

Burnside A
Prize-Winning Garden



SURFACE SERVICE

— M A G A Z I N E —

OCTOBER, 1941

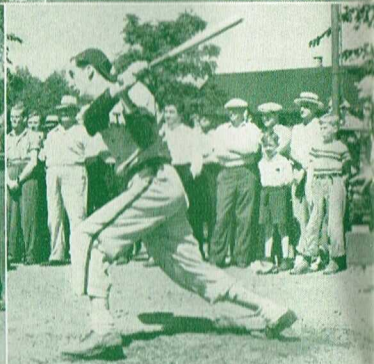
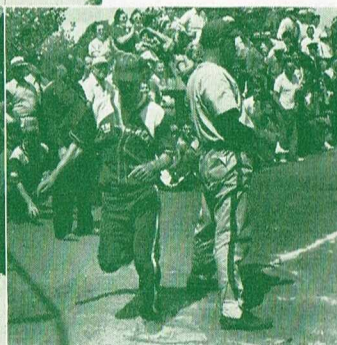


77th Depot Wins Softball Title

By Walter Story

Members of 77th Depot's sparkling softball crew, South Section champions, added a second feather to their caps by defeating the North Avenue team, North Section title-holders, 7 to 5, and 6 to 1, in the championship play-offs August 31 and September 7, respectively.

These photos were taken during the play-offs by Conductors Lou Cramer and Fred Schroder, of 77th, and Correspondent Ed Evenson, of Elston.



SURFACE SERVICE MAGAZINE

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No. 7

Celebration Opens New Homan-Kimball Extension

SEVERAL THOUSAND people gathered at various points along Kimball, Homan and South Central Park Avenues on the evening of October 6 to celebrate the opening of a new Chicago Surface Lines bus extension. A parade, combined with music and speeches at several locations, was a feature of the ceremonies.

Service Begins the Next Day

The next day service on this six-mile line was started with new buses. The new line begins at Kimball and Wrightwood, going south on Kimball to North Avenue, south on Homan to Grenshaw, west to South Central Park, then south to 26th Street.

Six days earlier, another bus extension, on

Division Street between Grand and California Avenues, had been started. Still another was scheduled to begin October 13 on 103rd and 106th Streets.

South Side Line 8½ Miles Long

This South Side bus line will be eight and one-half miles long, combining two existing bus routes with a substitution of buses for street cars and a section of new operation. It will provide through service from 103rd Street and Western Avenue to 106th Street and the State Line.

To service the new extensions, the Surface Lines has 34 modern 27-passenger buses, ordered last April from the Yellow Truck and Coach Manufacturing Company at Pontiac,

CELEBRATING BUS EXTENSION OPENING

Among those present at the Logan Square ribbon-cutting, one of the ceremonies marking the opening of the Homan-Kimball bus extension on the rainy evening of October 6, were these men.

Left to right, they are: F. H. Fleming, past commander, Logan Square Legion Post; John Schwaba, president, Avondale Business Men's Club; Alderman Walter J. Orlikoski; Charles Falkenberg, chairman, Logan Square celebration committee; William H. McManus, general chairman of the celebration committee; Julian T. Fitzgerald, president,

West Towns Chamber of Commerce; Milton Friend, Logan Department Store owner; State Representative Raymond T. O'Keefe; Harry Weimer of the *Central North-West Topics*; and Superintendent of Transportation W. A. Hall.

Visible through the bus windshield is Operator Harry Ruth, Lawndale.



Michigan.

The buses and auxiliary equipment and facilities cost about \$275,000. The three lines add 20.3 miles of single-way operation to our System, bringing to 208 miles the service added since 1930.

Treasury Man Praises Defense Bond Record

AFTER LEARNING how quickly the Surface Lines family subscribed to defense saving bonds following the inauguration of the pay roll allotment plan, Jonas S. Touchstone, consulting expert, Defense Savings Staff, Treasury Department, Washington, D. C., highly praised our record.

He wrote: "We note . . . that 6,458 of your 15,600 employees have signed up for the bonds. This is, indeed, a most excellent showing. And your average of about \$2 semi-monthly per subscribing employee also is an excellent showing.

"Certainly," he added, "your Engineering Department, which includes your track workers, have, with their 87% participation, given other branches of your organization a mark to shoot at.

"We shall take the liberty of including this information in our News Letter which goes out to our entire field personnel throughout the country.

"We want you to know we appreciate your fine spirit of coöperation."

Last month, the second month during which the pay roll allotment plan was in effect, the record which Mr. Touchstone praised became still better.

By September 30, 452 more employees had authorized regular pay roll allotments for the purchase of bonds, bringing the total number of employees who were buying bonds under the plan to 6,910. The semi-monthly allotments for the whole group amounted to \$13,240.

As announced in the July issue of *SURFACE SERVICE MAGAZINE*, any regular employee may arrange for the purchase of Series E defense bonds, in \$25 denominations, by signing one of the authorization cards which may be obtained in any car station or office.

Since the plan will continue indefinitely, employees who are not now participating may join in at any time.

Two Well-Known Old-Timers Retire

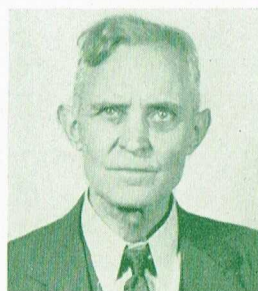
THE SURFACE LINES lost two well-known old timers last month when Paymaster Ulysses Grant Lee, Treasury Department, and Estimator Charles L. Schwertfeger, Electrical Department, retired.

A lieutenant in the Spanish-American War, a captain in the World War and an active member of the American Legion for years, Mr. Lee, familiarly known as "Cap," joined the Surface Lines as Paymaster in 1908.



U. G. ("Cap") Lee

Cap was the first commander of Surface Lines Post No. 146 of the American Legion, and is a past commander of McKinley Camp of Spanish-American War Veterans. He rates, also, as the first Surface Lines employee to enlist in the World War. During 1920 and 1921, he served as president of the Surface Lines Club.

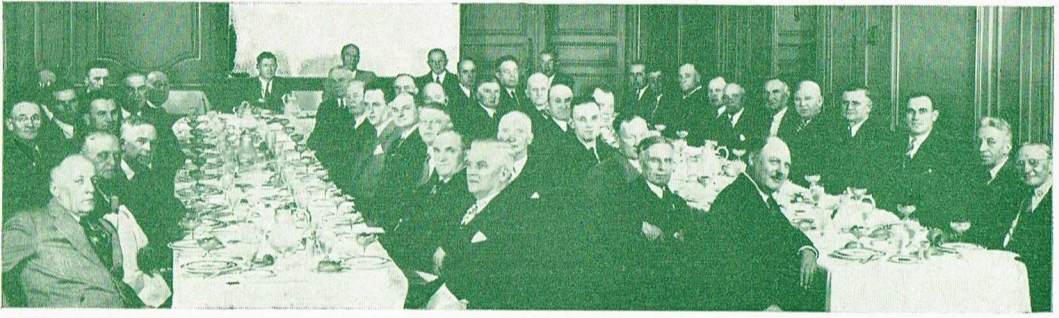


C. L. Schwertfeger

Starting work as a timekeeper with the Chicago City Railway Company in 1895, Mr. Schwertfeger spent all his 46 years of service in engineering and electrical engineering work.

The fund of information about the Surface Lines that he carried about in his head frequently astonished his co-workers. When one of them couldn't find in the files a fact about a job completed in the early 1900's, Charley, after a little pondering, could usually produce it from his head.

Cap plans to continue to make his home at 4200 North Hazel Street. Charley, with his wife and one son, has moved to 639 West Longden Avenue, Arcadia, California, where he undoubtedly is already playing pinochle—his favorite game.



AT 14TH ANNUAL GARDEN CONTEST DINNER

When Surface Lines gardeners met for their 14th annual dinner at the Palmer House October 9, ribbon awards for the best gardens were presented.

With the three Garden Committee members at the

head table is President Charles W. Chase (against middle of white screen), who praised the gardeners for their work in beautifying our properties.

Garden Prizes Awarded at 14th Annual Dinner

SURFACE LINES gardeners were honored at the 14th Annual Garden Contest dinner, held October 9 in the Crystal Room of the Palmer House. Forty-five men attended.

The gardeners' work in building public goodwill was warmly praised by President Charles W. Chase, who, in a brief talk, said: "You men have cultivated the goodwill of the folks who patronize us and live near our properties in a way that does not come with the actual operation of our service.

Expresses Pride in Gardens

"I congratulate you," he went on, "in what you are doing. The management is proud of your efforts, and is glad to coöperate in maintaining the work."

The gardeners were welcomed by Purchasing Agent V. E. Thelin, chairman of the Garden Committee. Superintendent of Insurance H. B. Storm, the new committee member whose appointment followed the resignation of Executive Assistant J. V. Sullivan, announced and awarded the prizes.

Supervisor of Public Relations W. H. Bromage, the third member of the committee, introduced the two motion pictures which, together with the turkey dinner, provided the evening's entertainment.

Prizes, in each of the five groups into

which our gardens were divided, were awarded as follows:

Group One (properties with enclosed areas permitting extensive planting of beds, borders and grass plots): Burnside, first; Noble, second. The other car house in this group was Devon.

Group Two (properties with enclosed areas permitting only limited planting of beds, borders and grass plots): Kedzie, first; North Avenue, second. Other car houses in this group were Armitage, Lawndale and 77th.

Limits Wins Group Three's 1st Prize

Group Three (properties where gardening is restricted to window boxes and parking strips): Limits Depot, first; Blue Island Depot, second. Other properties in this group were: Archer, Cottage Grove, Division, Elston and Lincoln Depots; Ardmore Bus Garage, Grand and Leavitt, Madison and Springfield Wreck Wagon Station, and 13th and Ogden.

Group Four (loop plantings): Clark-Devon, first; Milwaukee-Imlay, second. Other contesting Loops were: Archer-Cicero, 80th-Vincennes, Madison-Austin, and 39th-Halsted.

Group Five (landscape conversion): special award to Devon Depot.

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WILLIAM H. BROMAGE Editor

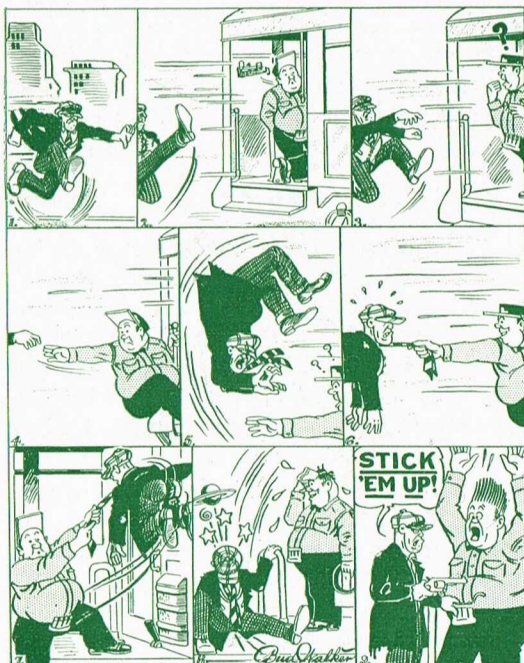
DON R. COWELL Associate Editor

Friendly Service

ONE RAINY MORNING not long ago we saw a motorman pass up three passengers on Clark Street.

There wasn't any excuse for his act. The would-be riders came running toward him on the safety island just as his car reached the loading zone. But he didn't even try to stop.

We all know the majority of trainmen are



With Apologies to Guy Gifford

courteous and pleasant and do everything they can to make friends for themselves and the Surface Lines. But such a man's discourtesy can injure the reputation of our whole organization.

Because we are in a competitive business, we can't afford to lose a single rider. We need every possible fare.

A pleasant, thoughtful trainman does much to prevent the loss of business to other forms of transportation. A grouchy, thoughtless man drives business away.

All good trainmen know that little things mean a great deal.

They smile. They are friendly. They avoid arguments. They are courteous. They don't pass up riders. They watch for passengers at transfer points. In short, they do everything possible to impress the public that Surface Lines service is friendly service.

If all of us, working together, can make our service known as friendly service, then all of us will profit by it!

A Feather in Your Hat

HELPING THOSE who need you is a feather in your hat!

That is the slogan of the Community Fund campaign to raise \$3,583,000 which got under way in Chicago early this month.

A bright red feather, to be worn in the hat or lapel, is this year replacing the customary button as a contributor's badge.

Surface Lines employees have given generously to this drive in previous years, and do not need to be told of its worth.

Campaign leaders, however, are justly proud of the economy with which the drive is conducted. Only four cents of each contributed dollar, they say, will be spent on administrative costs.

Statistics showing how the remaining 96 cents from each dollar will be spent also are interesting. Here they are:

Thirty-two cents will go toward family assistance; 21 cents toward educational and recreational facilities; 18 cents toward care for dependent children; 13 cents for hospital and clinical care; seven cents for specialized services; three cents for general health and nursing services, and two cents for care of the aged.

Contributors, it is clear, can rest assured their donations are well spent!

37 Trainmen Score "Touchdowns" in Service

THOUGH COMPLAINTS increased last month and pats on the back were fewer than during the same month in 1940, riders wrote praising 37 trainmen who, through courtesy and alertness, scored "touchdowns" in service.

Praises Understanding Operator

Warmly praising Operator Al Jordt, North Avenue Depot, Mrs. George E. Bjornson, 3247 Diversey Avenue, wrote how a boy, "obviously over half-fare age," boarded his bus and asked for a half-fare ride.

"Your operator looked at him kindly," she explained, "then, with an understanding note in his voice, said: 'You don't lie very often; do you, son?' Smiling, the boy promptly paid his full fare. I am the mother of two boys. No doubt they have tried the same trick. Had they encountered a kindly soul like this operator, they would have been shamed into never trying it again."

"Without doubt the most courteous and thoughtful conductor I have ever encountered." Those are the words Milton Wolf, who gave no address, used in praising Conductor Christ Nickola, Archer. "He takes a personal interest in the welfare of his passengers," he added. "I have been riding his car daily for more than a year; and many is the time I'd have ridden to the end of the line had he not awakened me the block before my stop. I have seen him do the same thing for other passengers."

Commends Kind Conductor

Lauding Conductor Willard Machesney, Devon, for his efficiency and courtesy and especially for his kindness in alighting from his car to escort a blind man to the curb, Raymond Kratt, 5507 West Roscoe Street, wrote: "If you had more employees like him, I believe your organization would lead the nation in the transportation field."

"I appreciated his kindness as much as if it had been to me," wrote Mrs. Edwin Crock, 2340 West 113th Place, in commending Op-

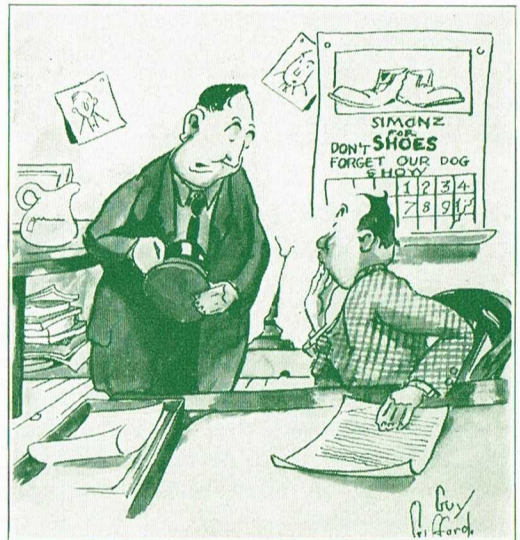
erator John Kelly, 69th. Mrs. Crock, a resident of Chicago since 1868 and a frequent street car rider, explained how he cheerfully assisted an aged woman who had difficulty speaking English to reach her destination.

Impressed by the thoughtfulness of Operator John Barcal, North Avenue Depot, in alighting from his bus, assisting an elderly man to enter, then escorting him to a seat before starting, a rider, who signed himself "Just A Surface Lines Passenger," wrote praising him.

"He's a Credit to You"

"He is all a conductor should be—cheerful, helpful and a credit to your organization," wrote B. Bepalow, who gave no address, in lauding the attention Conductor Joe Ryan, Kedzie, gives riders.

After Conductor Anton Popelka, 69th, helped her on and off his car with her heavy suitcase and showed similar courtesies to other riders, Mrs. W. J. Regan, 2935 West 64th Street, wrote: "It is a pleasure to ride the Surface Lines when a conductor is so kind and helpful."



"Which would you rather see? Me talkin' like a gangster or my new plates flyin' out into passengers' faces?"

Burnside Still Leads Keep 'Em Rolling

FOR THE EIGHTH successive time, Burnside last month held the lead over other car stations in the Keep 'Em Rolling Contest.

Its average of 9,086 miles per pull-in due to equipment failures was an increase of 11.2% over its August showing.

Second and third place for September went to Lawndale and Devon, respectively. Their average mileages per pull-in were 8,134 and 7,851.

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Decrease
1	Burnside.....	5	9,086	11.2
2	Lawndale.....	3	8,134	10.7
3	Devon.....	1	7,851	24.2
4	Sixty-Ninth.....	-	7,754	4.2*
5	Cottage Grove.....	2	7,568	41.0
6	Armitage.....	4	7,103	45.3
7	Division.....	2	6,515	70.5
8	Noble.....	4	5,573	7.6
9	Seventy-Seventh.....	-	5,522	1.7
10	Archer.....	-	4,832	8.0
11	Limits.....	3	4,597	31.9*
12	Blue Island.....	5	4,476	30.8
13	Elston.....	7	4,354	33.1
14	North.....	-	4,128	9.9*
15	Lincoln.....	4	4,045	1.9*
16	Kedzie.....	-	3,347	20.3

*Indicates decrease.

Carhouse records for the past six months:

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

191 Active Cases Listed on Employees Relief Roll

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

The relief committee received 17 applications for assistance during the month; and, after investigation, approved eight of them.

A total of \$1,611,978 has been paid out of the relief fund since the organization of the committee. Disbursements last month amounted to \$8,050.

In Memoriam

Matt Kanjer, paver, Central Division, Track Department, died September 22 following a brief illness. An employee for 20 years, he brought his family—a wife, one son and five daughters; all of whom survive him—over from Yugoslavia 12 years ago. The son, John, worked in the Track Department from 1929 to 1937. Matt, 63 years old, was a member of the Croation Fraternal Union, Slovene National Benefit Society and Moose Lodge No. 3.

Edward J. Steineke, motorman, Devon, died of a heart ailment September 26 following an illness of several months. He was 65 years old. An employee for 18 years and a veteran of the Spanish-American War, he was given a military funeral at Dundee, Illinois, September 28. Surviving are his wife and one daughter.

Thomas F. Jones, motorman, 69th, died suddenly September 19. An employee for 28 years, he has no known close survivors. He was 52 years old.

George Mercier, welder operator, Northern Division, Track Department, died of pneumonia October 2 following a long illness. Ninety years old, George, known as "Frenchy" by his co-workers, had been unable to work since March, 1929. In cable car days, he was a foreman in charge of building cable vaults. Later, after supervising Kerwin rail grinders, he became an arc welder operator. Surviving him are two daughters and three sons.

George J. Falsburt, flagman, Burnside, died October 2 following a long illness. Seventy-two years old, he was first employed in 1897 as a motorman at the old 22nd Street Depot. From 1909 to 1939, when illness forced him to quit work for two years, he served as a motorman at Archer. After returning, he worked as a flagman at Burnside. Surviving are two daughters.

Harry J. Bartholmey, conductor, 77th Depot, died September 9 after a long illness. He was 79 years old. From 1892, when he was first employed, until October, 1938, when illness forced him to quit work, Harry served as a conductor at 77th. His hobby was gardening, and the back yard of his home at 7439 South Michigan Avenue was, in season, always full of beautiful flowers. Surviving are his wife, daughter and son.

Abraham Barnett, motorman, Blue Island, died of a heart ailment September 21. Just two weeks earlier his illness had forced him to quit work. He was 65 years old. Abe, who was known by his co-workers for his especially pleasant personality, worked for the Surface Lines 38 years. His wife and son survive him.

Patrick J. McKeon, conductor, 77th Depot, died October 2 after a skull fracture received when he fell off his car a few days earlier. He was 43 years old, and had worked for the Surface Lines 12 years. Quiet, but very congenial, he was well liked by his fellow workers. His wife, three daughters and son survive.

Fred Erickson, motorman, Kedzie, died September 9 of a heart ailment. He had been unable to work for two years. Eighty-three years old, Fred began work as a Lawndale motorman in 1893. Later he worked for a time at the old Springfield Depot before transferring to Kedzie. A sand lot baseball fan, Fred is survived by his wife, three daughters and a son.

Harvey J. Brewington, accident investigator, Department of Accident Investigation, died of a heart ailment October 5 after a long illness. Seventy years old, he had served as an investigator since 1912. His wife, two sons and a daughter survive.

James Jamieson, conductor, 77th Depot, died of a heart ailment September 29 after being off work ill for 10 months. He was 78 years old. Employed in 1906, he spent all his 35 years with the Surface Lines as a conductor. Known as a congenial man to work with, he is survived by one son.

DEPARTMENTS AND DIVISIONS

Accident Investigation

STATEMENTMAN Edward F. Aubin and Miss Anne Marie Kenny were married on September 27 at St. Mel's Church. From the number of reports reaching Investigator, we know the wedding was witnessed by many of Ed's fellow-employees. A reception was held in the afternoon at the Mid-West Athletic Club, following which the newlyweds left for a honeymoon in Wisconsin.

Since our last mention of new employees, we have had a chance to become acquainted with T. E. Callahan, Jr., a new statementman, and Thomas E. Edgeworth, a vault clerk. We hope their impressions of us are as favorable as ours have been of them!

Our sympathies are extended to Statementman Theodore Welch, whose father passed away rather suddenly September 27.

Taking advantage of the new retirement plan, three old-timers started their well-deserved lives of leisure October 1. Court Assistant Frank Hoag, Statesman O. M. Ross (how we'll miss his annual birthday demonstration of his continuing agility and activity in the form of a dance which included standing on his head!) and Chief Clerk Andrew J. Wilson are now possessors of their retired employees' riding passes, and are looking forward to receiving their first retirement checks late this month.

Retiring at the same time was Accident Investigator Harvey J. Brewington, who, at the time of his retirement, was ill in a hospital in Wisconsin. His illness steadily grew worse, and on October 5 he died. Mr. Brewington was 70 years old, and had worked for the Surface Lines 29 years. He was exceptionally popular and will be greatly missed. He is survived by his widow, a daughter, Melva, and two sons, Noel and Harvey. We extend our sympathy to them.

Accident Investigator Robert Hamlink and Brief Writer Richard Nicholes have been receiving the congratulations of their fellow-employees on passing their bar examinations. Thus they removed the last major obstacle to becoming attorneys. We all congratulate you, boys, and offer best wishes for your continued success.—Investigator.

Accident Prevention

FRANK CUNNINGHAM, of this department, was among the first Surface Lines employees to be released from military training under the 28-years-of-age regulation. All the boys who are expecting to be called by the army are getting the lowdown from Frank on how to get promoted.

During the short time Frank was in the air corps, he got one promotion and was slated for another at the time of his release. Frank now is back at his old job. Robert Burns, who was temporarily

filling his place, has returned to the Department of Accident Investigation.

Supervisor William Pasche recently returned from the National Transit Association Convention at Atlantic City. He reports that the boardwalk city was in good shape when he left it.

The many friends of George Bevin will be glad to know he has received another promotion with the Union Pacific Railroad. He now is making special equipment tests on the new streamliners.

George was in the office with his wife and 2-year-old son recently while on his way to Pittsburgh. He is quite a trout fisherman, and will be glad to journey up into the mountains to show any of his friends where the speckled beauties really put up a battle.—Preventer.

Accounting

JEANETTE REZAC is proudly displaying a lovely diamond ring, having recently become engaged to Vetold Butkus. Her many friends are offering their good wishes.

We are all hoping for a speedy recovery of Idabelle Moisant, who is convalescing at home from an operation. Her co-workers recently remembered her with flowers.

Many happy returns of the day were extended last month to Bernice Lentema, Idabelle Moisant, Marie Chevalier, Hildegard Ruedt, Lillian Oesterrich, J. J. Ruberry and John J. Beatty, all of whom celebrated birthdays.

Down on the farm in Hobart, Indiana, was the vacation spot recently selected by Bill and Mrs. Folta and family. Bill reports they had a restful time, topped off with plenty of good food.

Jean Amsterdam, Payroll Division, returned from her vacation with glowing accounts of a trip through northern Michigan, with stop-overs at Sault Sainte Marie, Mackinac Island, and Ontario, Canada.

Spirit Lake, Iowa, seemed to hold a special attraction for Betty Suhr, Trip Sheet Analysis Division. Lovely sights while traveling and pleasant weather made her vacation one to remember.

As we go to press, we are pleased to hear of the progress being made by Robert Malmquist, Time-keeping Division, who is at home recovering from an appendectomy.

Because he had no motor trouble while driving to Miami, Florida, during his vacation and because he met pleasant weather all during the trip, A. C. Jann believes the best way to spend a vacation is by traveling.—Thomas F. Coan.

Electrical

WE'RE ALL going to miss Estimator Charley Schwertfeger, the first employee in this department to leave under the new retirement plan. Fuller details on Charley's leaving are in a story in this issue.

Clarence Mimmack, Grand and Leavitt, is father of a novel plan to give Electrical Department boys in military training a real Christmas. He has mounted on the wall at Grand and Leavitt a glass jar in which all employees who care to contribute are re-

quested to deposit their spare pennies. Oscar Peterson drew the very fitting cartoon which is hung above the jar.

Any Electrical Department employees who don't work at Grand who wish to send in a few pennies for the jar may mail them to Grand and Leavitt in care of Clarence Mimmack.

Our deep sympathy goes out to Operator Clyde McMakin, Western Avenue Sub-Station, whose father recently died.

Since this seems to be a season of little news, your scribe will be particularly glad to receive news items for the November issue. Please get them to us before November 1.—Billy.

Material and Supplies

NORBERT (Lone Ranger) Palicki, planning to spend his vacation at his uncle's ranch in Texas, spent several weeks overhauling his car in preparation for the trip. We understand it took him several days to find places for the parts he had left over. He did reach Texas, however, and reports a wonderful time.

When Herb Hoyer arrived at Boston a while ago to visit his son Howard who is in the navy, he learned the boy had gone to sea the previous day as a member of the crew of the *U.S.S. Augusta*.

His son's trip proved to be a historic one, for President Roosevelt was aboard. In the North Atlantic, the President met Winston Churchill.—R. E. Buckley.

Schedule and Traffic

BOB BOAL, the bowler, is now rolling them for this department. He should put us on the bowling map before the season is finished.

Miles Dewitt, traffic checker, has transferred to the train service. We hope you like the change, Miles.

Charles Kreiner has returned from a motor tour of Kentucky. It sounded as though he didn't appreciate the scenery on the detours.

Fred Excell and Ted Cowgill have finally finished comparing notes on every mile of highway between Chicago and Omaha.

Bill Marston and Art Stahl have been enjoying those week-end vacations, and reports of progress on the work have been quite satisfactory.

Andy DeGrazia has that new stoker installed. He says his home will be one of the warm spots in Chicago this winter.

Two newcomers, Bob LaVoie and Pat King, recently joined our department. Welcome, boys; hope you like working with us.—L. C. Dutton.

Shops and Equipment

SOUTH SHOPS: When you read this, that popular young man about town, Jules Graiser, office staff, will be waltzing around the old French section down in N'Orleans. Jules promised he would bring back a French mam'selle. Naturally we are

all looking forward to meeting her, and welcoming her to Chicago!

Edward Lindquist, former Motor Repair Department employee who now is working at Cottage Grove Depot, became the proud father of a lovely baby girl September 5. Lindy (A. C.) Lindquist, office staff, is the very proud grandpa. Congratulations to the happy parents, and best wishes to baby daughter!

Doc Stork paged James Marron, another Motor Repair Department man, September 12, and left him a fine baby boy weighing nine pounds. To the new arrival and the proud mother and dad we extend our congratulations!

BURNSIDE: To Joe Vacca, who is convalescing after his recent appendectomy, all the boys offer wishes for a speedy recovery!

Clerk Jack ("Beau") O'Brien was recently seen shopping around for furniture. Who's the girl, Jack, who is going to share the love nest? Don't forget the cigars when the big day comes.

77th STREET: We are very happy to report that Foreman Joseph Gamen is rapidly recovering from his illness.

We offer congratulations to James and Mrs. Brennan, who recently became parents of a fine son.—Elsie S. Frank.

WEST SHOPS: Eleanore McCann joined the West Shops office force September 18 as switchboard operator. She takes the place of Edna Schelter, who resigned to accept another position. We hope both of you enjoy your new positions, girls!

Edwin Hess, our timekeeper, took an Autumn vacation this year, and spent a week of it in Wisconsin. He reports the weather is none too pleasant up there at this time of the year. The other week of his "holiday" he spent in and around Chicago.

It is with great pride that we note that South Shops employees achieved a remarkable safety record from January 1 to June 30. Because they operated during that time without a single lost time accident, they won a Greater Chicago Safety Council Award, which will be presented on November 4. We feel that every employee concerned is to be commended on the fine record.

Our congratulations and best wishes are extended to Earl Larsen and his bride, the former Virginia Holland, who were married September 6 at a lovely church ceremony.

Quite a number of the Shops and Equipment employees have taken advantage of the new retirement plan. We learn first-hand that these men are really enjoying their new leisure time after many years of faithful service. Our best wishes to all of you.—Mildred Habeger.

Transportation

P. A. GREENE recently became a great-grand-daddy. On August 29 Donald Robert Kirchoff was born; and, when P. A. came into the office that morning and was given the message, the buttons really popped off!

Margaret Murawski, switchboard operator, resigned October 1 to take up the duties of a house-

wife. Good luck and best wishes, Margaret. We're sorry to see you leave.

Chief Clerk Louis Bohlin has returned from his vacation in northern Wisconsin. Lou says that the weather really was choice for a change.

Warren Powers has returned from his vacation, spent in Rocky Mountains National Park. According to the pictures he brought back with him, he has turned into quite a photographer.

Frank Matthews had an ideal vacation, taking short trips in and around Chicago. He played a lot of golf and says he has greatly improved. In fact, he plays golf better than he bowls.

Ruth Soutter enjoyed her vacation visiting relatives in California.—Andy.

AROUND THE CAR STATIONS

Blue Island

W E BID GOOD-BYE to the following trainmen who recently decided to take advantage of the new retirement plan: Gus Williamson, Herman Venzke, Chris McCarthy, Charley Smith, Pat Murphy, Paddy Durr and Johnny Alm. Here's wishing all of you enjoyable retirements and the best of health! We're going to miss you.

To the recent newcomers, we extend a hearty welcome. We wish you all the best of luck in your new jobs, and we'll help all we can to make you feel at home here.

The new men are: Conductors Bill Fabian, Len Witt, Johnny Davitt, Bill Gerstner, Joe Balestri, Frank Pechnik, Tony Wisniewski, George Millette, Frank Mruczkowski, Johnny Zimmerman, Art Calder, Wayne Sauerwein, Ed French, Johnny Mellon, Joe Swiatek and Tom Clarke, and Motorman Walt Yadowncki, Thaddeus Gorski, Ed Kleidon, Joe DeMar, Joe Barbaro, Tony Migonis, Frank Kwiatkowski, Bill Perkins, Ed Adams, Bernie Emmering and Harry Hess.

Conductor Bill Kahler had a real celebration on his 32nd birthday September 15. His wife presented him a son, Karl William, who weighed seven pounds and 11 ounces.

Mary Ann is the new arrival at the home of Conductor and Mrs. Joe Balestri. Born September 27, she weighed eight pounds.

Charles Vernon Touranjeau put in an appearance at the home of Motorman and Mrs. Vernon Touranjeau September 7. He weighed in at eight pounds, 10 ounces.

Michaeline Catherine is the newcomer at Motorman and Mrs. Stan Bragiel's home. She arrived September 11, weighing six pounds, 14 ounces.

All you new papas and mamas have our hearty congratulations! All the newcomers have our best wishes!

Conductor Bill Gerstner married Irene Mlyniec, daughter of Operator Frank Mlyniec, at St. Paul's Church October 4. Congratulations, Bill; and best wishes to you and your bride.

Our sincere sympathy goes out to the wife and

son of Motorman Abraham Barnett, who died of a heart ailment September 21. Though Abe had been ailing for some time, he kept working until September 8, when he had to give up.

Our sympathy also goes out to Motorman Stan Bragiel and Joe Gurga in the recent loss of their mother and brother, respectively.—C. P. Starr.

Burnside

W E ARE PLEASED to hear that our Receiver Gus Ahrendt, who has been off sick for some time, is well on the road to recovery. He will soon return to counting the nickels and dimes. Good luck to you, Gus!

Speaking of keeping past records, Motorman Jim Burgeson has his time books for the last 35 years. While he was working on the cable cars, he purchased an overcoat for \$18. Last year he burned it while working on the sweeper. Jim says that's what you call tough luck. We know it is, Jim. You have our sympathy.

Though Motorman Floyd Eddy has a busy run, he recently found time to stop his car and assist a blind man across the street. Such an act to humanity should not pass by unnoticed. Our hats are off to you, Floyd!

Once more our good friend Conductor Joe Carney returns to the limelight. Joe recently made application to transfer to the 77th Street Depot. He was turned down on account of his short whiskers. He says it undoubtedly was for the best, for he might have lost some of his tonsorial business here.—William D. Frank.

Cottage Grove

SUPERVISOR H. G. CARRICK reports his son Homer Carrick, a former employe, is now pilot instructor at Darr Aero Field, Albany, Georgia, where he is teaching English and Canadian pilots the fine points of aerial warfare. Homer writes he would appreciate letters from any of the boys—especially the fellows at Cottage Grove and 77th Street Depots.

We all understand that the old paycheck comes in mighty handy, and all of us are in a hurry when the time comes to get to the paymaster's window; but Motorman H. Jacobson was in such a rush last payday that he locked his Chevrolet and left the motor running!

Motorman Joe Stuart is now sporting a new Buick Super. He keeps it pretty well hidden; but, since the Red Flash is not in evidence, inquiries are pouring in as to its whereabouts.

Willie ("Virgie") Henderson, the former relief clerk who replaces Charlie Pfeiffer as No. 3 clerk, is heartily welcomed by all of us. To Charlie, who went to North Avenue as sub-receiver, we wish the best of luck in his new job!

Regional Supervisor Jack Theis, proud owner of that sporty green Buick seen around this depot from time to time, recently purchased some new tires for the jalopy. He claims that they are absolutely brand new, and not retreads.

The doll house that Motorman W. C. Gray is

building for his little daughter has received a slight set-back in its construction. The reason? Mama says the storm windows come first!

If there are any photographers in the house, let them come forward with their best action pictures. The magazine would like to get as many interesting photos of employes as possible, and will give due credit to the picture-taker.—Ostet.

Devon

WE'VE SOME bad news for all North Side girls. Conductor Eddie ("Dapper") Dappen is about to leave the rank of bachelorhood. Dapper and the future Mrs. Dappen will take that step any day now.

Say, Ed, the extra boys say that if you give them your little black address book (which you won't need any more!), they'll be considerate enough not to talk too much when the future Mrs. Dappen is around!

After bouncing about at other depots all summer, Clerk John Semko is back with us and is wrestling daily again with his 250,000 transfers. He says Devon is home, sweet home, to him.

Operator Otto Carlson did some tall operating when driving down Devon the other day. A wheel flew off his car and headed right for a store window. Damage, however, was slight. The mishap was a peculiar one, for the top speed of Otto's jitney is $27\frac{3}{4}$ miles per hour; and that speed is possible only if the top is down and fastened and the duster-clad driver glued securely to his seat.

Though we know that curiosity killed the proverbial cat, we got to wondering the other day about the small stool in front of the receiver's window. After a little research, we learned Conductor Thatcher uses it to boost himself up so he can see over the ledge at the window.

Jim Mongoven recently became papa of a boy weighing nearly nine pounds. Congratulations, Jim; and best wishes to Mrs. Mongoven and the new arrival!

These men tell us that heirs will soon make news at their homes: Motormen Jack Wells and Frank Rottman and Conductors Joe Kosick and Johnny Lohrman. Let us know, boys, when the big days come so we can keep folks posted!

Every one of us wishes the best of luck and happiness to the trainmen who recently retired.

Among those who have left us are Conductor Louis Larson, who helped settle the West when the Smith and Wesson law made all men equal. Others are Motorman Hank Kovert, Conductors Orron Kendricks and Bert Tickner and Motorman Fred Blaul, who figured it was a good time to sit back and let someone else roll 'em.

Conductor Ed Baston, another man who has left us, must have been thinking back to winters of long ago and open platforms, for he said our job is kind of a snap these days.

Motorman "Big Dan" Thorelius shook hands when he left, but said he plans to stay in Chicago and putter around his house. Conductor Johnny Clutts, however, has gone back East. He said he planned to do some real resting.

To the bereaved family of Motorman Edward

Steineke, who died September 26, we extend our heartfelt sympathy.—Ed May.

Division

RELIEF CLERK Bob Peterson was presented a baby boy September 3, just a few days too late for an item in last month's magazine. His wife and son, who carries the same name as pop, are doing nicely. The pleasing aroma of those cigars still is in the air, Bob!

Glenn Cooley's three daughters recently celebrated birthdays. So, for Betty, Jean and Glenda, let's all sing *Happy Birthday to You*.

If you want to buy a '36 Plymouth cheap, with no questions asked about its condition, see Barnman Jim Felz.

John Engleman is again a proud papa. Frances Marion, weighing eight and one-half pounds, recently joined her two sisters in this world.

Conductor Fred Gunderson spent his vacation in Michigan, playing "66." He took his dad and dog along, and challenged two of his uncles to a game. We're still waiting to hear the outcome, Fred.

M. Cussen, R. Judge, S. Younglove, G. Skow and Red Lowery were among the fortunate (?) men to receive picture postals from the "Hollywood Boys." We wonder if they have found out yet who sent them?

Motorman Charley Warnstedt drove to Wisconsin and all through Michigan during his vacation. He returned with so much fruit and stuff that there was hardly room left in the car for his wife. Anyone who would like to know how to put up preserves or pickles can just see Charley!

Conductor K. Olsen recently visited his son and four grandchildren at Paw Paw, Michigan. Another son is serving with a medical detachment in the army at Lowery Field, Colorado.

Conductor Fred Penge took the whole family to his cottage, "Wildwood," near Fox Lake. One of his most exciting moments, he says, was when a dogfish he was trying to land broke his line and won the battle.

Motorman W. J. McCarthy spent his vacation quietly at home, resting up for his run on the "main line"—Division Street.

All hunting fans are urged to gather at once to help Motorman Milt Edstrand set up his blind. He says he has just the spot to pick 'em off.

Conductor Tom Hughes is trying to raise a mustache, but it isn't sprouting fast enough to please him. Will anyone knowing a good mustache-hurry-upper please step forward!

We extend a hearty welcome to all the newcomers at the depot. We're glad to have you with us, boys! If you ever need a hand on anything, don't hesitate to call on one of the older men.

All a person has to do these days to tell if a Division Street conductor is really working is to look at his right shoe. The toe will be cut, scratched and dulled from opening and closing the rear doors four or five times because of the subway and track work now in progress.

As a closing thought, let's remember Emerson's doctrine: Life is not so short but that there is time for courtesy!—R. T. W.

Elston

FIRST WE SEE the air tank on the left side, then we make a trip to the loop and PRESTO, the tank is on the right side! "I just can't understand it," said Conductor Frank Toland to Motorman Harry Soreghen. "I'll tell you what to do," replied Harry. "Get the clerk to type it up, and I'll bet you'll get a dollar if you mail it in to Ripley!"

Harold Erikson and Walter Cubycheck et al report swell fishing up at Lac Vieux Desert. Where is that? Why, it's near Watersmeet, Michigan.

Proving that long-winded trips aren't necessary to catch fish, Ted Geis's two sons caught a nice mess of bass recently in the Garfield Park Lagoon. What's more they got their pictures in the roto section of the *Chicago Daily News* on September 6.

Art Mueller is so wrapped up in his work that he called for his run on his regular day off. Don't blush too hard, Art; John Southwell did the same thing on the same day!

Anyone interested in the many modes of transportation will do well to see the photo collection of Harry Anderson. His son, Harry M. Anderson, chief bos'n on the *U.S.S. Marblehead*, has been sending him pictures of the various vehicles used in remote parts of the world. The recent series of car card ads show, by comparison, how little progress has been made in this field in the Orient.

Recent stories and pictures in this magazine having brought our attention to pigeon breeding, we find Otto Carman to be an old hand at it. He raises the fancy breeds for show purposes.

Mike and Mrs. Hummel announced the birth of Frederick Michael on August 30. He weighed in at seven pounds, six ounces. Congratulations, Mike! Best wishes to your wife and the new arrival!—Ed Evenson.

Kedzie

THE ANNUAL GOLF tournament sponsored by Kedzie Depot, but attended by golfers from all parts of the System, was held September 10 at White Pines Golf Club. The weather man produced a beautiful day, and everyone attending expressed enthusiasm for the way the tourney was run.

Orchids for the smoothness with which the affair was run off are due Committee Members Ed Foreman, John O'Shaughnessy and Frank Kent.

All golf contestants, of course, took part in the delicious steak dinner which followed the tournament.

These trainmen recently paraded down the middle aisle to the strains of a wedding march: Conductors Harold Burda, Pat O'Shea, and Herb Elke. Also married was Daniel J. O'Brien, who had been saying never, never again. He changed his mind on September 27. Well, here's wishing all you boys and your brides the best of happiness!

Kedzie employes kept the stork rather busy last month. Here's the list: Percy O'Brien, a boy; Mechanic Jim Solas, a girl; John O'Shaughnessy, a boy; Joseph M. Kelly, a boy; Frank McHugh, a boy; Eugene Gibbons, a girl; Tom Walsh, No. 3, a girl; George Stephenson, a boy; and Supervisor Bob Reid, a girl. To top things off, the stork called

twice at the home of Conductor John McGrail and left twin boys. Congratulations to you all, and especially to Johnny McGrail!

These trainmen decided to retire last month: Sam Larson, Shi Mills, Barney Stoll, Dave Moore and Mike Coffey. This month five more men decided it was time to begin taking it easy. They were: Chauncey Stone, Bill McGregor, Ed Kirkwood, Charlie Boyer and John Nugent. Good-bye and good luck to all of you. Please drop around occasionally to say hello, for we're going to miss you!

Our sympathy is extended to the families of Motorman Fred Erickson, who died September 9, and Conductor Frank Daum, who died September 3; also to the following men because of recent deaths in their families: Motorman Edward Lange, Conductor Edward Donovan, Conductor Emil Voss and Receiver Otto Jurew, all of whom lost their fathers.—Clinton Sonders.

Lincoln

REGRETFULLY we say good-bye to the 15 old-timers who recently took advantage of the new retirement plan: Conductors Tom Kavanagh, Phil Gloss, Henry Spethman, Dan Johnston, Tom Dillon, Charley Mitchell, John Laueremann, James Roskwell, Andy Halverson and Charley Fenner, and Motormen P. Andries, Joe Langerock, August Fischer, Bill Sickenger and Fred Hinkle. All the men now are enjoying their well-deserved rests.

While on the subject, we welcome these newcomers: Conductors Alex Schmidt, Bob Kessler, Ben Witt, Joe LeFebvre, Ed Duncan, Tony Grant, Gordon Ackerberg, Bill Gehrke, Earl Boyer, Norman Gunderson, John Fergus, Charley Curtis (a bit of the Old South), Bill Domain, Berny Becker, Ralph Johnson, Ed Schuth, Pete Geier and Bob Washburn, and Motormen Fred Muhleman, Tom Irwin, Art Mahoney, Arnold Koch, Jack Wilkinson, Larry Hipert, Bob Thompson, Charley Kemp, George Ersch, Hank Schoffen, Jim Marinou, Frank Moran and Harold Remy. Good luck to you fellows in your new venture, and may your records be as good as those who have just left us. When any of us can give you a hand, let us know.

Extra Conductor George Loewe's two-year-old daughter, Diane, passed away September 24. We offer our deepest sympathy to you, George.

Clerk Bob Quetschke celebrated his 21st birthday September 22. Despite the fact it made him eligible for the draft, he cheerfully supplied coffee and cake for the supervisory force.

Extra Motorman Axel Peterson recently took 14 days off, and was married. The other extra boys were stunned—at the 14 days!

One of our new conductors, Ralph Johnson, is home suffering from a sprained ankle. Tough luck, Ralph, but here's to your speedy recovery!

Conductor Vernon Thornton still is at home recuperating from the broken leg he received while on his vacation last June. Since we understand it will be some time before he will be on the job again, why not pay him a visit, boys? It'd cheer him up.

To those who are interested—applications for pay roll allotment purchase of defense bonds are still being taken.—Tom Birmingham.

Seventy-Seventh

BALLPLAYER Joe Flynn's baby son arrived a few days before the first game of the championship softball series. Joe got a hit and drove in a run to celebrate. In the second game, the gallery called for him to "get one for little Joe." Though he swung from his heels, he failed to connect in four attempts. And it's no wonder! The crowd was calling upon the wrong charm. The new baby's name isn't Joe at all. It's Patrick!

The fun of winning the Surface Lines softball championship was dimmed a little for many of us because there were no goal posts to tear up!

In this space, we recently told right-fielder Elmer Klein, who is serving in the army, that the boys were tapping at the door of the softball championship. This is to report, Elmer, that they got tired of tapping and broke the door down!

The Surface Lines brand of softball stood up with the best in the recently-completed Tournament of Champions, a play-off of 12 winning teams in South Side industrial and fraternal leagues. By placing third in this tough competition, 77th won a silver trophy which will be presented the team at a special celebration November 11.

When floods come to 79th Street, Conductor E. T. Johnson has his troubles. He thinks of Noah and the Ark and wishes he was as fortunate as the old-timer. Johnson is stuck with his flood and stumped with a leading question, embarrassing to a cashier who knows quite a few answers. Beset with the prospect of changing cars at the floodsite, the irate customer growled at E. T. J.: "Say, when are they going to raise Lowe Avenue, anyhow?"

When the balmy weather recently ended, Conductor E. Leahy had nothing to show for it but a cold. It was a mild sort of an affliction, so he thought—and so everyone thought until, when buying some cigarettes, he was heard to ask, "Say, gibbe a baggage of Gabbels?"

We used to make all kinds of maneuvers to get Clerk Martin Brady to let us off. Remember? Now Marty is down in Texas with the army. He tells of good times on leaves, and gives sparkling accounts of army life. He likes it and wishes we were there.

Camp Roberts, California, was the scene of Motorman Pat Skerret's military efforts. He recently was discharged and now is back at work. We suppose they had maneuvers in his army, too; and, for that matter, what army hasn't? One thing they must have had to patch in Pat's outfit, however, is that not too many of the boys went A. W. O. L. to Hollywood!

Last month a fellow scribe, the inimitable E. C. Tocci, celebrated his 15th wedding anniversary. Cordial felicitations are belatedly extended!

A new baby daughter, the answer to a fond wish, is the good news which comes from the home of Regional Supervisor Angelo Taglar.

Sympathy is extended to the family of Conductor Henry Bartholmey, who died September 9; and to these men because of recent deaths in their families: Motorman H. C. Adolph, his father; Conductor J. A. Kugler, his father-in-law; and Motorman A. B. Nelson, his sister.—Walter F. Story.

Sixty-Ninth

THE FIRST GROUP of old timers here has taken advantage of the new retirement plan. All the men now are enjoying well-earned rests.

Conductors in the group are: John Bossi, Cornelius Maze, Charley Burgeson, Matt Locke, Al White, Charley Hochstadt and Christy Donaldson. The motormen are John Carney, Tom Cassidy, Jim Sinkler, Bill Hight, John Erloff, Bill Ostermeyer, John McCabe, Jim Fleming, Ed Grunke, Jim Bruin, Fred Oelschlegel and Bill Muma.

Best wishes, boys; and don't forget to drop in at the depot now and then to say hello!

Cards received from former Paymaster, Captain Lee indicate he is enjoying quite a vacation in California. We've seen cards postmarked Laguna Beach and Salinas; but so far none have arrived from Hollywood. Surely you didn't pass that town up; did you, Cap?

Since our last column, the depot has been saddened by the passing of three trainmen: Operator J. H. Mudra, and Motormen J. J. Callahan and Tom Jones. Our sympathy is extended to the families of these men, as well as to Conductor Art Buehring, who recently lost his mother. Each of these families has asked that we express thanks to all the boys for their expressions of sympathy, and to the Employees Club for floral pieces.

We have just learned that Conductor Harold Doody became the father of a baby girl on August 17. It surely took that news a long time to get around! Why doesn't somebody tell us these things?

Clerk Art Boals is back on the job after a vacation in Florida. That boy certainly gets around! In the last two or three years, he's covered just about everything from Canada to Mexico, with a voyage to Hawaii on the side. Now he's in a quandary. He has another vacation coming up next year, but has run out of places to go!

Our list of newcomers at the depot has recently attained such length that individual welcomes would crowd other news right off the page. So to all the "Caseys" we'll just say, "Glad to see you, and make yourselves right at home. Whenever we can give you a hand, let us know."

We feel a vote of thanks is in order to many regular men for assistance they have given our new men. Some older men have been of great service to new brothers who were unfortunate enough to have accidents. Other regular men have voluntarily switched in front of "Caseys" who suddenly found themselves confronted with more headway than they could handle. These kindnesses have been noticed at other depots, as well. So we assume that they are taking place all over the system. Thanks, boys, such acts not only help the supervisory force, but also give better service to the public.

By this time we suppose everyone has heard of how Operator R. A. Klein came to work one morning last month wearing one black and one tan shoe. An emergency call to Mrs. Klein brought her flying with a spare shoe. How did the mistake occur in the first place? Sh-h-h, it's a secret! Klein, who rises at about 4 a. m., has a habit of dressing in the dark to save electricity!—H. E. Harris.

Photo News

RADIO AMATEUR WINNER

Smiling Bill Mahoney, Kedzie motorman, has a special reason these days for his grin.

His warbling of an Irish ditty on a local radio amateur hour August 31 won him first prize of \$75 and a handsome watch.

Every Kedzie trainman is reported to have sent in his vote for the "Irish Thrush."



OLD CABLE WHEEL

Schedule Engineer Bill McConochie looks at the six-foot wheel, a part of the cable car system which operated in the Loop from 1882 to 1906, which subway workers recently dug from an old cable vault on State Street between Madison and Monroe.

The huge wheel, housed in the vault, used to revolve and wind the cable which pulled the former vehicles around the State-Madison-Wabash-Lake cable car loop.

NEWLY-INSTALLED LEGION OFFICERS

When members of Surface Lines Post No. 146 of the American Legion met September 20, they installed these new officers.

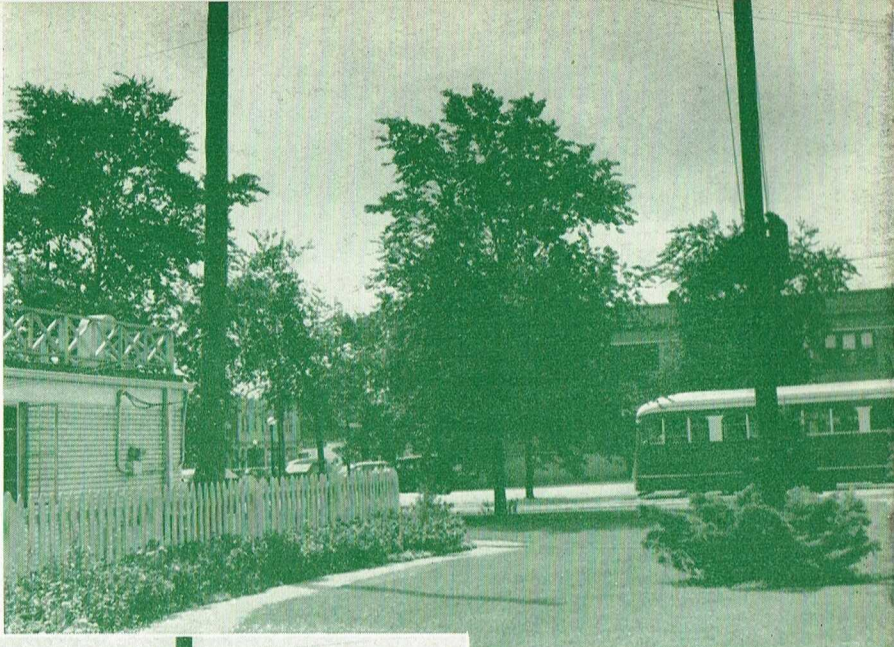
Back row, left to right, they are: Tony Hartowicz, Division, service officer; Rudy Schultz, Kedzie, adjutant; Joe Merrill, member Executive Committee; Elwood Deyman, Lawndale, chaplain; Clarence Hofmann, finance officer; and Johnny Rakoczy, Noble, junior vice commander.

Front row: Arnold Klaesi, Burnside, senior vice commander; Charley Carlson, Blue Island, sergeant-at-arms; Orel Secor, Utility Department, member Executive Committee; Jim Reinhart, Kedzie, sergeant-at-arms; Wilbert Allen, Lawndale, member Executive Committee; and George Casensky, Blue Island Repair Department, sergeant-at-arms.

At speaker's stand is Commander Clarence Drake, Archer Depot.



***Among
Outstanding
Surface Lines
Gardens***



At the edge of the well-kept lawn at the Madison-Austin Loop, trees and a stream-lined car add further touches of beauty.



What once was an eyesore at the Clark-Devon Loop now is an eye-pleasing garden.

Devon Depot is shown in the background.

With the forest preserve as a backdrop, the garden at the Milwaukee-Imlay Loop has a perfect stage for its lawn and flower beds.

