of the eighth little Conwell, a girl, who made her debut November 6.

Our sympathy goes out to the family of Michael Stevens, a motorman since 1905, who died November 3.

WHEN CONDUCTORS PUNCHED RIDERS' FACES



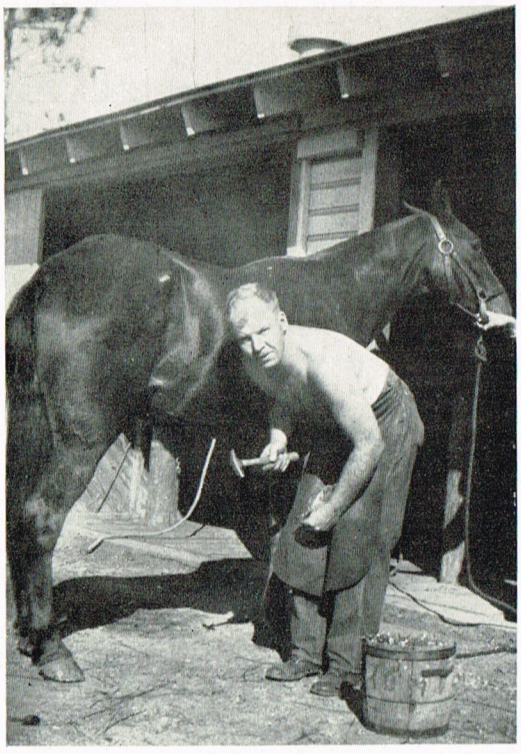
Back near the turn of the century, Mobile, Alabama, street railway conductors used to punch the face of every passenger who asked for a transfer. However, they usually were pleasant about it!

This transfer, submitted by Accident Investigator George Schaefer, whose son, George, Jr., a National City Lines employe, found it in an old desk when that firm recently bought the Mobile properties, had five faces for men and two for women.

A conductor, in addition to punching the date, time and destination on the transfer, also punched the face which looked most like that of the rider.

Children, it is interesting to note, must have been honest in those days, for their faces never were punched.

Of course, it might have been the conductors were soft-hearted and just couldn't bear to punch kids!



VILLAGE BLACKSMITH

Under the spreading chestnut tree (upper left), Elmer Natzke stands.

A first class private and troop blacksmith in the 106th Cavalry at Camp Livingstone, Louisiana. Elmer formerly was an armature winder's helper at West Shops.

He enlisted in the Black Horse Troop on November 12, 1940, after being the only Surface Lines man to draw No. 158, the first number, in the draft.

Material and Supplies

WITH DOC PHILLIPS, who retired recently, go our best wishes.

Have you noticed that new dignity in Ed Hoger's bearing? He became a grandpa the other day.

When Jim Burton was driving home from Texas, where he attended the funeral of his sister, his car went off the road and he received a scalp wound. We're glad to report, however, that it wasn't too serious.

Matt Basso tells us he took his boy out for a sleigh ride after the recent snow.—R. E. Buckley.

Schedule and Traffic

CAPTAIN Clayton Steele, Signal Corps, U. S. Army, paid us a brief visit last month. He looks fit, and army life seems to have done him no harm.

Lloyd Braff is recovering from his recent tonsillectomy. He is receiving the usual advice—some good and some bad.—L. C. Dutton.

Shops and Equipment

WEST SHOPS: The welcome mat is out for Julius Dain, Tom O'Malley, Walt Hager, Cyril Lemke, Pat Considine and Johnny McCrea, all recently released from military service, and now active employes again. We're glad to have you back, boys.

George Chamberlin, day foreman at Limits, left us December 1 under the new retirement plan. We wish you the best of everything, George!

Two more of our retired employes are busy enjoying warmer climates: Mrs. Catherine Drummer, California; and Louis Conrad, Florida.

A seven-pound son was born to Andy Tyson and his wife November 5. Congratulations, Andy; and best wishes for wife and baby.

Our sincere sympathy is extended to the family of H. DeMan, West Shops employe, who died November 9.

To all employes we wish a Merry Christmas and a Happy New Year!—Mildred Habeger.

SOUTH SHOPS: We are happy that Mrs. C. D. Mack, wife of our superintendent, is recovering from a serious ankle injury sustained during a recent fall.

'Tis wondering we are whether Frank DeWitt, office staff, has put something over on his friends. We have heard he has taken unto himself a lovely bride. Even if this isn't so yet, Frank, we know you can't resist much longer now since you have become the proud uncle of a baby girl. To Frank's brother, Miles, and to his wife, our congratulations!

Joe Kiselus and Tony Gasparovich, Motor Repair, decided to go hunting recently. Tony, who had agreed to pick up Joe at Joe's home, was up very, very early and off hunting he went—hunting for Joe's home. Joe sat at home having a cup of coffee, another cup and then another; but no Tony! He just couldn't find his way. Needless to say, the Kiseluses and Gaparoviches had no pheasant dinners that evening.

We wish to extend to Joseph Birmingham and his family our wish for a Merry Christmas. We hope, Joe, that the New Year will bring you back to us. To all other employes, we wish the best the Holidays can give.

ARCHER: We're very glad to have Julius Dain, Pat Considine and Johnny McCrea, our soldier boys, back again.

Why the big smile on Bob O'Shea's Irish face? Keep your eye on Johnny Green and Howard Farrow, Bob.—Elsie S. Frank.

Transportation

AFTER 47 YEARS of service, Perl A. Greene has retired to take things easy. A dispatcher at the switchboard for many years, he transferred to the office as a clerk a few years ago. We're sorry to see you leave, P. A.; and wish you the best of everything.

Myron Heimerle was called up by the army

November 27. The best of luck to you, Myron; we hope you are a general in no time!

To Theodore Martin, Lawndale, who has been appointed instructor, and Joseph Blaa, who has been promoted to supervisor, we wish success.—Andy.

AROUND THE CAR STATIONS

Archer

RELUCTANTLY we bid good-bye to these old-timers who retired recently: Motormen J. Creen, Charley Baker, J. Maloney and J. Sullivan, and Conductors D. L. Kelly, A. Viland and M. J. Jennings. We wish the best of health and happiness for all of you.

Despite admonitions by his many co-workers, Clerk Arnold Hillstrom will be married in January. Congratulations, Arnold!

Gorgeous George Lally wishes to inform all that he is no longer connected with the Schedule Department.

Motorman Vittorio Esposito, a new man, was called up by the army December 2.

Congratulations to Tommy O'Rourke and Hugh McGarry on their recent election as board members.

Our sympathy goes out to the following because of recent deaths in their families: Motorman A. J. Hillgoth, his wife; J. Uhlir, his father; P. Kovarik, E. Abbott and E. M. Sheridan, their sisters; C. Kleim and W. J. Cawley, their brothers; J. McIntyre and Clerk M. Callahan, their fathers; N. L. Wagner, A. F. Kreuger and J. Michalak, their mothers-in-law; and R. Prell, his father-in-law.

Because this is our first attempt at column-writing, all contributions will be greatly appreciated. Please leave them with Joe Durkin, our genial chief clerk. —Combine.

Armitage

CONDUCTOR JIMMY MUIR was telling us an odd one the other day. After leaving the Loop recently on a pull-in trip, he covered many blocks before picking up his first passenger.

The passenger rode a short distance, then came back to Jimmy.

"I'm lonesome," he said, "I want to get off."

Jimmy apologized, then explained: "That darn motorman of mine lets every passenger I pick up sneak out the front way."

Rumor has it that Leonard Jaeger is in training for his annual appearance as Santa Claus. We understand he has dusted off his costume and is combing moths from the beard.

We recently received a having-a-wonderful-time card from Robert Ekenborg in Florida.

Our wish for all is a Merry Christmas and Happy New Year's.—Chief.

Blue Island

WELCOME TO Motormen Herbert VanWerder and Joseph Pieran, who joined us recently. Glad to have you with us, boys!

Congratulations to Conductor and Mrs. Charles Bauer. They celebrated their 25th wedding anniversary November 15.

Our sincere sympathy goes out to Conductor Bernhardt Schroeder, whose son died November 15.

To all of you and yours we wish a Merry Christmas and a Happy New Year.—C. P. Starr.

Burnside

OPERATOR A. T. Lindquist and Motorman E. J. Burke of the P. B. subdivision report conditions are normal again after the heavy rains. Anchors, scows and rowboats have been put away for Spring.

Have you noticed that Conductor D. W. Thompson punches transfers left-handed? We hear that shortly after his studentship he was sent out on a heavy transfer run, where he worked the punch so many times he sprained his right wrist.

Conductor Franz Schrom, we understand, is thinking seriously of marriage. He says the only thing holding up the deal is buying furniture and finding the girl.

Operator James O'Connell is a one-man car operator. On his day off, he is a one horse and wagon operator. When you have some moving to be done, don't forget Brother Jim!—William D. Frank.

Cottage Grove

CONDUCTOR AL HOWARD is the proud father of a son and heir born November 21. The child's name is John Charles. Mother Helen and the babe are both getting along well.

The lad, by the way, has more hair on his head than Daddy. The one sad note is that Al has been off sick for a month and may not be back when this appears.

Denver Worker is still in the hospital. He would welcome visitors any time you fellows have some spare time.

Motorman and Mrs. Jerry Dunn have a new arrival at their house—a charming baby girl, Lucille Joyce. Best of luck to the parents and youngster!

Joe Markby recently had a new stoker installed in his home. Given a chance, he will explain its workings in detail. The only thing wrong with the outfit, he says, is that it just won't carry out the ashes!

To the fellows who have returned from army service, we say welcome. We're glad to see you back! To the others who have received the call to go, we say farewell and hurry back!

Rumor has it that Percy is all set to "let the wind out of someone's tires" if that certain person

isn't more careful. He should be good at that if the way he takes the "wind" out of some of the fellows around the window is any indication.—Ostet.

Devon

CONDUCTOR Ed ("Dapper") Dappen breezed out of Chicago last month to honeymoon in the tall corn state.

Early Christmas gifts—blessed events—arrived recently at the homes of Operator Jess Laskey and Motormen John Wells and John Vought.

Five more old-timers recently joined the retired ranks: Conductors Johnny O'Hearn, Scotty Thompson and Jake Cohn, and Motormen W. Wagner and Fred Stahl. We wish you lots of luck, and hope those of us you leave behind can do our jobs as well as you did yours!

Students of the Secretarial School at DePaul University recently elected Joseph Cahill, son of Motorman Pete Cahill, their class president.

Remember the days when a gripman going down the incline in the Washington Street tunnel would release his hold on the cable in order to get the edge on his leader?—Ed May.

Division

ONE OF THE most interesting series of safety meetings ever held at this depot took place November 18. Well-attended and interesting, they impressed everyone present with the importance of preventing accidents and improving service.

Though winter is upon us, we're still hearing about vacations. Motorman Ed Vanderplow drove to Indianapolis and Bloomington to visit "in-laws." Motorman W. Peterson bagged a lot of ducks around Cairo and Wauconda. Motorman E. Gillmeister was rained out of any vacation ideas.

Driving up to the Twin Cities, Conductors Harry Cox and Art Eberlein visited some of Art's relatives. They returned with a car full of farm products.

Motorman Alvin Sachs helped Conductor Ed Rush put a new roof on his home. We hear it is a good job.

While Conductor Ray Klein played pinochle in a near-by barber shop, Conductor Lee Staton drove to South Bend during his vacation to watch Notre Dame footballers practice.

We understand Conductor Joe Garlinski makes the boys take off their shoes before he'll give them a lift in his new Pontiac.

Conductor H. Daniel recently was discharged from the army because of old age. He now is back at work. Poor old fellow, he's only 32!

A play, "Not In Our Stars," written by Conductor Bernard Kaplan's son, Charles, was presented at Wright Junior College November 14.

Conductor Fred Shippy, credit union treasurer, points out a new ruling limiting loans to 18 months duration.

Conductors Frank Fournier, Joe Valitis and Al Bellow and Motorman Sam Regas recently became papas of baby boys. Congratulations, fellows; we're proud of you!—R. T. W.

Elston

IT'S SELDOM a trainman's picture is ever displayed on our cars, but Operator George Toman now is "hung" in every car in the city. Pictured on a ceiling card, he is holding a Defense Savings Bond.

We recently bid farewell to Mike Kerrigan, Otto Gabel and Emil Lechner, who have retired. Carl Svenson and Barney Mulligan, who left us earlier, report enjoying their new leisure very much.

Don't feel sorry for the men who are taking off-season vacations. Earl Anderson and his family just returned from an auto trip in the deep South. Leo Golombiewski made a tour of the Pacific Coast. By air, no less!

Charley Parker passed out cigars recently. You boys can thank Miss Cecilia Parker, born December 1. Congratulations, Charley!

We understand Bill Case recently told the boss: "I love work. I could sit and look at it all day."—Ed Evenson.

Kedzie

CLERK FRANK CASEY, who left recently for military service, has joined the Naval Intelligence. He says he hopes that he can bolster up the navy!

Our operating meeting November 17 drew full houses at both sessions. Honored guest at the evening get-together was President Charles W. Chase. His inspiring talk was well received.

The opening day of hunting season provided great times for some of the boys. Some found they were only would-be hunters. Others proved they were the real McCoys. Conductor George Martin got his share of pheasants, and Motorman Ray Deditz bagged his usual deer. For Ed Herda and Roy Woods, well, it was just too bad! Ed says hawks and vultures got all the game before he arrived.

Our bowling team is still in first place, but by the small margin of two games. Team members are the two Laskey brothers, Leonard and John; Morrie Hyland, Ed Gallivan, "Jocko" Griffin, the anchor man, and Art Judy, the captain. Praise is due Tom Costello for his coaching ability. Help the boys win. Root for them in their next match.

Motorman Ed Neuman, Conductor Bob Wagner and Conductor John (Shiek) Kain were married recently. Congratulations, boys!

Here's a list of old-timers who retired recently: Bill Knapp, Charlie Sanders, John Tobin, Fred Liming, Tim Crowley, John Kern, John Leganger, Abe Prescott, Frank Bucholtz, Ulysses McVey, Cady Nelson, Ed Kuehne and John Werner. They bring to 33 the number at our station who have retired. Here is wishing you all health and happiness!

Our sympathy is extended to the following in their recent bereavements: Motorman Alvan Arnold,

his father; and Clerk Michael Callahan, his mother.

We wish all of you and yours a Merry Christmas and a Happy New Year.—Clinton Sonders.

Lawndale

WE HEAR from Chanute Field that Clerk Bob Keag has been appointed staff sergeant. Good going, Bob!

John Kalka, who recently received his discharge from the army, is back with us again.

John Hebding recently returned from Camp Forrest, but has taken 10 days off to walk down that center aisle. Welcome home, boys!—C. K.

Limits

MOTORMEN Frank Palmer, Jacob Frank, Alfred Gabelson, John Greenwald and Nels Nelson are all sitting in the lap of luxury enjoying their new retirement allowances.

After 49 years of service, Repair Foreman George Chamberlain retired November 29. Mr. Shaughnessy presented him a watch and a traveling bag on behalf of his co-workers.

Motorman Harry Jacobson is back on the job again after being given his release from the army. Harry was inducted last Spring, and was released last month.

We all know who posed for that picture on the front cover; it's none other than Motorman Tom McIntyre and two of his children. Good looking kids you have there, Tom!

To all employes, we wish a Merry Christmas and a Happy New Year's.—T. L. B.

Lincoln

AFTER 38 YEARS of service, Conductor Bill Beeman has decided to take life easy. We'll miss him. Good luck to our two new Conductors, Ed Fitzpatrick and Jim Connor.

Once one of our most eligible bachelors, Motorman Walter Kasper, recently took himself a spouse and is now living happily ever afterwards. Congratulations, Walter!

Little Barbara Speaber weighed in at six pounds on November 10, making her papa, Motorman Allen Speaber, pretty proud.

Our two crack shots, Motorman Martin Nielsen and his brother, Conductor Jens Nielsen, reported a very profitable hunting trip to South Dakota recently. They bagged 75 pheasants!

Our sympathy is offered to Conductor Andy Kolberg, whose father recently passed away.

Clerk Haddon Phillips returned this month from

SCHOOL CHUMS MEET

While Bud ("Rembrandt") Walker, Archer motorman, puts the final touches on a drawing of his friend Johnny Rosean, Cottage Grove conductor, Johnny uses a stethoscope to test Bud's upper story.

The story of these two fellows, who graduated from school together in 1910, is unusual.

Bud, inspired by John T. McCutcheon, *Chicago Tribune* cartoonist, began attending evening art classes. Johnny started studying medicine.

Eighteen years later, having lost touch with each other soon after graduation, they met on the street—each in the uniform of a Surface Lines trainman.

Forced by ill health to seek outdoor work, Johnny had joined the Surface Lines in 1920. Bud, whose cartoons appear frequently in this magazine, joined up eight years later, following eight years with the Springfield, Illinois, and Denver street railways.

Though it turned out both men had been forced to give up their early ambitions, they expressed themselves as well satisfied with life.



military service. Welcome home, Haddon!

A very Merry Christmas and a Happy New Year is our wish for all.—Tom Birmingham.

Noble

WELCOME TO these new men who joined us recently: Conductors Art Raben, John Melody, Glenn Dewar, Clarence Wirtz and Elmer Hansen, and Motormen Fred Stryker, Mike Schramm and Adolph Dahlquist. Glad to have you with us, boys!

Our best wishes for health and happiness go with Motorman James Jennings, who retired this month.

Conductor Art Wraas and his wife recently spent their third vacation at Niagara Falls. What's the big attraction there, Art?

Operator John Jendrzejek and Conductor Andy Porcell did a little hunting near Wilmington the other day. We hear John tired quickly and suggested Andy chase the game his way so he could pick something off. On a previous vacation, John had Andy digging post holes!

Our sympathy goes out to the family of Conductor John Brick, inactive since 1932 when he lost his eyesight, who died December 1; and to Conductors Frank Fischer, who lost his wife, and Tom Corkle, his brother.

Conductor Tom Weaver is recuperating from a major operation in Alexian Brothers' Hospital. Get well soon, Tom!

To all employes and their families we wish a Merry Christmas and a Happy New Year.—Ed Devine.

North Avenue

BOTH AFTERNOON and evening sessions of the annual Accident Prevention and Operating Meetings here November 10 were well attended. President Charles W. Chase gave an interesting talk at the evening session.

To Conductor Tom Harris and Motorman Charles Wolff who retired last month we wish the best of luck and the most of living!

The army recently gave discharges to six of our boys: Conductors Ted Fortney, Coleman Peterson and Ray Renshaw, and Motormen Philbin Anderson, Howard Jensen and Joe Schultz. All six are back at work, looking better and more fit than when they left us.

Our sympathy goes out to the family of Conductor Oscar Bolten, who died last month, and to Motorman George Stanley, who lost his mother.—E. R. H.

Seventy-Seventh

A COUPLE of dark horses ran off with our recent turkey shoot. Tom Hough, with high score, and Garret Foy, with runner-up honors, proved to have the best trigger fingers and the keenest eyes for the gobblers. Others who won prizes, which were more than just wishbones, were Hansen, Austin, Hinchcliff, MacAvoy, Carpenter, No. 2, and Chambers.

"V" for victory is now written all over Conductor Elmer Klein's face. The army signal corps flashed him that signal last month, and sent him back to the Surface Lines. Welcome home, Elmer!

The precedent set by softball managers is beginning to bear fruit. Shortstop Marty Ernst, not to be outplayed, recently came up with his contribution to the team of 1961, a baby boy!

It sounded like someone was trying to be funny in French when the motorman heard "tout suite!" Broadly translated, it means "hurry up" or "get going." The situation was cleared, however, when the motorman finally understood the passenger wanted Throop Street.

Santa Claus is coming and we hope all you fellows will be on your best behavior so that this Christmas will be the swellest you've ever celebrated. The stationmaster and all those nice organizations here at 77th feel the same way about it. And for the New Year we say, keep your chins up.

Sincere sympathy is extended to the bereaved families of Motorman William Martin and Conductor Charles Tegar, who died last month.—Walter F. Story.

Sixty-Ninth

SOME THOUGHTS FOR DECEMBER

(and eleven other months)

IN THE DAYS before Christmas, that cheeriest season,
We have multiplied troubles for more than one reason.
We sometimes start early and work pretty late,
Extra trips must be made, for the business won't wait.
Transportation's our product, it's needed, and how!
It's our job to get it delivered right now!
In addition to workers from factory and store,
There are shoppers with bundles and children galore.

They start in the morning between nine and ten,
And it's usually dark when they reach home again.
When their bodies are tired, their tempers are short;
So don't answer their growls with a snappy retort.
Give all folks a smile while collecting their fare,
And never allow them to get in your hair!
Delays will occur, and we may have some snow.
You'll be blamed for delays which you can't help, and so
Don't let it upset you, because if you do
Your temper will rise, and your accidents too!

Just be pleasant and smile, and you'll find it a fact
That most folks respond when you treat them with tact.
Get the "courtesy habit," you'll learn it will pay
And lighten your work when you do it that way.
Don't get the idea that we're trying to preach.
We endeavor to practice the things that we teach.
So thanks for your patience, and greetings sincere
For a most Merry Christmas and Happy New Year.

—H. E. Harris.

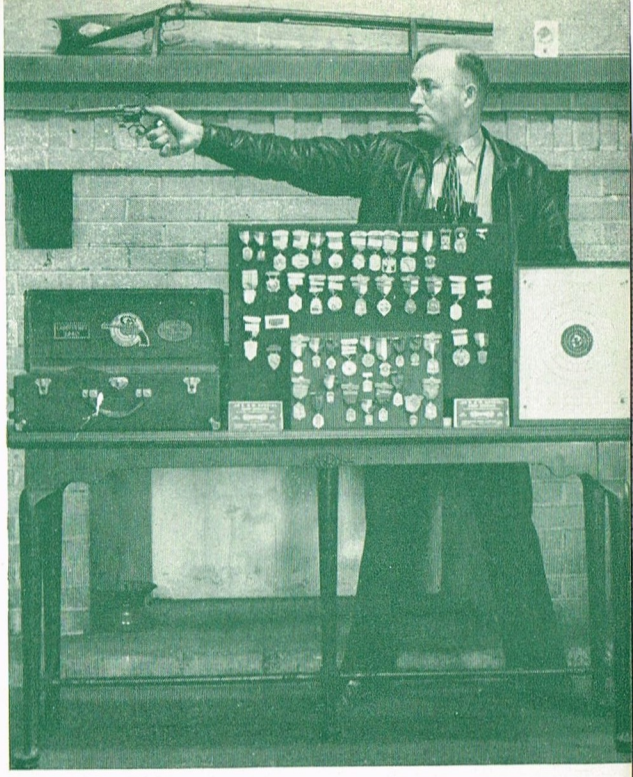
Camera News



TUCK-POINTER?

Conductor Rudy Koprowitz, Cottage Grove, insists he was tuck-pointing the bricks in his home when this photo was taken.

Usually reliable co-workers, however, say he really was making mud pies. Why, they ask, would any respectable tuck-pointer be using a child's sand bucket for mortar?



DEAD-EYE DICK

If Operator Clyde Eaton, Burnside, isn't the national pistol champion some day, it won't be because he hasn't practiced.

Last year he won second place in the Indiana State Pistol competition. All his medals are 22- and 38-caliber awards. Just count 'em and you'll know how many contests he has won.

His greatest pride, however, is the perfect 50-foot, slow-fire National Rifle Association target (right). He is the only marksman ever to have shot an official perfect score on this target.

SOLDIER BOYS

Private Pete Janke (left), former electrolysis tester, Electrical Department, takes a breather near the barracks at Fort Sill, Oklahoma, where he is serving in Battery C, 32nd Signal Battalion.

Private Howard Paetzke (center), former motorman, Armitage, stands at attention outside the camp church at Bowman Field, Louisville, Kentucky. Now serving with the 1st CML Company, he received his preliminary chemical warfare training at Edgewood Arensal, Maryland.

In full field equipment during the recent Louisiana war maneuvers is Lieutenant Dick Maerz, former timekeeper at West Shops. He is serving with Company F, 132nd Infantry, Camp Forrest, Tennessee. Besides his pack, Dick writes, he is carrying a pistol, compass, canteen, map case, first aid kit, gas mask and magazine.









Blue Island Depot. Left to right: Motorman Ed Cranston, Conductor Frank Kuban, Operator Rudy Kadlec and Motorman Frank Kafka.



Burnside Depot. Left to right: Conductor Joe Selmer, Motormen Joe Roch and Bob Lennox, Conductors Bob Schwarz, George Johnson and Bill Claessens and Motorman Charley Brady.

Smokes for Armed Forces

Trainmen at all our car houses demonstrated the well-known Surface Lines' generosity last month by donating cigarettes for boys serving with the nation's armed forces.

These photos show the goings-on at six of the 16 depots.



Archer Station. Left to right: Motormen Otto Karl and Roy Lyman, Conductors Frank Schultz and John McKay, Operator Cornelius Hickey and Motorman Jim Kozla.



Lincoln Station. Left to right: Motorman Ed Cook, Conductor Paul Soch, Motormen Gene Coash and Fred Presser, and Conductors John Klein and Clarence Brown.



Armitage Station. Seated, left to right: Motorman Henry Hill and Conductor Lew Humer. Standing: Motorman George Daily, Conductor Chet Jacobs, Motorman George Aldrich and Conductor Al Broach.



Noble Depot. Left to right, as they appear in mirror, are: Conductors Fred Kurth, Charley Schultz and John Kozera and Motorman Walt Sesko.