1275 New Buses and Street Cars



A Happy New Year to Chicago

Surface Service
January, 1946











No Pigeons Or Goats Allowed

AS REGULAR as the change of seasons come the annual spring and fall uniform inspections. When the winter overcoat inspection was held recently, Photographer Fred Chouinard was on hand at Kedzie to get the accompanying pictures of the style parade.

An absolute "must" for the well-dressed trainmen during this season of low temperatures is the regulation blue overcoat with its snappy buttons—accompanied, of course, by mufflers, overshoes, ear muffs, and gloves as needed.

On enclosed vehicles such as the Madison and Clark streetcars it is permissable to wear the regulation all-weather uniform, providing the wearer has not put on so many sweaters and suits of underwear that he bulges out like a pouter pigeon. The regulation shirt is blue, and the tie is black four-in-hand.

As the official representatives of the Company, all trainmen are aware that cleanliness and neatness are as important as the uniform they wear. Every station is equipped with shoe-shining material to make those brogans glisten—with clothes brushes to help clean up uniforms—and with mirrors to help spot those unpressed trousers. This equipment is all free for the using, and will gladly be replaced by the management if it is worn out.

A clean shave and frequent haircuts will guarantee to remove any goatlike appearance.

IN THE PICTURES: Conductor Joe Fisher, upper left. Lined up: Motormen Michael Dorgan, Michael Sode, Tom Durock, and Conductors Burt Nash and Ben Tausch.

MORE DETAILS ON

CSL Improvement Plan

THE POST-WAR improvement program for the Chicago Surface Lines, told in detail in these columns during the last several months, has changed from a plan to an actuality.

During December, contracts were made with manufacturers for 670 new pieces of equipment, it was announced by John E. Sullivan, chairman of the Joint Board of Management and Operation. The 400 streetcars and 270 buses will all be of the latest design. Together with 395 vehicles ordered last March, this swells to 1,065 the number of new cars and buses for the Surface Lines. Still to be ordered were 210 trolley buses.

The 1,275 new units (including the trolley buses) will make possible the most widespread transit improvement program in Chicago in more than a quarter of a century. The immediate post-war program of the Surface Lines calls for changing over 22 streetcar lines to bus operation, the complete re-equipping with new cars of four heavily traveled lines and the opening of several new bus routes.

Last March the Surface Lines placed orders for 200 modern "noiseless" streetcars and 195 motor buses. Fifty-five of those buses already have been delivered and are now in regular service. The remainder of those buses are to be delivered over the next few months. The 200 streetcars are in the process of manufacture and the first deliveries are anticipated late this winter with all of them scheduled to arrive by midsummer.

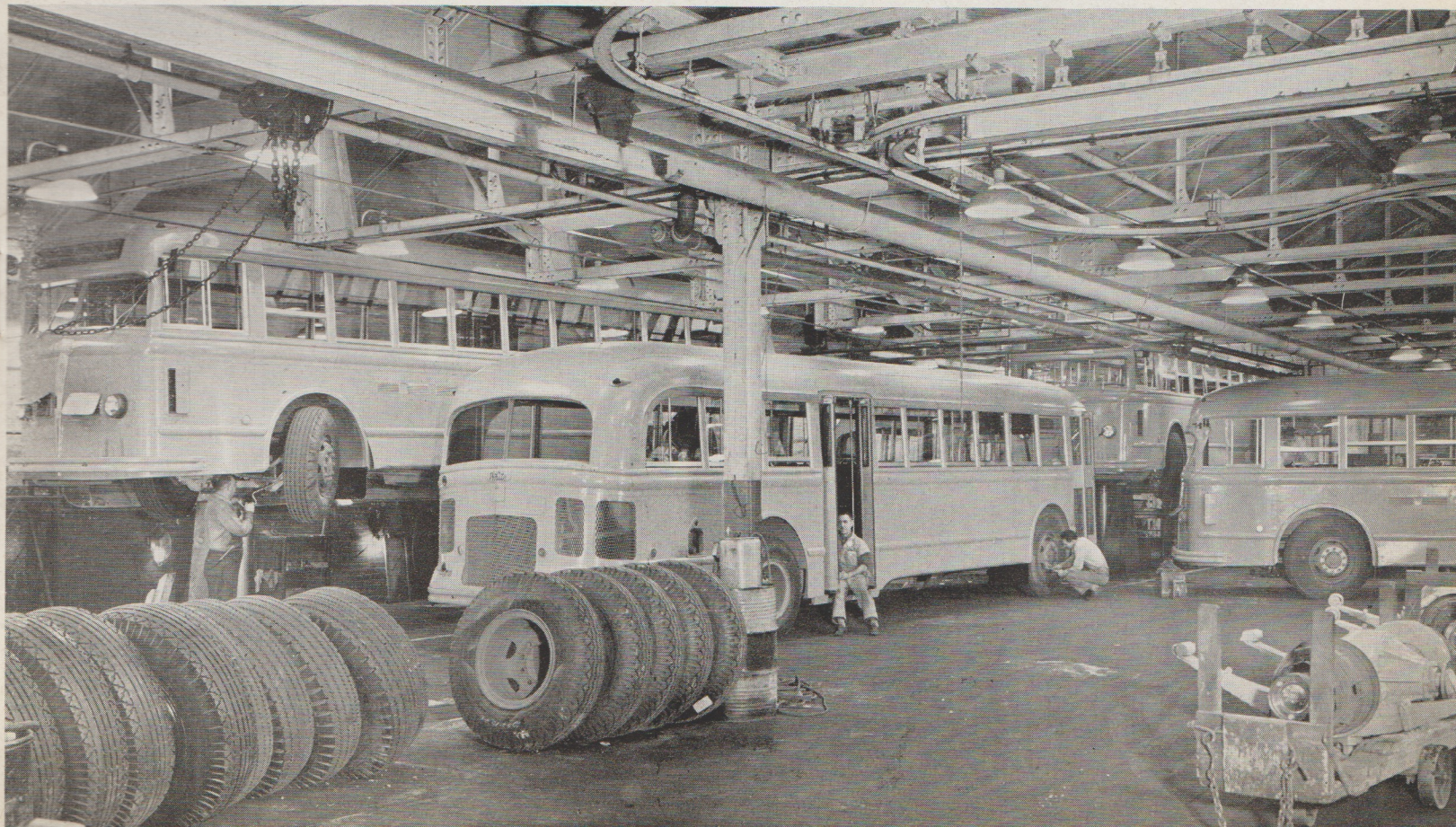
FRONT COVER: Superintendent of Transportation Wm. A. Hall cuts the ribbon in ceremonies initiating service on the California line.

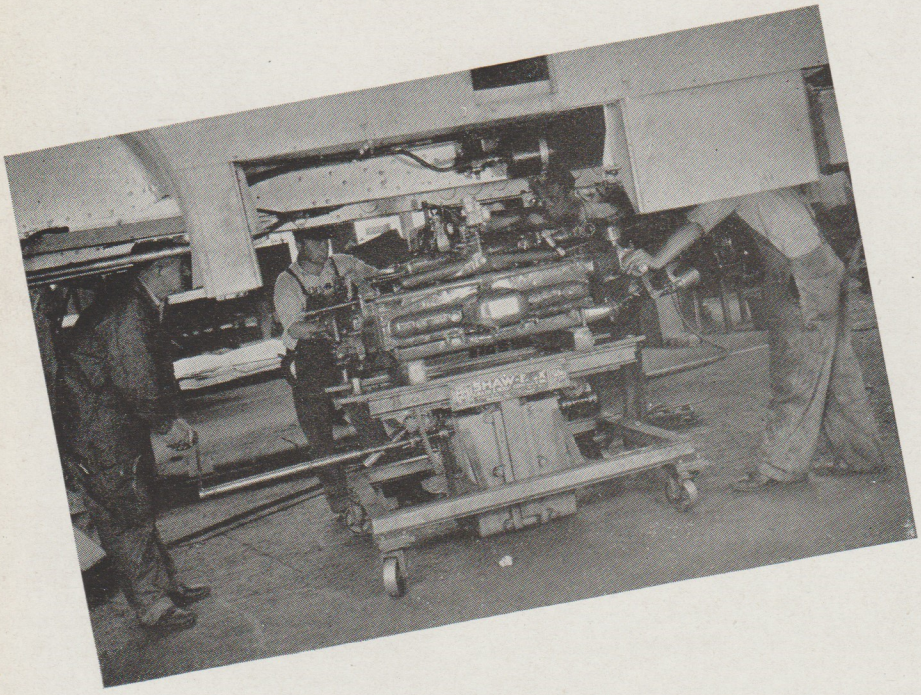
BELOW: Picture taken in the shops of the White Motor company showing the construction of buses recently delivered to CSL.

Delivery In 1946

All of the 1,065 units ordered since last March are scheduled for delivery by the end of 1946. The companies manufacturing the streetcars plan to follow through on the production line with the combined orders of last March and last month. Deliveries on the additional 270 buses just ordered are scheduled to be completed by midsummer of 1946.

A start on the improvement program announced last summer already has been made. On December 2, a new bus route, 8½ miles long, was opened on South





The underfloor "pancake" engine is used in the buses which arrived most recently.



Upholstered in green leather, the White bus seats 44 passengers—more than the older streetcars. The eduction ventilating system assures comfortable air circulation—the motion of the bus taking out the air through ceiling vents.

California Avenue from 71st Street to Fulton Street. Previously several substitutions of bus for streetcar operation had been made. On September 23, the 111th and 115th Street lines were changed from streetcar to bus with a marked improvement in service from the standpoint of both frequency of operation and length of running time. Another south side substitution was the one which discontinued streetcar operations on Vincennes Avenue (south of Monterey) and on 119th Street (west of Morgan) and the replacement of those operations with a single new bus route.

Still another improvement made possible with the increase in bus equipment was the restoration of service on three bus routes which had been discontinued as a war conservation measure on order of the Office of Defense Transportation. These routes—the Kimball-Homan, Kimball Avenue, and Ogden Avenue lines—were restored last fall. In resuming the Kimball-Homan route, the line was extended south several blocks to make possible the replacement of the Lawndale Avenue streetcar line with bus service.

Equip Four Lines

The first of the new streetcars to be delivered will go into service on the Clark-Wentworth line. Close to 200 of the new cars will be required to equip this route, as it is one of the longest in the city. The three other lines to get new cars are the Broadway-State, 63rd Street, and Western Avenue.

The question is sometimes raised as to why the new cars are to be placed on only four routes instead of allotting them proportionately to many lines so that riders all over the system will be able to share in the new equipment. The reason a line is completely equipped with new cars is a sound one. The new vehicles are much faster, due to their quicker starting and braking capacities, than the older cars and therefore make possible a big reduction in running time from one end of the line to the other. If the new cars were mixed in with the older models, this time-saving advantage would be lost as the schedule of the new units would have to be governed by the older cars ahead on the same street.

The Trainman's Alphabet*

(Being a collection of Wise Advice worthy of Serious Consideration at this time of Year when Resolution-making is in Order)



ACT AS though you are *glad* to have your passengers ride with you. You and everybody else will feel better if you do. You don't necessarily have to *say* anything, just *look* pleasant.

BE CAREFUL to answer questions as fully as possible, even though you must be brief. Nothing makes a passenger more irritated than to receive a curtly inadequate reply, seemingly designed to get rid of him quickly.

CALL in a clear, understandable, decisive way all stops, emphasizing especially those which your passengers have requested you to announce. And, don't *neglect* to call them!

DON'T indulge in "smart" talk, even though there is an urge on your part to show off before your passengers or to pay off some "smart" passenger. "Smart" remarks accomplish no good purpose.

EXHIBIT a genuine interest in the welfare of your passengers while they are riding with you. Look at them as individuals, with individual needs—not as *fares* or as *loads to be hauled.*

FIND ways to be considerate of the aged and the infirm, the deaf and the blind. Helpfulness toward them will make you happy, and passengers will note your good deeds and think more of you.

GIVE every intending passenger a chance to ride with you, if your vehicle is not already loaded to capacity. Look at stops searchingly, especially when they are partially obscured by other vehicles, buildings, trees or shrubbery.





HOW you talk to your passengers is more important than *what you say.* Watch the tone of your voice and the inflection you put into your words. The passengers to whom you address your instructions or remarks are inclined to take their cues from you. Even the most polite of phrases will cause angry responses, if you deliver your messages in irritable tones and inflection.

INFORM yourself concerning points of interest and importance served by your company's transportation lines. Residents of the city ask you frequent questions about them, and strangers are almost wholly dependent upon you.

JOBS are created by the people who buy what a company has to sell. The passengers you transport make *your* job possible. If you will always keep that thought in mind, acts of courtesy on your part will be effortless.

KINDNESS to the ignorant, the humble and the underprivileged is deeply appreciated by them. They *need* your help, your information and your courtesy more greatly than do other passengers.

(Please turn page)

*—Reprinted from "The Bus Driver's Alphabet," by Hazel W. English; BUS TRANSPORTATION, May, 1945.

(Continued from Page 5)

LEARN well the section of the city which your own route covers. Also, study the city as a whole, so that you can give helpful information to your passengers.

MASS transportation facilities—provided at low per-passenger cost—are vital and valuable to all cities. You can rightly be proud of being a part of such an important business. Let your pride *show,* as you carry on your work.

NEVER forget that your job is your best friend, and treat it accordingly. It provides a home, food, clothing and medical attention for you and your family. It schools your children. It buys luxuries of varying degrees for all of you.

OBSERVE all safety practices. Your obligation to drive carefully is not an exclusively personal matter. It is multiplied by the number of passengers who ride with you. You are the custodian of the most precious cargo—*human life.*

PICTURE yourself in your passenger's place, and treat him as you would like to be treated. In other words: Just obey the simple precepts of the Golden Rule.



QUIETLY and graciously correct mistakes in taking fares and transfers whenever you can do so. Give your passengers the benefit of the doubt, when doubt is existent. A correction made grudgingly creates ill will. A correction made graciously wins a friend for you and your Company.

REMAIN cheerful as consistently as possible. If you have a grouch, hide it. If you show it, you pass it on to some of your riders. They, in turn, pass it on to people with whom *they* come in contact. And *you,* in the final analysis, have caused a great deal of unhappiness.

SHOW every possible courtesy to every possible passenger. It is the easy way to do your job, and it never fails to pay handsome dividends. If you maintain an agreeable, courteous attitude there is much less wear and tear on you than there is if you indulge in irritability. This is not a theory, it is a proven fact.



TRY TO remember at all times that, to the majority of your riders, you are the company. You are the only representative of the company with whom they come in contact. Their opinion of the company depends in large measure upon their opinion of you.



UNDERSTAND thoroughly all the rules and regulations which govern the transportation of your passengers. Only by so doing can you explain them clearly to your riders.

VAGUE ideas in regard to personality get you nowhere. Personality is not determined by *what* you are. It is determined by the *effect* you have on other people. By your appearance, your actions and your speech you create that effect. Anybody can improve his personality by improving his appearance, his actions and his speech.

"WHEN you have been compelled by circumstances to be disturbed in a manner, quickly return to yourself, and do not continue out of tune longer than the compulsion lasts; for, you will have more mastery over the harmony by continually recurring to it." The renowned philosopher of ancient times, Marcus Aurelius, wrote those words. It is good advice which can be said more quickly like this: "You'll fly off the handle once in a while, but when you *do,* fly back on—and *quick!*"

XANTIPPE was the name of a woman who lived thousands of years ago. She was widely known because of her sharp remarks and her quarrelsome disposition. You may meet modern Xantippes on your line from time to time, and if you *do,* try to remember that "a soft answer turneth away wrath." It won't be easy,

YES! Definitely! Courtesy is a moulder of character. It stamps you as a person of brother; but it *can* be done.
self-respect and good manners. It makes a hard task easier.

ZEALOUSLY protect and be helpful to unaccompanied children. Parents are grateful. Children grow to adulthood with an appreciative attitude toward the transportation company which takes good care of them. The younger generation perpetuates business; for, the children of today are the citizens of tomorrow.

Pickpockets Captured Through Conductor's Alertness

PICKPOCKETS, BEWARE! Don't travel on streetcars operated by *Conductor Patrick O'Toole* (Blue Island)! While performing his regular duties on the rear platform O'Toole recently spotted some suspicious activity among the passengers already inside the car. He reported the incident and as a result of his tip two pickpockets carrying the wallets of three passengers were captured and sentenced to the house of correction.

In passing the sentence, Judge Dougherty commended O'Toole and other Surface Lines trainmen for their efforts in trying to keep this type of individual off the streets.

"LITTLE ACTS of kindness in this world often times pass out unsung and uncrowned," wrote Sister M. Cherubim of St. Mary of Perpetual Help School regarding *Conductor Frank Pacula* (Noble). She praised his alertness and his unfailing help for women and children. "It is acts like these which give evidence that, despite our speed mania, we still have those who are out on a job to serve mankind."

"LAST NIGHT . . . I witnessed one of the kindest, most courteous acts I have ever found in this usually callous and rude city. . . . Your conductor No. 7478 (*Dave Sax*—Kedzie) escourted an old lady, who was evidentally afflicted with palsy, to a seat, went back later for her fare, helped her off at Cicero where she was transferring, and asked some of the group who were also getting off to help her on the Cicero car—all this with no undue show of ostentation other than human kindliness." This tribute came from M. C. Calvin, 5508 Washington Blvd.

JOHN J. GRADY (conductor, Kedzie) received praise from Kathleen Donovan, 214 N. Keystone for his "gentleness . . . toward one who abused him but a moment before."

THE LETTER received from Mrs. E. L. Nelson, 1641 Summerdale, needs no comment: "The old lady was almost blind, and the old gentleman was so feeble as to be of little help to her in a swaying car. The conductor (*Gustav A. Manson,* Devon) went to the front of the car, helped the old lady all the way to a seat right in front of him, and then seated the old gentleman and collected their fares from them. . . . I feel that as an organization that has so much contact with the public, you want to know of such thoughtfulness on the part of your employes, so that they in turn may be informed that the public does recognize consideration for others, just as much as they resent rudeness."



John J. Morris

West Shop Serviceman Is 40th CSL Goldstar

JOHN J. MORRIS, S2/c, of the West Shops armature room has been listed officially as killed in action, according to a report recently received by his father, Motorman John Morris (North).

Serving as a sound and radar man on the submarine *USS Escolar,* Morris has been listed as missing in action since November, 1944 (SURFACE SERVICE, May, 1945). The submarine is now reported to have been sunk in enemy action in the Yellow Sea in October, 1944—since which time no word has been heard of the ship or any crew member.

Nineteen years of age, Morris had been with CSL since November, 1942.

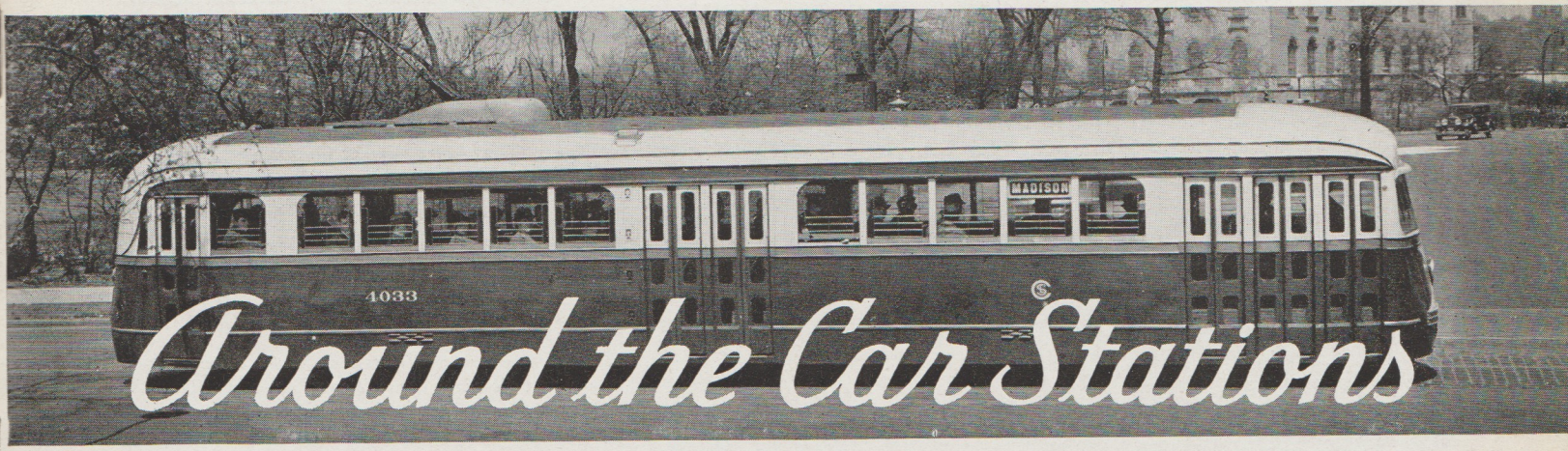
MANY INDIVIDUALS, according to Mrs. Wm. P. Shaunnessey (no address given), seem to forget that if there were no customers there would be no jobs. Therefore she "could not hesitate to write a letter commending Conductor No. 5148 (*William Moser,* Blue Island)", because of his considerate attitude toward everyone.

MOTORMAN CHRISTIAN NIELSEN (77th) was the subject of an appreciative letter from Harold Marks, 631 W. Barry, who is physically handicapped. "With the aid of a serviceman it was pretty easy walking through the sleet and slush. But when the streetcar pulled up, the door was back quite a way through heavy traffic, so Motorman No. 13517 hoisted me into the streetcar through the front door. I was taken off the same way, and in addition was placed against a parked auto, as it's pretty slippery walking with crutches through sleet and snow."

IT WAS "one of the most courteous actions on the part of one of your employes that I have seen in many years." wrote Katherine Page, 7127 Princeton. "The motorman (*Lemuel Buster,* 69th) stepped off the streetcar to help a very old and very feeble man, and placed him in a seat on the platform. Like many old people, the man's movements were very slow and it took him some time to get his fare out after he was seated. The motorman cast his eye back to see if the fare was out and ready, and on the fourth glance collected his fare. Never once was he impatient. Never did he make a request for the fare or ask the old gentleman to hurry. It was a most courteous and kindly action."

GIVE 'EM SPECIAL ATTENTION





Around the Car Stations

Armitage — By Ted Shumon

THIS DEPARTMENT has just discovered that *Slats Miller* and *Walt Makarski* are back on the cars after many months in the service of our Uncle Samuel. Glad to have you back with us again.

Since last writing the following are also back, wearing the CSL blue: *Sailor Reidar Gabrielsen, Ambulance Driver Joe Murphy, Sailor Roy Shafer, Mike Novak, John Rutkowski, Sgt. Ruphas Wainscott* and the old truck expert, *Sgt. Ed. Bartholomae.*

Sammy Abbinanti, Gene Muir, Eddie Arnold and *Stanley Dabe* are also wearing civies again, but have not at this writing returned to the job. However, we are all glad to see them back and the welcome mat is out.

Several of our ex-service men, sprang a surprise on your scribe in the form of a gift certificate and a carton of cigarettes. Believe me fellows they were both deeply appreciated, not from the value, but from the thought that prompted the action. Thanks a million.

This department has been informed that *Motorman Menno Bieze* is now wearing United Front underwear—it buttons in the back.

Did you ever notice the perpetual smile on the face of *Conductor George Demco?* How do you do it George? Give out with the formula.

Conductor Tony Neff came to work on the cars, June 13, 1918, and passed away December 11, 1945, after many months of illness. *Edgar Mollson* came to work on the cars June 6, 1913, and passed away December 19, 1945, from complications following an operation. *Benny Eddleson,* trainman, died very suddenly. He came to work April 8, 1920, and passed away December 27, 1945. He had been out to a movie, after having worked his regular run during the day, then dropped dead at his hotel. These trainmen left many friends at Armitage, and we all extend our deepest sympathies to their families.

We also extend our deepest sympathies to *Conductors Vojta* and *Carpino* and *Motorman Stephensen* in the loss of their mothers during recent weeks. Also to *Motorman Schmelter* in the loss of his father.

During the latter half of this month the annual March of Dimes campaign will be on, to aid the National Infantile Paralysis Foundation. This is one of the most worthy of all contributions and is helping a great cause. Let's keep faith with the sufferers of this dread desease and give generously.

Many men who quit believing in Santa Claus many years ago, still believe they can beat the ponies. Don't you believe it. *Buy Bonds,* they still pay the biggest dividends.

Mt. Washington is the highest peak in the world, the lowest is a keyhole. No fair peeking.

Surface Service MAGAZINE

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83 **CHICAGO 90** ATU 101

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

JOHN H. FISHER ..... *Associate Editor*

Blue Island — By C. P. Starr

NOW THAT the New Year is here, we hope that things will go much better than in past years, and we wish you all the best of luck in the days to come.

Pat (Smitty) Smith, our congenial janitor, passed away suddenly on Saturday, December 22. Our deepest sympathy is extended to his bereaved family.

Our sympathy is also extended to the family of *Retired Motorman John Gleason* who passed away December 24.

Newspaper headlines on January 1 announced the first baby born in 1946 as the seven pound, 1 ounce son of Motorman and Mrs. Max Ruger. Congratulations. Come on with the news.

Burnside — By "Furgie"

HAPPY NEW YEAR! 1946. The New Year of Peace.

January—the month of resolutions: With the advent of a New Year we should all resolve to put our shoulders to the wheel and strive to make the peace, which was so dearly bought with the lives of so many of our boys in the far-flung reaches of the world, a lasting one. To keep the faith of those who sacrificed so much, so that they shall not have died in vain.

While those of our armed forces were striving to conquer the foe by force of arms, we on the home front have been doing a job of equal

importance, keeping the munitions of war going forward. Our part in this great endeavor was to keep the workmen going to and from their places of employment, in shop, factory and store. We did a good job. We have been given recognition as an outstanding organization in the war effort. Now that the shooting is over, it is up to us to keep right on forging ahead till the last boy and girl of the service is home and once again we have Peace on Earth.

The scribe at Burnside has not been quite up to par the past several weeks, so if this column is in the same condition, we are sure you will understand and not criticize too severely. We will try to do better next time. Wishing You, and you, and you, a Happy and Prosperous New Year.

Cottage Grove — By Gale Hruska

HAVE YOU NOTICED Cottage Grove's World War I Honor Roll in our club room? Some of the men whose names appear on this distinctive tablet are here with us yet, and very much active too. These men also had to fight to preserve the freedom and principles of a great country.

Now that World War II is an affair of the past, and the same principles were at stake causing our involvement, let us add another Cottage Grove Honor Roll. I know we all take pride in the part that our Grove men assumed. A tablet flanked by historic flags, the names of the dead engraved above, would be a reverent acknowledgment of our debt.

Motorman Harold Kreiger and *Clerk Owen McMahon* have left our employ to become police officers. These men, we know from experience, can rise to an emergency as a trout to a fly. Owen is stationed on the east side while Harold cavorts around Rogers Park. Pay us a visit once in awhile boys, and the best of luck to you in your new environment.

Some boys serenaded *Operator Hockenberry* with a "Happy Birthday" on his night run, and did his face blush when the customers leaving his car threw him affectionate smiles. "An impractical joke," said Hock.

The number of Caseys makes no difference to *Jerry* our janitor. They are just jockeyed around like a minnow in a pool of sharks. We say *George Menogue* is one minnow too fast for Jerry. How about it Jerry?

Conductor Jim McDonald is showing up classy in the engagement of three valets. If you boys remember the sweater incident, who was assisting him? None other than *Mike Hanley, Wally Eckles* and *Al Bittner.*

The following foreign ministers of Cottage Grove usually come to a common understanding in their luncheon conferences in the clubroom in spite of the sharp differences encountered occasionally. *Bill Armstrong,* north of Ireland; *Mike Rockford,* west of Ireland; *Knudsen,* Denmark; *Arthur Sorenson,* Norway; *Emil Varbelow,* Democratic Germany; *Jim Cannon,* County Mayo; *Chester Kropidlowski,* Republic of Poland.

Cottage Grove II soundly trounced Cottage Grove I in their recent series and increased their lead in the South Side Surface Lines Bowling League. Number II has a fighting team and with the boys on their toes every minute, entertain high hopes of winning the championship for the Grove this time. Keep up the good work boys —we have ample room for that trophy!



Avoid making a quick stop in front of another vehicle. A rear-end collision may result.

The $64.00 question! Will somebody enlighten us on whatever became of Bomber 241—Flying Joe. Did it perform its part admirably, or was it still under training when war ceased?

This column is much saddened in reporting the following deaths: *Mrs. Dorothy Harrop,* mother of *Conductor Harrop; Conductor Carl Fleming's* father; *Motorman Bill Ellerton, George McManus,* and *W. G. Forward* . . . Carl Fleming's father was 80 years old and was one of the finest citizens in Carthage, Illinois. Bill Ellerton suddenly took a turn for the worse as a consequence of paralysis. George McManus and W. G. Forward, a couple of grand fellows suffered sudden fatal heart strokes a day apart. To all the families concerned, Cottage Grove extends its deepest sympathy.

Devon — By Charles Saklem

TO THESE DEVON boys we want to give a most hearty welcome. *William Seifert Jr.* spent a long time in Germany with the army. *Conductor Dewey Lee* is back after 21 months with the navy in the Pacific. *Conductor M. Calhoun* is back after 30 months in the army. *Motorman Carl (Pete) Peterson* has his discharge from the Navy and *Motorman E. Johnson* from the Army.

Brother Carl Timm came to work one morning last pick with two different shoes on. To make matters worse Carl had a sedan that day and all the passengers could sit and watch him ring up fares. His motorman gave him a newspaper to cover up his shoes but then every little while he would call back to him "Hey, Carl, how are your corns now?" Naturally everybody looked down at Carl's feet. At last a police officer offered to go get him a pair of shoes that matched, but Carl politely refused. He didn't waste any time on his swing though, running for home to get the mate on the other foot.

On December 4, *Mr. and Mrs. Irvin H. Peters* became the proud parents of a lovely baby girl. They also have three sons, so she makes the family circle complete. Congratulations to the mother and dad.

A few more of our oldtimers have decided to take it easy and retire. *Motorman Jim Fahey* who started on the cars February 4, 1905, and *Motorman George Comstock,* who came to us on September 9, 1918. May you have many a happy day soaking up the warm sunshine and relaxing.

A welcome from all of us to the new men who have just recently become one of us. Haven't all their names yet but will try to get them.

A number of our men have passed away since going to press last month: *Thomas Lyons* on November 23, retired; *Ed Nelson* on November 29; *Motorman Otto Kunow* on December 3, and *Motorman Louis H. Brauhn* (who retired in 1940) on December 4. *Conductor Lawrence Martin* lost his wife on December 15, and the mother of *Conductor Arthur Muir* passed away December 22. To these families we at Devon wish to extend our deepest sympathies.

Division — By Fred Shippy

SO FAR it is a tough winter. Oh, these cold snowy days sort of get your nanny. Keep your chin up, better days are coming.

Happy birthday to the kiddies: *Lucille Radicke,* 10; *Thomas Edward Devitt,* 2; and *Dave Leahy's* little girl who is 2. What's her name, Ed? I can't find it in the file. (Drop it in the box).

Anniversary greetings to *Mr. and Mrs. Joe Davidson* on their 16th wedding anniversary. May you enjoy health and happiness for many years to come.

May we extend to these families our deepest sympathy in the loss of their loved ones: *Eddie Hendricks.* We were all shocked to hear about Eddie. He was a lad who could take a joke and hand it right back to you. Quite a bowler and found time to call on the sick . . . *Less Holloway.* He was a man who worked hard for his family and home and found time to give you a hand and help you out if he could . . . Also to *Charlie Schal* in the loss of his dear wife.

Welcome home to all the men that have returned from the service of Uncle Sam. It is good to see your smiling faces again and hope you get in the swing of things like the handles and the cord.

Where are the Wise Crackers? ? ? ? Have they all gone down south to Arkansas with *Tom O'Donnel* for the winter, or did *J.B.M.* run out of ink?

I see *Jim Regan* was giving *Red Staton* another lesson in checkers. Watch him close, Red. Maybe you can learn a few new ones and then you won't have to use the book.

Say, *Eddie Fisher,* you were going to give me the DOPE on the bowlers. Where is it? ? ? Or are you taking lessons from *Andy Claussen?*

I wonder what *Eddie Duszak* got from Santa Claus? Tell us Eddie.

'Worse Than Chicago'

Among the letters and Christmas greetings cards received before the holidays was included a letter from Pfc. Warren Wood (conductor, North) who "has spent quite some time out here in this vast Pacific and am now enjoying (?) some of the fruits of old civilization in China. Am enclosing a picture of one of the old-time streetcars that are operated here. As you can see from the trolley pole, the car only goes one way as on Clark or Madison street.

"These are two-motor cars with only four wheels and were bought from the French Government in 1904-05 right after the Boxer Rebellion. I imagine they were built long before that. On the lines they usually have one or two trailer cars behind them.

"The rush-hours are worse than the ones in Chicago. The people hang on wherever they can get a toe-hold — ride inside, outside, and even topside of the cars. I've never ridden on one because they don't allow white men to ride. They are run for and by Chinese. . . .

"I've had a fairly good time since I've been in Peiping, visited most of the old temples and places of interest. They have mighty nice night clubs, almost like state-side.



Pfc. Warren Wood and fruits of old civilization.

"I left Okinawa on the 21st of October and arrived here the first of November. I was on Okinawa for that last typhoon, and I never want to go through another one. Everything was blown down and we didn't have any chow for a couple of days."

At the time that he wrote, Wood had no idea of when he would get out of China or have a chance for discharge. He has been in the service for the past two years, and waiting at home for him are his wife and three girls.

Kedzie

By Joe Smith

HAPPY NEW YEAR from each of us to the other and from the other to each of us.

Some time ago the lives of *Pa Haumesser* and his son were sadly messed up in that Pa Haumesser celebrated his ninth birthday and *Larry,* his son, celebrated his eleventh wedding anniversary. Their pardon is supplicated and desired because it was Pa Haumesser that's been married for 11 years and some months now, and Larry is 9 years old. (Now then, Bill, ya satisfied?)

John "Red" Kane has thrown away his crutch and will soon be able to uncast his sore foot. He's anxious to get back to the blue and discard the khaki.

Two of the *Bagnall* boys are home. *Cpl. John* of the 33rd Div. from Japan and *Cpl. George* from the 516th Med. Hdqtrs. *Cpl. Al Bagnall* is still in Japan, *Sgt. Frank* in Michigan and *Gene* is in California. All of them are to be home shortly after first of the year.

Tom Dressler, Air Corps photographer, son of *Art Dressler* of the Repair Department and Credit Union's Vice-President came home from Korea to be with his family for Christmas. The other Dressler boys are also on their way home.

We're glad to see *Tom Murphy* of the Repair Department, who was in the QM Truck Co. U.S. Army, coming around and contemplating a return to his job.

Johnny Brown, Frank Bozzelli and *George Woodville* are back at work after blistering sojourns in the U.S. Navy. You're all a sight for sore eyes.

Furtiveness and secrecy is strictly not in the makeup of *Ray Snell's* character. However, on Christmas morning he was seen oozing from the alley between Congress and Harrison Streets. And as he oozed, his nose and eyes came first. They looked to the North and South then straight across Kedzie Ave., and finally after glancing over his shoulder he stepped from the alley with two, yes TWO, boxes of NYLONS clasped tightly to his chest and slithered (one could slither very nicely on Christmas morning) south on Kedzie to Harrison. There he disappeared as if into thin air.

Uncle Willy O'Brien has composed a new chorus for "Chickory Chick". *Walt Daly* accompanies him on the musical salt bags.

Ray Mador got a new birthday in his family. While *Mrs. Mador* sees that little *Margaret Anne* is comfortable, Ray sees to it that the wash is washed and the sweeping is swept. Congratulations Ray and Mrs. Mador.

Mike O'Connor is making preparations for the celebration of two-year old *Joan Marie's* birthday on January 27. Cake and stuff.

Patsy Ruth Smith, whose pappy writes this mess, would have been a day older and would have also arrived on New Years Day had she been able to get on the Stork's back about ten minutes earlier. The Stork probably had a big street that night on account of the snow storm.

Not so with *Supervisor Harry Phillips* up at Bryn Mawr and Kedzie. His birthday is on the 1st of January.

John Furlanetto and his wife are celebrating their birthdays and wedding anniversary all in the same month.



While onlookers stared and opined, recently, these six Madison streetcars acted as guinea pigs to determine which color designs will look sleekest on the new equipment scheduled to arrive early this year. Winner: a smooth green and cream combination. . . . Unique feature of the new cars will be the interior paint jobs, done in various tints instead of the traditional buff.

Ray Harris is getting his abcessed jaw in order for his twins', *Vivian* and *Russell,* birthday party.

As *Larry McDermott* was having his car towed to the garage, *Mrs. McDermott,* riding beside him, remarked: "It's a shame for them to charge $5.00 for towing." . . . "Don't worry", says Larry, "I'm getting even with them, I've got the brakes on!"

Charles, Jr., son of *Charley Olcikas* was promoted to the rank of major in the St. Mel High School ROTC.

We hear *Miles Harrington's* little daughter has a safe parking place for her bicycle.

The *Minute Men,* headed by *Bob Stack,* are to be congratulated on their intensive work and splendid performance in the Victory Bond Drive.

Deepest sympathy is extended to the family of *Tom O'Connor* who passed away. Also to *Conductor J. Burns No. 1* whose father is at rest.

Officers and committee members of the Credit Union invite you to attend the annual meeting of the organization. Your officers work hard for you all through the year and would be very happy to see a mass turnout for this meeting inasmuch as the meetings have been so small in the past. Come on, fellows, let's show our appreciation for all the benefits we've received at the hands of these men. BE THERE. SATURDAY, JANUARY 26, 1946.

Lawrence

By Mickey Loftus

A HOLIDAY WELCOME to the new men who joined us at Lawrence.

Wait till you see *Nick Rasmussen* tearing down to the garage some morning when he is late. It seems the Buick isn't as dependable as it should be, so Nick bought a bicycle.

Hank Eilers one of the pioneers of the Burma Road is back on the beam after a long siege of sickness. We are all glad to see you well again, Hank.

George Stillwell had quite a time Christmas Eve trying to keep *Roy Gray* awake. I was sure that when I saw Roy he had toothpicks keeping his eyes propped open. George can set us straight on this.

Have you seen the bib *Corda* is wearing around his neck? We wonder if he is on the Pablum and bottle yet.

Again let us remind you that the box at the office window is for the magazine. Anything new or amusing, wedding anniversaries, birthdays or births will be welcomed.

Gene Morin is having a difficult time teaching *John Hact* how to speak French. Be patient Gene, John still has the slivers from sliding down the gang plank.

Leonard Reifenberg broke into the headlines on Christmas Day, when he discovered a neighbor who had been overcome by monoxide gas. His efforts, however, were futile.

Stash, the night bus technician has a new one for aquiring a shiner. Not the same one we use. He got hit by a chain hoist. We will expect Mike Cunningham to give us the McCoy on this.

It's about time *Mike O'Connor* told us a few stories about the banshees he saw over in Ireland. You don't have to wait until St. Pat's day.

The *Mr. and Mrs. Harold Nehmgow's* were visited by old man stork twelve days before Christmas, this makes the third trip he has made. Mother and father are fine.

Eddie Konhey was trying to get in solid with *John Miller.* It seems Ed's turkey ranch hit a slump and John bagged a generous supply of pheasant last season.

Noble

By C. F. Greer

WE WELCOME back into our fold *Conductors Herwald* and *Pernice* also *Motorman Uhlmann.* These men have been honorably discharged from the armed forces after doing a wonderful job. Welcome home, boys.

We extend our deepest sympathy to *Conductor F. Marsch* whose father passed away the latter part of December.

Let us all have some get well thoughts for *Conductor Jake Kolasa.* We are all pulling for you Jake and hope to see you back on the job soon.

Now my own little work, speaking of thoughts. Did you know that thoughts are the one great force that can make or break an individual or group of individuals? Well, it's true, so let's all give more attention to our thoughts. As you think, so you are, and as you go about your daily work let them be pleasant ones. You might say, "Oh yeah, just try it." It can be done providing you wish to do it bad enough.

Also, give at least one thought to our news column at Noble and turn in any thought or news item you may have. There is a news box in the trainroom, or give it to your scribe.

North Avenue — By Florence Blaa

MR. BROOKMAN specifically calls your attention to the statement of vital interest from your Superintendent of Transportation to all train service employes and asks that each of you give this your special attention.

The beginning of a new year and the doffing of GI uniforms for CSL blues for many returning veterans. We welcome back *Clerk John Sinko; Conductors E. Muchow, Jack Mostyn, J. Krzak, T. Quinn, J. McNenamin, J. Doyle, F. Plocinski* and *J. Jacobsen; Motormen R. Kessler, J. Boker, F. Cibelli, R. McCarten* and *Operator K. Hayes.*

Strange coincidences—*Conductors Joe Thomas* and *John Lund* spent some time together in Uncle Sam's Army in the same squad in Texas and upon their release from service chose this profession. Another incident, *Nick Arnieri of* North Car Repair, and *Conductor George Duszynski* each served with the same outfit, the Blackhawk Division in France. Can you imagine the surprise when these men were reunited? It certainly proves that this is a small world after all!

Home on Christmas leave were two welcome visitors—*MP John Ruddle* of Car Repair stationed in West Virginia and *Yeoman Edward Dawson,* an instructor in a Demobilization School in New Orleans. We expect an early return!

Motorman Leo Pluskowski of Mitchell Convalescent Hospital, Camp Lockett, California, writes that it is cold there, and expects an early discharge.

"Lightning Jim" McMullen furnished us with a "strip tease" checker game when he won five straight from *Motorman Wesley Davis.*

Our very best congratulations to *Motorman Arthur Nelson* and his wife on their 35th wedding anniversary January 14, and to *Mary Ann,* daughter of *Operator Malfese,* on her 14th birthday, January 27. May all of you have many more happy days.

Can you tell them apart? *Conductor Martin James West* and his twin brother, *Marvin John*—publicity shows that there is no difference.

Operator Bob Schanzle evidently has a part time job or perhaps he can explain. Why the wringer?—was it a Christmas gift? was it used for decreasing transfers? or taking in laundry? Whatever is intended, Bob had his hands full, with the wringer, transfers, little bag and himself travelling down North Avenue.

Conductor Wm. C. Larson and *Motorman John Drinnan* are missed around the Depot. These old-timers retired last month.

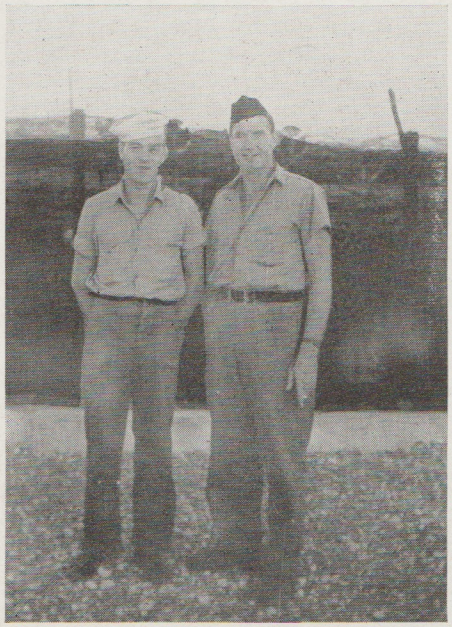
Congratulations and best wishes to *Motorman William Keadle* and his wife on their 25th (silver) anniversary, January 1. "Tis a fine way to start a year".

We have fun and we have sorrow. Our heartfelt sympathy to *Conductor Herbert Satterfield* and his wife who have officially received notice of the death of their 20 year old only son, *Herbert, Jr.,* Electrician's Mate 3/c, who served on the submarine *USS Shark.* On September 23, 1944, the Shark departed from Pearl Harbor on a war patrol in the China Sea and failed to return—no further information has been received by the Navy Department regarding the Shark or any member of her crew.

Our condolences to *Motorman John Morris* and his family who have also received official notice of the loss of his son, *John, Jr.,* formerly of Armature Room of the West Shops, who served abroad the submarine *USS Escolar* which was sunk as a result of enemy action in the Yellow Sea. John received a citation for excellent performance of duty in battle and the Submarine Combat Insignia with three gold battle stars.

Accounting — By Thomas F. Coan

PHILLIP JOHN DANISEVICH is the name of new son born on Thursday, December 20, at Little Company of Mary Hospital to Mr. and Mrs. Leo Danisevich. To the proud parents we extend congratulations, and also thanks for the smokes and candy.



It was reunion in Hawaii when Conductor Jack Mostyn, Jr., and Clerk Bill Pinasco got together recently. Both are on military leave from North Avenue.

We extend sincere welcome and best wishes for success to *Mary E. Kavanagh, Helen M. Henry, Shirley Lynch, Jeannine Wargin* and *Michael Scarpelli.*

With the best wishes of the department, we are looking forward to the rapid recovery of *Patricia Bedame,* and welcome the return of *Lulu Stenning* after an absence due to an operation.

To *Mrs. Bernice Coyne* who received a new assignment, we wish all kinds of good luck.

We are all glad to see *Richard Holzle* back after receiving his honorable discharge from the armed forces. Christmas this year was a happy one for Richard, as it was the first time he had seen his 9-month old daughter.

Birthday greetings were extended to *Nora Gaynor, Virginia Milewski, Ethel Anderson, Jean Amsterdam, Christine Cameron, Olive Battersby, Ursula O'Neil, Elizabeth Sullivan, Lucy Winkler, Ann Gusich, Kay Batina* and *William Ternes,* all of whom celebrated birthdays during the past month.

A joyous yuletide celebration was held on Wednesday evening, December 19, at Kungsholm, by *Misses Hughes, Franson, Juska, Mrs. O'Conner* and *Mrs. Kingsley.* Gifts were exchanged earlier in the evening and the superb opera Hanzel and Gretel was enjoyed by all. The various divisions enjoyed their Christmas parties during the luncheon period Thursday, December 20, when presents were exchanged.

Investigation — By Audrey

THE GIRLS at "600" held their Christmas Party at Barney's again this year. Everyone had a wonderful time and we right here and now wish to express our thanks to the girls who worked to make our 1945 Christmas celebration such a "Howling" success, and especially to *Grace Bezdon, "Bobby" Maziarz* and *Marge O'Donnell.*

Rita McFadden and *Ann Krautsak* came back from the Christmas Holidays with sparklers on the fourth finger, left hand. They said "Yes" to the lucky fellows. Also, it is rumored that early in the New Year wedding bells will ring out for *"Tony" Fiandaca* of the Accident Prevention Department and also for *Elaine Mjoen,* who was recently transferred downtown.

We welcome back the following servicemen now to be listed as "Civilians First Class"—*Bill Callahan, Art Phillips, Francis Lefebvre, Bob Morton and John Leahy.* Also with us now is *Robert H. Estes,* assistant photographer, former trainman out of Noble, and more recently from Tarawa, attached to a Marine Division taking official movies for the "Leathernecks." We hope you will like it at "600."

Francis Wandrocke, Q.M. 2/c, was in to pay a visit during the Holidays. Nice seeing you Francis and we are glad to hear that you are expecting that discharge soon.

Happy New Year from "600" to all Surface Service readers and to the fellows still in the Armed Services.

Electrical — By Billy Schenck

WE ARE SORRY to report that *Bill Wende* has had a relapse and has returned to Hines Hospital, Room 218-C. We hope Bill will be again on the road to recovery when you read this.

We extend a hearty welcome to *Miss Eileen Cheney* a new-comer at Grand and Leavitt. We hope you will enjoy working with us.

May the new year — 1946 — bring you all a prosperous year and a happy one and remember if you have any interesting news items send them in early.

General Office — By Brenda & Cobina

THE PURCHASING DEPARTMENT made most of the news this month . . . With the return of her husband from the armed forces, *Rose Satarino* left to resume her former job—that of being a happy housewife. A party was held in the Victorian Room of the Palmer House and Rose was presented with several gifts for her home.

The new names on the Purchasing Department's roster are— *Phyllis Pugliese* and *Josephine Yercich*. We are glad to have you with us, girls, and know that you'll enjoy working there.

Almost as convincing as trying to blame a black eye on a door, is blaming broken ribs on falling out of bed. We'll try to believe you, *Claire*, and we're glad to hear that they are knitting in great shape.

Charles Stephenson (Switchboard) was the only one who would own up to having a birthday this month. Many happy returns, Stevie, and thanks for the candy. That candy line wasn't toooooo bad, was it?

Sympathy is extended to *Lila Kiesig* (Insurance) for the loss of her mother Christmas week.

Charline Smerz was welcomed back to work after her "operational difficulties."

We got a double-header in surprise visits during the Christmas holidays. *Emily Smith* and *Alberta Freund Mukri* (both formerly of the Purchasing Department) collaborated on their visit. Em is now living in Washington, D.C., and Bertie is living in Detroit — both their husbands having been discharged from service.

Brenda and Cobina definitely believe there is a Santa Claus! This year he worked hand in hand with Uncle Sam and there are sooo many MEN coming back to the CSL offices. Next year should find most of our boys back with us and with that in mind, we wish you the happiest of New Years.

EMPLOYMENT DEPARTMENT: We all had a grand time at our Christmas party, and to help make it a success was a visit from a former employee of this department prior to his entering the U.S. Navy—*Bill Kertesz*.

The nicest Christmas present Frances Scarpelli and family could have received was the phone call Christmas night from her brother who just arrived in New York from the E.T.O., and who should be home by this time.

Hmm!! What's this we hear about Mary Harper and Helen Doherty ushering in the New Year with a bang. Yep! you guessed right — their friends just returned from service.

Here's wishing all of you a Happy and Prosperous New Year.—"Nuf Sed."

BACK COVER

One of the ads prepared for the series now appearing in Chicago papers.

Material & Supplies — By Lois Marsh

JIM KORTE, whom you all remember as having been a prisoner of war, is now stationed down in Miami Beach gathering up some of that nice sunshine.

Best wishes for happy birthdays were extended last month to *Hugo DeHeer, John Gubbins, Tom McGrath, Harold Stedman* and *Joe Vischulas*, all from the South Shops.

Sympathy is extended to *Mrs. Foster*, storeroom clerk, South, whose mother passed away recently.

Also discharged and back to work during the past month are *Austin Craycraft, Mason Dice, Chuck Jung, Larry Girlich* and *Bill Unwin*. It's really grand having you fellas home again.

Ed. Hoger, South, received a phone call Christmas Day from his son who landed in the good old U.S.A. just in time for his Christmas dinner.

Frank Friedl is back to work again after his siege with that old pneumonia bug.

Emil Derma returned to West Shops after working at Flournoy Yard during the military absence of *Bill Unwin*.

Josephine Yercich, Phyllis Pugliese and *Lita Jones* have all transferred from the M&S to the Purchasing Department. It's your gain P.D. and our loss.

Al Spasojevich and his pal dropped in for a little chat with Mr. Nagel recently and is looking as fine as ever. But Al — Ah all didn't catch that suthern drawl.

Has anybody noticed that "Slippery Sleuth" of the M&S Office? Most of you know him by the name of *Fred Getz* but to us he is strictly "S.S."

If all you folks out South Shops way have been wondering why *Marion Riley* has had that certain gleam in her eyes, it's 'cause her hubby is discharged at last and Marion has retired to the ranks of Housewife First Class.

That's all fer now, folks, but may each and every one of you have a very happy and prosperous New Year.

Schedule & Traffic — By L. C. Dutton

T/5 BOB LA VOIE paid us a quick visit and proudly announced the arrival of a 8 pound-one ounce *Sharon Ann*, at Little Company of Mary Hospital on December 16. Bob says that this was a swell Christmas present from his wife and now he would like a present from Uncle Sam in the form of a discharge.

Another visitor was *Lt. Col. Clayton Steele* who is now enjoying his terminal leave after being in service since January 1941. Clayton says he has plenty to do during this leave getting reacquainted with his two daughters. We presume that it won't be too long until he will be ready to resume his duties as schedule-maker.

Service men who returned to their duties with us recently are *Bernie Kincanon* (SURFACE SERVICE September, 1945) who is glad to get back to civilian life and *Frank Johnson*, Army Air Force, who has taken up where he left off in the traffic-checking force.

Way & Structures — By Betty Lhotak

TRACK DIVISION: *Arthur Malmquist* is back with us after serving overseas for 28 months in Italy and Africa. He received the Purple Heart and has 4 battle stars to his credit. Upon receiving his discharge one of the first things he did was to marry *Miss Helen Duffy*. We are happy to welcome you back Art, and congratulations on your marriage.

It was a shock to all of us to hear that *Arthur B. Bonhomme* passed away suddenly December 5 from a heart attack. He had many friends at Clark & Division who extend their deepest sympathy to his family.

We are all glad to see *Nelson P. Anderson, Eugene Hoffert* and *Frank Ross* back on the job after their honorable discharge from the armed forces.

The Track Division had its first Christmas dinner party in two years and everyone was glad to get together again and share their holiday spirits. *Mr. N. R. Alexander*, when asked to say a few words, remembered our boys in service, those who died to make this Christmas a real American one, and the men who returned and were once again in our midst. Each of us received a special grab-bag gift and *Fred Church* was fortunate in getting a carton of Camels—but he doesn't smoke! One of our guests, *Mr. H. L. Howell*, kept us entertained with his witty remarks and stories.

Our sympathy is extended to the family of *Leo Imburgia* whose wife recently passed away.

K. Sukovich, general foreman, is in the Alexian Brothers Hospital. We wish him a speedy recovery.

John Boesen, material clerk, is sporting a pair of spats lately. Well, a Christmas present is a Christmas present!

Paul Minogue of the Timekeeping Department and *D. McCauley* of the Track Division are seeking new members for their Polar Bear Club. Anyone wishing to join, do let them know before the warm weather sets in, as at present they are enjoying their daily swim to the 3-mile crib.

UTILITY DIVISION: *Jack Klima,* chauffeur at Grand and Leavitt, became the proud father of a girl on December 4. Mother and daughter are doing fine. All the boys thank you for the cigars, Jack.

Don Ritzman, chauffeur, is back on the job again after being off for quite some time due to a fractured wrist. Well, Don, the boys are glad to see you back again.

F. Van Geenen, chauffeur, is also the proud daddy of a new daughter born on December 23. Congratulations to you, Van, and also the Mrs.

We wish to extend our sympathy to *Motorman Wilbur Myers* and family in loss of his mother.

We had a letter just recently from *Joseph Kamenjarin* who is touring Florida and will soon be on his way to California, sending his best wishes to the boys.

Lawrence Lindner and *Oliver Johnson* are back on the job and looking fine after serving a couple of years overseas in the Army.

BUILDING DIVISION: We are happy to welcome *Melvin Peich* into the Drafting Room. He formerly worked in our downtown office until he entered the Marines. He spent three years in service and has seen plenty of action in the Pacific.

West Shops

By Eda Laube

HAPPY NEW YEAR, everyone. May it be the best one ever.

It seems slow, but sure, that our boys are coming home after serving with our armed forces. This month we welcome *Earl Larsen,* who after spending over a year and a half with our U.S. Navy is back to work in the office.

Walter Hager has returned to the office force after four and a half years with our Army.

Bud Limke arrived home from the Army overseas after four long years. He is now working in our Paint Shop. It sure is good to see you back again, boys.

Birthday greetings are in store for *Dorothy Angel* this month. Thanks for the candy, Dot. It was swell.

Mr. Weir has left us for a vacation down South. He and the Mrs. are spending the Christmas holiday with friends and relatives in Missouri.

The *Dan O'Briens* enjoyed their Christmas holiday in Neenah, Wisconsin.

Be careful girls as it is still in the air, and who is it this time? None other than our *Kay Nardiello* who is flashing a beautiful diamond which she received for Christmas. The lucky boy? Why *Frank Scescke* of the U.S. Army! Congratulations to you both.

Along with good news there seems to always be some sad news. We wish to express sincere sympathy to *Miss Ruth Monahan* in the loss of her dear sister. It sure was a shock to us also as she was ill only a short while.

"Trolley Pilot" Receives Honor

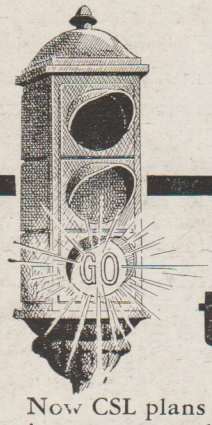
THE L & A CLUB of the 77th street station recently received a citation from the McCullough Post of the American Legion for its morale-building work during the war in sending the Trolley Pilot to the men from 77th in military service. Assistant Superintendent from 69th Ernest Tocci (formerly a supervisor from 77th), editor of the Trolley Pilot, accepted the citation in behalf of the Club . . . The paper, first published in January, 1942, under the leadership of Tocci and Operator Walter Story (77th), was perhaps the most ambitious of all the departmental papers operated during the war by CSL employes for their men in service. Issued monthly, it not only contained exchange letters from the servicemen but a complete digest of the current news on the Home Front . . . The citation read in part:

"An expression of Commendation to the: L & A CLUB—77th Street, Surface Lines Depot, and The Staff of "The Trolley Pilot" — In recognition of their outstanding contribution to the war effort their publication and distribution of the splendid service men's paper known as "The Trolley Pilot" to their Brother Trainmen serving in the Armed Forces throughout the World in World War II."

Present at the Legion ceremony were: (standing, left to right in picture) Harry Barry (operator, 77th) president of the L & A Club; Randolph Ellerbeck, board member Division 241; Owen Duncan (chief clerk, 77th), secretary of the Club; and Commander J. P. O'Conner of the McCullough Post, who made the presentation. Seated: Tony Egan (instructor, 77th); and Editor Ernest Tocci. Picture was taken by Operator Wilbur Jensen of 77th.



NOW IT'S ~~395~~ 1275 NEW BUSES AND STREET CARS



to help Chicagoans go places

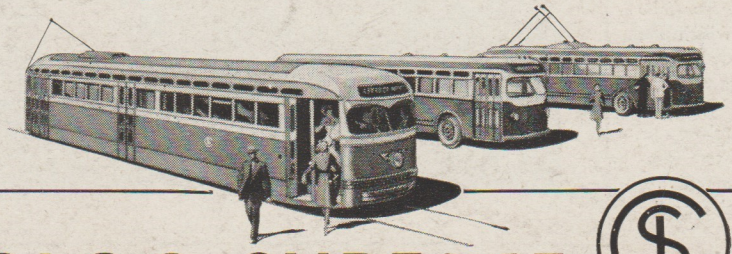
Now CSL plans for sweeping city transit improvements have turned into actual realities! Approval has been granted for 880 additional new buses and street cars, which, with the 395 others already ordered, will add to the speed, convenience and comfort of transportation in all parts of the city.

This new equipment will make possible the conversion of 22 present street car lines to bus operations, the modernization of four heavily-traveled street car lines, the installation of a new express bus line and several extensions.

Chicagoans will be proud of these new motor buses, trolley buses, and modern streamlined street cars. All will incorporate the latest developments for safety, speed and riding ease. The new street cars will be of ultra-modern design in both body construction and smooth, "noiseless" operation.

Deliveries are already being made on the first part of this huge equipment order. Construction will proceed rapidly on this latest order, with delivery of all street cars and most of the buses scheduled for 1946.

Soon you will be able to say: "It's a pleasure to go places in Chicago on our Chicago Surface Lines!"



CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE