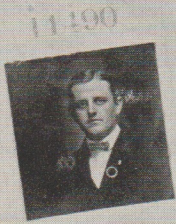


Oct. 1907



Frank Broz



J E Finn



E Batsch



C W Bokart



B C Curby



J Lynskey



C George



H Adams on



Jas Hlad



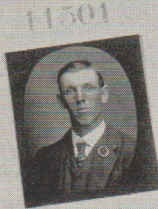
F E Fikar



M Schorerfield



H Silverman



L A Perry



M Grady



A Appel, Jr



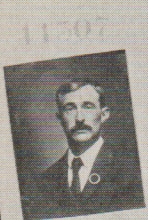
N Crystal



Ray Carroll



F Verbauwen



W Walpin



W Kriesemint



E J Barrett



H Miller



F G Kerr



H Keanmer



C Large



A Mylin



Jas Reidy



E Emerick



H Long



F Kacha



J A Soldat



W B Ollenquist



J Smith



Jos Palkoska



M Nelson



W F Kemp

Surface
SERVICE
MAY, 1946



The year: 1905. The place: Western and Washington depot. Kedzie friends of Bill Luedtke will recognize him sitting in the first row, third from the left. The men in civilian clothes are the wagon crew. Note the "broken neck" collar on the clerk in the window!

360 "Pillars of Company"

A List of Employees With More Than 40 Years of Service.

PART OF THE strength of CSL lies in its large group of old-timers who have helped build the Company as it is today. Changes and new employees may come and go, but these 360 "pillars of the company" have formed the nucleus of reliability upon which the Company has built its service.

During the 1945 fiscal year 86 more employees qualified to be included on this list by completing more than 40 years of service. Their names are included in the following list which is organized according to department, then according to seniority and alphabetically.

Accident Investigation and Legal

Clarence W. Guilliams, 53 years; William O. Holton, 48; Carl Bodenstedt, 46;

Julius Lellinger, M. H. Ryan, and J. F. McCarthy, 42.

Electrical

Patrick J. Griffin, 52 years; William D. Sebraska, 50; Oscar Ohman, 48; Arnt Sorenson, 46; Henry Richter and William Becker, 45; Harry Burke and Fred Schurke, 44; William Schenck and John Griffin, 43; Stephen Gecan, 42; William Stokes, 41; Thomas Walsh, Daniel Darcy, Harry Lauer, Walter Hart, Archie Smith H. Doran, A. Janke, 42; J. Cuculich, T. and William Broderick, 40.

Executive

F. L. Hupp, 43 years; J. V. Sullivan, 42; and W. Pasche, 41.

Financial

M. V. Morton, 54 years, and J. Norton, 42.

Carhouses

August Lund and John McMahon, 49 years; Joseph Bolton, 48; James Logan, 45; John Warnken, Simon Lileikis and William Krueger, 44; Charles Roggentin, Benjamin Phillips and Michael Kasnau-sky, 43; Fred Simon and Allan Bollinger, 42; John Connor, 41; and Walter Goddard, Noah Moss, and Anthony Genutis, 40.

Material & Supplies

F. C. Nagel, 44 years.

Shops Department

William Goering, 52 years; Harry Johnson, 47; Carl Erdmann and John Sake, 46; Henry Schippers, 43; Walter Knobelsdorf, 41; and Edward Rooks, 40.

Way and Structures

T. J. Blakely, 55 years; J. Milos, 52; L. Dorich, 49; E. W. Anger, 47; N. G. Janke, 46; L. Fragrasso, S. Milos, J. Pascalo and W. Quinlan, 45; T. Dugo, A. Johnson, G. Jurich, and A. Rohde, 44; C. Johnson and J. Ruzich, 43; F. Cardello, Lynch, A. Micetic, E. Nelson, G. Peterson,

SURFACE SERVICE

J. Preto, and J. Vicevich, 41; and M. J. Griffin, F. Imburgia, J. Stiglic, and T. M. Stiglich, 40.

Transportation

62 Year Men: Terence Kennedy.

61 Year Men: James T. McCarthy.

60 Year Men: W. J. Storey.

59 Year Men: H. H. Eichhorn and David Hennessy.

58 Year Men: Michael Miles and Peter Nelson.

57 Year Men: Henry Fossum and James H. Keester.

56 Year Men: John Brennan, Thomas Durkin, John Grady and Thomas King.

55 Year Men: August Benson, Olaf Johnson, Charles H. McKeil, William J. Moloney and Maurice Walsh.

54 Year Men: James Kehoe.

53 Year Men: Charles E. Henderson, Godfrey Koth, Patrick Lavelle, Carl O. Longquist, Henry Pauly, David J. Reid and John Simon.

52 Year Men: Wilfred A. Bessette, Fred Broderson, Leslie E. Cotton, William T. Jones, Thomas McCourty, James Noonan, Orrin N. Ross and Michael Weber.

51 Year Men: James E. Borne, James Kennedy, John P. McCauley and Jeremiah O'Connor.

50 Year Men: Oscar J. Aubry, John Cavanaugh, John J. Ford, Fred W. Hayes, Fred Krueger, William Roach, John Sturm and Joseph R. Wall.

49 Year Men: John Kleim, Peter H. Larson and Martin Scanlon.

48 Year Men: Adolph Burkhardt, Nick Nebels and Samuel Rasmussen.



Conductor Charlie McKeil (Devon) has the honor of being the oldest active full time trainman on the force. Eighty-five years old, he keeps threatening to take his pension sometime this summer.

47 Year Men: Claude C. Cricks, William Harrington, and John Nelson.

46 Year Men: Clinton A. Downey, Bernard Hanley, Anton Kamalick, Andrew F. Larsen, Frank M. Miller, Jeremiah O'Connell, Llewellyn E. Rich and Victor Varley.

45 Year Men: Juno Anderson, Arthur W. Bishop, Edward J. Church, Benjamin Crawford, John Doyle, Edward J. Hanly, Charles H. Johnson, John Lloyd, William Mohrlock, Walter F. Pearson, James M. Powers, Phillip Proesel and Thomas D. Watt.

44 Year Men: George E. Brown, John A. Fitzgerald, Floyd J. Frank, Maurice J. Griffin, John H. Johnson, Albert Moore, Alexander Murray, Henry Peters, Patrick Rafter, Charles Schal, Charles B. Schwartz, William Spackman, Edward E. Spengler and William C. Steege.

43 Year Men: Thomas Barry, William Buchner, James Burns, William H. Butman, Emil Carlson, Anthony Downes, William C. Dreier, Thomas H. Eigelsbach, Michael Gordon, Patrick J. Hennessy, Warren Hilliard, Charles F. Holloway, Louis H. Karnett, John F. Manson, Olaf B. Olson, John W. Reibly, John Roesser, Charles A. Sargent, Herman E. Schmidt, Edward Simons, Nels L. Thorson and John Wirth.

42 Year Men: John H. Beck, Alexander Bombicino, Paul Buege, Thomas Dunn, Gustav A. Egmer, Randolph P. Ellerbeck, George Galloway, Peter Grant, John O. Green, William A. Hall, Ora A. Hatch,

From Motorman Charles Conroy comes this photo of a CSL skating party back in the '20s. The keen of eye may recognize the late John O'Connell, Supervisor J. Bane, Kedzie Chief Clerk Myles Harrington, General Foreman of Garages Charlie Holzzschuh, Supervisor O. Loftsgaarden, Frank Eggert of North Avenue, Chief Dispatcher Clarence Melbye, and many a North avenue conductor and motorman still on the forces.



Charles Holtberg, Allen H. Jackson, Charles Johnson, Joseph Johnson, Bernard C. Jonas, John E. Jones, Frank J. Kearns, Henry Keeter, Peter Kroes, Ludwig C. Lewerenz, Eugene McKenna, Patrick J. Murray, Patrick J. O'Connor, Daniel F. Parker, Hagen Paulsen, Frank M. Perry, Mathias C. Peterson, Richard H. Rowland, Fred E. Smith, George F. Sullivan, Thomas C. Sullivan, James Tenny, Theodore A. Tietz, John J. Trinen, William Zech and Herman W. Ziehm.

41 Year Men: Michael Austin, Richard J. Barry, Frederick M. Bartlett, John L. Beyer, David Bohrer, T. J. Bresnahan, Thomas J. Brosnan, Patrick Brown, Joseph P. Coleman, John Coughlin, Frank Courtney, Florence M. Cronin, James Daley, George Faul, James Foley, Charles Frank, Edward H. Gaede, Edward Gillard, Patrick Hayes, Harvey A. Johnston, Otto A. Kaeseberg, John C. Kalas, Joseph J. Kehoe, William P. Kelleher, Thomas J. Kells, David Kennedy, Edmund Kennedy, Joseph Kenney, Theodore C. Korman, George Lahey, Michael Lane, Harry W. Leach, Daniel Mahoney, Gustav Manson, John H. Meyers, Walter Miller, Dennis Morrissey, John J. Murphy, William J. Myers, Michael J. Naughton, Andrew O'Shea, Alfred W. Pearce, Thomas Pierce, John Rowland, Richard J. Scanlon, Rudolph Schultz, Filbert J. Smith, Joseph Sweeney, Christopher Todd, John G. Volk, Carl G. Wallin, Robert J. White, Anton Zeidler.

40 Year Men: Elmer Balfanz, Otto W. Bischoff, Arthur C. Bohn, Richard A. Born, John W. Bowe, George Brady, Arthur J. Burgeson, Raymond A. Calp, John

A check which has no cash value, but which could well be any trainman's treasured possession is the one produced below—received by Conductor Edw. Fischer (Division) from a group of his regular feminine riders.

Mother Waits Hopefully For Son Missing Two Years

TWO YEARS ago *Captain Joseph Olbinski* (welder-helper, North Division, Track) was stationed in Tinsukini, India, assigned to a group with the mission of dropping food, and medical supplies to paratroopers in advance areas. On May 23, 1944 his plane was lost in a severe storm while flying over mountainous territory. No trace has ever been found of either his plane or its occu-

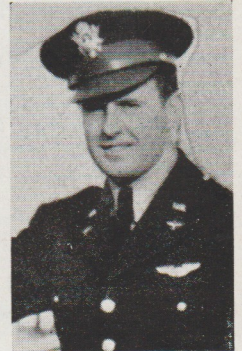
Carlin, Patrick Carlin, Frank Carmichael, Joseph S. Chuchna, Harold B. Clemens, Frank J. Conway, Thomas Costello, William Cryder, Michael Dardis, Stephen Derenski, Eugene Devine, Maurice Donahue, James J. Doolan, Matthew J. Farrell, Garrett J. Fleming, Fred S. Fredericksen, Jacob F. Geneser, Harry H. Goodrich, Peter J. Graham, Albert F. Grohn, Richard A. Gruhn, Albert Hambergren, Nicholas J. Hanson, Morris Hirsch, John Holland, Ben Johnson, Thomas Jorstad, John Kennelly, Charles M. Kestler, George E. Laschetzke, William J. Leahy, Arthur J. Lester, Ludwig L. Liden, John Maguire, Bartholomew Maloney, William F. May, James McFarlane, Michael McHale, Thomas McHugh, Patrick J. McMahon, Owen McVerry, John Milton, Michael Monaghan, Daniel J. O'Connor, Michael O'Rourke, William J. Perry, Christ E. Peterson, William Quinn, John F. Racky, Jacob Raffel, William Riel, John Riley, Richard Robinson, Edward J. Ryan, Arthur H. Scanlon, Charles A. Schultz, Henry E. Schultz, Emerson C. Springer, Alexander L. Szamocki, Emil M. Varbelow, Ernest E. Victorson, Harry Wellman, Daniel Whitenach, Henry Wigard.

pants, even though they were flying only 25 miles from their base.


For that reason Olbinski's mother still has hope that he may be found. She has written numerous letters to the government and to boys who saw action in that territory. The last letter received from the government early in April of this year, however, stated that "while they were unable to find any trace of the plane or its occupants, it is presumed that he is dead—and is so recorded."

Joe Olbinski enlisted in the Army Air Corps on May 28, 1941. Prior to being stationed in India he saw service in Af-

Hoped for.
Joseph Olbinski
Track Dept.



rica, Sicily, and Italy. He was decorated by General Doolittle in Tunisia, receiving the Distinguished Flying Cross and Air Medal. His mother was also presented a Distinguished Flying Cross recently. He was 30 years of age and had been with CSL since May, 1936.

 <h1 style="margin: 0;">JAMES B. DAY & Co.</h1> <p style="margin: 0;">WOOD FINISHING MATERIALS AND SPECIALTIES</p> <p style="margin: 0;">CHICAGO, ILL. 2-27-46 \$ XXXXXXXX</p>	
<p>PAY Many Thanks and Appreciation for Friendly Service-----</p> <p>TO THE ORDER OF</p>	<p>Clybourn Avenue's Nicest Conductor Clybourn Avenue, Edw. Fischer 8636 —Chicago, Illinois,</p>
<p>THE FIRST NATIONAL BANK 2-1 OF CHICAGO, ILLINOIS</p> <p>JAMES B. DAY & Co.</p> <p>James B. Day & Co. Girls PRESIDENT TREASURER</p>	

DETACH BEFORE DEPOSITING

SURFACE SERVICE

You Are The Surface Lines

What the Public thinks of the Company is largely determined by the actions of the employes with whom it comes in contact. These are some of the employes who did a good public relations job during the past month.

MOTORMAN PAUL GUNTHER—Blue Island

"I just had to write in and compliment this man on his way of making a passenger happy the first thing in the morning . . . I wait for his car, for he puts me in the right state of mind for my work . . . I have yet to see him pass a person up on the street. He is indeed a gentleman," wrote Julius Gross, 3132 W. 15th Place.

★

MOTORMAN GUSTAF MELANDER, and CONDUCTOR PHILLIP J. THOMAS—Sixty-ninth

"These two men are always careful to see that you get on the streetcar, and then greet you with a nice good morning smile. They even help you up the step when boarding the car . . . and are always whistling or singing. I have never seen them grumpy," reported "Mary B.", who preferred not to give her address.

★

OPERATOR GEORGE WALLACE — Archer

"If you want to personally give him a pat on the back for me I would appreciate it." John J. Fressle, assistant agent of the Chicago Railways' Hotel Ticket Office, 506 S. Wabash, appreciated the courteous efficient manner in which Wallace performed his job.

★

CONDUCTOR EDMOND CORBEIL — North

"It is a pleasure to ride on his car," reported Mayme Thomas, 444 E. 48th.

CONDUCTOR ROBERT McGOVERN —Kedzie

"If he served his country as he did his company last night, he must have been a good soldier," wrote Marie Schilling, 58 W. Goethe Street. "He took the blind man by the arm, helped him over to the sidewalk, and then came back to his car, saying nothing."

★

CONDUCTORS MICHAEL TIERNEY — Seventy-seventh; JOSEPH POPP, VICTOR RECHLEVICZ, EDWARD FRIEL, and HENRY GOTTSCH—Cottage Grove; ARTHUR BEAUCHAMP—Burnside; and HERBERT KENNEDY—Sixty-ninth.

Saddie R. Chon, 4932 S. Lake Park, needs assistance in boarding and getting off cars. In a recent letter she indicated her appreciation for assistance given by the above men.

★

OPERATOR WILBERN VAUGHN — Devon

"I have yet to find anyone to beat this lad. I hope he and others like him go places," from Mrs. Florence Keeley, Transo Envelope Co., 3542 Kimball.

★

CONDUCTOR ARTHUR MALMQUIST —Armitage

He "called out clearly and very distinctly every stop all along the route." According to Mrs. Hazel Bernas, 160 Wendell Street, "I feel that (Malmquist) deserves commendation for handling his job as I wish other conductors would."

CONDUCTOR EMIL CAIRO—Lawn-dale

"The young man is a credit to his employers as well as to the general public," states John Konigsmark, 4019 W. Cullerton.

★

CONDUCTOR STANLEY WIELGUS—Division

When Mrs. Irmalou Sabanda, 1333 N. Campbell, lost her purse containing a large sum of money, she expressed her "sincere appreciation to this man for his splendid act of honesty and integrity" in returning the purse intact.

★

MOTORMAN RICHARD GISMER — Devon

"He has time to be nice to riders," states Kart Weickert, 449 Wisconsin.

★

CONDUCTOR HENRY BRETZ — Armitage

Pearl Dietz and Josephine Kock, who did not supply their address, wrote praising his care of a crippled man.

★

CONDUCTOR JOSEPH POPP—Cottage Grove

"He hopped down from his car and helped a mother with her two children onto the car," according to J. A. Murphy, 2358 E. 70th Place.

Around the Car Stations



ARMITAGE

By Ted Shumon

ON THE SECOND day of this month your scribe had another birthday. For the benefit of the curious, it is still 36, remarks of Bro. Shippy to the contrary not-with-standing.

We of Armitage extend our deepest sympathy to *Edward Plocinski*, whose father passed away recently. Eddie was stationed in Guam. He flew from Guam to the West Coast in 33 hours and from the Coast to Chicago in nine hours. He paid us a visit at the station and we were all glad to see him. He expects to be discharged soon and will be back with us for good . . . We also extend our sympathy to *Conductor Geo. Thompson*, whose mother died recently.

Leonard Goduto paid us a visit recently and is wearing his "Homing Pigeon." We all hope you can still wear your CSL uniform, Leonard, for clothes are mighty scarce.

Richard Redding and *Sam Rini* are wearing CSL uniforms again after wearing Uncle Sam's "Shoot Suits" for many months.

Your scribe also discovered that *Douglas Thime* has been discharged and has been back on the job for some time.

It has been reported to this department that *Frank Rudolph* is studying the "Life and Loves" of Casanova. Anyone who has anything helpful to offer along this line, please contact Rudy. Some one should page Pat McCarthy.

Have you noticed our janitor *Jim Goulden* strutting around the barn recently? Quietly investigating we found that Sir Stork delivered him a fine big girl on April 5. Mother and babe are doing fine and Jim will fully recover in due time. Congratulations, Jim, even though you are an FBI (Free Born Irishman).

Motorman Pete Englund came to the CSL on May 21, 1913. Seven years later in

1920 he had a young student named *Gus Wajerski*. Pete has been off the job for quite a long time and when he returned he had to take a day or so studentship before he took over. Yep, you guessed it, his instructor was Gus Wajerski, his student of 26 years ago.

During the month of May the Chicago Salvation Army is conducting a Capital Campaign to remodel and repair their institutions. Your support will be greatly appreciated. This is a very worthy cause and should be supported as whole-heartedly as they supported our boys during World War I.

Your scribe is one who has always called a spade a spade, until I hit my foot with one t'other day.

DEVON

By Charles Saklem

SOMETIME AGO Supervisor *Frank Hess* took a trip to Indianapolis, Indiana, arriving in town about 3:15 in the morning. As a matter of fact Frank drove his machine down the car tracks. When he entered what they call "the Circle" a police squad honked at him and made him pull over to the side of the road. He had violated the city laws by driving on the car tracks. It took some tall explaining to the officers that here in Chicago a man can always drive down the car tracks and through safety islands. They eventually let him go with the admonition that he stay off the tracks. Boy, wouldn't it be grand and glorious if all the machines stayed off the tracks here too? We'd really be able to make time then. Incidentally, you can't drive through safety lanes in Milwaukee either unless you are prepared to pay a big fine.

FRONT COVER

This is a page from the "Ringer Book" for the month of October, 1907. Pictures of all new employees were placed in this book and circulated among the various superintendents and company officials to detect any individuals previously discharged who might be attempting to return with the company under an assumed name or with a new beard or mustache.

Motorman Chester Ketter from Devon, who went into the armed services about four years ago is now at Vaughan Hospital, Ward 50, Room 205. When you are up that way go see Chester. He is blind at present. Hope you will regain your eyesight Chester, and that we will soon see you back on the job.

Conductor Joseph Fister was discharged from the Navy, March 2, 1946, and is back to work again.

Conductor Hicks was not able to buy a new car, so he got a bicycle. They tell me it is built for five. That I would like to see. When you see the Hicks family coming on their bike, give them the right of way without an argument.

Another one of our boys couldn't get a car but he was a little bit luckier. On April 27 he went to the Ridge Theater and won one of the two cars given away by the Rogers Park Post of the American Legion. This lucky fellow is *Supervisor Herman Anders*. I need a new car too, fellows, but I'm never that lucky.

Motorman John F. Berry passed away April 16. *Motorman Earl Dufford* lost his wife April 26 and *Conductor Sam Tarrant* (retired) lost his daughter April 14. To these families we at Devon wish to extend our heartfelt sympathies.

DIVISION

By Fred Shippy

WELCOME HOME to *Charles Kaplan* (Navy), son of *Barney*. He is now a member of the faculty of Roosevelt College. Also to *Elmer Peck* (Army) son of *Clayton*, who served two years in the states, was a member of the honorary guard guarding the U. S. Capital, in 1943 sailed for Europe and arrived home in 1946. It took his Dad four days to welcome him home. Take it easy, Elmer, don't tell Dad too many tall stories.

DONTBEASOREHEAD: Ask *McMahon* (Repair) who the fellow was that gave *Red Lowery* a stick of gum and after Red started to chew it, Mac charged him one cent for it. Super salesmanship, Mac, I understand you got the gum for nothing.

Charlie Christensen claims he is the only guy that can make *Bill Thomas* smile. Charlie, you are wrong, what he found on the street made him smile, also makes him write if he is wrong, when he saw you get bumped he laughed out loud.

Red Staton is calling all ball players to sign up now as the season is here for it. Say Red, can you arrange for the Old Fogies to practice for the Wise Crackers. I understand

Otto Kaeseberg is in good form as a pitcher; Johnnie Bowe, short stop; Art Bishop, catcher; John Fitzgerald, umpire and you know where the rest of 'em fit better than I do.

Johnnie Bowe is learning to sing a new song "That Leader of Mine." Better practice short stop, John, you don't have to work so hard, and the Christensens can beat you singing with their mouths shut.

The report from the Bowlers is not ready as Charlie Clark is not quite well yet. Come on, Charlie, snap out of it and get 'em lined up.

I understand C>Note from Noble would like to resume his old name of ZERO as he has thrown away the dead cigar.

They say Ray Larson walks on the other side of the street when the Cubs lose. Why not go down the alley, Ray, or better yet, why not be smart and pick a winning team.

I wonder what became of the old man of the mountains and his Conductor J.B.M. Ask Humer who the fellow is that always forgets his badge and must run home and get it.

KEDZIE

By Joe Smith

AQUAMARINE WALLS, ivory ceiling, and blonde cabinets. Very neat and pretty. The trainroom and office have taken on a brand new look.

That new door just whittled into the trainroom is to help nervous people hunting lost articles; it is not an accommodation for half-minute men (though it helps).

During the recent pick Bill Hannon, the mayor of Harrison Street, was busy admitting and welcoming the "regulars" back to Harrison after their winter hibernation on Madison . . . Jim Lynam and Bill Haumesser parted

company . . . Ray Snell haunted every PM man in the depot to let Sol Gallo alone on the pick. He was there every day and was so worn out contacting everyone that he went on his vacation as soon as he picked.

Sal Valloni was snowbound at Kysburg, California, where he spent part of his vacation. He also visited Fresno, San Bernardino and Sacramento. In his automotive trek across the desert he was hard put to find something to quench his thirst. Even his auto didn't like the taste of the water.

Pete O'Neill considered himself a lucky fellow when he was told to come and get his car that had been stolen from his garage. It was located by the motor club of which he is a member.

Mike Navin and Morris Braidman were pulling into the depot after their morning effort on Madison Street. The only passenger on the car at 5th and Kedzie was a dark-complected gent who was sound asleep. Mike aroused the sleeper and told him it was the end of the line. Says the DCG: "Don't disturb me mistuh officuh, I is on the beam fo' Mississippih." After he left the Navin-Braidman car he somehow deposited himself in a berth on Leo Sharp's car and changed his destination to Tennessee.

During a Sunday spent at a gathering at St. Ignatius, Joe Freeman, Eddie Harrold, and Vince Ford were together. When it came time to smoke, Vince found he didn't have a cigar. Joe borrowed one from a prominent judge and as he handed it to Vince he received it with "Where's the five dollar bill?"

After picking, Jim McCabe found himself in F group and made the remark that he was off on Christmas. Bill Halla immediately pulled out his calendar and said E group is off on that day.

Joe McNallis and Frank Kenny took the L-O-N-G walk on April 27. Joe recently returned from an extended visit overseas and Frank came to us about a year ago from the armed forces. Good luck, fellows.

Walt Blankschen acted as the give-away man at the wedding of his favorite niece on April 28. He was so excited about it he was accused of being the one to be given away by his niece.

According to an article submitted by Ed Van, 2000 to 2500 horses lost their jobs with the coming of the electric cars in October of 1895. At that time the terminals of Harrison were Kedzie and Western Avenue and were extended from Kedzie to State.

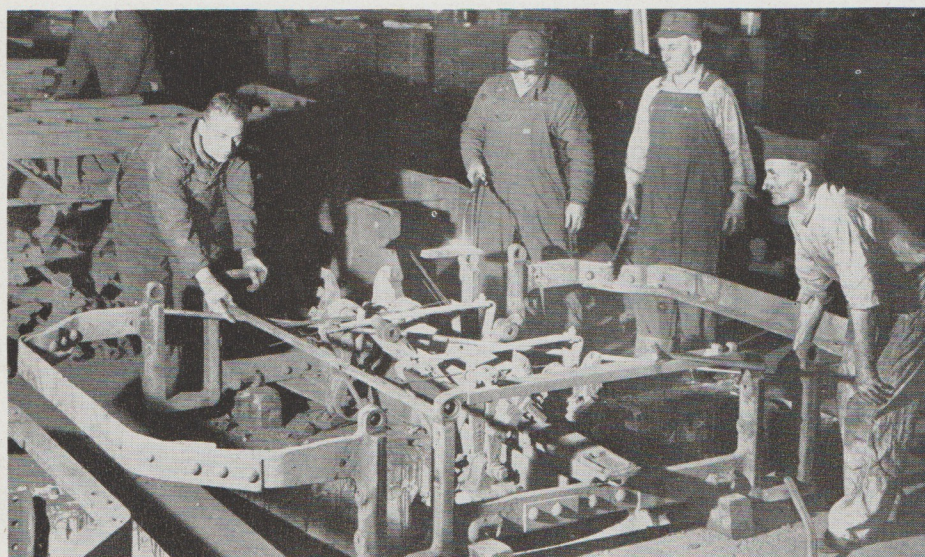
We're grateful to Bill Toomey, Bill Luedtke, Bill Finn, Walt Mattiesen, and Nick Stafford for their cooperation on this issue of Surface Service.

Bunny Herrick wants the lowdown on the picture of Snell and Gallo. He is also curious to know how Red Szudarski cut his hand. (Herrick has the idea that Red reached too far over the counter in the butcher shop.)

Joe Thomas sets a good example to all trainmen by carrying a miniature first aid kit in his trip sheet case.

The President of the USA, his cabinet officers, the Chairman of the UN and the butcher and grocery man have been invited to

(Continued on Page 10)



THE PAY-OFF ON SUGGESTIONS

DURING THE FIRST YEAR of its operation the Shops and Equipment Suggestion System brought forth a total of 269 suggestions. Approximately one out of every five suggestions received awards, ranging from five dollars (the minimum) to two hundred dollars. As each accepted suggestion becomes one year old it is reviewed to see if an additional award is indicated.

A typical suggestion is shown in the above picture, where Jack Lipinski (truck repairman), Joe Kereszturi (welder), John Hasselmier, and Frank Ciezadlo (truck repairman) of West Shops use the device designed and built by Ciezadlo to line up truck frames and hold them in position during welding. Largest number of suggestions came from West Shops and the Devon carhouse.

Softball League Gets Back Into the Swing

THE SOFTBALL league is once again beginning plans for a full season of activity following its wartime vacation. With the fellows back from the service and the manpower troubles being solved, there will once again be time to bat the ball around . . . Heading the League as secretary is Walter Zelis of Archer. Managers of the various teams have already met to lay out the preliminary work.

Bowling League Winners In Final Playoff

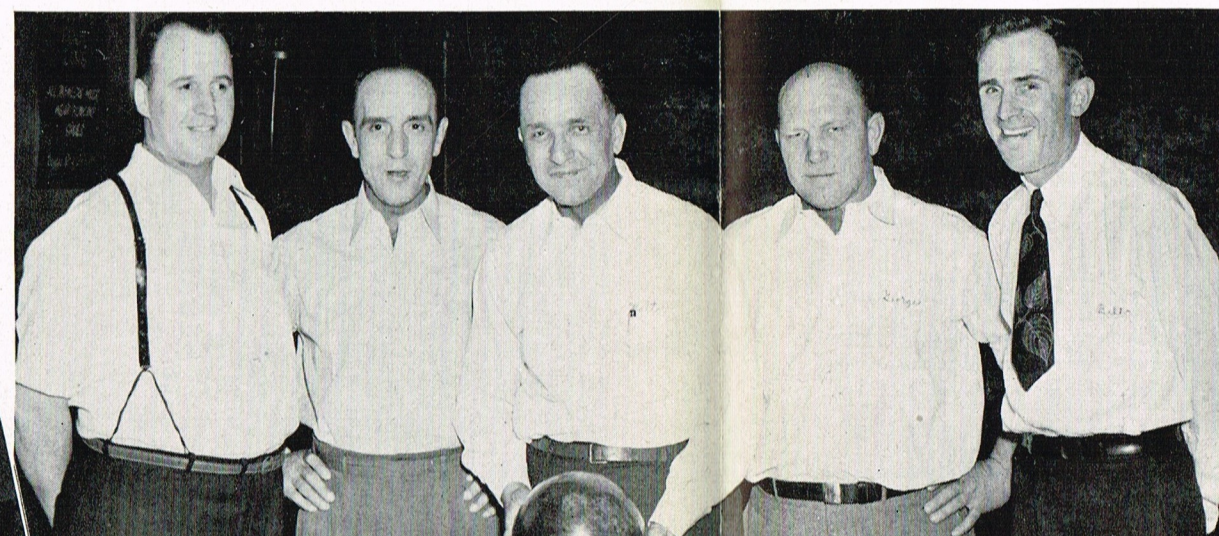
AFTER a close contest in both the North and South Leagues, the CSL bowlers are winding up the season's pin-toppling with a playoff between 77th and Limits to settle the city championship. Winning team will gain custody of the new CSL Bowling League trophy presented earlier this month by Wm. A. Hall, superintendent of Transportation . . . Seventy-seventh won the South League's championship from Cottage Grove by one game. Archer #1 took third place and last year's southern champs, Archer # 2 came in fourth. Top individual bowler on the southside was Cal Claussen (Archer).



IN the close contest for first place on the north side was Lincoln # 1—George Johnson, George Krinke, Art Ploch, Chuck Carlson, Mike Kariolich.



ONE game lost put Cottage Grove # 2 in second place for the south side—William Hermes, Fred Papp, William Cavanaugh, Henry Johnson, Roy Cassidy, Harold Budack.



FOURTH-place, but not fourth rate in the South League are Archer # 2 men—Cal Claussen, Tony Kellmann, Walter Kamien, George Rozak, William Claussen.



LAST year's city champions, Limits, are again competing for the honors—representing the north side in the finals—Bill Codelman, Ted Wodarski, Thomas Kerrigan, Tony Becofske, Rudy Mikulicic.

THIRD team down south was Archer # 1—Elroy Abbott, Joseph Cizek, Joseph Malewski, Walter Tadyus, Walter Zelis.

SECOND place on the north side was taken by North # 2—Ray Swital, Ted Bochnik, Carl Christenson, Jeff Panfil, Ed Kramer.



CHAMPS from the South League are 77th's bowlers—Art Katter, Alex Schnieder, Walter Harrison, James O'Shaughnessy, and Pete Flaherty. They compete against the northside champions for custody of the new CSL Bowling League trophy.



FOR THE RED CROSS



Assistant Treasurer M. V. Morton delivers to Kathryn Jaynes, Public Relations Bureau, Chicago Chapter of the Red Cross, company and employee checks totaling in excess of \$17,000—results of the recent CSL Red Cross Fund Drive.

(Continued from Page 7)

attend a gala celebration of events that happened years ago in the lives of Ruth Smith, wife of Conductor Joe Smith, Mike Sullivan and Mrs. Sullivan, Larry Shields and Mrs. Shields. The festivities will be held in the "sunken gardens" next to the Smith mansion. Due to a naval incident in which the rowboats of two small nations collided and created an argument as to who should rebuild the other's navy, the above-mentioned officers have sent their regrets that they will not be able to attend.

LAWDALE

By Bill Feiler

CLERK-RECEIVER Herb Byers is taking advantage of the meat shortage by having his teeth extracted. Herb says that he can't get steak anyhow, so he is not missing a thing.

Conductor Paul Davis had the Personnel office dig up his old four-sixes badge number so that he could take it out for a trial spin while he is on a 30 day leave from the navy. Paul has been hospitalized at Great Lakes for some time. He has undergone a series of operations but expects to rejoin us again soon. Paul says that he likes a uniform of navy blue, but he wants CSL buttons on his!

Tune in on some of Clerk Lee Cumbers' stories of his uncle's farm in Dakota some time. He says that when it hails there some of the hailstones are the size of grapefruit, but the rest of them are Big ones!

Motorman George Nerud is a new man on the job, but that beautiful mustache of his has already caused Operator Jack "Don Ameche" Kalka to take a back seat.

Sometimes people are afflicted with touchy neighbors. Take the case of Conductor Jim McCarthy, for instance. Jim finished work shortly after midnight and went home to complete some repairs on his house. At four a.m. some of Jim's neighbors began to register annoyance, merely because Jim was nailing down a hardwood floor!

Operator Eddie Svoma was all aglow as he told of a recent fishing experience at Fox Lake. Ed and three friends landed a hundred beautiful fish in two and a half hours. They ranged as high as a sixteen inch bass.

Blanche MacMillan, daughter of Operator Art is in good health and gaining weight rapidly. The little girl was off to a poor start, weighing only four pounds, eight ounces at birth. She is well over seven pounds now and going strong.

Motorman Owen Diven made a slight tactical error recently when he bought three dozen eggs before reporting for work and left them in the office for safekeeping. They were safe enough, of course, because when Owen remembered them about a week later they were still there. Not in such edible shape, maybe, but still there.

There is absolutely no truth in the rumor now circulating that since the price of haircuts went up Operators Francis Maloney and Francis "Frog" Davis are now cutting each other's hair.

LAWRENCE

By Mickey Loftus

THE MECHANICAL DEPARTMENT was all set to have a stork shower on Henry, day foreman at Lawrence, after his announcement that a new baby was expected at their house. Of course everyone calmed down. Henry explained in proud terms that he was the new Grandpa. Well, Timothy Michael McNally arrived on April 15 and Henry hasn't been able to button his smock since.

The ball team is out practicing every Tuesday and Friday morning at 9:30 a.m. Jim Musczinski is elated over the prospects for this season. Every man in this depot is urged to come out and see what he can do. We want a team that can take any depot in the league and this can be accomplished by a strong roster of men to select from. One of our strongest enthusiasts is Mr. Nassar, who already has the shelf to place the trophy on.

Gene Shaefer, Ralph Regnier and Wendele L. Wilke, were appointed constables by the Mayor of Oriole Park (the cemetery with lights). John Pondell, the commissioner of Marble Orchard road will tutor the new appointees in their respective duties.

"Be Kind to Otto Carlson Week" was celebrated by the entire personnel at Lawrence Garage from April 29 to May 4 inclusive. Otto was recipient of gifts and testimonial bestowed on him for his meritorious and genial achievements for the past years. Telegrams and cables came from royalty and dignitaries from the corners of the globe. Chairmen of this stupendous celebration were under the auspices of Harley Holsted, Emil Gettche, Ed Schmidt and Red Pfeiffer.

Two-ton Dave Henningson brought all the road maps he could obtain to plan a pleasant tour for his bosom pal, Tom Ambrose. If Tom follows Dave's route it will take him two weeks to get there and six months to get back. Dave was figuring on the flood and washouts on the way back.

Marty Carey hired Gus Mareland to caddy for him. Gus donated his services for the professional hints Marty gave him. With this added confidence Gus took off for Edgebrook and shot his lowest 70. After this remarkable change, Gus went to the second hole, where he knocked off a few more strokes. Keep right after him, Marty, as soon as he learns to add he will probably slip a few strokes.

Every time anyone sees Joe Digger Klein, he is carrying home a part for his car. Our latest reports from observers tell us he will have a surprise for the automotive world, a new Custom Built Super Deluxe (Mongrel 7). No prices can be quoted until Digger gets the OPA ceiling price.

Lawrence has two ingenious inventors namely Sad Sack Gubbins and Al Smiley Seghers. A pal of theirs, Jack Werdell, came into the depot sad and forlorn on a sunny afternoon berating the Chicago Police for allowing a culprit to purloin his car. A posse was formed and Sherlock Sinclair, pipe and all, took charge. He appointed Watson Mountain Miller his deputy and converged on Milwaukee and Central Avenues and there was Jack's car. Gubbins and Seghers immediately rigged up an alarm clock on the car that goes off when Jack gets relieved. (Courtesy of the Grapevine.)

LIMITS

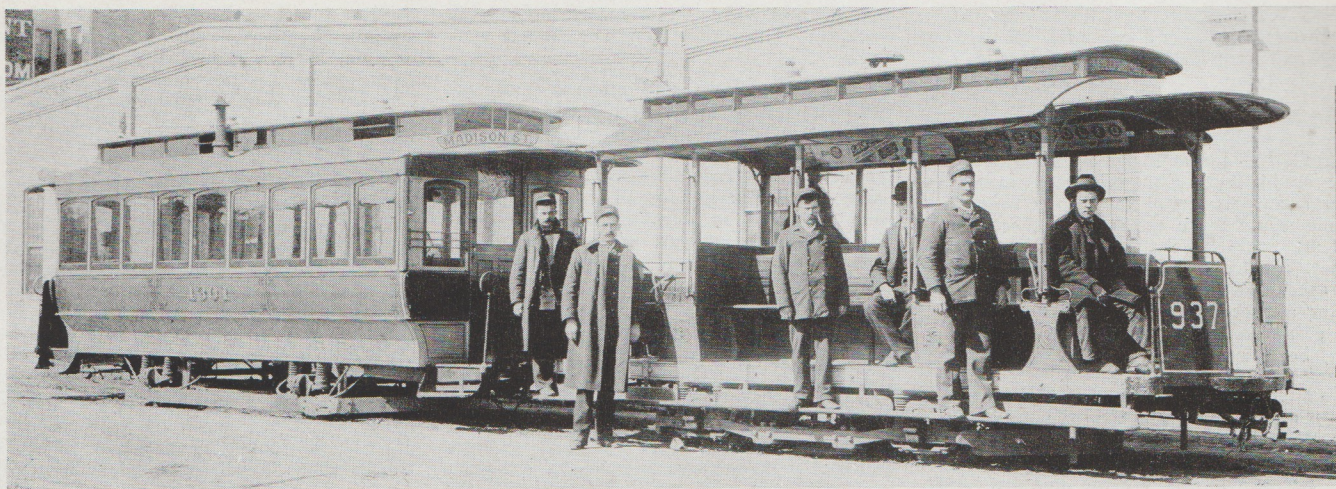
By Stan Eide

LIMITS is keeping things rolling in more ways than one. The boys rolled themselves into the North Side championship Friday,



**Cross at the Corner,
Look each way - -
Put SAFETY first,
Don't be a Jay.**

**Pedestrian Safety Campaign
Chicago Junior Ass'n of Commerce**



From Correspondent Earle Furgeson (Burnside) comes this picture of his conductor father and Gripman Gleson on a Madison street grip and trailer car. The year was 1893, and the location was in front of the barn on Madison at Daniel (now Springfield). (The ceiling card advertising Sapolio promises that "used every Saturday brings rest on Sunday"!)

April 19, by winning one game from Elston #1. Lucky Limits, as the boys call us. It was nice to see such a large crowd of spectators. The boys couldn't help but win with Mr. Sonders out plugging for them. In the near future Limits will bowl against the South Side champs for the trophy, three games being played on the south side, and three on the north.

The baseball team has had several practice sessions and they seem to be rounding out in fine shape. Anyone who hasn't been out and is interested, see *Tommy Stiglic*.

Conductor *W. C. Austin* has just returned from a three-week tour of the southern states, covering approximately 4700 miles. He spent some time in Jacksonville, Florida and what stories he had to tell about the fish that got away. Better take some pictures for evidence next time, Austin. *Ray Anderson*, our correspondent, is also away, but inasmuch as it's housecleaning time, I don't know how much vacationing he's doing.

Congratulations to *Harold Sedin* on the birth of a son on April 24. There are a few times when the boys get to smoke cigars.

Sorry to hear about *Motorman Thomas*' accident last week. Glad to hear everything is OK now.

All the boys at Limits wish to express sympathy to *Ray Anderson* because of the death of his father a few weeks ago.

Conductor *William Keane* is a busy man these days, raising and training pedigree dogs. On his swing each day he spends two hours exercising them at his Racine Avenue address. Anyone wishing to see the show is cordially invited—10:00 a.m. to Noon. This isn't a new field as Bill has many trophies, some received in Dublin, Ireland. What's the matter, Willie, don't your "dogs" get enough exercise on the platform every day?

LINCOLN *By Larry Hippert*

NOW THAT the bowling season is over some of the boys have the softball bug. They practice a couple of days a week at May all their troubles be noisy ones.

Wells Park. All those interested in a little exercise are invited to come out.

Our bowling teams didn't come out on top this year, but never the less they made a very good showing. Here's hoping that next season will find them on top at the end of the season.

Conductors *Kerpen* and *Connors* are enjoying their vacations by touring the east coast and intend to wind up in Canada. They report that the amber liquid is very scarce so far in their travels.

Now that a lot of youse guys are going on those summer vacations it would be greatly appreciated if you have any unusual experiences happen to report it to us and we will see that it appears here for all to enjoy.

Hank Vandermeir is about ready to travel to his usual haunts in the north woods. If some of you remember, a few years ago he did the same thing. He was very thoughtful in one sense of the word as he sent a few postal cards to the boys but forgot to put the addresses on them. But promises to do better this time. Hope he doesn't have any trouble with that 46 DeSoto he is ready to purchase.

Has anyone noticed the close resemblance of Conductors *Fitzpatrick* and *Casey*? It seems they both knew some of the other's boyhood chums but never met each other until they were thrown together on the job.

Has everyone taken advantage of the offer our Credit Union has offered to its members? If it is at all possible, take advantage of this opportunity as it can't last too long.

As you all know by the picture that was in the magazine last month of *Ray Rochlitz* it shouldn't be too hard to pick him out of the crowd now and congratulate him on his latest venture. He was married on the 12th of May. Best wishes to him and his bride.

It is very noticeable why *Motorman Bill Loughrin* is wearing that big grin these days. He is the proud owner of a '46 Plymouth and the color is sure a good match for his hair.

From all the notices you boys have posted around the trainroom it looks like no one is aware that we have a Barter and Exchange column in our magazine. It won't cost you anything to put your ads in here, so let's put it where it will do the most good. Don't forget there are a few thousand people that see it each month.

We were all glad to see Conductors *Witt* and *Helton* back on the job after their sojourn with the armed forces. Welcome home, boys.

We also wish to welcome to our ranks the following new men: *R. Rochlitz*, *L. Conklin*, *A. Schatzman*, *N. Govedarica*, *W. Friebe*, *H. Kotz*, *V. Ledczynski*, *A. Hammersmith*, *S. Vazzano*, *M. Ciupinski*, *P. Pree*, *E. Johnson*, *F. Friebe*, *H. Weyland*, *F. Katkus*, *W. Barclay*, *J. Hannigan*, *F. Albright*, and *J. Ohlman*.

NOBLE

By C. F. Greer

ONCE AGAIN we come to the month that the old timers are honored by devoting this month's issue of Surface Service to them. Amongst the old timers from this station who entered the service this month are the following conductors and motormen: *John Killen*, 40 yrs.; *William Reichwein*, 40 yrs.; *Art Wenzel*, 30 yrs.; *Richard Kempick*, 39 yrs.; *Charles Ebert*, 39 yrs.; *Paul Bosak*, 31 yrs.; *Walter Campbell*, 30 yrs.; *Mike Lenihan*, 29 yrs.

We do not have space in which to post the roster of all the old timers, so your scribe has prepared a list of all up to and including those

with 25 years service. Look them over, boys, and give each of them a big hand. All the rest of us may some day reach the honor roll if we keep trying.

Motorman Walter Uhlemann was passing around the cigars one morning this month in Michael's Restaurant about 5 a.m. with a big smile on his face. Everyone there wanted to congratulate him upon the happy event but no one would make the first step, as Walter had just returned from three years of military service. Finally someone made the approach and asked Walter, what it was—one or two? Walter answered that it was five! Boy, that put everyone out. But Walter says again, "Yes, boys, a big five-room flat!"

We welcome into the line-up the following new men: *Edward Fiertag*, and *Roy Kane*. Give these boys a hand along the way. Our good friend, *Jake Kolasa* is back on the job after almost one year on the sick list. Also, *Stanley Czapienski*, after his entanglement with an auto. Our chief clerk *Grimaldi*, will be back soon. He is taking it easy at home on doctor's orders. *Mr. Lyons* is doing a nice job pinch hitting for *Grimaldi* and deserves a nice hand.

Here is the last thought, but by far the most important. *Supt. Balfanz* leaves it with us! It has to do with accidents, of which we of Noble seem to be having more than our share. He suggests that all conductors be sure, before giving the signal to Go, that they *Look Out* and along the side of the streetcar. This seems to be a thorn in our side, so let's take it out, fellows. The second, is that all motormen and operators come to a positive *Stop* at all stop and go lights . . . What do you say, fellows, we make a special effort and remember these suggestions in our campaign to cut down the accidents at NOBLE DEPOT.

Keep Smiling and You Will Win

NORTH

By *Walter Lindberg*

ALL THE MEN who knew *George Ryan*, and there are a great number of them here at North Avenue, would want to pay a tribute to him. Even though *George* left this depot a few years ago to join the fire department his friends here at North never forgot him and when news of his passing came to us we were truly shocked. He was the kind of a guy you liked the minute you met him and once you met him you were always glad to see him again. During the war and the manpower shortage he returned to help out and I think it felt pretty good to him to put on a CSL badge and work with the fellows again, at least he made everyone think he was glad to be back by his cheerful attitude and "Regular Guy" way of saying "Hello."

George wasn't a spectacular man but his job at times was spectacular. His last call on the fire department was an answer to the plane crash a few weeks ago. His untimely passing caused a great stir here, in fact it would seem unusual unless you knew the man like so many of our men did. He was employed by CSL about ten years and was one of our better soft-ball players for North Depot. *George* was only about 36 years old

and left his widow *Margaret* with five children, they know they have our sincere sympathy.

Mr. O'Shaughnessy has returned to the old place or I think about now I should be referring to it as the new place inasmuch as the artists have just finished putting the finishing touches on the front office and I think it will make *Mr. O'Shaughnessy* feel all the better when he moves in. *Florence Blaa* had to go and break her leg just when we need her most. The joint's in a turmoil, *Florence*, so hurry back, willya?

For "Courtesy Week" we were issued buttons to be attached to a prominent place on our coats and I might add it was all a big success, even though I didn't win a war bond or ten-dollar bill. The next week was "Baby Week" but the men balked when they were asked to wear a safety pin and carry an extra bottle of milk and attachments. All I'm waiting for now is a "News Week" when all the fellows will come across with some snappy news.

This writer would like to mention now that we would be most happy (it says here) to help you word your ads for the "Barter and Exchange" column and we can almost guarantee that our column will sell your ad.

Mr. Talent, our very distinguished clerk, is an expert on figures. Doesn't he handle the half-fare registers every night, and don't we depend on him to do it right? *Mr. Talent*, your efforts won't go unsung if I can help it. *Clerk Egan* is more of the "Rough and Ready" type he takes care of the typing. And *Dillon* didn't think what I said about him last month was very funny and I've the scars to prove it.

Summer is coming and with it heavier riding, also, more kids going to and from beaches and playgrounds. So tell yours to be careful, and I'll tell mine, and we'll all tell the ones we carry—to have fun, but keep it safe.

SIXTY-NINTH

By "Chuck" *Herrington*

GREETINGS, folks, for the Month of May. To start this out, for the benefit of the new men who have recently joined us. With the advent of warmer weather, any of the old timers will tell you a lot of trouble can be avoided by keeping that center rear platform window down at all times. In line with this, it's surprising how many headaches can be saved by using a little common sense. For old women, women with children, pregnant women, and such, boarding or alighting from a car, a little help saves some one a very serious injury, and a lot of time writing out a report.

Now, for the dirt.

I want to first of all pass on two stories about my friend, my good friend *Marty O'Callaghan*, who is, if you don't already know, the scribe for the Union Leader, I know, he hit me a low blow last month. It seems that a few years back *Marty* went to a dance, and as he would naturally do, he spent the whole evening heckling, and boring the Belle-of-the-Ball. Towards the end of the dance, with a few cokes under his belt to give him courage, he approached the girl and meekly said, "Who's

driving you home?" Very sweetly, the girl replied, "You are, bub," and stalked away! One day *Marty's* wife went to visit a dear old friend, who in the conversation inquired, "Shure, and is your husband working, Mrs. O'Callaghan?" "Oh, no," replied Mrs. O., "He's a motorman."

Conductor C. J. Crowley holds the record of being the most patriotic man at 69th. Every morning, and each trip eastbound on 69th Street, he pauses for a brief moment at Wolcott, to give salutations to the statue of Abe Lincoln on the corner.

George Boedeker holds the record for being the best man around the house. They tell me he can keep a roast going, do the ironing, get breakfast ready, and watch the neighbors' child all at the same time . . . *Clerk W. Murphy* is thinking seriously of joining Bob Hope's show. He had the honor of being a soloist at a St. Patrick's day party, and since then there's been no living with him . . . *Elmer the Receiver* tells me he always carries a small ball of cotton for each ear . . . The Company is faced with a very serious problem about the shanty at 63rd and Western. The Shanty is all right, but it's the size of *Eddie Stapleton*. He has to slide in sideways now. Boy, his wife feeds him well . . . I met ex-conductor *T. J. Cashin* about three weeks ago. He is feeling very well, but his heart went on the fritz, and he couldn't stand working the cars any more. He has transferred to the Track Department as a time-keeper . . . *Conductor Fitzpatrick* is back from the army. He was going along all right for a week or two when the first thing we knew he was in a psychopathic ward. I immediately dashed out to see him, and when I went up to the cage I asked, "What happened, Fitz?" And he casually replied, "Heck, nothing's wrong with me, but where else could I find a room?" . . . *Red Lyon's* son was married in London last March 9, and *Red* is anxiously looking forward to meeting the bride . . . *Richard Sommer's* wife gave birth to twins Easter morning, and last Easter they had a baby girl . . . One night last week there was a commotion at the receiver's window, and I being my usual self, went over to see what was going on. *J. J. Buckley # 2* and *Jack Slattery* were in a heated argument. *Buckley* says, "You can't use that kind of language in the presence of a woman, when I'm around." And *Jack* came back with, "I'm sorry, Joe, but I don't see any woman around here." "What do you call this," *Joe* comes back, pulling a picture of his girl friend out of his pocket . . . *Old Vince Rutkowski* had his usual string of luck last week. It was the day before pay day, and he tried to borrow a buck from *Jerry the Barber*—and was refused. To show *Jerry* up, he went out and canvassed until he got the buck. On the way to the barber shop he lost it. Not to be outdone, he borrowed another one, and on the way to the shop someone put the touch on him and he fell. He finally ended up at *Jerry's* borrowed the buck, had one buck on him, and owed three.

Well gang, that does it for this time. Be sure to drop a note in the box on anything that happens around the barns that you feel the rest of us would like to know about.

ACCIDENT INVESTIGATION

By Audrey

OUR VETERAN bowler Jules Lellinger has improved his individual standing in the ABC by averaging 205 with his nine games at Buffalo. It may be recalled that Jules Lellinger captained the team that took first place twice in the ABC show, still holding the high team record.

Congratulations! Our hat's off to you—we knew you'd come through with flying colors.

Sympathy of the Department is expressed to Investigator Edward J. Healy whose father passed away.

Mr. James O. Dwight, our general attorney, underwent an operation at the American Hospital on April 11 and at the time we go to press is home convalescing. From the favorable reports we are getting we expect him back by the time we read this item. See you soon, JOD.

Welcome back from the European Theatre, Matt Wagner. Here's wishing you lots of success in your new statementman job. Welcome is also extended to our new typist, Miss Betty Ann Redding.

ACCOUNTING By Thomas F. Coan

THE DEPARTMENT extends a hearty welcome to Edward McEldowney and John Joseph Colser as the latest additions to our personnel.

It is with sadness that we mention the death of George Dorney, who passed away on Sunday, April 21, 1946.

We also wish to extend our deepest sympathy to Homer McElroy in the loss of his father-in-law, who passed away on Wednesday, April 3, 1946, and also to Mrs. Mary McCauley in the loss of her sister. We are glad to see Dorothy Abt and Francis Grund back to work after being honorably discharged from the Waves and Coast Guard respectively.

Congratulations and best wishes are extended to Valeria Krzyzaniak and Eliot Hirsch who were married on Saturday, April 6, 1946.

Ethel Falk, who was injured in an automobile accident, is convalescing at home, and during her absence she was remembered with a gift from her co-workers.

Mildred Desmore spent her vacation in Chicago standing in line for a few of the many attractions our fair city has to offer. (Butter, meat and nylons).

Frank Robinette, who is convalescing, reports that he is getting along fine. He was remembered with a beautiful wrist watch from his many friends and associates.

ELECTRICAL By Billy Schenck

OUR SYMPATHY is extended to James Haydon of the sub-station division, in the loss of his wife by death, April 21, 1946.

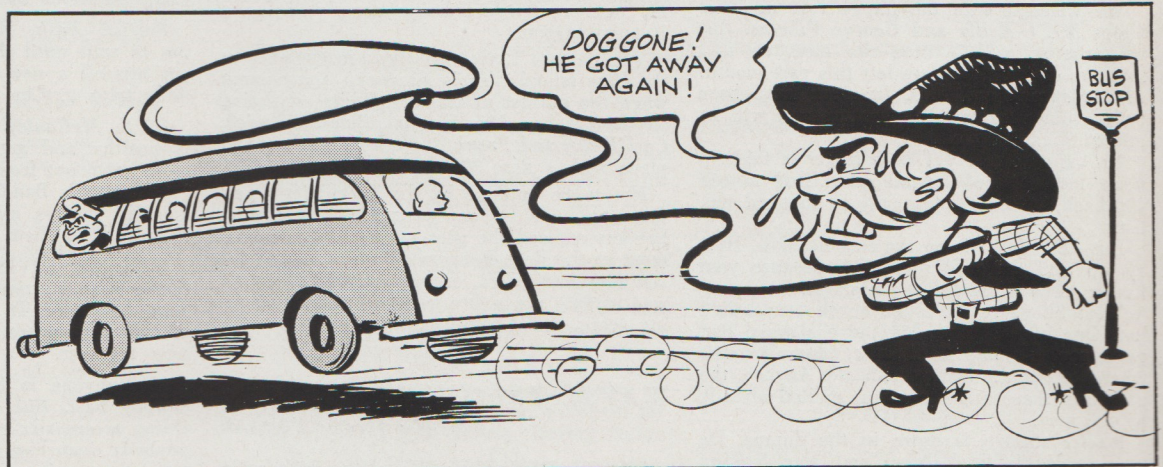
Our sympathy is extended to the family of the late James Doubek of the line division, who passed away Friday night, April 26, 1946, after three weeks of illness.

Charles Edling, a substation operator, is reported to be at Mayo's in Rochester, Minnesota, for observation. A speedy recovery is wished for you, Charles.

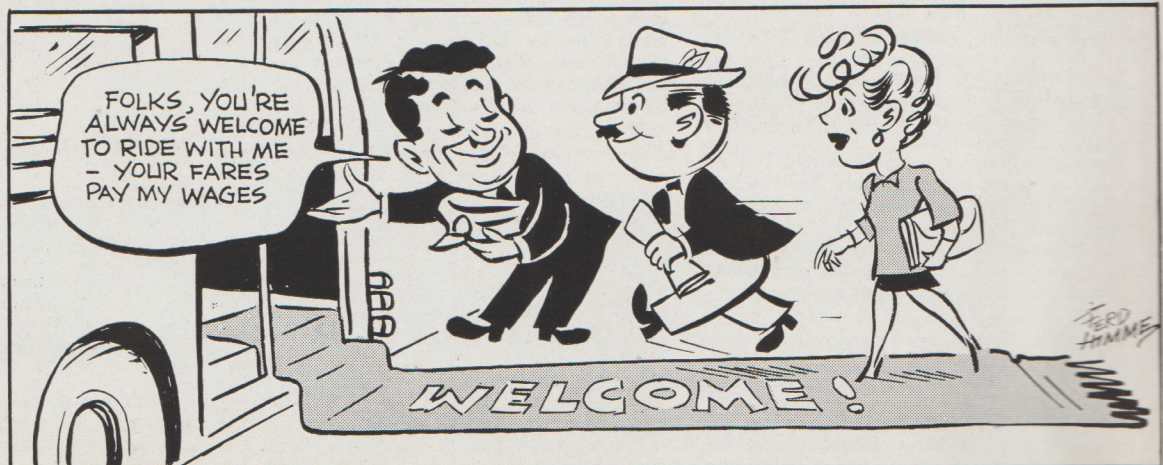
WHICH SIDE OF BED DID YOU GET OUT OF THIS MORNING?



Wrong Side



Right Side



GENERAL OFFICE

By "Brenda & Cobina"

APRIL and May stole a "march" on June with our two CSL brides. *Charline Smerz* (Executive) kept it in the "family" by marrying *Eddie Thompson* (Schedules). A dinner was held in her honor and the bride was presented with glassware . . . *Phyllis Pugliesi* (Purchasing) was our May bride, when she took the middle-aisle walk with *Anthony Dalaquila*. *Phyllis* received a personal and household gift at a luncheon given for her by her co-workers.

Now to bring you down out of the clouds of tulle long enough to introduce you to the smiling new face in the Insurance Department. *Joseph Higgins* is his name—but don't all rush over there at once, girls—they tell us he's married!

MATERIAL & SUPPLIES

By Lois Marsh

GREETINGS have been received from *Grace Rohner*, who is touring Canada with the Wheaton College Glee Club. So far *Grace* has visited Quebec City, Ottawa, Montreal and is now on her way to Maine.

Well—the army can't be so bad after all. *Norm Palicki* liked it so well that he has re-enlisted. Good luck, *Norm*, and don't forget to drop us a line now and then.

We welcome into the happy fold of West Shops *Mr. O'Reilly* and *George Vikeras*. But with the arrival of these two men, we find that two of our girls have left this past month. *Mrs. Hoffman* and *Mrs. Jacobsen* have been two of our very faithful workers and will be missed greatly by all.

Oh happy day!!!!!! *Otto Hoger* is back to work feeling fine and chipper. Glad to see you back, *Otto*, and please stay off that old sick list.

But—*Ed Hoger* is on the sick list now. Hurry up and get well soon, *Ed*, because your happy smile is missed at the shops.

West Shops seems to be on the expanding list. One of the dawgs in the coal yard had pups recently but *R. Buckley* doesn't know where he put the birth certificate. Anyhoo, the pups are there and are being spoiled already by the men.

Walter Passott is down in the dumps. He was an April Fool Joke, and was looking forward to seeing his name in print in the birthday column. Now that it has been discontinued, *Walter* states that "It just isn't fair."

Bill Unwin, that happy lad at Flournoy, reports that there are little green things peepin' up thru the ground out at the yard. Are they vegetable or animal, *Bill*?

Rosemarie Meisner is up in clouds. But not as high up as she will be in July. Rumors have it that she is flying to California to meet her dream man. Ahhhhhhhhh.

Mr. F. Nagel is looking for a suicide blonde. You know, one that dyes by her own hands.

Marshall's back and *Freeger's* got him!

SCHEDULE & TRAFFIC

By L. C. Dutton

THE BIGGEST NEWS we can think of this month is the wedding of *Eddie Thompson*, Schedule Department, to *Charline Smerz*, Ex-

ecutive Department. The big event occurred on April 20. We extend our wishes for many years of happy married life to this couple.

Bob LaVoie rejoined our traffic checking force after serving Uncle Sam for several years. We welcome you back, *Bob*, and are sure we can use your services.

Gene Lukes paid the department a visit recently and will soon be ready to return to duty with us. That Florida sunshine has certainly done *Gene* a lot of good. His recovery is sure good news to all of us.

SOUTH SHOPS By Justine Mazeikis

ANTHONY MUSACCHIO has started on a new venture. He is going into business with his father. Good luck, *Tony*!

The Army has no further need for *Stanley Janassek* and *Bud Tiggelaar*. They were discharged recently and are back in the fold. Hallelujah!

Wedding bells and other bells rang out for *James Cervenka* April 13. Best wishes for a very happy and successful married life. Ah, ha, who will be the next one to trek down that aisle? hum???

A warm hand of welcome is extended to *August Girardi*, our newest addition to the clerical force.

The South Shops Bowling League closed its second successful season on April 30. Plans for next season are being completed for a 16-team league.

The Surface Lines was much in evidence at the Blue Island Illinois Handicap Tournament when the quintet of maple toppers consisting of *Mike Rubey*, *Max Kuchan*, *Pete Mirkovich*, *Carl Welin* and *Frank Mollath* rolled into first place with a neat 3081.

Not to be outdone by the Blue Island performance, one of our young and promising bowlers entered the pins over average tournament at the Rose Bowl in Roseland. When the last pins had fallen, our own *Daniel Sherrard* was leading the entire field with an outstanding score of 172 pins over average.

WAY & STRUCTURES

By Betty Lhotak

TRACK DIVISION: We all were happily surprised to hear that *William Macfarlane*, former general foreman of Power Tools, who retired October 1, 1945, decided he missed us all so much that he would return to work for the company. Welcome back, *Bill*, it's nice to have you with us again.

Word got around that *J. Flynn* was planning to grow a little vegetable garden again this year in his back yard. He is now being swamped with garden seed catalogues. It seems that some helpful individuals sent his name to various seed companies requesting garden literature.

Should you happen to notice your scribe's finger tips and nails painted different colors, don't worry, it's not a new fad, it's just the tell-tale remains of the painting jobs she has been doing in her new-found apartment.

C. Pavesic of Racine & Center is taking lessons on trap drums. He says he hears the call of the tom-toms and intends going to the South Sea Islands and trap a hula-shaker.

Tom Spasojevich, chief machinist at 13th & Ogden Frog Shop, is wearing a black shirt these days. We wonder if its because *General Mihailovitch* was captured by Tito?

Johnny's venerable auto had seen many moons but finally exhibited symptoms of playing completely out. *John* reckoned it might be needing a little overhauling and asked his local repairman what was needed. The mechanic inspected it carefully and then said: "Well you got a good windshield there. Let's jack it up and put a new car under it."

Mr. C. C. Chambers, former division superintendent who retired in December, 1946, returned from Florida to open up his summer home at Stone Lake, Indiana. He stopped in to see the boys and invited them to stay the Easter week-end at his cottage. Several of the men did go, and had a swell time playing cards and golf.

A. Malmquist was flying around the office one day asking everyone for their morning newspaper. It seems that a certain store had put coupons for nylons in the paper and the first 7000 people to send in the coupons would each get one pair of nylons. Where did you come in *Art*, 7001?

We are all glad to see *Fred Schweitzer* back with us again after a siege of illness.

That proud father of the month is *F. Belcastro* from the Western Division. His little daughter, *Mary Ann*, was born on April 26. Congratulations to the new mom and dad.

Patrick Nash, Northern Division, decided not to wait until the new cars came out. He got himself a new 1946 bike and now takes daily trips to Lincoln Park.

D. E. McCauley's two-month old daughter is healthy and getting along fine, but *Pop* looks worn out from singing lullabys (such as "McNamara's Band") to put the baby asleep. Usually *Pop* is asleep first and *Ma* has to tuck both of them in.

UTILITY DIVISION: *Chauffeur Edward Slamp* was married on April 27 to *Frances Joan La Ponte*. To the new Mr. and Mrs. we extend our wishes for a long life of happiness together.

Has anyone in his possession a ten-gallon cowboy hat? *Bill Murray* has all the other riding accessories except the hat. Somebody—anybody, loan him one so he can ride Trigger to work mornings.

Johnny "Suffy" Jones has a hard time finding his way around Chicago lately. If any of the boys at Grand and Leavitt will furnish him with a map, he would greatly appreciate it.

WEST SHOPS

By Eda Laube

PERHAPS you too can profit by our Barter and Exchange column. *K. L. Landeck* (77th) requested a wrist flashlight for a war veteran. *E. VanWielie* of our West Shops Truck Shop immediately produced same, and want to thank him very much. If you also want to sell, buy or exchange some article, your scribe will gladly help you make up the ad.

Congratulations are in order for *Andy Tyson*, who is promoted to the position of receiving clerk in the Truck Shop. Best of luck to you, *Andy*.

W. J. Porcelius, formerly of our Carpenter Shop, has been transferred to the Truck Shop office. We hope you like your new location.

Elmer Natzke, Andy Barr and Nick Simonetti of our Armature Department, former servicemen, are enjoying their first vacations as civilians since returning from the war. We all wish you a swell time, and know that it will be for Nick as his brother is home on furlough at the present time to keep him company.

Charles Dilla and Walter O'Connell, of our Armature Department have a very good reason for beaming from ear to ear. A blessed event has occurred at each home and in both cases it was a boy. Congratulations.

Don Karl, our mail boy has left us to join the gang at M & S. We hope you like your new position.

Edwin Hess has returned from military service in the Signal Corps to take the position of production clerk in our office.

Edward Evans, former marine has returned also and is now working in our Machine Shop office. We sure are happy to have you with us again and hope you will enjoy working with us.

MAY'S DAYS

May 5, 1821—Napoleon died in exile on St. Helena.
(You can LIVE on Easy Street—if you keep up your payroll savings)

May 7, 1915—Sinking of the Lusitania.
(Keep your ship afloat by continuing to buy U. S. Savings Bonds)

May 21, 1927—Charles A. Lindbergh flew the Atlantic alone.
(When you save on Payroll Savings you know there are MILLIONS of others taking the same wise road to security.)

May 23, 1934—Birthday of the Dionne quintuplets.
(You can get a big return on your investment when you buy U. S. Savings Bonds.)

May 24, 1844—First telegraph message. "What hath God wrought?" sent between Washington and Baltimore.
(You'll never have to wire home for money—if you've taken care of emergencies by keeping up your payroll savings.)

Off the Trolley

A sight worth seeing recently was Superintendent T. J. Blakely of Utility playing toreador with a switch hook when a steer broke loose and dashed back and forth through 39th and Halsted. An old hand at cowing steers, Blakely, according to reports, used to give pursuit in his Model T, bumping the wayward animals in the rear until they gave up.

It was claimed on a recent radio program that Chicago landlords were among those purchasing old CSL streetcars for homes and that each morning they'd ring up fares for those who had spent the night there.

For collectors of incidental information: Each year CSL uses some 14,000 gallons of paints (enamels and primer) and about 1,000 gallons of varnish in the maintenance of its streetcars.

And entirely apropos of nothing—did you know that grapefruit are so named because they grow in bunches like grapes?

Heard tell that you'll live longer if you don't drink, chew, gamble, swear, or dance . . . Well, anyway it would seem a lot longer.

'Twould seem that the prohibitionists have won at least a partial score, what with the National Dairy Council reporting the per capita consumption of milk and cream has jumped to the highest total ever reached—442 pounds.

More than twice as many Americans died of cancer from Pearl Harbor to V-J Day as were killed by the Nazis and Japs combined . . . However, when detected early enough and treated effectively, at least 30 to 50 per cent of cancer cases may be cured.

Barter and Exchange

Space will be made available each month as an accommodation to CSL employees having items which they wish to sell, buy, or exchange. Ads will be published free of charge, but none will be accepted for commercial

sidelines of employees. Articles advertised or requested must be owned by, or wanted by, an employee or his immediate family. Kindly give name, department, badge or payroll number, and home phone or address.

FOR SALE

BOOKS: Set of "American Law and Procedure"; complete set; volumes 1 to 14 (book 5 missing).

XYLOPHONE: Three octave Deagan; in good condition, with case; excellent for student. Charles Saklem (Devon) Badge No. 1059 Sunnyside 3043.

COATS: Two white prewar linen; size 38; formerly used as barber coats; like new; cost \$7.50 each; sell for \$2.00 apiece. CAP: One summer, one winter; "L"; like new. \$1.00 each. WATCH: Key wind; German make; nearly 100 years old; solid gold; running good; can be bought for \$50.00. Heavy gold

bar chain same age at same price. Can be seen by appointment only. Phone weekdays between 6:00 and 8:00 p. m. Edge. 3138, ask for Ed. Ed Olsberg, stock room 14, West Shops.

WANTED

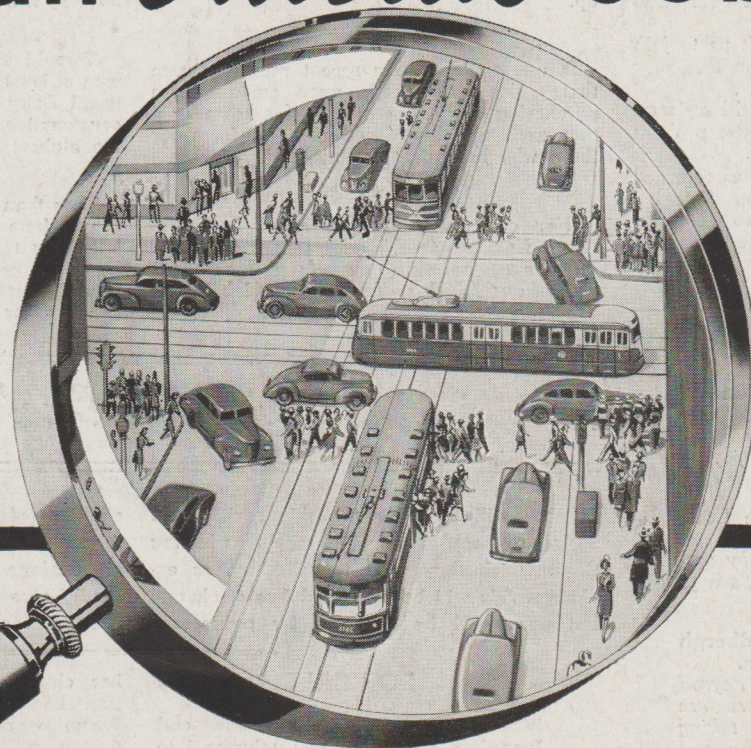
TYPEWRITER: Good used machine desired. John Velek (North) Badge No. 5809, 2229 Kimball.

HOHNER CHROMONICA; 64 octaves key of C or G. Or a HOHNER No. 670 Super-chromatic, key of C, G, or F. Must be in good condition. Frank Sidler, Jr. (Archer) Badge No. 2317. Hemlock 10290.



A PUBLICATION BY AND FOR
CHICAGO SURFACE LINES EMPLOYEES
231 South LaSalle Street, Chicago 90
William H. Bromage.....Editor
John H. Fisher.....Associate Editor

The *Inside* Story of an *Outside* Job



THE JOB... To direct the movements of 3500 CSL buses and street cars over 100 different city routes, so that they will be where you want them, when you need them.

HOW IT'S DONE... Seventy CSL traffic specialists constantly watch and analyze your daily movements over CSL's 1300 miles of bus and street car city lines—constantly check the ever-changing flow of traffic at loading and transfer points.

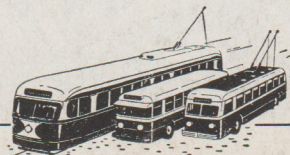
In our CSL Traffic and Schedules Department headquarters, the daily reports received from trained "on-the-spot" traffic observers are used continually to improve Chicago Surface Lines operating schedules.

Altogether, over 600 complete new schedules are put into effect each year—each one carefully planned to anticipate your needs for the different days of the week, for

each different season, and for holiday and other special events.

Yet—even *this* careful planning is kept flexible, to provide for instant emergency demands. Supervisors of CSL's Transportation Department are always alert, ready to adjust the service to meet unusual conditions which slow traffic and disrupt these schedules.

It's this combination of inter-department team work and "know-how" that makes it possible for Chicago Surface Lines to transport over 8 hundred million riders yearly! It's this kind of unceasing effort that helps you go places in Chicago—with greater convenience and speed.



CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE