

Surface Service

• MAGAZINE •

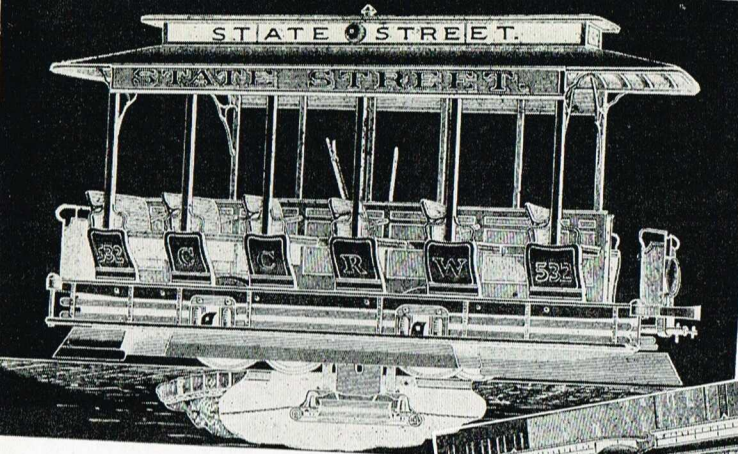
VOLUME 17

JANUARY

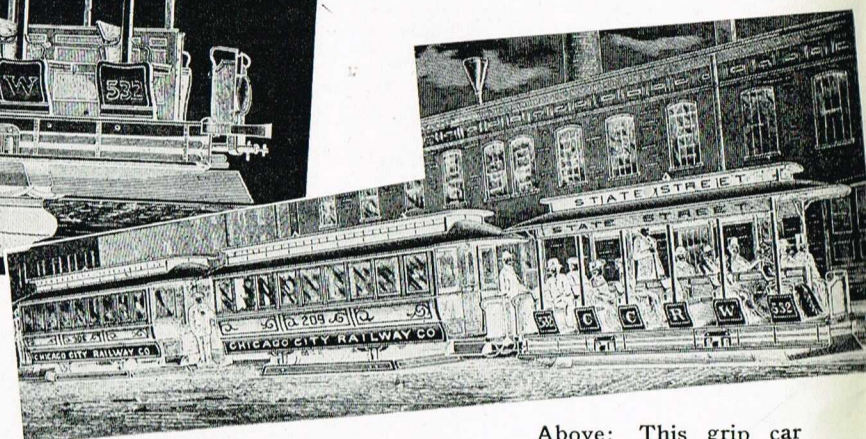
1941

NUMBER 10





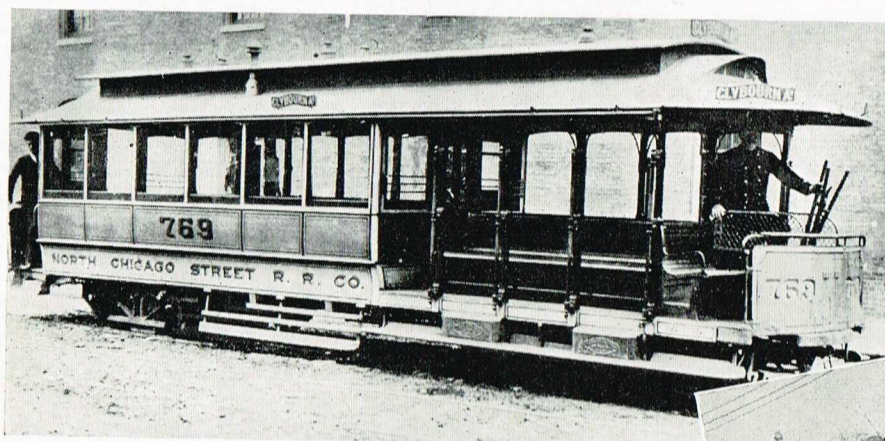
Here's a drawing of one of the first grip cars. The lever in the middle of the car worked a mechanism which grabbed the moving underground cable and pulled the car along.



Above: This grip car has two closed, winter-type trailers in tow. Open trailers were used during the summer.

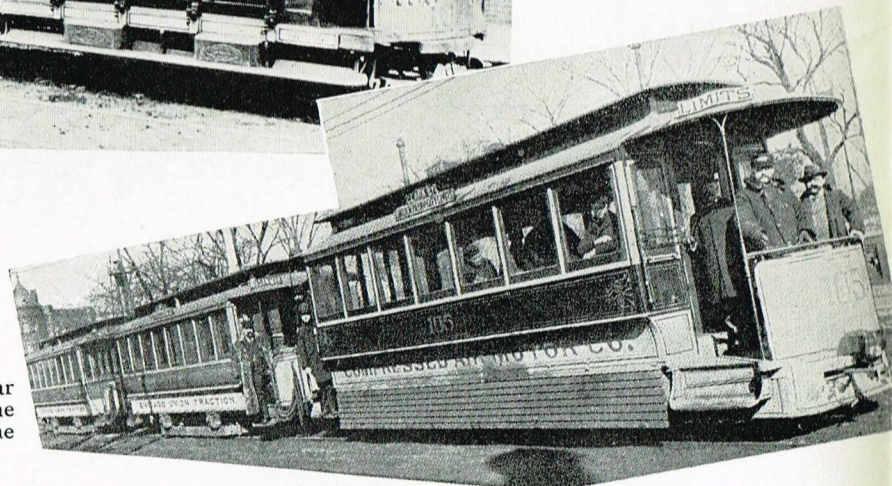
The grip car itself was always open, and only the most robust men rode it during the winter.

The photos on this page are new to SURFACE SERVICE MAGAZINE.



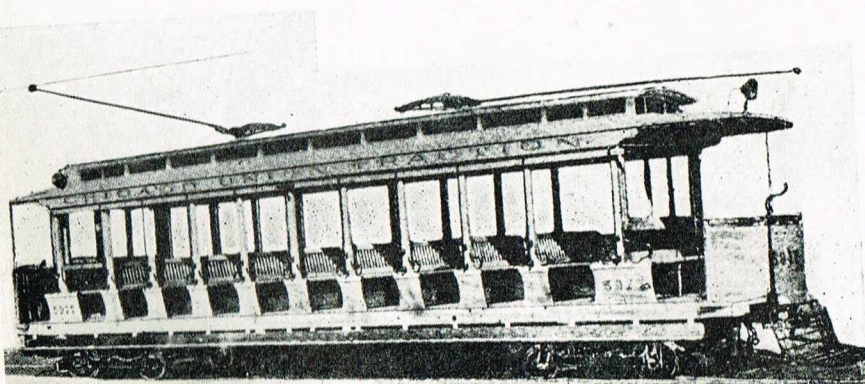
This combination grip car—half open, half closed—appeared on several North Side lines between 1886 and 1889. It was the first to break away from the separate trailer idea.

This compressed air car train, an experiment in the search for a successor to the horse car, ran about 1890.



This giant summer car, seating 65 passengers, which appeared at the turn of the century, might have been called the Spooners' and Picnickers' Special, for it served for many moonlight parties and group excursions.

The story beginning on the opposite page peeks back into the days when this car and the others were in vogue.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 17

JANUARY, 1941

No. 10

A Peek Back into Time

Some Unusual Vehicles Travelled the Tracks
in Grandpa's Day

Back when Grandma and Grandpa had never heard of rheumatism and often spent Sunday afternoons on a bicycle built for two, there were some unusual vehicles that travelled about on Chicago's street car tracks.

From today's standards, the strangest were the first cable (grip) cars, which made their debut on January 22, 1882, before a breathless, jostling crowd which jammed State street side-

walks from Madison street two miles south.

Cars Pulled by Cable

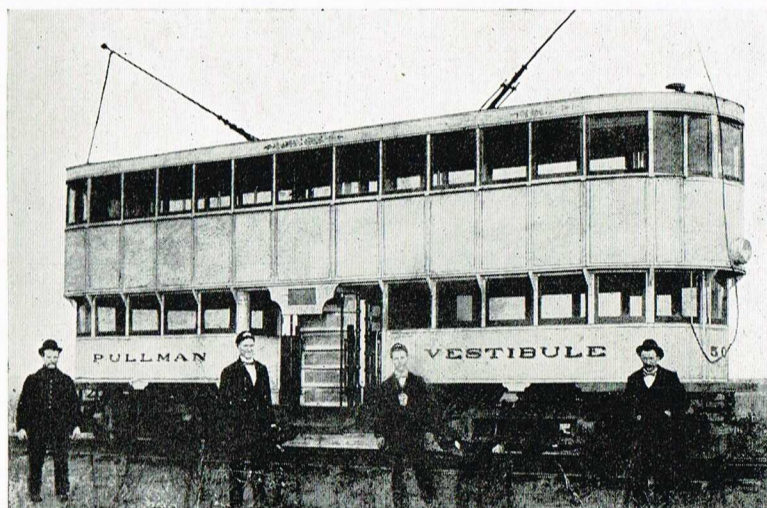
These cars (see drawing of single grip car on opposite page) were pulled along by a moving underground cable, which, in turn, was propelled by steam engines in the various power plants. At one o'clock each morning, service shut down completely so that every



LOOKING OVER HISTORICAL PHOTOS

Motormen Pat Farrell (left) and Tim McAuliffe of Lawndale, who, with Superintendent of Transportation W. A. Hall, are among the few present employees who once helped man the double-deck car shown below, chuckle as they recall some of the old street cars in the historical photos and newspaper clippings at the Toman Branch Library.

A still larger display of historical street car photos is now on exhibit at the Chicago Historical Society, where free admission days are Mondays, Wednesdays and Fridays.



DOUBLE-DECK CAR

This double-deck street car, the only one ever to run in Chicago, began operating along 22nd street in 1897.

A year later when thousands of Chicagoans were flocking out to look at the new drainage canal, it ran along Lawndale avenue from 22nd street to the canal.

Though the double-decker street cars didn't "catch on" in Chicago or in New York, both two-deck street cars and buses have been common in London for years.

inch of the cable could be inspected for weak or frayed spots.

Hectic was the life of the gripman whose business it was to work the mechanism that grabbed the moving cable. He not only had to be a man of iron, for the grip car was open summer and winter, but also had to have a steady and delicate touch on the controls.

Cable Crossings Ticklish

At intersections, where cables crossed at different levels, he had to release the grip on the cable, then coast. If he forgot this—and some did—he snapped the crossing cable and cut off service on that line.

For the trailers, which were towed by the grip car, there was a storm-window-and-screen arrangement. In the spring and summer, open cars, greatly favored by fresh-air lovers, were used; but, when chilly winds prompted householders to begin replacing their screens with storm windows, it was necessary to put closed trailers into service.

Then, only the most robust men, or those who were trying to impress a lady friend, chose to ride in the gripman's open car. The cable train drawing (see inside front cover) shows trailers of the fall and winter type.

Combination Car Appears

In 1886, four years after the Chicago debut of grip cars and trailers, a double-truck, combination grip car—half open, half closed—appeared on several North Side lines. The grip car part of the unit was open; the trailer part, as shown in another inside front cover photo, was closed.

When overhead trolley cars began crowding out the grip cars about 1890, still more types of cars began running on the tracks. Prize-winner of all was the double-decker (see photo accompanying this story), which began operating on 22nd street in 1897. A year after its first run, the city dug an underpass along its route and since the car was too high to go under, its usefulness on that line ended.

Canal Visitors Use Car

When the drainage canal was completed in 1898, thousands flocked to see it. The double-decker, which had been idle for a while, began running along Lawndale avenue from 22nd street to the canal. It did a booming business, for pleasure-seeking Chicagoans soon found they could get a double-barreled thrill by visiting the new canal via the city's only double-decker.

It is interesting that double-deckers also were tried out in New York and London. Their fate in New York was no better than in Chicago, where the lone two-decker was never regarded as more than an experiment. In London, however, they caught on. Both double-deck street cars and buses have been common there for years.

Giant Car Seated 65

Second only to the double-decker as an unusual vehicle was the huge, open, 65-seat giant which began running on Irving Park boulevard in 1900. This car, with its large seating capacity, might well have been called the Spooners' and Picnickers' Special. Though it made regular runs during the summer, it was often used on a chartered basis for moonlight parties and group outings. Smaller cars of this type were

NEW BUS OPERATION

Change from Rail to Motor Service Made on Cicero Avenue

The Surface Lines installed motor bus service on Cicero avenue between Archer avenue and 63rd street beginning January 6. The bus route replaces street car operation.

This section of street car track, which passes on the east side of the Chicago Municipal Airport, was built in 1902. The line has been operated only as a shuttle service between 63rd street and Archer avenue since October 1, 1929.

The change from rail to bus service was made in compliance with an order from the Illinois Commerce Commission. Passengers using the new service are extended transfer privileges in accordance with Surface Lines transfer regulations.

a part of summer operations for many years.

Jumping back into the late 1800's again, a photo of a compressed air car of 1890 vintage also is shown on the inside front cover. Engineers realized even before that time that the cost of cable line construction was far too high to permit widespread line extensions. Consequently they began trying out many sorts of cars, many of which today seem to have been on the peculiar side.

Air Car Frightens Horses

The compressed air car, which got its motive power from the large bullet-like tanks of air under the seats of the towing car, was used experimentally on Lake street, then on the North Side. Because of its barking, exploding operation, the horse drivers in the city, who claimed that it scared their animals, didn't shed any tears when the car failed to prove practical.

Other experimental oddities, such as the underground trolley on Webster avenue in 1892, the Pintsch gas car on Sheffield avenue in 1893 and the storage battery car in Englewood district in 1896 followed the compressed air car.

Experiments Served Purpose

Though they also failed to fill the bill as successors to the grip car, they did a real service by making it clear that the first overhead trolley cars, forerunners of today's cars, were the fastest, lowest cost and most dependable units.

There are several photo and model exhibits in Chicago for those interested in early street cars. The Chicago Historical Society at Clark street and North avenue now is showing a large number of old street car photos, each fully explained and dated, which were taken from a photo collection recently prepared by the Surface Lines under the supervision of W. C. Wheeler of West Shops.

Another collection of old car photos, together with pictures of early street car barns and other buildings, may be seen at the Toman Branch Library, 4003 West 27th street. At the Museum of Science and Industry in Jackson Park, there is a full-sized reproduction of an early grip car, 12 feet long.

Happy New Year!

System Helps Mr. and Mrs. Chicago and Their Brood Bring in 1941

When Mr. and Mrs. Chicago and their large brood put on paper hats, got out their noise makers and prepared to celebrate New Year's Eve, the Surface Lines gave thousands of the merry-making family a hand by increasing the service on many routes in the city, doubling and even trebling it on some, until the wee small hours of 1941's first day.

Preparation for the big night was begun a year before on December 31, 1939, with a conductors' check of the number of riders on each line. Then, days before the recent New Year's Eve, the Schedule and Transportation Departments, using that information, had planned the extra service on each line; and Transportation forces had received their assignments and were ready to swing into action.

No Hitches on Big Night

When the big night came, there were no serious hitches. Though some cars were held up for a moment or two by celebrators, the schedules were well maintained. Even in the Loop, where thousands and thousands of shouting, stamping horn tooters milled about in the light rain as midnight approached, our cars rolled along with relatively little interruption.

At 11:22 P. M., when a jostling, jovial mass of humanity began to block downtown State street from curb to curb, all street cars which ordinarily pass through the Loop on State were rerouted to Wabash avenue and Dearborn street, which compared with the gaily-lighted

"main street," seemed abnormally quiet.

On the stroke of midnight someone in the throng pulled a false fire alarm at a State and Madison street box, and several pieces of fire equipment soon began slowly working their way through the crowd. It was 12:56 A. M., however, before our cars could again take to the State street tracks.

Most of the cars rerouted from State street were put on Wabash avenue, where, neglected by the strolling celebrators, there was little interference with the service. Cars ran about three to a block, but none fell more than a few minutes behind schedule—a better record than was set up in recent years.

Intervals Between Cars Compared

A comparison of the average intervals between cars on a regular week night and on New Year's Eve for some of the Surface Lines routes shows just how much the service was stepped up.

In the following list, the regular average intervals between cars from 1 to 2 A. M. are given first, the special New Year's Eve intervals second:

Broadway-State (northbound), 8.5 minutes, 4 minutes; Clark-Wentworth (northbound), 15 minutes, 10 minutes; Madison, 9:5 minutes, 3 minutes; Milwaukee, 12 minutes, 6 minutes; Belmont, 20 minutes, 10 minutes; Diversey bus, 30 minutes, 10 minutes; Fullerton, 30 minutes, 15 minutes; 59th-61st, 26 minutes, 12 minutes; and Central bus (northbound), 20 minutes, 11 minutes.



Chicago Tribune Photo

CELEBRATING NEW YEAR'S EVE ON STATE STREET

Here's part of the shouting, stamping, horn-tooting crowd of Chicagoans which began to block State street from curb to curb in the Loop shortly before midnight on New Year's Eve. This photo was taken at Randolph street.

Street cars which ordinarily pass through the Loop on State street were rerouted to Wabash avenue and Dearborn street at 11:22 P. M., then were put back on State street at 12:56 A. M. when the crowd had whooped off.

Extra service was put on nearly all lines in the city. For some it was two and even three times above normal.

1940 Passes in Review

Spotlight is Thrown on Happenings of Year in System

Another year in Surface Lines history has been added. To the more than 15,000 employees of the System, 1940 brought its varying fortunes. In some directions the record has been one of gains; in others, one of losses.

Many familiar faces are missing and many new employees have joined the organization. In the Transportation Department alone, 438 new men were added in 1940. During the year, 262 employees died, including many veterans in the several departments of the Surface Lines.

Business Year Similar to '39

On the business side, the year was similar in many respects to 1939. A preliminary report of traffic volume showed that 689,315,129 revenue passengers were carried last year, an increase of 1.9% over the 1939 total. Ordinance negotiations were carried on throughout 1940, but no settlement was reached.

A chronological list of items concerning the System and its employees, gleaned from the 1940 files of SURFACE SERVICE MAGAZINE, follows:

In January, Charles W. Meyer, formerly assistant auditor, was appointed auditor, succeeding William H. Kennedy, who died December 20, 1939.

The traction ordinance situation entered a new phase in the first month of the year when an enlarged board of negotiators, consisting of seven men named by the Federal Court, began conferences with city officials.

C. L. Altemus Dies

A well-known Surface Lines employee, with a long service record, was lost with the death of Clarence L. Altemus on January 17. Mr. Altemus was assistant office manager in the Accident Investigation Department.

John G. Rietz, another veteran employee, with nearly 40 years of service, died on February 27. A bonding foreman in the Electrical Department, he was active in South Side civic affairs for many years.

George Weidenfeller, an employee in the Schedule Department, died in February. He had entered the employ of the System 51 years before.

The March issue of SURFACE SERVICE MAGAZINE paid tribute to Surface Lines employees with

long service records. The Veterans' Honor Roll showed that each of 531 employees had served 40 years or more, and 3,916 had served 25 years or more.

March Brings Annual Report

The same issue carried an article dealing with the Surface Lines annual report for the fiscal year ended January 31, 1940. The report shows that gross earnings of the system totaled \$46,300,473, an increase of \$84,254 over the preceding 12 months. Wages for the year amounted to approximately 60% of these gross earnings.

April 17 marked the 10th anniversary of trolley bus operations in Chicago. The Surface Lines, a pioneer in this type of transportation, has found these vehicles very satisfactory. During 1939, the System's 152 trolley buses operated 4,500,000 revenue miles and carried 17,484,551 revenue passengers.

The April issue discussed the annual report of William Pasche, supervisor of accident prevention. His report showed that no-accident cards were sent to 5,455 who had no chargeable accidents during the preceding fiscal year. Of this number, 346 were

listed as having no chargeable accidents for 13 years or more.

Francis J. Schaf Dies

The April issue also told of the death of Francis J. Schaf, for many years chief adjuster of the Claim Department. He had entered the employ of the System in 1893. Joseph A. Nellis, dean of special accident investigators, died April 6, after 24 years of service.

Several changes in the Electrical Department, including the promotion of Bruno Paul Dinter, who was named bonding foreman for the north side section, came in April.

The May magazine carried the announcement that Surface Lines Post No. 146 of the American Legion had won the national rifle team championship in competition with other Posts throughout the country.

The June issue contained a photograph showing the presentation of an inter-plant safety plaque, awarded to the West Shops by the Greater Chicago Safety Council.

Arthur W. Malmquist, who had been ap-



"Goodness, I can't believe it! The first of the 40's is now history"

KEEPING 'EM ROLLING

Sixty-Ninth in Lead for Third Month as 1940 Ends

Sixty-ninth ended 1940 in a blaze of glory by staying out in front of other car stations in the keep 'em rolling contest during December for the third consecutive month.

Only Lawndale, fourth-placer during December, which held the lead during May, June, July and August, surpassed that record during the year.

Sixty-ninth's average mileage of 8,901 miles per pull-in during December was a decrease of nine per cent under its November showing. Burnside and Division, runner-up and third-placer, respectively, in November, also clung to their places during 1940's last month. Burnside averaged 8,271 miles per pull-in, and Division's average was 7,806 miles.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Sixty-ninth	1	8,901	9.0*
2	Burnside	5	8,271	11.9*
3	Division	7	7,806	10.9*
4	Lawndale	3	7,745	4.0*
5	Cottage Grove	6	7,429	17.3*
6	Archer	3	7,008	46.7
7	North	2	6,974	17.2
8	Armitage	4	6,433	55.0
9	Devon	3	6,413	6.2*
10	Elston	5	5,491	19.1
11	Kedzie	2	5,186	33.0
12	Blue Island	2	4,946	21.1
13	Seventy-seventh	2	4,885	6.3*
14	Lincoln	1	4,798	15.3*
15	Noble	6	4,390	27.2*
16	Limits	1	3,715	21.5*

*Indicates decrease.

pointed assistant auditor in January, died suddenly on July 5 at the age of 48. Mr. Malmquist, who had taken a prominent part in civic activities on the South Side, had just passed his 30th anniversary with the System.

August brought news of the appointment of Edward C. Burke as successor to Mr. Malmquist. Mr. Burke came to the Surface Lines from Arthur Young and Company, an accounting firm.

The September issue carried a story showing that, with the recall of 120 motormen and conductors late in August, all eligible men in the group of 516 trainmen who were laid off in the spring of 1938, were back in service. Four hundred and fifty-five of the original 516 men returned to their Surface Lines jobs.

On October 17, Surface Lines gardeners were guests at a dinner at the Palmer House. Prizes were awarded to those who made the best showing in beautifying Surface Lines properties throughout the city.

The November issue told of the death of Daniel F. Mackey, who for many years headed the Veterans' Honor Roll. Mr. Mackey, who entered the service 68 years before his death, had not been active for several years.

The December magazine reported the retirement of William H. Urry, who had been in the service for nearly 60 years. Known by his friends as "Joe Kelly," he has had a varied career, including professional dancing. Before his retirement, he was a foreman in the Western Division of the Track Department.

OBITUARY

Deaths in the System that Occurred Last Month

Transportation—Archer: Henry C. Heidorn, employed November, 1901; died December 22.

Blue Island: Bernard Cloonan, employed October, 1931; died December 2.

Burnside: John Doolan, employed August, 1895; died December 3. Daniel J. Lyons, employed October, 1918; died December 13. Roy H. Underwood, employed October, 1920; died December 6.

Cottage Grove: Edward Barrett, employed March, 1907; died December 10.

Devon: Archie V. Albee, employed August, 1929; died December 28. Theodore Thourson, employed December, 1919; died December 26.

Division: Albert Radoll, employed May, 1908; died December 31.

Limits: Edward Holub, employed October, 1916; died December 21.

Lincoln: Patrick Joseph Duffy, employed May, 1917; died December 14.

North: Patrick H. O'Shea, employed September, 1914; died December 26. Jonathon R. Sutton, employed May, 1883; died December 2.

Seventy-seventh: Mathew J. Gleeson, employed September, 1914; died December 1.

Electrical—Arthur Martens, employed September, 1911; died December 1. Charles J. Sullivan, employed September, 1908; died December 14.

Material and Supplies—West Shops: William F. Sarocka, employed September, 1929; died December 3.

Shops and Equipment—North: Joseph Osmolak, employed May, 1924; died December 16. William Verderber, employed July, 1934; died December 2.

Seventy-seventh: Charles Walseck, employed July, 1908; died December 1.

South Shops: Fred Martin, employed May, 1894; died December 8.

Track—Paul Riccio, employed May, 1915; died December 9.

EMPLOYEES RELIEF FUND

December, 1940

The Surface Lines Employees Relief Committee received nine applications for relief during December. After investigation, three of these were approved for assistance. There were 219 active cases on the relief rolls at the end of the month, five having been removed by death or other causes.

Including the \$8,639 spent during the month of December, a total of \$1,533,367 has been paid out of the group's relief fund since the organization of the committee.

SURFACE SERVICE MAGAZINE

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Volume 17 January, 1941 No. 10

William H. Bromage Editor
Don R. Cowell Associate Editor

THE BUCK PASSER

This is the sad, sad story of Benny the Buck Passer.

Benny was a safety man who had missed his calling.

He should have been a football player. He could wiggle out of a tight spot easier than an All-American halfback. He could pass the buck neater than a gridiron hero can pitch a pigskin.

When an accident happened in Benny's bailiwick—and they *did* happen—he could shift the blame quicker than you can say Joe Grffrrf.

It was never his fault. Somebody else had always pulled the boner.

This worked for awhile. But, after a time, the boss's temper rose so high it caught up with the accident rate.

"Listen," he bellowed to Blamless Benny, "you've passed your last buck. Now the paymaster's gonna pass the last buck to you. You're through."

Moral: You can't buck accidents by passing the buck.

Courtesy National Safety Council, Inc.

ADD—RESOLUTIONS

Almost all of us looked back over our personal lives early this month and resolved to stop this or that and begin something else.

It's the middle of January now; but not too late for a second peek back—at the way we did our jobs during 1940. Can't we resolve to improve that?

Most of our customers are not forced to

do their traveling by street car. They may, if they like, choose other forms of transportation. But if each of us makes a middle-of-January promise to try to do our jobs more efficiently, pleasantly and courteously, not only will our old customers stick by us during 1941, but we'll gain new ones as well.

We do not have to guess what our riders like in our service for the answers appear in the magazine each month on the commendation page.

Neatness, courtesy, pleasantness, clear stop-calling and an honest desire to serve are simple things, but they prompt numerous letters of praise each month.

The practice of those niceties by all—instead of by only some—would prompt many more. And a pleased rider often becomes a frequent one.

NO KICKS COMING

Memories of the hectic rush and bustle of holiday traffic are still fresh in our minds, but we really haven't so much to complain about—especially when our lot is compared with that of London Transport workers.

Besides their regular workaday worries, those folks have to dodge almost daily rains of death from the skies. For months, each issue of *Pennyfare*, the employees' magazine, has been devoting a page to listing transit workers killed or injured during air raids. Most of the casualties are not the employees on duty as soldiers, sailors, or airmen, but motormen, conductors, operators and other workers.

The November, 1940, issue is an example. It reported 10 Londoners, mostly trainmen, killed while on duty. Fifteen more, one a pretty girl conductor about 20 years old, were reported injured. Most deaths and injuries, however, came during night bombings—and the resulting casualty lists include the wives and children of the employees.

Happily, we of the Surface Lines can forget our comparatively unimportant troubles at the end of each day and go home for an uninterrupted sleep. But Londoners have no such luck.

Complaints Increase in 1940!

Decrease in Commendations During Year Further Darkens Record

Letters from customers are presumed to provide a measuring stick of passenger goodwill. If it is so, the Surface Lines must have lost some of that valuable regard during 1940!

Complaints for the year totaled 6,531, 430 more than came in during 1939; and the 603 commendations were 21 fewer than the number received during 1939.

Last month's records do little to brighten up the picture. Though the 59 letters of praise for the month showed an increase of 15 over similar letters for December, 1939, complaints zoomed up to a total of 658—178 more than were received during December, 1939!

The only cheerful note in the whole year's story was that complaints during September, October and November showed a steady and encouraging downward trend. Last month's big crop of adverse letters reversed that trend, but courtesy and pleasantness can turn it down again during 1941.

Their watchful care of a troupe of midgets which rode on their car brought Conductor Charles Berryhill and Motorman Bill Rye, badge Nos. 5110 and 11903, respectively, of Cottage Grove, a letter of praise from a rider who signed himself "Dan."

Commends Operator's Personality

"His pleasant personality, courtesy, kindness and thoughtfulness has won him the esteem of all who live in Edgebrook," wrote Mrs. I. M. Robertson, 6429 Navajo avenue, Chicago, in commending Operator John Werdell, badge No. 7687 of Devon.

The "tender care" she saw him give a boy who suffered an epileptic fit on his car, prompted Mrs. A. Klank, 2426 West Dakin street, to write lauding Operator Oscar Gunderson, badge No. 6104 of Devon.

His courtesy in answering riders' questions so pleased Mrs. Stanley Braden, 1958 Mohawk street, that she wrote praising Conductor Ernst Anderson, badge No. 10678 of Lincoln.

After Conductor Ray Sander, badge No. 8186 of Elston, came to her rescue when she fell on an icy street, Mrs. E. J. Stein, 5300 West War-

ner avenue, wrote commending his courtesy.

Because he calls stops intelligently and in plenty of time for riders to get ready to get off, M. T. Game, 6350½ West Belmont avenue, wrote lauding Conductor Herb Prueter, badge No. 3864 of Armitage.

The "pleasantness, courtesy and consideration for passengers" of Operator Al Wagner,

badge No. 8285 of North, brought him a letter of commendation from Irene M. Shepard, 808 North Lockwood avenue.

Impressed by the pleasant manner and courtesy of Conductor William Mullane, badge No. 4626 of Kedzie, and by the general smoothness and efficiency of our Madison street line, R. D. Curtis, 53 West Jackson boulevard wrote lauding them.

Because he performed his duties in a cheerful, non-mechanical manner, William G. Klebe, a police officer in Oak Park, praised Conductor Leo Zaruba, badge No. 1378 of Kedzie.

After Conductor Max Marose, badge No. 11940 of Blue Island, took time to conduct a blind Negro from the car to the curb, Basil C. Troy, 6140 South Talman

avenue, wrote commending him.

With a dime which he requested be turned over to Conductor Jim Ketterick, badge No. 7478 of 77th, James H. Woods, who gave no address, praised Jim's courtesy in advancing him a fare.

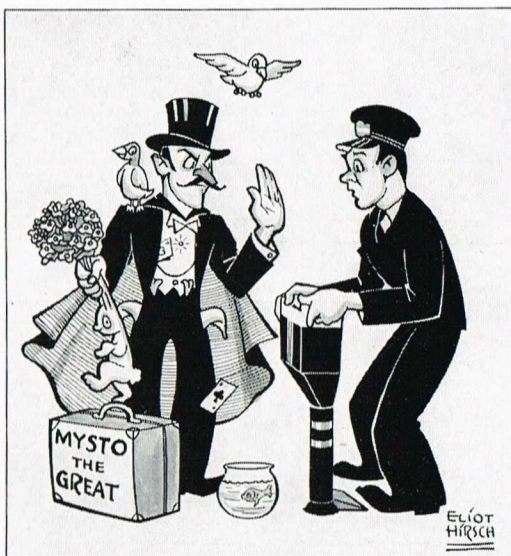
"Alert, Courteous"

The "alert and courteous manner" of Conductor David Sax, badge No. 7478 of Kedzie, so impressed Edward Goodman, 206 South LaVergne avenue, who said he has been a regular passenger ever since the horse and cable car days, that he wrote lauding him.

Because he seemed happy to be of service to his riders, F. Meyer, 430 Dickens avenue, wrote commending Conductor Lewis Waddell, badge No. 13532 of 77th.

The unusual courtesy and thoughtfulness of Motorman Al Cappell, badge No. 1279 of Cottage Grove, prompted C. Smith, 4505 North Albany avenue, to write praising his even disposition.

TROLLEY SPARKS



"Now don't be impatient, young fella. I
KNOW I've got seven cents here
somewhere!"

HOW'LL WE GET THERE?

So Londoners Ask Themselves Before Leaving for Jobs

No matter how greatly storms, floods, fires or crowds may snarl the operation of transit vehicles in American cities, there's nothing like a bombing raid to really complicate the job.

That's the opinion of Milo M. Thompson, an Associated Press correspondent in London, who, in a recent dispatch, told his experiences as a commuter in the British capital. He wrote that after nights in which sleep is difficult because of the air raids, he has to leave for his office an hour earlier than during peace time.

The day before he filed his story, he said, he was unable to get a bus downtown. After a long wait, he took one traveling in the opposite direction to a northern suburban town, then took a train back to a railroad station in the heart of London, then jumped on a bus which took him to his office.

For Londoners, the trip to and from their daily jobs has become a gamble, which most take good naturedly. All commuters, Mr. Thompson explained, have learned to travel along routes near which other street cars, buses or subways operate—just in case bombings should disrupt service on their usual routes.

Departments and Divisions

Accident Investigation and Legal

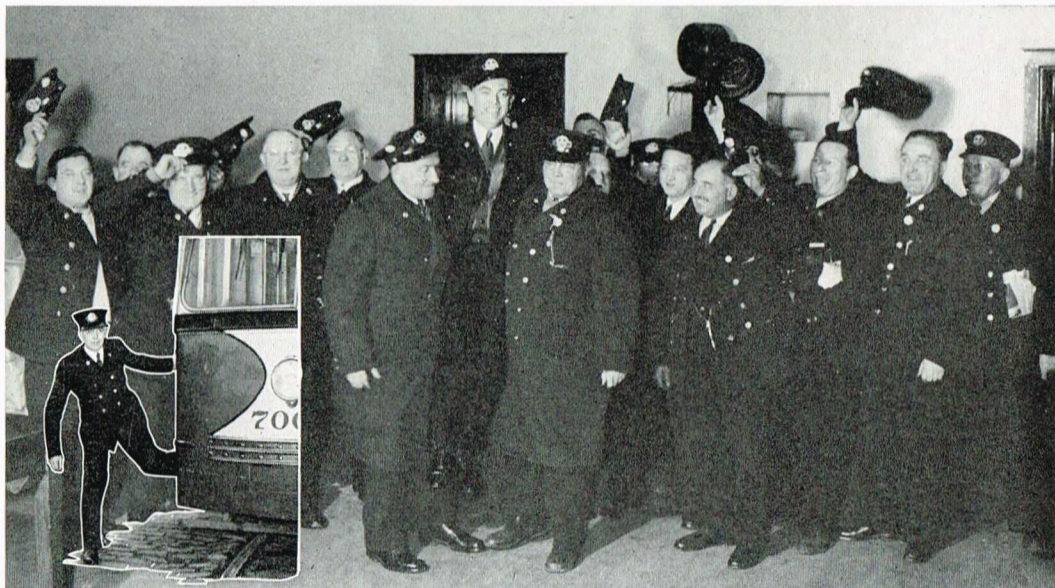
The Girls' Birthday Club staged the first of its 1941 parties on January 4 at the Golden Ox Restaurant. To start the year off right, two birthdays were celebrated at the same time. Honored guests were Mrs. Isabel Nasturski and Mrs. Mildred Mollenkamp. An attractive gift was presented to each.

Legal Investigator James R. Stevens met with a very painful accident on December 17 while driving to work. His automobile was struck broadside by another at Washington street and La Grange road. We are glad to report that he is now out of the hospital and recuperating at home.

The annual Christmas party for the girls at "600" was held at Como Inn at noon on Thursday, December 19. After a delicious dinner (mainly spaghetti or ravioli) Santa Claus presented each girl with a gift.

Not content with winning one of the turkeys

RESCUER CHEERED BY FELLOW TRAINMEN



Motorman Marvin Clement (held aloft in photo above) is congratulated by his brother Kedzie trainmen for his rescue last month of a middle-aged woman.

Marvin was piloting his car along Fifth avenue when he saw the woman, who was shaking rugs on the elevated porch of her home, slip and tumble over the railing.

Though, luckily, she grabbed onto the railing, she dangled nearly eight feet above the concrete sidewalk.

Marvin quickly stopped the car, dived out (see inset at left), ran over to the frightened woman, then boosted her back up onto the porch.

The woman, who might have been seriously injured, expressed her gratitude; and several passengers who saw the rescue wrote praising the motorman's alertness.

on November 15, John E. Ploner, captain of the second-place White Sox team, bowled a 257 game for a new league high on December 6. The Yanks, who are still leading the Sox by two games, have also moved ahead of the Sox in both high game (908) and high team series (2534) totals. The Yanks had better enjoy themselves while they may because from many side-remarks coming to the writer's ear it's safe to say "It won't be long now."

New Year's might have been a day of celebration for many persons but for Mr. and Mrs. H. O. Crews of Highland Park it was much more than that. A baby boy, who soon will answer to the name of Stephen Gregory, arrived that afternoon. He is the second child of Mr. Crews, who is an attorney in our Legal Department. Little Stephen's sister, Nancy, is now four years old. The candy and cigars, which arrived shortly after the baby, were very good.

Investigator.

Accounting Department

Santa Claus stopped at the home of Mathilde Walther, and left an engagement ring from Alfred Korn. Miss Walther's many friends are offering good wishes.

Congratulations and much happiness is our sincere wish for Shirley Gladys Bettinger of the Payroll Division, who became Mrs. Donald Ellsworth Allen on December 24. Miss Bettinger was presented a radio by her co-workers.

We are glad to note the return to work of Erna Karge and A. C. Jann, who have been absent due to illnesses.

Four young women who recently left us were presented farewell gifts by their co-workers. Sonya Anderson was remembered with a sewing machine bench, Margaret Molentin with a pearl necklace, and Margaret O'Keefe and Laura Fehland with table lamps.

Presents were exchanged as the Payroll Division folks enjoyed their Christmas party on December 23.

Best wishes for happy birthdays were extended to Gladys Wedman, Ethel Anderson, Jean Amsterdam, Christine Cameron and Olive Battersby during December.

Thomas F. Coan.

Electrical

Clarence Mimmack met with an automobile accident on December 12, which has him laid up at home. Grand and Leavitt folks miss you, Clarence, and wish you a speedy recovery.

David VanDreese, our machinist, recently was injured while making some minor repairs on his refrigerator at home. He fell and fractured the lower part of his arm. Hurry and get well, Dave. We're pulling for you.

Charles Sullivan, machinist with service of 32 years, died at Rockford December 14, after an illness of two years. Burial was at Rockford, with several former fellow workers acting as pall bearers. He was survived by his widow, a son and a daughter. Our sympathy is extended to his family.

Robert Dieter of Illinois Sub Station recently lost his father through death. We extend our heartfelt sympathy.

Frank Roper, superintendent of the Line Department, is off again to the lands of sunshine. This time it is to Los Angeles, where

he expects to reside when he retires. May you enjoy many happy years when you do, Frank!

We welcome the following men to places in the Line Department: Earl Sibley, Bernard McQuigan, Irwin Koeritz, William Spitzcock and Fred Hunsche.

Fred Lundie, who recently entered the service of Uncle Sam's Army, paid a visit to his co-workers at Grand and Leavitt. Fred looks very trim and military in his uniform.

Ray Marshall of the Line Department spent the Christmas holidays with his folks down in Nashville, Tennessee.

Best wishes to all for a happy and prosperous New Year.

Billy.

Engineering Department

Our congratulations and best wishes to John Conlon of the Track Department on the arrival of a nine-pound baby boy on November 28, and to William Kearns, chauffeur at Grand and Leavitt, on the arrival of a seven-pound son. Mothers and babies are doing nicely.

George Sullivan of the Track Department is back at work overflowing with vim and vigor—but minus his appendix.

Sickness laid a heavy hand on several Track Department folks recently. Frank Johnson, street opening inspector, is at the Norwegian



FIRST CHRISTMAS SCENE

Frank Torchia, Building Department watchman at Clark and Division, stands beside the Bethlehem scene which he built in the front room of his home.

He put many hours of work into the construction of the landscape and buildings and the posing of the small figures, and is justifiably proud of his job.

American Hospital; Edward Nelson, section foreman, is at home convalescing from an operation, and Frank Fielding, section foreman, also is home ill.

After recent visits to their dentists, both C. H. Gremley and H. A. Abbott are on strict soft diets.

The whole office staff of the Track Department held a party in the office on December 24. The luncheon was made merry by the exchange of gifts and pleasantries.

We regret to announce the death of William Harrington on November 10. "Bill," as he was affectionately known, would have celebrated

50 years of continuous service on December 1. We extend our heartfelt sympathy to his family and friends.

Paul Riccio, a veteran foreman in the Western Division of the Track Department, died suddenly December 9. We also extend our sincere sympathy to Mrs. Riccio.

Shops and Equipment

South Shops: Lydia Matheny of the office staff lolled away her belated vacation hours on the sunny sands of Miami Beach, Florida. She had a grand time, and aptly described her enjoyment on one of her postcards—"All This and Heaven, Too."

Our deep sympathy goes out to John Molton, Air Brake Department, whose wife recently died.

Burnside: Angelo Rizzuto says that Santa Claus was especially good to him this year, but won't divulge what the old gent brought him. Maybe it's the new pipe he's sporting.

77th Street: Our heartfelt sympathy is offered to Charles Evett, whose wife died recently; and to Leroy Ellerbeck, motor repair department, South Shops, Mrs. Evett's brother.

We're hoping for the speedy recovery of the wife of Joseph Bakutis, who has been ill for some time.

Elsie S. Frank.

West Shops: Christmas and New Year's are now over, and folks seem to be settling down to their general routine again, but we might mention that, from all reports, Christmas was thoroughly enjoyed by all employees. Most West Shops folks spent the day with their families and friends. Fond fathers and uncles played with the Christmas trains, magnanimously allowing the children to watch them.

Several of our men came to work on the day after Christmas complaining of stiff knees or of baggy knees in their trousers, both dead give-aways as to how much time they spent on the floor the day before. Trains seem to have a strange fascination for both Big and Little boys.

Ed Sturm and Elmer Natzke recently returned to the West Shops for a visit. Both were all dressed up in their uniforms. They gave an interesting account of their first taste of army life.

Our sincere sympathy is extended to the bereaved family of W. Verderber, bus repairer at North Bus Department, who died December 2, and to the family of J. Osmalak, car repairer at North Avenue, who died December 16.

Now with the pages of a New Year spread before us, and with New Year's resolutions in order, may we take a firmer hold on life, and the good things it offers, and go forward with a new determination to do our share in making 1941 a year of which we may be proud, both as individuals and as good American citizens.

Mildred Habeger.

Schedule and Traffic Department

M. B. O'Neill is the proud father of a daughter, Mary Dolores, who was born on December 13. The young lady weighed seven and one-half pounds. Mother and daughter are both doing well. Thanks, Barney, for the cigars and candy.

We wish to express our sympathy to Edward

Reilly on the death of his father, and to Lee Gilbert on the death of his sister.

L. C. Dutton.

Around the Car Stations

Archer

Congratulations to Clerk John McKenna on the arrival of a son at his home on Christmas Eve. John now is the proud papa of both a son and daughter.

We extend our deep sympathy to the following trainmen on the recent deaths in their families: Conductor A. Hinz, his wife and father; Motormen John Cronin, his wife; A. J. Wilham, his wife; Conductors T. J. Coughlin, his wife; Charles Bergan, his wife; Chief Clerk Bernard Malloy, his sister; Conductor John Halloran, his daughter; and Conductors Joe English and E. F. Dion, their fathers.

Armitage

Conductor Joe Hickey is wailing a monotonous tune these days. "Why do things always happen to me?" he keeps moaning over and over.

It seems that when a young mother, carrying her baby, a purse and a shopping bag, boarded his car at Montrose avenue recently, she dropped her only dime into the shopping bag. "Conductor," she asked Joe, "will you hold the baby for a moment?"

Joe, with a gentlemanly smile, took the infant. Three stops later, however, when a large number of riders boarded the car and chuckled to see him trying to do all his work with one hand while the mother still searched for her dime, his smile faded a bit.

"Here, lady," he told the woman, "don't hunt anymore. I'll pay the fare."

"Why do things like that always happen to me?" Joe still says when he tells the story. "Why don't they ever happen to any of the other guys?"

January 1 meant the beginning of a new year to most of us, but to Emil Huyghbeart and Nicholas Simmons it meant more than that, for that's when they started on their trip to Hot Springs, Arkansas. Nick plans to travel farther west from there.

Lee Stubbs spent the holidays with his folks in Texas. He already throws a mean line, and just think what it will be like after he brushes up on his bull-throwing down there!

From now on the big day in Bob Peterson's calendar will be December 21. This year on that day he'll celebrate his first wedding anniversary. You and your wife have our best wishes, Bob!

Chief.

Blue Island

We welcome the following new conductors to our station: Daniel Fitzpatrick, David Joyce, John Helzing, Raymond Smith, Michael Condon, William Moser and Benjamin Covert;

also these new motormen: Paul Rolland, Herbert Stenstrom and Albert Gustafson. We wish you success in your new jobs, boys!

Stationmaster E. L. Maguire is spending his winter vacation in St. Petersburg, Florida. We



CHRISTMAS DECORATION

Conductor Tom Jacek of Blue Island built this birth of Christ scene in the living room of his home.

Though the job was a long and tough one, for all except the trees and figures are his handiwork, Tom felt well repaid for his labors after the high praise his friends gave his work.

hope he will enjoy himself and return in the best of health. We welcome Thomas H. Eigelsbach, who will serve as stationmaster during Mr. Maguire's absence.

Our sympathy goes out to Conductor Gus Kutschke and family in the loss of his brother; and to Conductor Louis Kucera in the death of his brother, who was Motorman Clarence Triner's brother-in-law.

C. P. Starr.

Cottage Grove

Charlie Pfeifer received one of the most unusual Christmas presents devised by man. He is very reluctant to describe the article, but it looked very much like a carton of cigarettes. The sender, however, is an Indian giver, and now wants the present back. He says he needs it to brace a beam in the basement.

Carol Ann, latest addition to Motorman Tork's family, arrived January 1. She weighed in at 10 pounds, two ounces.

E. E. Rodenbeck, conductor at this depot, died January 1. Burial was January 4. Ernie was a fine fellow, and his happy smile will be sorely missed here.

Instructor Jimmy Kane received a beautiful pair of silk pajamas for Christmas. It is re-

ported that he insured them with Lloyds of London for \$55.

Other recent additions to the homes of our trainmen are: Harry Hartman, a boy on December 28; and Charles Cousar, a boy born on Christmas Eve. Lots of luck to the two youngsters, and congratulations to the proud parents!

Our sick list includes John Pearson, John Murray and Jim Horrigan. These lads will appreciate a visit.

Jovial Jerry O'Connor received a new pipe and some tobacco from Ma for Christmas. It sure is tough when your own wife can't stand your old pipe, Jerry; but then you just didn't realize, did you? Thank the Mrs. for all of us, Jerry!

Rumor has it that Wally Regan's little woman balked at riding in Joe Stuart's car the other morning. It took a little persuasion by the fellows, but they finally got her to go.

Looks like the "Red Flash" is losing its pick-up, boys!

Since the new year has begun, let's all try to cut accidents and complaints to a record low!

Ostet.

Division

Motorman Sam Regas and Mrs. Regas celebrated their fifth year of married life on January 12.

Your scribe now has a son, Russell, Jr., who weighed in at eight pounds, three ounces.

Conductor Robert Stacey felt well enough to drop in at the depot recently for a short visit with the boys. We're all hoping he'll feel chipper enough to return to work soon.

Motorman Harry Lemm's daughter had a birthday December 19; and Motorman Thomas Radicke's daughter, Lucille, will celebrate hers on January 24.

Motorman Edward Lynch and Conductor James Eckles lost their mother and father, respectively, late in December. We extend our sympathy to these men and to the family of Motorman Albert Radoll, an employee for more than 30 years, who died December 31.

R. T. W.

Lawndale

Lawndale celebrated Christmas with its first Christmas tree, which, incidentally, received lavish praise.

A cordial welcome is extended to Assistant Day Clerk Robert K. Keag and Assistant Receiver Roger J. Ward.

Gregory Brest wishes to be known in the future as "Double-Clutch." Lawrence Fremgen is collecting recipes for cakes—especially potato layer cake.

Hilding Hagstrom pulled the cord twice on the bus, but it wouldn't start. It cost him 14 cents to find that out. Michael Hanley wishes to thank the kind, but anonymous friend for the lovely Christmas box, with the home-made poem attached.

Theodore Bromann has been auditioned as a singer for the Morris B. Sachs radio amateur hour. Anton Molik, his publicity manager, is requesting your votes. Lawndale, by the way, has three future amateurs: Martin (Curly) McGinnis, a harmonica player; John Halvey, a tap dancer, and Ben Ponzio, a singer.

Foreman Charlie Hoelzueh has a favorite

and thrifty delicacy. Whenever he goes fishing and has no luck, he fries the minnows.

Motorman James Hurley missed on his money count recently. A bus student, he had gotten a changer from the office, which he insisted was no good, because it was not in a box. He went to work with it; and, at the end of his run, found himself a quarter over. That kept him awake all night.

Sympathy is extended to Instructor Joseph Blaa, in the loss of his father, and Motorman Clyde Bear, in the death of his mother-in-law. Lawndale wishes a happy and prosperous New Year to all.

Guess Who?

Lincoln

After being home for four months nursing the broken ankle he received when he stepped off his car onto a stone, Motorman A. Hughes has returned to work.

Supervisor Al Gibbon also took a tumble recently. He slipped on an icy pavement and broke his arm late in November. He still is at home recovering.

Best wishes are in order for Miss Ruth Stout, who received a lovely diamond ring on Christmas, and for the lucky man, who is none other than Register Clerk Maurice Buckley. We're waiting now to hear when the young couple will announce the big day.

While on his way home from work, Motorman F. Duffy was struck by a car. He died December 14, and funeral services were held three days later. Lincoln extends sympathy to the bereaved family.

Harry Spethman.

North Avenue

The Christmas tree at our depot this year was a beautiful one. The artificial snow under it was the only sign of the white stuff around



Motorman Ed Kowald of North is the father of these two handsome children.

Ed, Jr., is seven years old, and Adrienne is six.

these parts. Paul Heidenreich, our genial janitor, did the work on the tree, and a good job it was.

Conductor E. Curtin and Motorman E. H. Erland are fathers of baby girls born December 9 and November 27, respectively.

A word of praise should be said for the hard-working treasurers of our Credit Union, Operator Carl Helgersen and Chris Helm. They do a good job of taking care of the boys who patronize this part of our depot.

A group of men, most of them members of Surface Lines Post of the American Legion, journeyed out to the Hines Memorial Hospital on December 1 and visited the veterans there—especially those who are former or present Surface Lines employees.

The day was cold and the roads were so slippery that many began wishing they were

riding a street car. However, all went well.

Cigars, cigarettes, playing cards and books were given the patients by the delegation. Many patients expressed their delight that so large a group turned out for the visit. Among the visiting group, incidentally, were many who wore either Legion or Surface Lines uniforms.

Among the present or former Surface Lines employees visited at the hospital were Harry Loeb, Buddy Moran, Patrick Smith, John Lynch, Charles Grow, J. Kennedy, C. Probst and Messrs. Ranahan, Albee, Britton and Faulkner.

Two of our respected and well known trainmen died during December. They were Conductors John Sutton and Patrick O'Shea. Their many friends in this depot extend their sympathy to their families and relatives.

Henry W. Coan.



This wistful young miss with the muff is two-and-one-half-year-old Margaret Louise Johnson, daughter of Supervisor Gus Johnson of 69th.

Seventy-seventh

Joe Moriarity, city champion of three cushion billiards and son of the late Motorman John Moriarity of this depot, worked out for the national contest at the L & A Club. Joe enthused about the facilities of the club—particularly the billiard table which was set at his disposal for training. He is a well-known veteran in city billiard circles, but this was his first serious bid for the national crown.

Competition, for the most part, was furnished by Motorman Bill Leske, who managed to give a good account of himself and to supply a stiff enough workout to give Joe the needed edge on his play. Our own gang of billiard players and fans were pleased to get a 10-day preview of some first-class work with the ivory. Everyone at the L & A Club rooted for Joe in the national playoffs.

A lively Christmas present cheered up the home of Motorman M. J. Ritchie. Santa Claus and the stork collaborated in delivering a baby boy on Christmas Eve. Their timing was perfect, the Ritchies admit, but they did mix things up a bit, because a girl was ordered. Oh, well, the five other little Ritchie boys want a substitute for the basketball team anyhow!

Uncle Sam has invited a few of the boys from our depot to spend a vacation with him. Motorman C. T. Funk has already changed from a blue to khaki uniform, and is well advanced in the fundamentals of squads east and

west at a camp in Minnesota. The new rookies are Conductor E. J. Birmingham, an amateur flying enthusiast, who will have a good chance to spread his wings for Uncle Sam, and Conductors Elmer Klein and Patty Clark. The boys will have to forget bells now, and listen to bugles.

Having been practically raised on a transportation diet, Clerk Willie Hendersen, though barely draft age, already wears a five-year hash mark for service with CSL. But it isn't service or the draft that bothers Willie. He wants to know when a young man's fancy should turn to thoughts of marriage. Since a fellow just can't go on and on without a solution to this problem, we say, Willie, that right now's a good time, if she's willing.

To some are given, and to some are taken

away. You'd think Christmas was surely the time to get, but not for Conductor Joe Flynn. He had something—all his top teeth—taken away, and just when he was all set for a hilarious New Year's, too. It practically spoiled both holidays for him, but just think how relieved he'll be when he *gets*, maybe next Christmas, a brand new set of uppers!

Condolences are extended to the following men because of deaths in their families: Board Member Randolph Ellerbeck, his daughter; Motorman P. E. Grant, his wife; Motorman M. Scalley, his uncle; Motorman E. F. Reinke, his sister; Conductor J. Rohl, his father; Conductor C. R. Avery, his mother and sister-in-law, and Janitor Frank Zinser, his wife.

Walter F. Story.

WIN PRIZES ON RADIO AMATEUR PROGRAM

Here are two Surface Lines men who have made names for themselves.

Fiddling Machinist Frank Abramic of South Shops and spoon-playing Motorman Lorenzo Davis of 77th recently battled their way into first- and second-place, respectively, on a radio amateur program.

Frank, a fiddler and a Surface Lines employe for more than 25 years, was on the air November 3.

Though classical music is his real love, he deserted it temporarily and delighted his audience with violin imitations of a bagpipe, mandolin, cello and canary. His prize was a wrist watch and \$75 in cash.

Lorenzo, as pointed out in 77th's news in the December magazine, is a spooner—but not, if his wife reads this, a “pitcher of wool!” He picked up his peculiar knack of accompanying music with a pair of coffee-stirrers in the navy a long time ago.

After a little practice, he became so proficient at producing a pleasing, two-toned, drum-like roll by knocking the spoons together, scraping them on his sleeves and beating them on his knees that he traveled throughout the country with an enlisted men's minstrel show, which promoted the first Liberty Loan drive.

Lorenzo, an employe for 13 years, and his spoons did their stuff on the radio November 24. His prize was a watch and \$40.





Renewing Track on
Cermak, near Lawndale