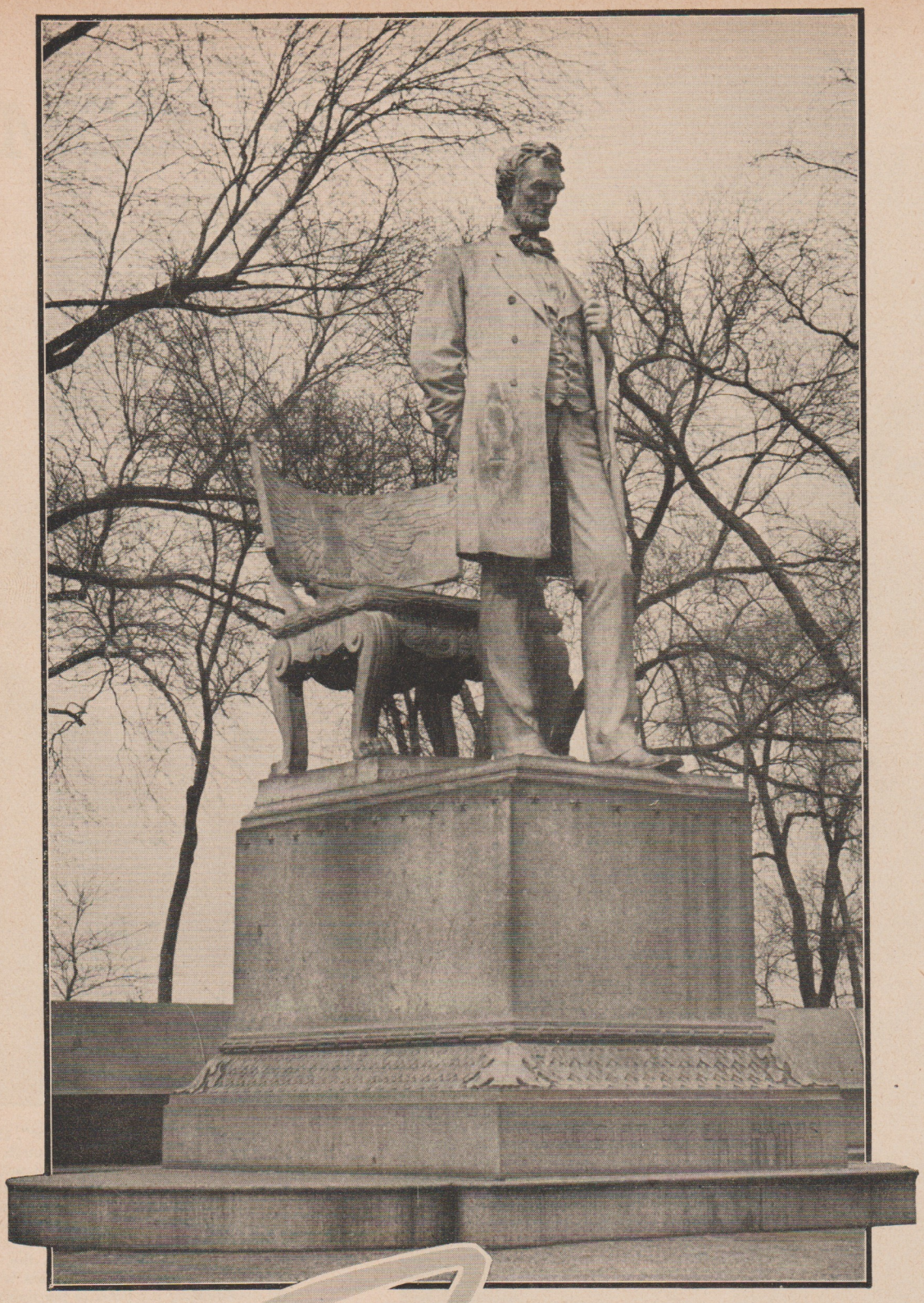
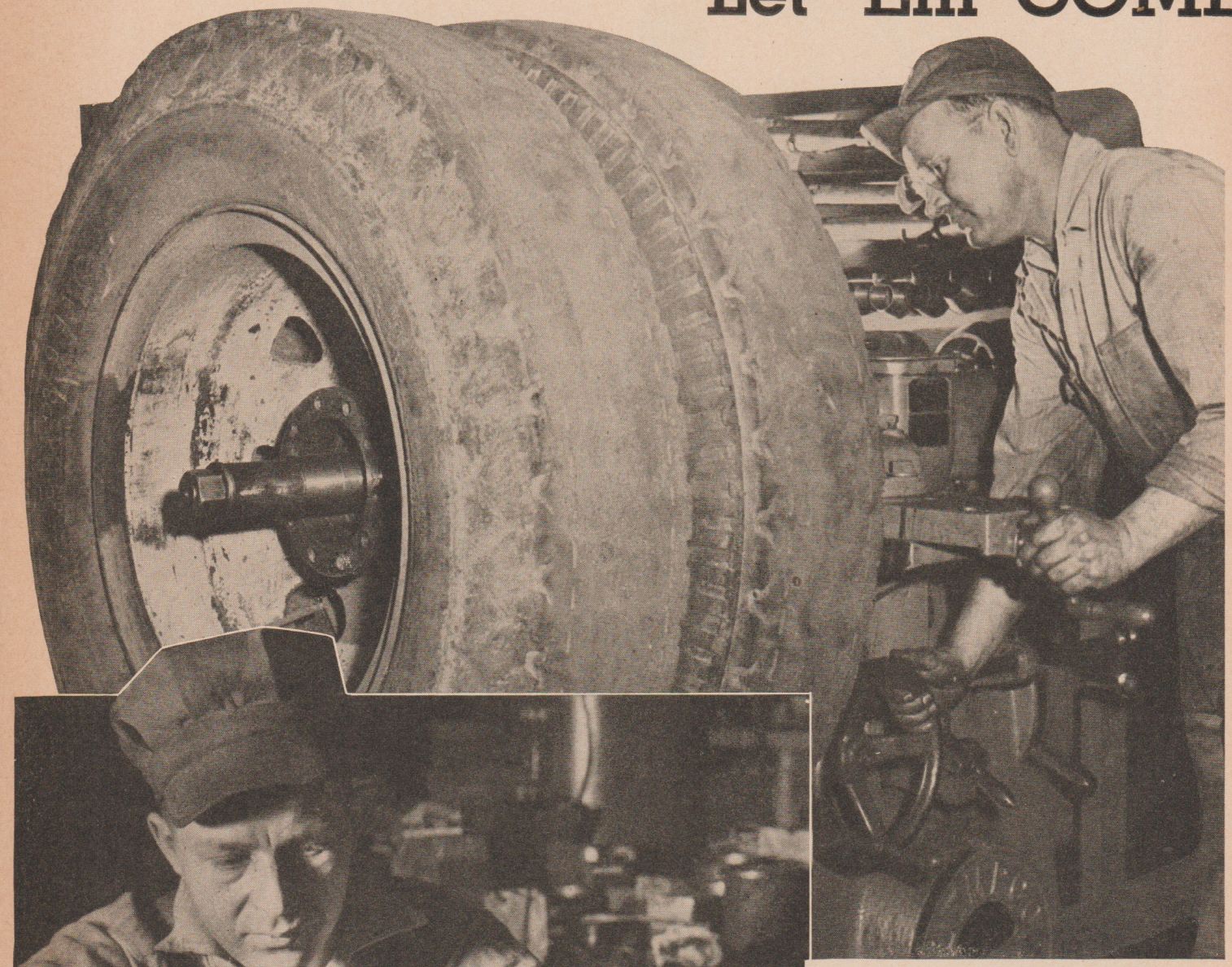


Surface Service

February

1946

Let 'Em COME!





Brake drums are "better than new", after Mechanic Ray Sutherland is through reconditioning them. Smoothed to within four-thousandths of an inch, the reconditioned drums guarantee even braking without a "burning in" adjustment period . . . Because the lathe will support as much as 1,000 pounds, the operator is able to recondition drums without dismounting the tires. In the finished job both the drum surface and the lining surface are concentric with the axle center.

All clutch repairing and grinding of fly wheels is now done in the Overhaul Shop. After grinding the pressure plate smooth, Machinist Walter Olenick reassembles the clutch and adjusts the fingers on the pressure plate.

The Bus Overhaul Is All Set to Handle CSL's Fleet of New Buses

BY THE END of 1946, CSL will have doubled the size of its fleet of buses. Delivery of over 400 buses is expected during the year.

Keeping these vehicles in topnotch condition will involve a terrific maintenance job—and for that purpose the Bus Overhaul Department has been set up at the West Shops. Started last July, the department took over the space formerly occupied by the woodmill, which was transferred to the South Shops. Still not completed, it has been in use for several months now, and already rivals in appearance the sleek modern buses it is set up to serve.

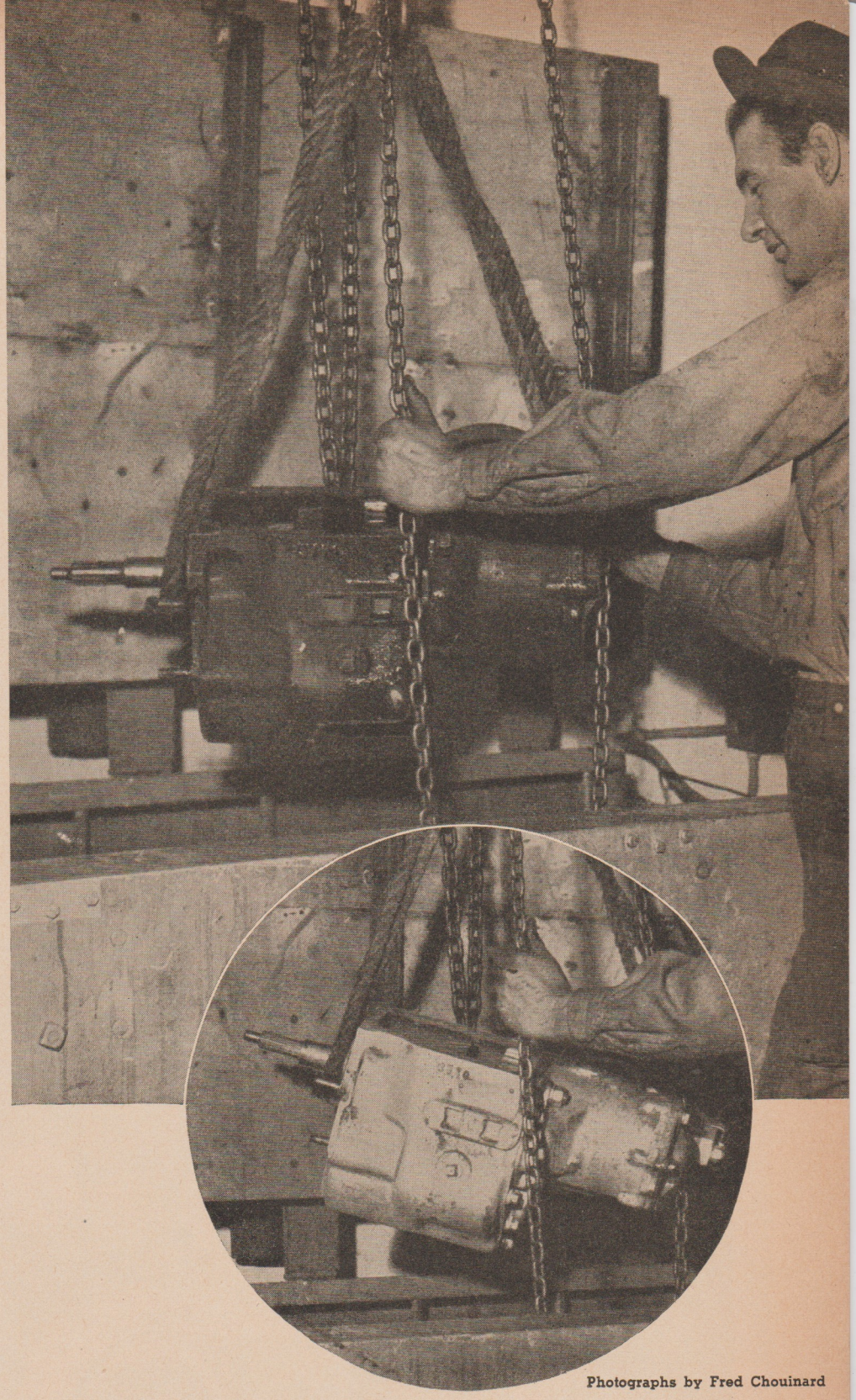
Modern Features

Staffed by expert workmen, the shop incorporates more modern features and machinery than perhaps could be found in any garage in the country.

The place is different. Gone are the dim interior, the gas-clouded air, and the chill of the usual garage. Instead, the walls are restfully decorated in two shades of green, using a special "optical" paint, and the ceiling is a warm yellow. Combination mercury-vapor and mazda electric fixtures cast a glareless light over the entire working area and guarantee an illumination of at least 15 candlepower at the work benches. Engine exhaust fumes are wholly removed by a special exhaust fan system, while a centralized heating system maintains an even room temperature.

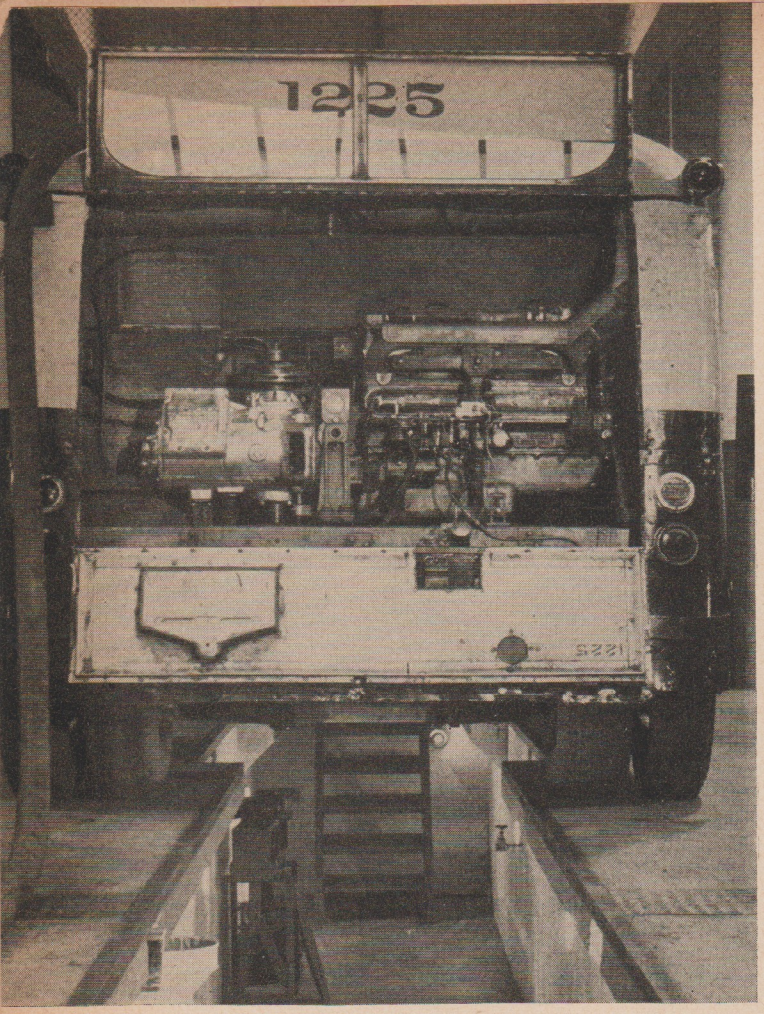
Efficient and Safe

Throughout the shop, efficiency and safety are by-words. Assembly line methods are used in the motor rebuilding section. Machinery is specially painted to highlight working and danger areas. Individually powered equipment gives the

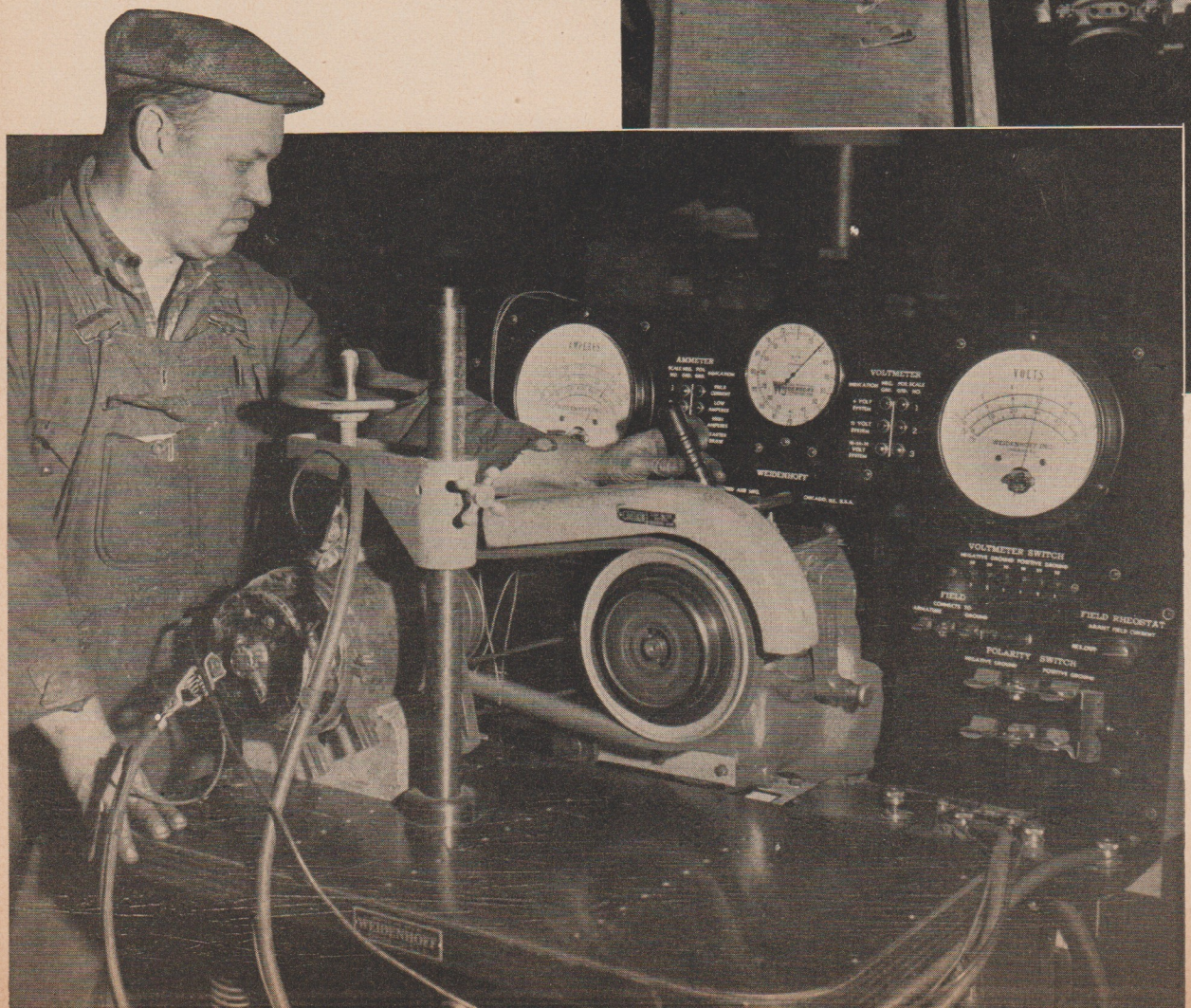


Photographs by Fred Chouinard

Miracle machine of the Bus Overhaul is the degreaser. By means of a vaporized chemical bath, all the grease can be removed from used parts within five minutes time—without scrubbing, scraping, or harming metal or paint. Old method required a day's boiling in strong solution and a lot of elbow grease. Apprentice Tom Bowman shows "the before and after" appearance of a transmission case.


1225




AMMETER
VOLTMETER
WEIDENHOFF
VOLTMETER SWITCH
FIELD RHEOSTAT
POLARITY SWITCH

operator complete control of his machine and permits a clear overhead, uncluttered with moving belts and drive-shafts.

Preventive Maintenance

The purpose of the Overhaul Shop is to supplement the work done by the regular repair departments established in the garages over the system. Here all the heavy-duty repair jobs — scheduled overhauls and unit remanufacture — are handled, all of which were formerly sent outside the company. A special filing system now enables the department to practice "preventive maintenance." Record is kept of each unit of equipment, showing the number of miles operated since last "shopping" and the repairs it has received —then it can be called in for periodic overhauling before it has an opportunity to break down.

Such foresighted operations are helping to guarantee smooth riding in the future for the Chicago public.

Each of the six pits accommodates two buses. They are painted white, with an orange danger band, and are equipped with drains so that they are easily flushed out with a hose. Ventilators remove any gases from the bottom of the pit while a ventilating hose attached to the bus's exhaust pipe carries away those fumes. A five-foot tunnel connects each pit permitting the easy transfer of heavy repair equipment and pit jacks.

Backbone of the motor overhaul section is the align-boring machine. Machinist Tony Nutile sets the machine preparatory to boring the main bearings in an engine case. Prior to obtaining this power-driven borer, 75% of the engines were sent outside the company for rebuilding. By use of a precision instrument, each bearing is guaranteed an individual fit, about a common center line, with a tolerance within a thousandth of an inch.

The $64 question used to be: "Is it really the generator causing the trouble?" But with this testing bench Electrician Steve Mattes can find out in a jiffy about the speed of the generator, its maximum output, and the accuracy of the control box . . . All machinery in the bus overhaul is specially painted to promote safety. Working areas are light colored, controls are in a brilliant eye-catching yellow; and switches are painted red.

SLOGAN OF SUGGESTION WINNERS IS

TRY, and Try AGAIN

IT PAYS to try and try again, winners in the Shops and Equipment suggestion program are discovering. Recent winners have all submitted ideas before during the past year, and the fact that some of them were not found acceptable did not daunt them.

Top winner for the past month is *Albert Zelazo* of the West Shops truck shop. Once before he submitted an idea, which was not approved. But now he has been awarded fifty dollars for his suggestion regarding the disassembly and reassembly of Pullman-150 trucks. His system involves completely new ideas and results in a safer, more efficient operation.

Using Zelazo's method it is no longer necessary for a workman to go into the pit in order to remove certain heavy truck parts. Instead, an elevated track is used, bringing the truck up to a level where it is easy to work on.

Fifteen dollars has been awarded to Devon repairman *Charles Dunne* for designing a tool facilitating the removal and installation of trolley wheels. The tool removes the cotter key, lines up the wheel and washers, and splits the new cotter key. This was the sixth suggestion which Dunne had submitted, and his second winner.

Two-Timer

Another two-time winner was *Harry Johnson,* armature room, South Shops, who was awarded ten dollars for a device which strips insulation from wire. In submitting his suggestion, Johnson accompanied it with drawings complete enough to be used in the tool's manufacture.

The assistant day foreman at Burnside, *C. W. Buckley,* received ten dollars for suggesting that two streetcar repair pits be connected by means of another pit, which would provide storage space for tools and small repair parts. The connecting pit permits the brake man to move from one repair pit to another without having to climb out or transfer tools.

Difficulty in tightening truck frame members caused *Ward Powell,* West Shops welder, to suggest that the oxy-acetylene torch be used to heat the truck frame members prior to tightening the bolt which holds them together. This causes the metal to expand and the bolt can easily be tightened. The old method —tightening the bolt when the frame members were cold—often resulted in stripped threads or a broken bolt, which meant a time-consuming drilling operation. Powell received fifteen dollars for his suggestion.

Other recent winners are *Joseph Kereszturi,* (welder, West Shops), *James Oostman* (tin shop, South Shops), and *Edgar Craig* (South Shops, armature room).



Four years in the Army wasn't sufficient for Ed Horning (West Shops). Just prior to the end of his terminal leave he took the oath of office (administered by Maj. E. W. Elledge, above, right) as a colonel in the Signal Reserve. A member of the reserves since 1931, Horning held the rank of lieutenant-colonel during the last two years of his military service, receiving the rank of full colonel in December, 1945.

Two Children Saved From Train by Bus Operator

THE TRAINMAN - OF - THE - MONTH undoubtedly is *Operator Bernard J. Cogan* (77th), who distinguished himself by saving the lives of two small children. According to Frederick S. Craig, 2035 W. 111th, "A toddling boy and a four year old girl started to cross the train tracks while the bus was waiting for two trains to pass. The little girl noticed the approach of the flyer on the center track and decided to go back instead of on. This upset the baby boy and she did a wonderful job of dragging him off the center track a split second before the flyer reached the point. Meanwhile your driver had left his seat with instantaneous response and was sprinting for all he was worth. He reached the children just in time to pull them out of the way of the engine approaching on the west track! . . . It was a fine thing to see such perfect action in a surprising and dangerous situation."

WHEN A LOOP-BOUND Rock Island train was derailed recently, *Conductor Michael Tierney* (77th) earned a handful of commendation letters—and incidentally created a number of passengers for the Surface Lines. "At each railroad station north of 105th street your conductor called out to the people waiting for the train that they should board the streetcar and connect with suburban train at 87th. . . . Although I was just a passenger," wrote Mrs. Inglas V. Frise, 10918 Hermosa, "I know his thoughtfulness was greatly appreciated by the people, as they caught a train that would bring them to the loop on time."

Both Tierney and his motorman *(Philip Murphy,* 77th) were praised by Chas. Duffett, 6921 Prairie, for their efficiency and courtesy, while from Harold Marks, 631 W. Barry, came a hearty thanks for their assistance in getting on and off their car. "Meeting this kind of people makes traveling around the city on crutches pretty simple."

Also thanked by Mr. Marks—who seems to cover quite a bit of the city in spite of his physical handicaps — were *Operator John Chaddock* (North), and *Conductors Peter Hughes* (Burnside), and *Richard Johnston* (Kedzie).

"IT WAS A PLEASURE to ride with this motorman," wrote William Laube, 940 W. 58th, of *Motorman Charles Wallin* (Lincoln). "The day was really miserable. And not once, but on several occasions he was generously courteous and obliging to passengers."

"I WISH TO CALL your attention with pleasure to the honesty and intelligence of *Motorman Joseph Sacheck,"* wrote Miss Bessie Hajek, 2514 Berwyn. Mr. Sacheck found her wallet and turned it in. "Not finding my name in the telephone directory he took the trouble to send me a telegram informing me my wallet was found."

NOT ONLY the trainmen received letters of praise during the past month. *Carcleaner Andy Andriowlos* (Armitage) was thanked by Miss Vickie Peresini, 4207 N. Monitor, for his having found and promptly turned in her purse—after many other individuals had overlooked it.



DOILIES, TO DIMES, TO DOLLARS

IN NOVEMBER, 1941, *Edith Bennett,* daughter of *Conductor Alva Bennett* (Kedzie) was stricken with infantile paralysis and confined to the Michael Reese Hospital. There she stayed for 13 long months, receiving the most modern treatment known to the National Foundation for Infantile Paralysis. Now, although still confined to a wheel chair, she is attempting to express her appreciation by waging a one-girl money-raising campaign. Using her own handiwork as a prize, Edith succeeded in raising a total of $500 in contributions for the Foundation during 1944-1945. Results of her drive this year amounted to $476. In the above picture, *Mrs. Elizabeth Doner,* 913 North Long, admires the crocheted luncheon set which Edith used as this year's prize, while Conductor Bennett looks on.

FIFTY YEARS WITHOUT A CHARGEABLE ACCIDENT IS TRAINMAN'S RECORD

WHEN CONDUCTOR PETER H. LARSON (Lawndale) decided to retire recently after 50 years and 18 days of service on Chicago streetcars, it was found that during the entire time he had dealt with Chicago public, not a single accident had been charged against his record!



No Talk—No Accident
Peter H. Larson

Working out of Lawndale ever since he started in 1896, Larson recalls the days when the streetcars were brought as far as the loop as trailers, attached to an electric motor car. Then horses were attached to bring the cars into the loop.

Born in Skone, Sweden, he came to Chicago from a farm near Lincoln, Nebraska, looking for a steady job. He found it with the streetcars. Shortly after he came to work for us, he returned to Sweden for a visit—and found himself a wife. They have three married daughters.

When asked what his advice would be to a trainman wishing to duplicate his no-accident record, Larson said maybe the principle thing was to learn to "hold your tongue. Be on your toes, because you're responsible for your passengers. Try to guess what they're going to do and warn them before they're in danger.—You can't do that when you're busy talking."


National Safety Council
UNIVERSAL SAFETY
Employee Publications Section
awards to
Surface Service Magazine
this
Certificate of Merit
In recognition of distinctive achievement in the field of employee publications through the furtherance of high publication standards and the promotion of safety during the year 1945.
Ned H. Dearborn
President, National Safety Council
Managing Director, National Safety Council
Paul Jones
Chairman, Board of Judges

Award Received from the National Safety Council for Safety Promotion in 1945

Fred Excell Aims to Excel At New "Career"

THIS FEBRUARY 1, 1946, marked the start of another career for *Fred Excell* (Schedule)—the big task of getting the fullest enjoyment from a well-earned leisure at his home near Hinsdale.

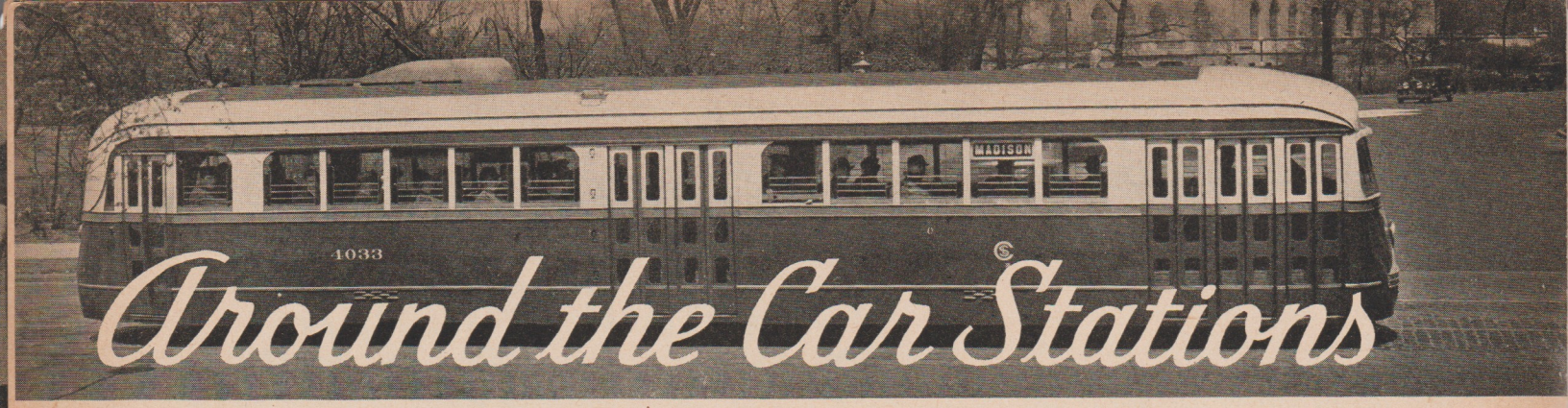
After a rather eventful association with CSL and the underlying companies over the past 54 years, Fred retired as of February 1.

February 1, 1892, was the first day that Fred started with the Chicago City Railways as night clerk in the horse car barn at 39th and State. In those days, as Fred tells it, you had to be able to do anything that needed to be done. So he worked as conductor on the horse cars, gripman (at full weight of 140 pounds) on the cable cars, and even helped the Legal Department whenever they needed it. Officially, he became promoted to the General Office in the Auditing Department.

Somewhere in his busy life Fred found time to join up for the Spanish-American War, where he was known as "Commissary Fred" of the Quartermasters Corps. During World War I he left CSL to travel for the Union News company, but returned in 1923 as statistician of the Schedule and Traffic Department, the position which he held until his retirement.

BARTER and EXCHANGE

This space will be made available each month as an accommodation to CSL employes having items which they wish to sell, buy, or exchange. Ads will be published free of charge. Copy must be delivered to the magazine correspondent for your station not later than the 25th of the month. Kindly give name, department, badge or payroll number, and home phone or address.



Around the Car Stations

Archer — By W. Ruddle

WE WELCOME back all our soldiers and sailors and we congratulate you on your splendid job.

F. Lenhardt, janitor, went on pension January 1. We hope you will enjoy that much needed rest.

E. Eyer, day foreman, was transferred to Cottage Grove on January 21. Sorry to see you go, Earl, and all the boys at Archer wish you the best of luck in your new depot.

To *F. Stall* we welcome you and wish you success.

We hope to see *Fred Reiner* back soon.

Armitage — By Ted Shumon

You don't have to look in the almanac
At seasonal signs of the zodiac,
Plain common sense should point out to you,
That your income tax is just about due.

SINCE LAST WRITING, your scribe has discovered the following servicemen back on the job: *Gene Muir, Reidar Gabrielsen, Eddie Sigvedsen, Les Marringer, Wilbur Fredricksen, John Rutkowski, Eddie Arnold, Geo. Streske, Sammy Abbananti, Max Niemasik, Ernie Guedel* and *Mike Fiorita.*

Mike Fiorita had the biggest "gold brick" in the Navy, chauffeur for Admiral Bennet who was commandant of the Eighth Naval District. Gene Muir had the biggest smile in the Navy and still has. All are looking swell and we are glad to see them back.

Conductor Benny Eddleson, who came to work on the cars on April 8, 1920, passed away very suddenly on Dec. 27, 1945. *Motorman Al Luthman* who came to work on the cars May 25, 1914, also passed away very suddenly on Jan. 20, 1946. Both men left many friends at Armitage. Our sympathy is extended to the families of both.

In the January issue we mentioned the death of *Conductor Tony Neff,* who passed away in December. On New Year's day his wife was taking a walk with three of their children when she was instantly killed by an automobile. Our deepest sympathy is extended to their several children in their double loss.

Our deepest sympathy is also extended to *Conductor Joe Schultz* No. 2, and to *Motorman Wm. Adamczyk* in the loss of their wives.

James Doyle, father of former conductor *Art Doyle,* passed away on January 22. Our sympathy is extended to Art who is now an information clerk at the downtown office.

We are all glad to see *Bill Skopis* back on the job placing cars after an illness of several months.

We were all very sorry to lose our chief clerk, *Issy Shedroff,* after 23 years of service. We all extend our sincere wishes for good luck in his new venture.

If you have never seen *Herbie Doll* doing the rat dance, you've sure missed something. Some time ago Herbie was peacefully sitting on a stool enjoying a cup of coffee when he suddenly jumped up and started dancing like a whirling dervish. Then came the climax, a large rat slowly crawled out of his pants leg and was promptly finished by the ever watchful cat.

The annual credit union meeting was held on Saturday evening, January 19, at the home of *Bill Uhle* and was attended by a large party, and I don't mean *Henry Hill.* A great time was had by all and we all wish to thank Mrs. Uhle for her kind hospitality. *J. B. McHale* gave out with a few songs of ancient vintage, most of which were beyond the ken of your scribe, Mac being so much older than I. However, the highlight of the evening was when *Jack Hughes* arrived and sang some real Irish shanty songs and plunked his own accompaniment on a guitar. The most humorous event was when *Rudy Griener* went home then came all the way back looking for his badge, only to find that he was wearing *Ray Parson's* bright green overcoat instead of his own black one.

The OPA is slowly lifting the rationing of food items, but there will always be points on asparagus.

Thanks for listening.

Burnside — By Furgie

FEBRUARY—Ground hog day! Birthdays of two of America's greatest presidents! Days growing longer! St. Valentine's Day! Oh! just ever so many interesting things packed into four short weeks. Also the end of this month will probably see the first robin, welcome harbinger of spring. It seems strange, at times, that the same robins as well as other birds, return year after year to their old haunts. The same birds have been known to come back to exactly the same trees, repeatedly thruout their entire lives. There must be some reason for this. We like to believe that there is something stronger than chance or just aimless, haphazard wanderings that bring them back. Some may call it instinct, but we like to think that they come back because they like the way they were treated on the previous visits. Herein the birds show a trait that is so often found in human beings. People also like to be well treated and will show their appreciation by returning to patronize the places, stores, firms or organizations that give them that kind of treatment.

Now there is a tip-off. Just as a bird is at liberty to choose any particular tree to build his nest, so are people at liberty to choose any means of transportation that is at hand. So, we should strive to give them the kind of service that will keep them coming back to us year after year, even tho there are many other services at their command.

If a bird likes a certain tree, that's his business. If people like the birds, that's their business. We sell first-class transportation, that's our business. Let's all buckle down to keep it good business.

* * *

The Grim Reaper visited Burnside twice this month and removed from our midst two of our old timers: *Motorman James E. McPhail* passed away on January 12 at the South Chicago Community Hospital after a lingering illness. Retired *Motorman Emory Martin* died on January 25 after being sick only a very short time. Both of these men had been with us for many years and each had a host of friends who, with the deceased's families, mourn their loss. To the sorrowing relatives and friends, we offer our heartfelt sympathy.

Cottage Grove — By Gale Hruska

THE ANNUAL Cottage Grove Credit Union meeting and party held in our clubroom January 26, 1946, was an affair of major importance. *President Phil Grasz,* introductory chairman, opened the meeting with a brief talk pertaining to credit union interests, and then presented the following speakers: *Director M. J. Hanley* whose subject was "Credit Union History and Its Benefits." Mr. Hanley's extraordinary speech brought much praise. *Mr. T. O. O'Hara,* treasurer, read the financial report. *Mr. E. Walthers,* assistant treasurer, spoke highly of the cooperation of the officers. *Messrs. J. Mullen, M. Ensworth, W. Eckel* followed with brief speeches pertaining to credits and new business. *Mr. E. J. Pelletier,* chairman of the supervisory committee, paid special tribute to all the officers for the able manner in which they conducted their respective duties. All officers were voted into office again. After the meeting adjourned, all retired to the gymnasium, where

delicious baked ham, cake and coffee were served. A rising vote of thanks is in order to the officers' wives who nobly assisted in the serving. I'm in favor of presenting these ladies with nylons, *Phil. Tom O'Callahan,* our clerk, did the carving. *Mrs. Pat Daly* did the cooking. An extra pair of nylons here please. *John Conry* says he had four sandwiches and would have had more but for Mike Hanley who was always pushing ahead of him.

Mike Duffy, our fine violinist, accompanied by his daughter and son, provided the music, entertaining us with their favorite numbers. While the attendance did not measure up to former years, all present had a swell time.

Conductor A. F. Sorenson, Motorman Jim Markly, and *Motorman J. R. Wetsel,* take this means of bidding farewell to all their friends as they accept their well-earned pensions. We hope their responsibilities from now on shall be greatly minimized. Brother Sorenson intends to do some extensive traveling (Norseman blood). Jim, "Grand Crossing Mayor," no doubt will be interested in creating more shady spots in Grand Crossing Park; while Brother Wetsel has laid plans to become a permanent resident of Harvey, Illinois. Congratulations, retiring brethren. Don't forget to let us hear from you occasionally.

Micky Waters, supervisor, stationed at 63rd & Cottage during the rush period was reported as having been seen on Lake Park Avenue with a couple of bundles and a straw hat tucked under his arms during the recent Chicago Used Clothing Curb Collection Day. Micky, please straighten the boys out on this.

Motorman A. H. Kunde is recuperating at home after undergoing an operation for stomach rupture at the Woodlawn Hospital.

The death of *Supervisor Hugh Russell* on December 31, 1945, was a sad blow to many of us. Hughey, through his athletic ability and gentleman-sportsman attitude in his younger years, developed many friends.

The death of *Mrs. Hurley,* mother of *Motorman E. C. Hurley,* on January 3, 1946, also saddens us, and we convey our deepest sympathy to the respective families.

Devon — By Charles Saklem

WE SURELY wish to welcome home these servicemen: *Conductors Joseph Kissane, J. Thompson, J. Hein, Redman W. Vaughn, L. Will, C. Schrayer, L. Huntley, Francis Wapole* and *Motormen George Cox, H. Ulrich, Joe Bergthal, Urhausen, Jim Florian, J. Maudt* and *Chester Rozychio.* It's good to see you all back in your usual places. Good luck to you.

Another serviceman is back again. *Motorman Louis F. Roos, Jr.* You will remember that Louis was on the battleship *Arizona* at Pearl Harbor on the morning of December 7, 1941. Louis was wounded and later sent back to the States. He worked a while as a motorman at Devon when the Navy called him back and he left "to take a crack at the Japs that got him."

Take a tip from *Motorman Tom McKune* and don't walk around with a toothpick in your mouth. He swallowed one and had to have quite an operation at St. Joseph's Hospital to remove it. Tom's little 13 year old daughter had to have an appendectomy on December 30 but is entirely well again now. *Motorman Louis Gruber* is a patient at the American Hospital. *Conductor Joyce* was at St. Joseph's Hospital with a smashed finger and *Conductor Ed. Kowalski* is also at the same hospital.

Motorman A. Lubner's wife is ill at West Suburban Hospital. My wife, *Madge Saklem,* was taken to St. Joseph's Hospital on January 9 with pneumonia

Conductor Ben Geach is on the sick list. Hope by this time you will be your usual smiling self again. The "Major" son of *Conductor Charles Ross* and his wife have been visiting his parents.

We are happy to have with us again *Tony Porcaro* and *Joe Kinderman* after long service in the armed forces.

Division — By Fred Shippy

HAPPY BIRTHDAY, to the children: *Cathy Osterberger,* 6; *John Becque,* 4; *Kathryn Hanson* 4; *Gerald Guth.* May you celebrate many more, be sure and make Pop, pop with the ice cream and candy.

Congratulations to:

Mr. and Mrs. John Becque, 6th; *Mr. and Mrs. Victor Volenec,* 35th; *Mr. and Mrs. John Hofer,* 19th; *Mr. and Mrs. Michael Verdonck,* 16th, wedding anniversaries. May you celebrate many more as you travel life's pathway together.

Mr. and Mrs. Rudolph Ruud on the arrival of a granddaughter born the 23rd of December.

Motorman Charles Warnstedt and family celebrated the return of *Chuck Warnstedt* when Chuck was released from the 2nd Marine Division. Chuck served in a good many places: Tarawa, Saipan, Nagasaki, Japan, where the atomic bomb did its worst damage. He has quite a few trophies and invites you over to see them.

Visit the sick: Anthony Gloppe is home from the hospital and is coming along fine and would enjoy a visit from his many friends. *Vic Wehde* is home and would enjoy having you stop in and say hello to him. The clerk will give you their addresses.

Wisecrackers: Otto Kaeseberg has been in training over thar in Benton Harbor as a pitcher. Also brought a fine pair of field glasses along so *Bill Sorge* can see the base line as the ball rolls up the hill.

In the meantime, take it easy, and laugh it off.

Kedzie — By Joe Smith

IN THE RECENT PICK of clerks, *Miles Harrington, Tom Cooke, Red O'Connor, Jim Keenon, Geo. Singer, Walt Daly, Otto Jurew, Bob Healy* from Archer station, and *Stan Misek* from Elston selected Kedzie as their choice. *Jerry Blake* is going to shuttle between Kedzie and Division and *Bill O'Brien* goes to Archer. *Mike Callahan* is going to Lawndale.

We're glad to know that most of our regulars are going to be with us and wish all those that picked elsewhere smooth wheeling. To *Healey* and *Misek* we extend a hearty welcome.

Bob Orsi who has been doing his best to get discharged and reconvert brought a new stripe into the depot on his chevrons. Oh yes! Bob was sending the boys with his cooking, so they upped him to Master Sergeant.

Frank (Powerhouse) Corrigan visited around the station during the month. Once upon a time Frank was one of the top conductors at Kedzie.

As *Pat Curnane* gives *Bill Fleischman* two bells, nothing happens; Pat gives him two more bells, and still nothing happens. Pat takes a look and sees Bill looking at the car ads. Wonder which one he's looking at.

Al (Dusty) Rhodes is convalescing from an appendix operation. Dusty's getting better but he had a tough time of it for awhile. Hurry back, Dusty.

Ask *Geo. Berresheim* why he calls *Ed. Kratzke,* "skinnypants." In case he won't give, the story goes that Ed received a pair of unsanforized pants and was caught in a rain storm. When the rain storm finished with the pants they looked like riding breeches.

An interesting reconversion to watch is that of *Joe Boyle,* recently returned from the Navy. Each week on an appointed night, *Mrs. Boyle* takes Joe to the show. Not only is he given the pleasure of his wife's company and the privilege of seeing the show but he is presented with a

Surface Service MAGAZINE

A Publication by and for Chicago Surface Lines Employes

231 South LaSalle Street

83 **CHICAGO 90** 101

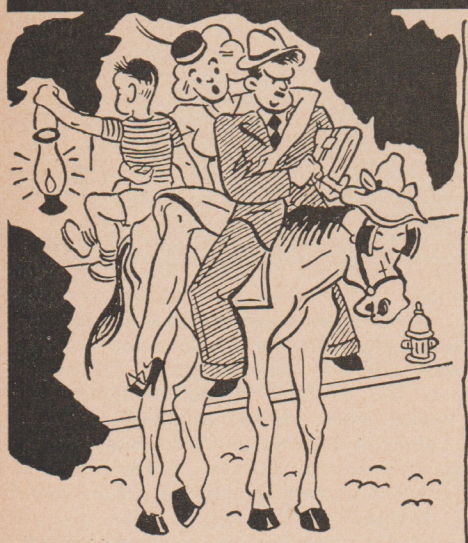
Vol. 22 February, 1946 No. 9

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

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

Cover—Louis C. Williams

moto-quiz



1. IS THERE A NEW LAW IN ILLINOIS THAT CAN DEPRIVE A MOTORIST OF HIS DRIVER'S LICENSE AFTER JAN. 1, 1946?

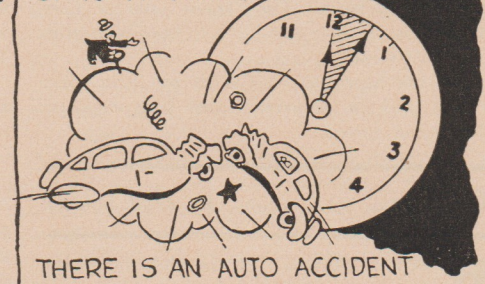
YES ☐ NO ☐

2. IF A HUSBAND LOSES HIS MOTORIST'S REGISTRATION UNDER THE NEW LAW, CAN HIS WIFE DRIVE HIS CAR?



YES ☐ NO ☐

3. IS IT TRUE?



THERE IS AN AUTO ACCIDENT IN ILLINOIS EVERY 3 MINUTES.

YES ☐ NO ☐

SC

ANSWERS ON PAGE 15

dish or a cup that will hurry along the completion of the set that Mrs. Boyle has been collecting. In case Mrs. Boyle cannot attend Joe is to be sent to the show with *Ray McDonald*.

John Wheeler took his wife to the hospital when she was suddenly taken ill.

Supervisor Bill Wright's wife is convalescing after a relapse from a serious illness.

Bill Luedtke's rib is mending and he expects to be back on the job soon.

Tom Wixted, who, with his little son and daughter, *Thomas Edward* and *Mary Patricia,* were pretty well bunged up in a recent automobile accident, is on the job again. The children are doing alright.

Andy Kostanick is back on the job after a long illness. Glad to see you again, Andy.

We extend a hearty welcome to *Joe Manion, Bill Kenny, Larry Keating, Jerry Flavin, Cornelius Dillon, Bill Crosse, Pete Ciomber, Bill Phillipps,* and *Bob Neuman.* All of these boys are back on the job and we're glad to see them.

Bill Buetow welcomed his new son into the family on Jan. 9. *Mrs. Buetow* is doing fine and the baby seems to be happy with his selection of a Mom and Dad. Congratulations.

The family of *Ernie Kopp* was increased during the month. Ernie is trying to tie a certain cheese salesman, he's got three sons now. Mrs. Kopp and the young spriggins are doing fine.

Bill Herbert asks that you read the printed message from the Supt. of Transportation. It will help you no end. The ABC's of the trainman are right in the groove also.

We offer our deep regrets to *Jim* and *Mrs. Nallen* in the loss of Mrs. Nallen's father; the family of *Chas. Tuskey,* who passed away; to the family of *Wm. Knapp;* the family of *Mike Windle;* the family of *Tom Wynne;* to *Bill Fleischman,* whose brother *Ralph* died; to *Mike McDonough,* whose brother died; to *Dan Clyne,* whose sister passed away; and to the family of *John J. O'Connor.*

Happy birthday to little *Bill Elke,* son of *Herb Elke,* and to *Walt Matel,* who received a set of golf clubs from Mrs. Matel, and was given three parties.

Joan Kathleen took up her residence with her Mom and Pop in the *Jim McCormick* household on Sat. Jan. 5th. Mrs. McCormick and the little girl are OK.

Urb Pictor celebrated his fifth wedding anniversary on Jan. 18th. *Supervisor Joe Bork's* anniversary is in February, but he says his family is out of town and he can't celebrate without them. Congratulations to both of you.

Lawndale Depot — By Bill Feiler

MOTORMAN PAT DOHERTY is still on the sick list. Pat has been ill for over four months and is still a long way from complete recovery. We extend to Pat our best wishes for a speedy return to good health.

"Man-power Commissioner" Mike Cusack returned to work recently after almost a month on the sick list. *Les Nulevac* took over while Mike was off and turned in a competent relief job.

When *Operator Louis Moscovitz* was new to the Kimball-Homan line he had a slightly disturbing experience up north. He pulled up to a stop-light, called out "Fullerton Avenue," and started across the street. He was highly surprised to find himself crossing the Milwaukee-Kimball intersection and so was the supervisor that spotted him.

The new pick held by the clerks and receivers caused quite a shake-up at Lawndale this time. *Receiver Ray Simon* went to Armitage, *Clerk Joe Gaskey* picked the relief receivers job at 69th, 77th and Burnside; *Clerk Charlie Kaper* went to Archer as fourth clerk and *Eddie O'Keefe,* former conductor here has come back as register clerk. Our new receiver is *Nick Hoden.*

Some of the ex-servicemen who recently returned to the fold are *Les Cahill, Ray Corbel, Jack Kalka* and *Charlie (Mouse) Gaiser.*

We have quite a list of new men to welcome this issue and we *do* welcome them. The more, the merrier. Motormen: *F. Valek, J. Kovitz, A. Doran, J. Krajcik, N. Lorenzi, R. Vales, Dan McCarthy, E. Ruzanski, F. Witkowski,* and *R. Mayer.* Conductors: *S. Howzinski, R. Kurzinski, J. Coleman, A. Maze, F. Fryzlewicz, S. Mazurek, J. Paulovsky, H. Luka* and *J. Kearney.*

Motorman Art Davis came in with some pictures of a couple of German streetcars. One is from Plauen and the other from Munich. The Plauen cars were not in operation at the time Art was there, but the Munich cars were. He said that the conductors on these cars collected an extra fare if the passenger carried a package or brought any kind of animal aboard.

Joe Papa was last heard from trying to keep order in Tokyo. Joe says that their streetcars are nowhere near as good as the ones on Roosevelt Road.

Bus Operator Joe Stepanek has a small side line. He sells coffee from his thermos bottle in front of the depot for two cents a cup.

Lawrence — By Mickey Loftus

JERRY WALSH the combination Bing-Sinatra of Lawrence garage misses his morning singing lessons since he picked away from his accompanist *Jack Werdell.* Of course Jerry was shy to show off his talent in front of the men, but as soon as he heard a few notes his lungs swelled and he burst into melody of swoony tunes.

The crucial bowling game that was publicized for weeks in advance came to a disastrous upset. That will be remembered by *Larry Mount* and his team for a long time. The Rebels, paced by *Fireball Dillon,* scuttled and submerged Larry's men to a helpless crew of gutter rollers.

Chief Clerk Freddie (Dagwood) Myers and *Eddie Evenson* survived the recent clerks' pick, which sent *Curly Stenzel* to Division and brings back *Johnny Simko* to his old spot of night clerk.

Cliff Whelan, credit union representative at Lawrence was master of ceremonies at the annual shindig. Lawrence, as usual, was well represented, as a lot of the men welcomed the opportunity to meet a lot of old friends. We sure would have enjoyed watching *John Farmer Miller* cutting a few rugs.

It sure was pathetic to see *Tony* (*Lou Costello*) packing his overalls to make the journey to Ardmore. Lending a helping hand was *Lee* (*Bud*) *Demzien* comforting Tony with stories about the new promised land.

Cully Moran one of the latest of our service men to return had a pleasant surprise furnished by his brother *Pinkie Moran,* who is quite a movie camera fan. Cully's youngest was only a baby when he left. After a big lusty dinner Pinkie projected the child's growth and antics on the screen for the proud pop.

Chet Pawlak is back after a two week vacation, during which time he motored through Smoky Hollow, Goose Island, and Little Hell. Returned over the historic old plank road through Buck Town and Muddy Meadows near the border of Oriole Park.

Joe Egan brought us in a mess of Italian rabbits he trapped in the preserves out on Harlem and Touhy. The odd thing about this delicacy is that when you burp you say meow. *Wally Ahern,* a hunter of great reputation, said Joe doesn't trap them, he picks them off the fence. While we are on the topic of hunting, ask Wally what kind of pheasants wear rubber boots?

Larry Conway the alumnus of Dublin Motor College was studying the atlas to find out where Archer was and what the climatic conditions were. He was worried about *Johnny Grant's* welfare. When he learned it was south, he wrapped around his own neck the muffler that he was going to send to John. A friendship like this is to be cherished.

Otto Carlson, the Swedish ambassador of good nature, received a slave bracelet from his wife for Christmas. Bedecked with this token of loyalty and affection, Otto was demonstrating with gestures his dog trick when *Frank Allen* spotted his bracelet. It disappeared so fast everybody swore he swallowed it.

P.S.—*Harry Henry,* our new day foreman replacing *Lee Demzien,* tried out all the barns on the north side and decided that Lawrence was just the spot the doctor ordered. Welcome, Henry, we are sure you will like it here. And a farewell to Lee Demzien who sure carried the ball when the going was tough.

Limits — By Ray Anderson

YES, THAT'S RIGHT—LIMITS—we're still in existence.

The boys complained that they have been reading all about other stations but nothing about Limits, so we'll give you all the dope we can get. By giving news items to the clerk, you can help us have one of the snappiest columns in the magazine. So let's go, boys, and put Limits right on top.

First of all, we want to welcome our returned servicemen. It's great to have them back with us and see their happy faces once again. Here they are in the order of their return:

Fred Nagle, George Paustian, James Becker, Harry Jacobson, William Newton, William Bielow, Charles Koenig, Wm. Middleton, Stanley Eide, Arthur Weinreich, Albin Jensen, Glen Shurtleff, Harold Prosser, Henry Higley, William Eckberg, Geo. W. Daubs, Raymond Kruml, Walter J. Buckley, Tony Kuker, Carl L. Mielke and *Stanley Rogers.*

Our clerks had a new pick, and we're sorry that we are losing our chief clerk, *Al Remack,* who is going to Armitage. We wish him lots of luck at his new depot. Our new clerks will be *William Edelstein,* chief clerk; *Dick Pennie,* night clerk; *E. Van Cleave,* No. 3 clerk; and *M. J. Buckley,* relief clerk. Our receivers are



"Once a trainman, always a trainman"—at least Conductor Ray Wagner (Kedzie) doesn't seem to be able to keep his mind off the trolleys. Here he tries his technique on a "streamlined" Okinawa streetcar.

Walter Berthold and *August Peterson. William Middleton* picked the register clerk's job so he could stay at Limits, and we're glad to have him remain with us.

Here's an item that disproves the saying, "It's a small world." *Supervisor Penny* and *William Middleton,* clerk, were on the *U.S.S. San Jacinto,* aircraft carrier, for eighteen months, and did not know the other was there. Penny was in the engine room and Middleton in the radar plot, just below the flight deck. They were both on the same run and it took getting back to Limits to know each other's whereabouts.

We all know *Pete Keane,* our night car conductor No. 11674. He has a new wrinkle for getting off these nights. He went down to his cellar the other night and after being down there a while, he called up the depot and said he had hurt his foot going down the stairs. We all know what we go down to the cellar for. How about it, Pete?

Instructor Larry Stevens was in the restaurant today having a very hearty meal. When he got up to pay his check, he took a handful of toothpicks as usual. Why do you take them, Larry? Everybody knows you don't need them. Are you short of wood at home?

Conductor R. Van Eycke just returned from his honeymoon and he still has that dreamy look in his eyes. Congratulations and best wishes to both of you.

On Saturday, January 19th, Limits credit union gave its annual party. Our guest of honor was our *Station Superintendent Sonders,* and judging by the way he danced, he must have had a very good time. The refreshments were delicious, and a good time was had by all. The three-piece orchestra kept the boys on their toes—whose toes? We didn't know we had so many Fred Astaires in the depot. We were entertained with some singing by our trainmen. Look out, Frank Sinatra! Thanks to the committee for a wonderful party.

Congratulations to *Motorman L. Jordan,* who became a proud father of a baby girl.

Lincoln — By Larry Hippert

WELL, FELLOWS, as you know, it has been some time since my last column appeared for your reading. So if this doesn't come up to your expectations please bear with me and I will try to improve as time goes on. But first I would like to ask each and every one of you to give me a hand and turn over to me any news items you may run across, as I won't be around all the time.

We are all very happy to see the smiling faces once again of the boys that left us for the armed forces. *Conductors R. Lustro, C. Wiltgen, E. Bourbon, E. Boyer, H. Broadwell, W. Anderson, E. Newton* and *S. Johnson; Motormen M. Foy, C. Kemp* and (*Smiling Jack*) *Greenholt.* And speaking of Greenholt, it has already been noticed on the main line that all his former admirers of the opposite sex are more than glad to see this happy warrior back on the job. Our hats are off to all these boys for a good job well done.

Now as you have all noticed, we have had quite a few new men join us in the past few weeks so in order to help you all get better acquainted, I will list them for you. *"Tail Gunners" S. Lombardo, H. Rambo, A. Timke, L. Bryant, R. Carpenter, D. Hann, H. Kamany, G. Kuenstle, I. Arcari, A. Sikorski, J. Faiza* and *J. Casey. "Pilots" P. Meierkort, A. Rusch, E. Hayden, D. Williams, E. Burk, R. Thirty, J. Richards, T. Kaczynski, J. Cynova, J. Peterson, R. Coughlin, J. Sarantos* and *Martin Hennessy, Jr.* (Yes, he's a son of one of our well-liked old time conductors.)

To all you new men. Just settle down to your new job and take it in stride and if any time you find you would like a little information as to the job don't hesitate to ask any one around you, as they will be more than glad to help you out.

Switchman Axel Bogren had a pleasant surprise a few days ago. His son Richard returned from the South Pacific after three years, very proudly wearing the Presidential Citation along with the good conduct ribbon and the Pacific ribbon bedecked with no less than four battle stars.

It seems as though that extra weight that *Conductor Fitzpatrick* has put on isn't doing him much good. He has just returned to work after a short sick spell, but says he still doesn't feel his old self.

We are all very glad to see our boss, *Mr. Sonders,* back on the job after being off twice in less than six weeks. Sure hope he has that pesty ailment licked for good.

John Bindhammer, one of our former repairmen, paid us a visit a short time ago. The boys were all glad to see that taking his pension hasn't changed him a bit. But John we would still like to know what happened to that rabbit dinner you promised? Or didn't you take advantage of the hunting season.

We are very sorry to hear that *Brother Zachlin* fell at home recently and broke his shoulder and a few ribs. We all hope it will mend fast and get him back in our midst.

Two of our boys are still in the service namely *Bill Domain* and *George Loewe* and there isn't much chance of us forgetting them as *Receiver Bob Christie* is always asking about them.

We also wish to welcome back *Clerks Phillips* and *Rage* and *Receiver Colgan.* Here's hoping they won't get lonesome for the service.

Just a reminder to *Jimmie Talent,* our former clerk. We all miss you and are looking forward to seeing your smiling face at the window soon.

Everybody that attended the credit union's annual gathering enjoyed the usual refreshments and music. A good time was had by all.

Our deepest sympathy goes to *Conductor Gus May* whose brother passed away.

Noble

By C. F. Greer

THE GO SIGNAL this month from your scribe is not to my liking at all. The month as a whole leaves us a bit groggy, as you can judge by the following. Our deepest sympathy is extended to the following: *Conductor Frank Marsh,* who lost his father; *Conductor C. Olson,* upon the passing away of his father; and to the family of *Conductor L. Kotecki* who passed away after a long spell of confinement in the hospital. Also, *Motorman Mrowicki* upon the death of his sister and to *Motorman Tyler* whose father-in-law passed away.

Brother A. Wolz who took his pension on May 1, 1945, died January 10, 1946. He started on the cars January 18, 1918.

It happened on January 9, 1946, about 3:30 A. M. *Paul Totzke,* that smiling old timer, and the one and only *Eddy (The Slugger) Schultz* were coming to work. While waiting at Cicero and Armitage for the eastbound, Paul suggested they stand inside the door on the corner. The Slugger agreed after first assuring himself there were no booby traps inside. After all it was raining, wasn't it? Well, everything was cozy inside and the two boys were very contented until the eastbound arrived, and also left. But without the Slugger and Paul aboard. Here is where you use a grain of salt: For the alibi these two gentlemen gave for missing, is that the door had locked on them and they were unable to get it open! By the way, is there a locksmith in this Depot? If so, would you please consult these boys and explain the operation of how to open a door lock from the inside?

Operator E. Dillon is convalescing at home with a broken foot. He was just released from the hospital, but still has his foot in a cast. The accident happened October 30, 1945. That's a long time to be pinned down .So pay him a visit in your spare moments.

Motorman J. Schultz No. 1 reports his wife is improving after her operation. Mrs. Schultz had three blood donors from this depot: *Operator M. Cronin, A. Wendt* and *H. Thelin.*

Motorman L. Bennett was struck by an auto December 28, 1945, and is now convalescing at home. He was struck while trying to remove an object from the front fender of his car.

Welcome back *Motorman Vernon Bergner* who has received his honorable discharge from the armed forces.

North

By Florence Blaa

DIPPING HIS PEN in a subtle mixture of humor, envy and ink, Mark Twain once wrote: "What a good thing Adam had . . . When he said a good thing he knew nobody said it before." 'Tis the way with news, we hope that it is, but sometimes it isn't.

Motorman Don Culver of Pulaski says he has a happy running start of the New Year. But confidentially it can't be so, because it means he has to put those days in, in order to buy gifts for the family—his daughter June's birthday, January 16, another daughter, Dorothy Lee's birthday on January 27, his own on February 8 and his wife Marge's birthday on March 22, which is also their 14th wedding anniversary. Best wishes and congratulations to all!

Andy "Curly Locks" Medema, Don's former conductor, who is still in military service, was home with his family on a 17-day furlough but has now returned to Oakland, California. Military life certainly agrees with him.

Motorman Grasz's son, *Val, Jr.,* of the Coast Guard, in service almost four years and participant in the Okinawa and Iwo Jima invasions, is aboard a LST returning to the States, and Dad has every reason to believe that he will soon be home.

Conductor John DeJuren (retired) paid us a visit the other day, looking as chipper as ever.

Birthday greetings to *Motorman Carl Peterson's* son *Donn* who reached his 14th birthday on February 6, and also to the twins *Carl* and *Carol,* who celebrate their sixth birthday, on February 21; belated birthday greetings to *Motorman Charlie Conroy's* son, who recently celebrated his ninth birthday.

Congratulations to *Harold "Dry" King's* daughter *Charlotte,* a mid-year graduate from that "biggest town in the world"—Oak Park's high school.

Motorman Frank Salandra had quite a bit of bad luck when his home caught on fire and while we know he suffered some loss we are glad to report his family was uninjured. With the housing situation such as it is, let's see if we can't help him in finding a new home.

Best wishes and congratulations to the *Augie Johnson's* on their 20th anniversary, January 22; to the *Walter Lindberg's* on their 10th anniversary, January 26; to the *August Keslinke's* on their 30th, March 1, and to *Instructor Tommy Stiglich* and his wife on their seventh anniversary (a little late on the latter).

Motorman Frank Zummer is also in line for congratulations. During the month of January he celebrated his 25th year with CSL. Keeps getting younger every year, too!



Apparently Jack Mostyn (North) spent his time holding open house when he was in Hawaii. Last month we ran a picture of his reunion with Clerk Bill Pinasco. This picture shows Conductor Jim Poe, Motorman Bill Mattis (both of Cottage Grove) and Jack, chatting things over with a couple of native bus drivers

Our deepest sympathy to *Conductor Van Guilder, Motormen Bill Sweeney* and *W. Johnson No. 3,* in the recent loss of their mothers.

Instructor Krickow's son has travelled a long way from home, he is now with the AAF band in the vicinity of Nuremberg, Germany.

The stork left numerous "bundles from Heaven"—at the *Carl Ash's* home, a girl; the same at *Gene Brzeczek's* and *Conductor Weidenhamer's.* Boys were delivered at *Operator Bock's* home; at the *E. G. Parson's,* who promptly named him *James;* at the *Conductor George Burton's* which was the third boy; *William Richard* at *John W. Keefe's* which made two and at *Motorman Howard Anderson's* another son, named *Alan Jack.* Oh! yes! another member of the fair sex arrived who will soon be calling *Conductor John Hickox "Grandpa"!* Our congratulations to every one.

Conductor Don Frey of Chicago Avenue found a new and cheaper way to repair a watch. When it stopped at 1:00 A.M., one bitter cold morning, the boys told him that it was frozen and to place it on the stove to warm it. He followed orders and sure enough, it now runs as good as new.

We hope by this time that the changes in office personnel are familiar to you—welcome to *Bob Keag, Ted Hoellen, Ed. Witek, Jimmie Talent* and *John O'Connor,* the latter two are returning from other depots, since the last pick.

Special birthday greetings to *Superintendent Brookman,* March 16.

The shadow under *Clerk "Bruno" Ecker's* nose, is darkening slightly.

My farewell to you as correspondent. A thousand thanks to you who have cooperated so splendidly. My apologies to you who have had to put up with me. I now take my place along the sidelines. My successor, very capable, *Conductor Walter Lindberg* will take over next issue and I know that you will like him. Au Revoir!

Accounting — By Thomas F. Coan

WITH THE BEST wishes of the department, we are looking forward to the rapid recovery of *George Arendt,* who is ill at home.

The department extends a hearty welcome to *Miss Margaret Donovan* and *Mr. Gordan J. Doyle* as the latest addition to our personnel.

We are glad to see *Charles Trakshel* back on the job after his honorable discharge from the army covering a period of three years.

The following employees of our fair sex celebrated birthdays during the month of January: *Rose James, Elaine Gnatt, Arline Sumner, Loretta Klonowski, Rita Kasmarek, Henrietta Fabbri* and *Delia Jennings.* Best wishes, girls.

Raymond Backlund, who has been awarded the Purple Heart and Bronze Star, paid us a surprise visit upon his return from Leyte, during the past month. His appearance leaves no doubt but that Army life agrees with him.

La Verne Hofmann, Genevieve Missochrop and *Doris Brown* are proudly displaying lovely diamonds and have announced their engagements to *Edward Cole,* recently discharged from the Army, *Raymond Stryzek* of the Navy, and *William Slattery,* discharged from the Army, respectively. Their many friends are offering good wishes.

Helen Kossowan. Mithilda Korn, Ursulla O'Neill and *Libbie Kratky,* who left service were remembered with farewell gifts from their associates.

69th Station Leads in Courtesy Campaign

FOR THE PAST two months, 69th Street station has led all other stations in the annual courtesy campaign staged by the Transportation Department. Standing in this campaign is determined by the number of complaints chargeable to the trainmen in a station, as compared to the proportion of the total traffic carried.

Holding their positions of second, third, and fourth, respectively, for the past two months are Blue Island, Limits, and Lincoln. However, Archer has relinquished its position as fifth to Division.

The campaign is conducted on a cumulative basis, running from May 1, 1945 to May of this year.

Accident Investigation — By Audrey

WE WELCOME *John Hennessy* back from his many months at sea duty as R. M. 2/c aboard the *U.S.S. Almaack.* Good luck on your statementman job, "Three Star."

Police Court Attorney James A. Mahoney underwent surgery at St. Lukes Hospital, recently, and we are glad to hear that he is recuperating nicely. Hope to see you back very soon, hale and hearty.

The D.A.I. annual credit union meeting was held on Friday, January 18, 1946. The following members were elected to the board of directors: *Henry A. Praiter, George L. Griffin, Willis W. Helfrich, Fred W. Kinderman* and *Elvera Potensa.* Rumors have it that the credit union will be running a party this spring. Am I right—is it to be a "Little Abner and Daisy Mae" affair?

More than one reader of last month's issue of SURFACE SERVICE has told this correspondent that the finger wearing the sparkler is really the third finger left hand, and not the fourth. In fact, there has ben quite a bit of controversy on the subject. Try and catch me on the following item:

On her engagement finger *Lorraine Bennett* of the A.P.D. wears a lovely diamond, a gift from Y 2/c *Anthony J. Vincolisi.* Let us know when the wedding bells will ring.

Electrical — By Billy Schenck

THIS IS LATE news but worth knowing about. The Christmas party held on Dec. 24 at noon at Grand and Leavitt was planned by *Gilbert (Andy) Andrews.* A splendid lunch with ice cream as dessert was served, afterward a gift was presented to all who attended.

A beautiful card was received from *William Wende* expressing the gladness in his heart and the happiness inspired by the gift of remembrance from his fellow workers. Bill has been confined to the Hines Veteran Hospital for several months. He is now at home and from last reports he is doing nicely. Best wishes for an early return to our folds.

A card of appreciation was received from *William F. King* and family for the beautiful flowers of remembrance and sympathy extended to the King family in the hours of sadness in the loss of their mother, *Johanna M. King,* who died January 2, 1946 and was layed at rest January 5, 1946.

John (Jack) Becker of Argo Sub-station while on his way to work fell and injured his ankle and is confined to his home. Best wishes for a speedy recovery, Jack.

Thomas Kelly of Blue Island Sub-station has returned to his work after several weeks of confinement to his home a sick man. Glad to see you back on the job.

Charles Edling of 48th & 42nd Street Substation is off on sick leave. Get well wishes are in order for you, Charlie.

Henry W. Bauer who retired January 1, 1946, writes a nice letter saying that the memories of his past fellowship with other employes for so many years will always be cherished by him in his smoke dreams while puffing from those beautiful pipes which were presented to him on his retirement. Best wishes for a long life of pleasure and happiness.

We were all pleased to hear the good news of the rescue from drowning in Japanese waters, after a crash landing of a transport plane of Miss Sharon Rogers. Sharon is the daughter of Mr. and Mrs. Roland Rogers and the leader of an all-girl orchestra. They were touring USO Camps and were returning home when the accident occurred. Roland is electrician in the maintenance department.

Many of our boys who were in our armed services have returned to work with us again. They are *Adolph Kutz* and *Fred Hunsche* at the downtown office. *Edward O'Neil, Julian Cichon,* all of the Line Division. *Michael Powers, Jack Becker* of the Sub-stations, *William Rappold* of Grand and Leavitt and *Fred Damrow* of the Radio Division. Welcome to you all.

General Office — By Brenda & Cobina

IT LOOKS as though we have a bit of news to catch up with that we missed with all the Holiday activities. With a little none-too-subtle snooping, we found a lot of anniversaries in the Transportation Department . . . *Ida Lee Haney*

celebrated her third wedding anniversary by receiving a beautiful diamond ring from her honey overseas. He is home now and "Dixie Lee" is taking a furlough from the switchboard . . . *Althea Gudmundson* celebrated her first wedding anniversary, but her husband is still in Japan . . . *Charles "Stevie" Stephenson* celebrated his (he didn't say how many years) wedding anniversary by taking the little lady to see "Anna Lucasta" and to dinner downtown . . . *Bill Rooney* claims Valentine's Day for his anniversary . . . Not to be outdone by anniversaries was *Clarence Melbye* (dispatcher) who celebrated his birthday . . . An anniversary in the making is the one planned by *Minetta "Met" Rebig*. She has been sporting a diamond since Christmas and is planning her wedding to *Pat Connors* on March 2 . . . Before leaving the Transportation Department, we wish a speedy recovery for *Frank Matthews* who has been ill.

Bill Chaveriat (formerly of Executive Department and now at West Shops) celebrated his discharge from the Navy by saying "I do" to *Gloria Elizabeth Suhr*. The wedding took place at St. Paul's Lutheran Church in Chicago on December 29.

We all join with the Purchasing Department in wishing *Litta Jones* a speedy recovery from her recent operation.

Our deepest sympathy is extended to *Mr. Doyle* (Information Desk) for the recent loss of his father.

Phil Waechter (former chief clerk in Purchasing) breezed in to show off his civies. He was on his way to California to make his home and take advantage of the G. I. Bill of Rights.

George Macak (Purchasing) is now sporting a new rating. He is a T/4 Corporal working with the Military Government in Korea.

Employment Department — Our sincere best wishes to *Georgia Callesis* who recently celebrated her birthday and engagement to *Mr. Michael P. Kamis,* formerly of the U.S.A.A.F.

Congratulations to *Mr William C. Boggs* and the *Mrs.* on their thirtieth wedding anniversary celebrated January 20.

Schedule & Traffic — By L. C. Dutton

THIS MONTH we report the return of *Bill Kendall* and *Eddie Thompson* from the Pacific Theatre of War. Both have resumed their duties as traffic checkers and will be glad to wear civies for the rest of their lives.

The next time the streets are icy, we expect that *Bill Devereux* will be very careful driving his car. We are glad it was no more serious, Bill.

Visitors to the department during January were *"Gene" Jania* and *George Fahrow*. Both these men have been working for Uncle Sam in the south and they are not appreciative of our zero weather.

Lt. Bill Marston who left the CSL in 1942 to assist the OPA mileage rationing program, and from there went into the Navy where he was given LCI No. 1067 to chase Japs with, has returned to the CSL as engineer in the General Office.

South Shops — By Anne M. Yercich

WE'RE HAPPY to welcome *George J. Clark* who has been appointed assistant superintendent. We wish to extend him the "glad hand" and we hope he likes his new work.

The question of the week is—Where does *Dick Bulak* get all those ties and such pretty ones at that. Now, now, Dick, did you say *Aunt Agatha* sent them for Christmas?

The stork paused in Berwyn, Ill. long enough to leave a small bundle of happiness at the home of *Bob Hackbarth*. (Motor Repair) The new arrival an eight pound boy is already in training to become a better bowler than his father. Congratulations Mom and Dad.

Wonders will never cease in bowling. The other night *Ernie Humphreys* won a game for the Machine Shop team by bowling a 171 game.

Irwin Krauledis has a cottage, fishing tackle, and boat rented for his coming vacation. Now, Irwin, don't tell us you got the lake stocked with fish, too?

We offer sincere condolences to the bereaved family of *John Azukas* and *Tony Cuziens*. Mr. Azukas has been with the CSL for 35 years.

We extend sincere sympathy to *Bob Walker, Frank Hinski, Stanley Judeikis* and *Walter Dovich* who each have lost a loved one during the past month.

Wasn't easy saying good-bye to *Marge Kuchan* and *Mary Stark,* who left us the first of the year. We sure wish them loads of luck.

"Waiting for the train to come in, etc." was our switchboard operator's theme song for the past week. The train finally came in and there was *Sophie,* as perk as can be, waiting for her boy friend *Ed Fortuna* to come in. Ed just received a discharge after being in service 3 years. Need we say how pleased we all are?

James Costman is spending his vacation in Chicago. Getting acquainted with the city, Jim?

WELCOME HOME BOYS! Thanks for a job well done. Namely, *Jimmy Cervenka, Ed Buza, Charles Hebner, Andy Ziegelmier, Tom Coates, Frank May, Al Grinis, James La Mont, Tony Salkauskus, Joe Kiselus, Tony Musacchio* and *Dick Zajac*.

Sure makes a fellow feel wonderful to know he has so many friends from work who dropped in to see him and gave help in many more ways. Thanks a million is putting it mildly for the way *Joe Birmingham* feels.

John Taylor won a $25.00 war bond in a raffle. Guess some people are just born lucky.

Johnny Meehan is very proud of his technique in throwing his new hook ball. We wonder why he changed from a straight ball after his good scores.

We often wondered why *Ed Saunders* bowling average has improved of late but now the secret is out at last. Ed practices every Sunday afternoon at the Legion Bowling Alley for the coming league games.

Way & Structures — By Betty Lhotak

TRACK DIVISION: Have you noticed the "chick" appearance of *Violet McFarlane, Ada Fasting* and *Betty Lhotak* lately? The girls decided to keep in trim by taking gymnastic exercises every week at the Y.W.C.A. It's supposed to keep the curves in their proper places. But so far nobody seems to recognize any comparison between the girls and *Betty Grable*. Guess they'll just have to keep trying.

Servicemen who returned to their duties with us recently are: *Frank Milos, John J. Cichorski, Louis Bravatano, George Wagner, Biagio Messina, Nicola Cinquepalmi, John W. Thomas* and *Joseph Bellafiore*.

Sympathy is extended to *John Boesen,* material clerk in the Northern Division, who recently lost his father.

We are happy to welcome back *Paul Minogue* who served in the Army since October, 1941. He spent 18 months in Europe in a corps of engineers in charge of petroleum distribution. He received 4 bronze battle stars and an ETO ribbon. We are glad he is with us again in good health after his many adventures.

"Thank you's" are in order for the men of the Northern Division who responded to the call for blood donors for *General Foreman K. Sukovich*.

This column is saddened in reporting the following deaths: *Charles Peterson,* retired section foreman of Northern Division; *Trivko Lugonja; Steve Mihalich, Benjamin Keller, George Curapich, George Marich, Joseph Brdar,* and *Phillip Abete*. To all the families and relatives concerned we extend our sympathy.

In response to an appeal for blood donors from the family of *Fred Benac,* track laborer in the Western Division, six of his fellow workers answered his need by giving a pint each at the County Hospital. The donors were *C. Kucan, F. Miculinic, R. Ferraro, N. Cordone, T. Modrich* and *E. Zywczak*. From the latest report, Fred is doing fine and gaining back his strength.

General Foreman A. Micetic is prepared to face the worst of the winter now. Andy has been sporting a pair of Russian felt boots to keep his feet warm these cold days.

According to the latest rumor, *Bill Platt,* material clerk, is intending to soon take that final step and become a married man. I hear he is trying to get *C. Pavesic* to be the best man.

UTILITY DIVISION: *Trolley Tender John Cottle* dropped in the other day to pay us a visit after serving two years in the Pacific. Looks fine and says he will be back on the job shortly.

Wreck Truck Helper William Nierhoff and *Motorman George Durkovic* have been released from the service and are back with us. It's swell to have them back again.

Our sympathy is extended to the family of *Elmer Fehlhaber* in the recent loss of his mother.

We would like to remember at this time a few of the boys who have had an unusual siege of illness recently and hope to see them back

on the job soon. They are *Motormen A. Pavesic* and *C. Olsen, Wreck Truck Chauffeur C. Martens* and *Helper J. Thomas.*

BUILDING DIVISION: *Hugh Dolan,* Laborer. fell New Year's Eve and broke his leg. We are glad to hear that he is feeling a little better now.

John Retzler seems to have a beautiful collection of ties. One of his favorites is a tie received from an ex-serviceman friend and has on it the most attractive species of pink and green butterflies.

Laborer Fred Palermo has retired to enjoy a well earned rest.

We extend our sympathy to *Bert Freewald,* engineer at Clark and Elm boiler room, whose sister passed away January 21, 1946.

West Shops — By Eda Laube

DAY BY DAY our boys are coming home to be discharged and anxious to get back on the job. One of the latest to return is *Mr. A. Amodeo* who previously worked at Ardmore before entering service. After spending over four years with Uncle Sam, he is now a member of the West Shops and is assistant to *Mr. Horning.* We wish to welcome you home and hope you will enjoy working with us.

We have acquired two new mail boys due to the resignation of *Kay Finlay* and *Bob Grady. Pat Ryan* and *Don Karl* have come to fill these places and are doing a swell job of it too.

We have heard from *William H. Goetz* from Nuremberg, Germany, through his father *William Goetz,* motorman at North Avenue, who reports that Bill is doing OK and wants to thank us for his Christmas check which he recently received from the company. Bill has been in military service since September 13, 1943.

The boys of the Paint Shop have received news from *Frank Ariano* of the Army. Frank says he is leaving Tokyo soon and expects to be back working in the Shops shortly.

Frank Kalinowski, a marine, has arrived back in the states and expects to be working in our Paint Shop also. He is taking a small vacation before returning to the job.

Congratulations to *Helen Cwik* for her birthday. Helen is looking mighty happy these days. We don't blame her either, as hubby is home on a fifteen day furlough from the Army.

George Brignac, a soldier of three years and ten months has returned to fill the position of *John Cummings* who has resigned to go back to school.

Andrew Tyson recently discharged from the armed forces has returned to the Shops to his former position as armature record clerk.

Theresa Keenor has been transferred from the Machine Shop office to the Bus Overhaul Shop. We know you will enjoy working in your new location.

ANSWERS TO MOTO-QUIZ: (1) Yes. Motorists failing to comply with the new Safety Responsibility Law will have their licenses suspended. (2) No. His car cannot be driven without registration plates. (3) Yes, during an average year.

Off the Trolley

The Chicago chapter of the American Red Cross has completed its plan for the drive to begin March 1. Goal for the city is $5,100,000. Because their is a continued need for Red Cross services by occupation forces, hospitalized sailors, soldiers, and returned veterans and their families, the campaign slogan adopted is: "Your Red Cross Must Carry On!" . . . CSL employes will have a chance to help in this good work.

★ ★ ★

One of the most popular, and perhaps the most photographed of Chicago's statues is St. Gaudens' "Lincoln Monument," which appears on the cover of this issue of SURFACE SERVICE. It stands at the foot of Eugenie street in Lincoln Park in a court designed by the architect Stanford White. The Monument was donated to the city of Chicago by Eli Bates, and was unveiled in October, 1887. Need we add that you can get there by Surface Lines?

★ ★ ★

Which reminds us—the Chicago Park District has just begun a winter golf school, conducted by Packey Walsh at three central park locations over the city. Instruction is open to everyone, free of charge, whether you have never played before, or if you merely want the advice of a "Pro" on your game. . . . Wonder if learning to swing a golf club would help on a swing-run?

★ ★ ★

This is the season for wheezles and sneezles — with the weather man laughing up his sleeve and the mercury doing flip-flops in the thermometer—so we found this poem particularly appropo:

I sneezed a sneeze into the air,
It fell to ground I know not where
But the looks I got were so cold and cranky,
I resolve hereafter to use my hanky!

★ ★ ★

Although there will be no more bond drives, the U. S. Treasury is continuing to sell E, F, and G Bonds—only difference from Victory Bonds is the name: "U. S. Savings Bonds." . . . Because they realize that this is the most convenient and simple manner to purchase the best investment available today, over 13,000 CSL employes have already indicated their intention of maintaining their payroll savings plans.

★ ★ ★

Free rides for civilians was the turnabout instituted by a slightly happy sailor in San Francisco recently. Seems he gave the two-bell signal when the conductor left the car for a moment. At each of the succeeding stops he welcomed the passengers with "Step right up, folks'. Everything's free tonight!" . . . By the time the connie caught up with the car it was loaded to capacity with a good-humored, free-riding load!

Incidentally, during the past four years the Chicago Surface Lines have granted over 70,000,000 free rides to our men and women in the armed forces.

★ ★ ★

You have to adjust your driving technique to the condition of the streets, this time of year. Ice and snow increase the braking distance from 3 to 11 times that required on dry pavements. . . . According to the National Safety Council, skidding was a factor in 3 per cent of all the 4,800,000 traffic accidents in 1944.

★ ★ ★

FAMOUS LAST WORDS: "Hand me a cigarette, please. I'm too tired to get out of bed."

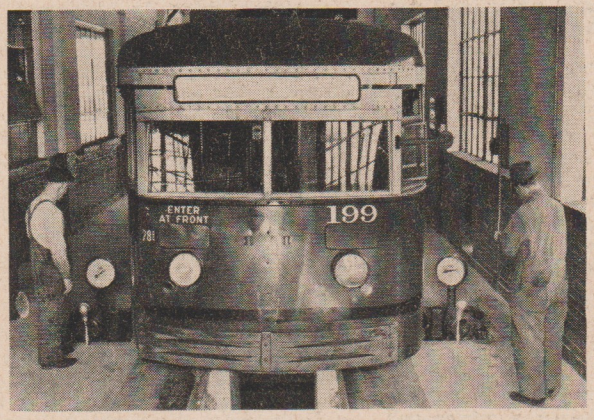
★ ★ ★

Understand the local Social Security Board was all set, immediately following the end of the war, to have a big increase in applicants for old-age benefits. But many of the men and women age 65 and over have continued working—and others who have retired or been laid off have failed to file the forms necessary to obtain their social security benefits! . . . Field offices in Chicago are at the following addresses: 173 W. Madison St.; 1045 Lawrence Ave.; 225 N. Pulaski Road; 417 E. 47th St.; 703 W. 66th St.

2,300 *Service Men* YOU SELDOM SEE!

MEET THE PEOPLE IN CSL SHOPS AND CAR HOUSES WHO GUARD THE SAFETY AND COMFORT OF STREET CAR AND BUS RIDERS

There's an *unseen* army of CSL men—more than 2,300 skilled workers—working for *you* night and day! This army is made up of competent specialists, men who know their jobs well and who perform their duties with painstaking efficiency. Here are machinists, electricians and mechanics—carpenters, painters and upholsterers—yes, and of equal importance to you—car cleaners and utility men. All of these are people worth knowing—good neighbors who are working to provide you with safe, convenient and comfortable city-wide transportation.



CONSTANT INSPECTIONS AND TESTS MAINTAIN A HIGH SAFETY RECORD

Brakes are checked several times weekly on every CSL vehicle—kept in good condition by careful mechanics.



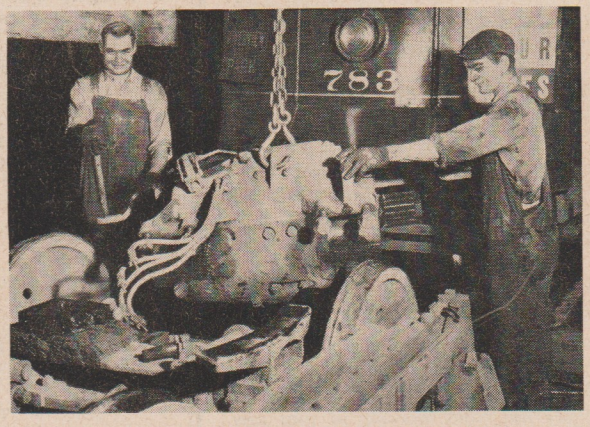
ALL CSL VEHICLES ARE REGULARLY CLEANED . . . INSIDE AND OUT!

Interiors are cleaned every night . . . cars are reconditioned, reupholstered, and repainted at regular intervals.



NINE REPAIR GARAGES MAINTAIN GROWING FLEET OF CSL BUSES

Skilled mechanics are adequately equipped for complete maintenance and repair of chassis and bodies.



CSL EXPERTS TAKE CARE OF OPERATING REPAIRS OR COMPLETE OVERHAULING

17 Car Houses handle running or operating repairs . . . 2 Main Shops (South and West) do heavy repairs and overhauling.

CHICAGO SURFACE LINES

Chicago's City-Wide Transit Service