

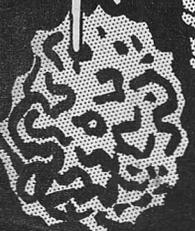
Surface Service

September
1946

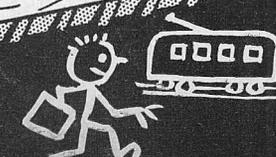
Back to
School



GO
SLOW-
SCHOOL



Watch
out for
School children



Caution
Saves
Lives

KIDS GET THE (SCHOOL-) GONG

ONCE AGAIN September, with Labor Day and the beginning of school, has rolled around. Once again the youngsters have had to turn from their summer freedom to the routine of learning.

And once again the Accident Prevention Department warns CSL trainmen that they must brace themselves for the daily onslaught of these young citizens on their way to and from school.

Not that the trainmen really had any vacation from school-age youngsters during the summer. (Just ask some of the fellows with a "beach-run.") But when 5,000 peppy, shouting students are turned loose all at one time—as occurs at some of our Chicago schools—it's something to make a trainman's ulcers scream.

Steadying Hand

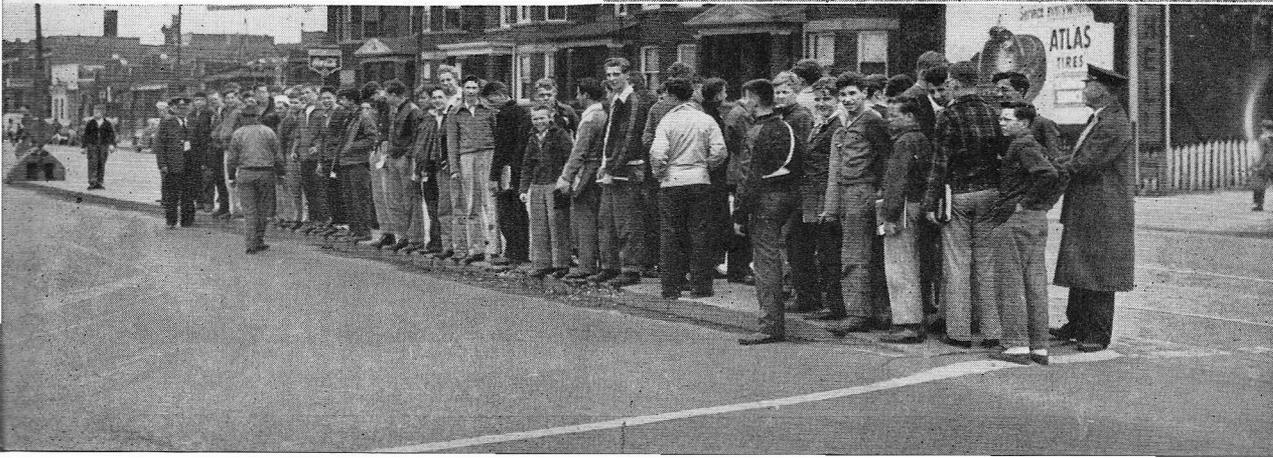
School children are inclined to the daring, rather than the safe, way of traveling. Therefore, to the trainman falls the job of providing a steadying influence on his young riders.

A glance at the accident statistics reveals that the after-school crowd is more accident-prone than the morning—and that safety for children is just as much a problem for the motorman as for the conductor.

It is true that youngsters are careless about their method of boarding street-

(Continued on page 6)

For safety's sake, dangerous riding practices must not be tolerated by trainmen. . . . The group of traffic coordinators at Lane High School, and their supervisor, Coach Percy Moore. . . . The result of their work: Lining up to board the streetcar during the after-school rush.



Many Sections of City Benefited by New Equipment

DURING the month of August, John E. Sullivan, chairman of the Joint Board of Management and Operation, announced the installation of three new bus routes and the extension of service on one bus line. For early in September announcement was also scheduled of the opening of one new bus line, substitution of buses for streetcars on two lines, and the arrival of CSL's first new streamlined streetcar. These changes provide improved service in many sections of the city.

As rapidly as equipment arrives, portions of the Company's \$23,000,000 improvement program are being put into effect. On Monday, August 12, the South Damen avenue and North California avenue lines were opened. The South Damen line operates between 87th and 74th streets, connecting at 74th with the South Damen avenue streetcar. The North California route operates between Touhy and Foster avenues.

September Changes

On Monday, August 19, bus service was inaugurated on South Kedzie avenue between 66th street and 111th place, connecting at the north end of the line with the Kedzie avenue streetcar line.

The Austin bus line was extended north on Thursday, August 15, to terminate at Milwaukee avenue. The line now runs from Austin and North avenue, north to Gunnison, west to Nagle, and north on Lake to Milwaukee.

Scheduled for early in September was the replacement of streetcar service on the east end of the 51st-55th streetcar line with bus operation. Buses will operate east from 51st and Wentworth, south on Cottage Grove and east on 55th to Lake Park.

Substitution on the Riverdale line, from 111th and South Michigan to 138th and South Leyden was also scheduled for early in the month.

Most unusual development announced for the near future is the express bus service on Archer avenue, linking the Chicago airport district with the Loop. It is proposed that the line provide

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Changes at 77th

New "Powder Rooms" for P.C.C's.

For the benefit of those who have not gotten around recently, there is a housing shortage in Chicago—and we don't mean just for the homeless GI's. Chicago Surface Lines is expecting a lot of new streetcars in the next few months—the smooth streamlined kind that you whistle at—and has had to find a place for them to wash and fix up in.

Therefore, all the activity in recent weeks at Devon and 77th carhouses. New cleaning and repair bays have been constructed for the approximately 200 streamlined streetcars which are expected to completely take over the Clark-Wentworth line by the end of the year.

These improvements are only part of the many changes being made to accommodate the new CSL equipment. They serve as a reminder that putting into effect a transportation improvement program is not merely a matter of placing an order for a fleet of streetcars and buses and then just sitting back and waiting for them to arrive.

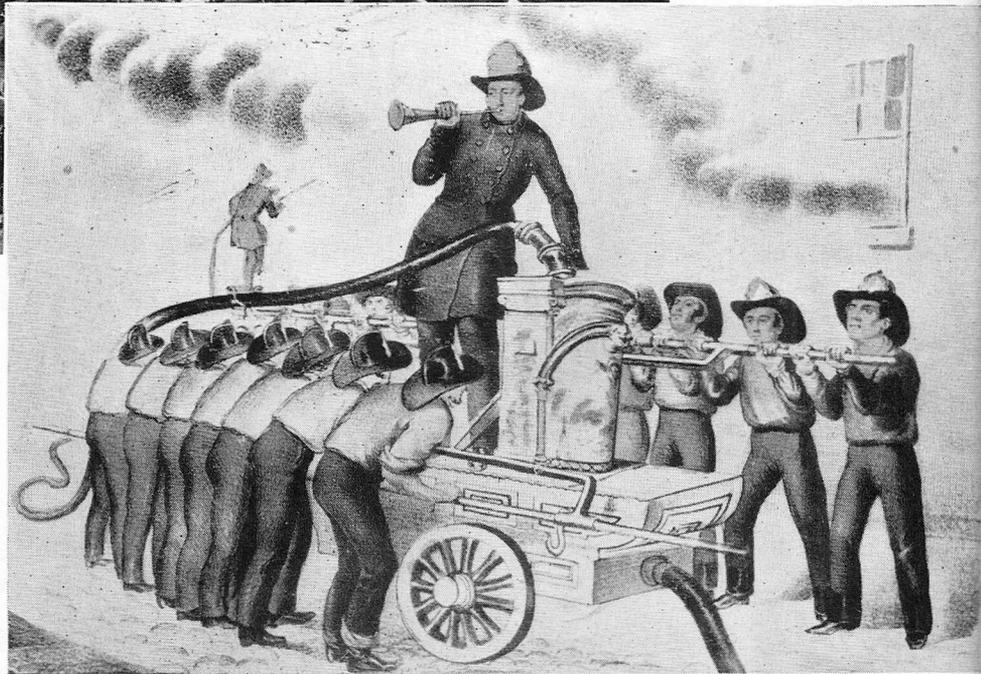
Bus garages are in the midst of being completely modernized and overhauled, while the new buses arrive in increasing numbers each month. And ever since the orders were first placed for the improvement program, the Track Division has been giving a thorough going-over of those lines which will be the first to receive the new streetcars.



SINCE President Harding's administration, Fire Prevention Week has always been celebrated in the United States and Canada during the week that includes October 9, the anniversary of the Chicago fire of 1871. This year marks the 75th anniversary of that great conflagration and President Truman and the governors of the various states have designated the week of October 6 to 12 as Fire Prevention Week.

In reality, every week should be Fire Prevention Week. Anything worthwhile, to be truly effective, is dependent upon continual day to day application. This is especially true in fire control, for by concerted daily thoughtfulness, we can prevent 90 per cent of all fires—just by observing a few simple rules of good housekeeping.

Good housekeeping around CSL is largely a matter of merely cooperating. Waste containers have been installed in the bays of all the carhouses. (SURFACE SERVICE, July, 1946) These are conveniently located for use by trainmen as they get off cars. However, their effectiveness as a fire-prevention measure is affected by the amount of cooperation given by the trainmen.



Carelessness is the largest single cause of fire—fire-bugs are fairly uncommon—few people would deliberately create the cause of a fire. Yet thoughtless disposition of old papers and transfers, coupled with somebody else's thoughtless disposal of a cigaret, is sufficient to start a million dollar fire—just as effectively as if it had been planned that way.

—Bettman Archive.

Above—CSL's most costly fire occurred during the night of February 13, 1938, when 11 streetcars and two snowplows were completely destroyed at Lawndale. Total damage: \$100,000.

Below—Even as old-time firemen had to exert cooperative effort in their fire-fighting activities, so effective fire-prevention at CSL is dependent upon the cooperation of all employees.

HELP PREVENT *Fires*

"Ambassadors of Good Will"

OPERATOR PAUL GADE—Archer

"He was really an ambassador of good will for your company," wrote Ted Barnes, 6240 S. Rockwell. "He escorted a blind woman to the exact spot where she would wait for the streetcar . . . he also made very smooth and easy stops, even when the bell cord was pulled late . . . this driver seemed to be in very good humor, replying to questions pleasantly and courteously."

CONDUCTOR JOHN WATHIER—Lincoln

Mrs. Clarise Van Gelder, 5050 W. 30th, is a widow, and unable to work other than short hours. So she especially appreciated having her purse promptly returned to her when she left it on a streetcar.

CONDUCTOR STEPHEN REPASKI—Kedzie

"While riding with him, one could not fail to notice the clear tone of his voice in calling stops, his exceptionally clean appearance, and his ability to smile and be courteous in several trying circumstances. Trainmen like Number 1058 are good advertisements for the Surface Lines, and I take pleasure in writing you about him."—William L. Schuster, Box 200 F, Route 1, West Chicago, Illinois.

CONDUCTOR WILBERT SCHULZE—Elston

"It is very seldom that one finds a person of such good nature serving the public. He was extra courteous, jovial, and helpful," praised Miss Joyce Kelly, 3958 Avondale.

CONDUCTOR JOHN DE PYSSLER—77th

A word of praise from a fellow employe is never to be taken lightly. Therefore, especially to be appreciated is the commendation from Miss Margaret Donovan (Accounting Department). "It is a great honor to have such a man working for the company."

OPERATOR THOMAS JONES—Devon

"I have ridden with the most courteous, friendly, careful driver. . . . His untiring attempts to place his bus close to the curb for the safety of his passengers is commendable. His respect for the rights of other drivers, yet maintaining his own rights is admirable . . . When his bus is crowded, he has a sense of humor that keeps his passengers doing what he wishes toward making room for more passengers."

CONDUCTORS JOHN STOECKER, SYLVESTER STUBER (77th), and JOHN NICOLAI—Devon

"As a visitor to your city from New Orleans, I wish to tell you of the kindness and courtesy of your tram-conductors in general, and of these three who went far beyond their duty to be helpful to a stranger," wrote Isabel S. Devereux (no address).

CONDUCTORS EMIL CAIRO and FRANK MATRE—77th

According to Margaret Gers, 1316 Springfield, "Anyone working with the public has no easy job. In fact, handling

the public day in and day out calls for the patience of 'Job.'" She praised these men as being very polite, neat, and clean shaven, and calling out all stops so that passengers could hear them.

MOTORMAN CORNELIUS HICKEY—Archer

Wrote Miss Anna Furrer, 5811 S. Dorchester: "Again I say, what kindness and courtesy . . . a pleasure . . . to ride his streetcar."

CONDUCTOR ARTHUR RABEN—Noble

"He always sees that no ladies are on the steps. When asked a question he replies with a smile . . . and you have the feeling he really wants to help you reach your destination." The reason for Shirley J. Jost's letter (3447 W. Sunnyside) was that "I thought you would like to know what a grand job he is doing."

CONDUCTOR JACK FINLEY—Cottage Grove

From Lawrence C. Kelsey (no address) came praise for "his pleasant personality" which "infected every person boarding or leaving the car. He was not talkative, but spoke when it was necessary, and called out stops in a clear, easily understandable voice."

CONDUCTOR SIMON GOLDMAN—Devon

"He noticed a little girl, about seven or eight years of age, trying to cross a busy intersection, but because of traffic coming and going she couldn't cross. This conductor stopped his streetcar and went to the curb and took the child across the street. More people like him and we mothers would not have to worry about our children crossing the streets," commended Mrs. S. Kapner, who failed to give her address.

CONDUCTOR MATTHEW WALL—Elston

"His pleasant good morning and his kind inquiry of how do you feel today seems to shorten working hours," was the comment of Katherine Leonard, 850 N. Wabash.





Members from the CSL Post served on the American Legion Service Committee during the recent convention—helping to keep traffic moving and to guide strangers. . . . For the sake of a gag, John Karasek (Division) and Wm. Thom (Cottage Grove) confused a sailor with misdirections. . . . Joe Staska (Archer), Carl Neisner (Lawndale), John Hart (superintendent, Central District), George Christie (Lawndale), George Bottcher (Noble), Eddie Joyce (Schedule), and A. J. Hjortsvang (Cottage Grove) talked things over at State and Madison. . . . Studying assignments when the photog came around were Ben Ekstrom (Archer), the new commander, Wm. Allen (Lawndale), and Jerry Hardina (Lawndale).

CITY BENEFITED
(Continued from Page 3)

service every five minutes during the rush hours, and every ten minutes during the midday. Stops would be made only at intersecting CSL routes and the run would be made in approximately 40 minutes. Present streetcar service on Archer will not be affected by the installation.

Scheduled to arrive about the middle of September is the first of CSL's 600 new streetcars. These cars are to be put into service as rapidly as they arrive.

SCHOOL GONG
(Continued from Page 2)

cars, — conductors must be especially careful to get them in off the steps, and prevent brushoffs. But more serious juvenile accidents occur when the student is approaching the streetcar, than on the vehicle itself!

Typical accidents include a boy stepping from the safety island onto the track in front of an approaching streetcar; a boy running from behind one streetcar into the path of another; a group of girls stranded in the middle of the street, unpredictably seesawing back and forth; a boy dashing around the front of a standing bus into the path of oncoming traffic. Students who are late for school are liable to take chances as they attempt to make their classes.

The problem of juvenile accidents requires treatment from many angles. Newspaper feature stories have recently carried the safety story into the home, calling attention to the dangers of careless riding habits. The schools provide cooperation in many cases by monitoring the crowds as they leave the school grounds, lining students up on safety islands, and providing change before they board the streetcars.

The trainmen themselves, however, must provide the final important factor. They must be constantly on the alert while in school areas, and maintain a friendly, but firm stand on Company safety rules.

Without a cooperative attitude on the part of the trainman in providing careful supervision of his juvenile riders, all other educational activities are unavailing.

INQUIRING REPORTER

THE QUESTION: *What interesting experiences did you have on your vacation?*

THE PLACE: *North Avenue Station.*

REPORTER: *Walter Lindberg.*

Conductor Sam Kelley: I spent my vacation among the sands and the pines, so to speak. The sands being the sandpaper and the pines, my furniture. In other words my time was well taken up with my household duties. Of course I saw a lot of things here in the city that I've been wanting to see but most of my vacation I used to catch up on things that have been piling up since Hector was a pup.

Conductor Elmer Stobart: Wisconsin Dells was my place of rest during my vacation. My wife and I spent a very happy honeymoon there even though we had been married six years. We lingered six days, a day for each year and after we had been there the six days I was kinda wishing we had been married about twenty years, it was that nice there. We had no trouble with Indians but teepees were hard to find.

Motorman Steve Haslinger: We had been having beautiful weather up until the time for my vacation arrived and arriving with it was the monsoon (rainy weather—Ed. note). The first week we waited for the rain to stop and the second week we visited Menominee, Illinois.



No Teepee—No Sleepy

Back in Chicago we toured the city and saw things we never knew existed such as the museum, large department stores and many other sights a person should see before their eyesight fails. If I didn't do anything, though, it was worth it just to not have to get up in the morning.

Supervisor Tom Henehan, District C: After 40 years working in Chicago and seeing many unusual sights I took time during my vacation to see Chicago while at leisure. I completed many small jobs at home and just rested. Someday I intend taking a prolonged vacation and really travel but I'll probably return to Chicago and wonder what other cities have that our town lacks.

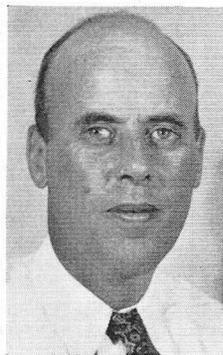
Conductor E. H. Burt: Fishing is my favorite sport and exercise, and my vacation gave me the opportunity to indulge in it to the fullest. My wife and myself journeyed to Three Lakes, Wisconsin, had a wonderful time and caught a 22 lb. Muskie. Nothing really exciting

happened except the above-mentioned muskie which I suppose could be called exciting. Traveling and relaxing en route is, I think, about as good a vacation as one could ask.

Conductor Henry Pass: I like to play golf and during my vacation I tried to play as much golf as possible. I went to the ball games, ate hot dogs, drank pop and cheered my favorite team. My daughters and I visited the Field Museum and the various buildings of interest along the lake. I wasn't looking for excitement so didn't find very much but I can say I enjoyed my vacation and was sorry it ended so soon.

Conductor Frank L. Ramel: I went fishing during my vacation and caught some pretty big fish. I've got a lot of pictures to show anyone who may doubt my ability, we did have the fish until we decided that we had showed them off enough and ate them. We all took a well earned rest and found that when we came home that going back to work wasn't as bad as it seemed while fishing.

Conductor Elmer Deegan: My vacation was spent in many interesting ways, the most interesting was my trips to and around Superior, Wisconsin and Minnesota. My garden received some well needed attention, I also had a chance to try and trap the culprits who have been filching my vegetables. The filching goes on yet but on a smaller scale. I looked over Chicago's brighter spots and slept late in the morning. I think the most exciting thing that happened during my vacation was when my radishes took hold and raced the carrots and beets to the top winning by a stem.



Sam Kelley



Elmer Stobart



Thomas Henehan



Henry Pass



E. H. Burt



WINTHER'S WONDER-WORKER

ARMITAGE

WE ARE LIVING in the world's greatest mechanical age, and *Bob Winther* of the supervisory force is not one to impede progress. He now has a machine that sets the table for him at each meal, clears the table off after the meal, washes the dishes, dries them and then stacks them away in the pantry. At least that is what we have been told.

Frank West's auto has reached the stage where he now calls it a pleasure car. It is such a pleasure to get out of it. . . . This department has been informed that *Harry Eisenlohr* "the match king" is working on a new invention to go with the new pen that writes under water. It is a match that lights under water, so that you can see what you are writing. . . . We hear that *Roy Croon* sat up all night trying to figure out what made the sun set, then it dawned on him. . . . *Billy Doll* leads the life of *Riley*. He goes to Lake Como and sits all day "In the Shade of the Old Apple Tree" with his fish line in the water. His wife is standing by, ready to fry them for him, if and when he catches any. . . . *Sidney Duke* says he caught a fish up at Ely, Minnesota, that weighed fourteen pounds. When asked if he had scales with him, he said, "No, but the fish did." . . . It's no secret that *Bert Heineman* and *Henry Hill* carry a lot of weight around Armitage depot.

Don't forget the Community Fund drive. This year the drive is for \$7,939,000. This fund helps 193 Chicago agencies to operate and make Chicago a better place to live in. . . . A report says that *Raymond Dalke* has become the pappy of a new baby girl. This is their fourth child. *Motorman James Walsted* has also become a pappy, but we have not found out whether it's a future motorman or stenographer.—TED SHUMON.

BURNSIDE

Miss *Anna Mae Carney*, daughter of Instructor *Joe Carney*, made her radio debut over station WMRO at Aurora, Ill., on Aug. 4 under the sponsorship of *Pat Concannon*, radio's famous promoter of the Irish hour. *Miss Anna*

Marie Duffy, daughter of *Motorman M. Duffy* of Cottage Grove, accompanied her. . . . *Conductor Earl McWright* moved with his family to Arkansas where he purchased a small farm known as "Sugar Loaf Ranch" on the outskirts of the city of Hot Springs. We are sorry to lose him but are sure that the change of climate will be beneficial to both his wife and children. . . . *Conductor "Blackie" Beau-doin* has also severed relations with the CSL. He has accepted a position as telegrapher with a railroad at Marquette, Michigan. This was his employment before coming to us several years ago. He has been ailing for some time and thinks that the change will be helpful. . . . There is joy in the home of *Supervisor Eugene O'Rourke* on the return of his son *Richard*, the last of five sons to return from the Service.

Conductor George Blackington, who has been on the sick list for the past several weeks, is reported as getting along fairly well at present.—FURGIE.

CORN ON THE COB FOR DEVON

CONDUCTOR RALPH GALLIMORE has a farm out in Palatine, Illinois. He raised some corn and when he came to work in the afternoon he had his auto filled with corn. *Ralph* had his boy sell the corn while he was working. If more of you farmers and gardeners would bring in your surplus fresh vegetables and sell to the trainmen or have *Charlie Witt* take care of the sales, it would certainly help the city folks. . . . We at Devon have another corn king—*Motorman Jake Kischko*. *Jake* is known as the "Field-Corn King of Indiana."

Retired *Edward Faulkner* passed away Sunday morning, August 18. *Conductor Ralph Gallimore's* mother died August 12.

Ex-Conductor *Carl Dahlenburg* came in last month to say "Hello" to the boys. His home is now in Sunland, California. California weather sure made him look fine. . . . On August 11, *Devon softball team*, with the help of the American Legion, Rogers Park Post #108, brought out to Hines Hospital over a thousand packages of cigarettes to the veterans. Some of the boys went over to Vaughan Hospital to see blind *Motorman Chester Ketter* in Ward 50. . . . The five-year old daughter of *Motorman Anthony Ranazzo* fell at play cutting her chest with broken glass. She had

to have five stitches. *Motorman Robert C. Williams* had a new arrival in his family, *Mrs. Robert J. Wittenberg* and *Mrs. John J. Wrenn* had serious operations. . . . *Motorman J. Malick* needed a blood transfusion last month. Two of the boys volunteered. We like this kind of cooperation.

Devon lost in the rain to *Division, 15-14* on August 28. *Red Randazzo* played a bang-up game out in right field. Guess we had too much mud that day.—CHARLES SAKLEM.

DIVISION

THE bowling team is getting organized, all interested see *Charlie Clark*, he is going to have a team for the boys that work P.M., they will play at night after they get through work, watch the board for full particulars.

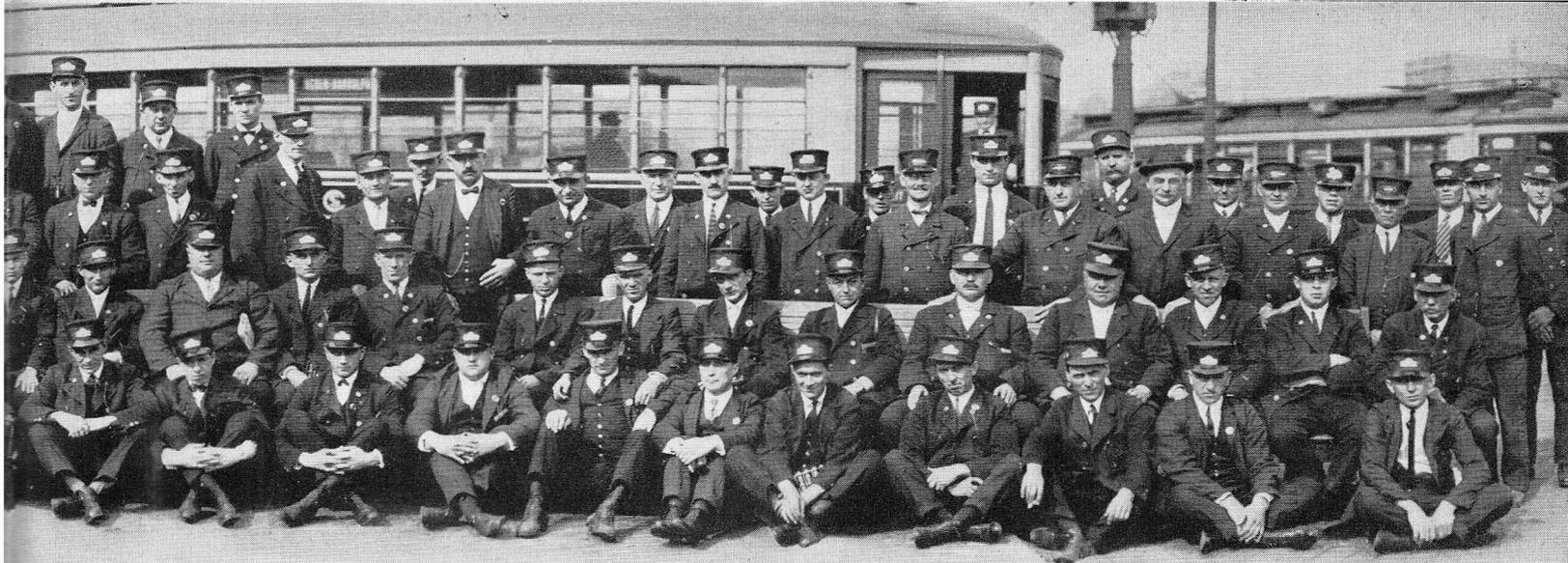
Mr. and Mrs. Frank Sepanski celebrated their 13th Wedding Anniversary August 12. . . . *Red Lowery* had a very nice time at River-view Park this year. He enjoyed it so much he had his picture taken. He was a busy little man but he had lots of helpers. . . . *Harder* from Noble (C-Note or Flat top) received another box of those famous cigars. They make more smoke than the other kind, and do they smell better? or is it the glue works from Armours?

In the meantime, watch the leaves, they are falling.—F. SHIPPY.

KEDZIE KIBITZES ON PICNIC

ATTENDING the Lincoln-Limits picnic were *Tom O'Donnel*, *Mike Mulcahy* *Ernie Haggstrom*, *Ben Tausch*, who so ably took care of the Kedzie picnickers informing them as to where, how and when; and *Paul Rosenstraeter*. *Ben Tausch* won first prize in the fat man's race and played ball on the girls' side in the softball game. After all this running around during the day *Ben* was on his way home when a gopher hole popped out of the ground, wound around his ankle and sprained it for him. It's OK now. (The ankle not the gopher hole.)

Myles Harrington is back from his vacation in the northern lakelands. . . . *George Sullivan* returned from a family reunion in North Dakota, says he's ashamed to look a chicken in the eye and that the town's population was raised during the reunion from 65 to 96. That



Sullivan outfit is really a clan. . . . *Arnold Haig* received a card from *Jim Saley* vacationing in Saulte St. Marie, Ontario, Canada. . . . *Harry Rumney* was recipient of a card from *Paddy Gibbons* (Day Car Madison St.) playing around in Twin Lakes, Wisconsin. . . . *Art Dressler* heard from the Royal Palms, Burlington, Wis., which is housing our own *Paddy O'Rourke* and his family during his vacation. . . . *Maurice Roche* has a card from *Harold Berghaus* spending his whole vacation in Sioux Falls, South Dakota. . . . *John Wheeler* and *Mrs.* are spending John's vacation at a cottage in Twin Lakes, Wis. . . . *Len Payne* is in Pennsylvania visiting some of his war buddies. . . . *Supervisor Harry Phillips* just returned from Ironwood, Mich., and a trip from there to Mercer, Wisconsin. . . . *Ed. Macken* visited his mother in Stevensville, Michigan, says he had a quiet but very nice time, and a lot of good eats. A card from *Ray Wagner* in Florida addressed to your scribe says he's having a fine time and wishes we were all there.

Notice where *George Singer* stands in the receiver's cage when he and *Bob Healy* are in there together. *George* backs *Bob* up in everything he does. . . . The column that *Ed. Schneider* is turning out since he took *Kedzie Kopy* over from *Bill Brennan* is of the best. . . . Incidentally, fellows, *Ed* has to produce that column once a week. Give him a hand with your news. *Jim McCormack* and *Bill Luedtke* passed the *Bill Hannon* residence one bright sunny day and noticed a white flag waving from one of the upper windows. On closer examination they found the Governor of Harrison St. (*Harold Burda*, the power behind the throne over in the Carey Patch, made it possible for *Bill* to be governor instead of mayor) industriously washing windows. . . . It is said that *Mrs. Hannon* was standing just inside the window with a wooden contraption for rolling pie crusts.

Jack Hester, Jr., is the new transfer clerk in the office. Young *Jack* is the son of *Conductor Jack Hester*. . . . *Tom Hickey's* wife and kids are back from their summer-long vacation in the Fox River Valley. . . . A hearty welcome and a pat on the back to *Roy Horning*, who has spent a number of years in the ETO with the 106th Division, U. S. Army. One of the last places he was stationed was Heidelberg.

Motorman Floyd Strubbe's Mrs. has recently been taken home from the hospital after a serious operation from which she was not expected to recover. She is convalescing and has made the medicos eat their words much to the delight of "Sarge" Strubbe. . . . *Jim Daly's* wife is ill with a jaw infection. . . . *Jim Quigley* is around the depot after an operation on his hand. *Jim* and hand are doing nicely. . . . Congratulations to *Lawrence Laurie* and *Mrs.*, who were the reception committee to a six-pounded baby girl.

Ray Washburn decided to carry his lunch and on the first day he did so, put the lunch on the shelf in the depot among all the other lunches. Came his fallback and *Ray* looked at every lunch package but couldn't locate his own. He had to phone home and ask how it was wrapped! . . . *Marty Kehoe* found *Bill Morrisey's* punch after relieving him. *Bill* boarded the car later and asked for the punch. When *Marty* handed it to him, *Bill* says: "Where the heck is the rubber band I had around it?" . . . *John "Red" Kane* says he'll be glad to pay as high as \$5.00 for a uniform overcoat, prewar with metal buttons and almost new. The size must be 38. (He said all this in one breath with a straight face.) . . . *Jim Keenon* would like to examine *Jim Walsh's* watch. *Keenon* is suspicious of its being a stop-watch. . . . *Dan Shanahan*, who has been filling in as clerk, has had trouble keeping the dishwashing schedule in order for his kids. They insist on getting mixed up as to whose turn it is. *Dan* sits by and listens for a few minutes, finally gets disgusted, sends the kids to bed and does the dishes himself.—JOE SMITH.

HE WHO WAITS

LAWNDALE

Conductor *Al Gorring* is the most patient man in the depot. He ordered a new Nash and waited six months for it before he gave up and cancelled his order. He then ordered a new Studebaker and at present writing has been waiting six months for that. Look at all the wear and tear, gas and tires you are saving, *Al*. . . . *Motorman Ed MacDonald* has contracted an occupational disease known as "Owl Eyes" from working P.M. runs for long and now claims that he has a hard time seeing in all this sunshine.

Out of this group of employees taken at *Lawndale* in 1923, approximately 50 per cent are still with the company.

Bottom row, 5th from left, *John McMahon*; 8th, *William Bollam*; 10th, *Bernard Higgins* (now on police force); 13th, *William Beavers*; 17th, *Harry Krug*; 18th, *Arthur Piper* (now on police force); 21st, *Otto J. Diven*; 22nd, *Harry Christman*.

Second row, 1st from left, *James Schurer*; 3rd, *Emil Schroeder*; 5th, *Joseph Smejkal*; 8th, *Late Philip Rotchford*, brother of the late *James Steward Rotchford*; 14th, *Wallace Lumpp*; 15th, *Ralph Talarico*; 17th, *Louis Martin* (now on pension); 20th, *Michael Lonergon* (now on bridges); 21st, *Frank (Buck) Jones*; 22nd, *John (Paddy) Cribben*; 23rd, *Frank Boucek*; 25th, *John Podlager* (now on bridges); 26th, *Ben Ponzo*; 27th, *Walter Rosenberg*; 29th, *Frank Whalen* (now on pension).

Third row, 2nd from left, *Tim Murphy*; 3rd, *George Spathas*; 4th, *August Olsen* (now on pension); 6th, *Charles Emmet Martin* (West Shops); 7th, *Charles Jelinek*; 8th, *Robert Walsh*; 13th, *William Radatz*; 14th, *Timothy Reilly*; 18th, *Louis Pernicka*; 20th, *Martin Benda* (West Shops); 21st, *Late Nick Hodan, Sr.*, (father of *Nick Hodan, Jr.*, receiver at *Armitage*); 22nd, *Frank Ruska*; 23rd, *James Tower* (now on bridges); 24th, *Jerry Creagh*; 27th, *Late Arthur Unsen*, District Superintendent; 29th, *Adolph Madsen* (now on pension); 30th, *Frank Pavak*; 31st, *Thomas H. Eigelsbach*—Division Superintendent (now on pension); 33rd, *Late John M. Johnson*, Chief Instructor; 34th, *Charles (Teddybear) Schwoma*; 35th, *John J. Ford* (No. 1 man in depot service today); 37th, *Late Charles Claussen*, starter in front of depot for many years.

Top row, 1st from left—*Late John C. Cielenski*, supervisor with always a funny story to tell; 2nd, *Oreste Venturelli* (now a trainman in Los Angeles); 6th, *Peter (Bruno) Regan*; 7th, *George Bring* (now on pension); 11th, *Thomas Lonergon*; 12th, *James Prindiville*; 13th, *Jacobs Silha*; 14th, *Louis Uher*; 15th, *Henry Ottitsch*; 16th, *George Janda*; 17th, *Joseph Priban*.

The motorman on car is *Emil Carlson*, No. 1 motorman at depot today. This picture is the property of *George Spathas*. Picture identified and list of names compiled by Chief Clerk *Charles F. Karschnik*.

Mrs. Anne Svoma, wife of Charles and mother of Edward, both of this depot, passed away last month. Conductor Bill Brown also lost his mother recently.

This department believes that it is none too early to begin thinking of organizing a bowling team to represent Lawndale. Motorman Ed Morovec, who should know, claims that there are enough good to excellent bowlers at our depot to give any team in the system a tussle. How about it, keggers? . . . Conductor Harold Dammen, man of his word. Your correspondent agreed to trade runs with Harold on ball game day on condition that Harold would hit a home run. Harold agreed, and immediately proceeded to paste one in the game against Kedzie. Incidentally, Harold is a genuine, full-fledged Grandpa. Can any other depot claim a grandpa as a regular on their ball team? . . . Jimmy Maloney substituted for Supervisor Otto Brubach while Otto was on vacation. That swagger type cap that was awarded Jimmy for fifty missions over General Park avenue seems to have disappeared while Jimmy was supervising and he says that the finance company took it back because he couldn't keep up the payments on it. . . . Otto Brubach took himself a very nice vacation, too. Way up into the far northwest. Otto, who is an excellent mechanic, wanted to see what his car could do, so, instead of crossing the Rockies at a narrow place like everybody else, he crossed them long ways, just to make it tough! He says the car purred like a kitten all the way, too.

Some of the boys are talking of taking up a collection to buy Operator Bill Klecka a compass since he got lost over around St. Louis and Grand Avenues on account of the necessary rerouting over there. . . . Latest reports have Emil Rozak recuperating from an appendix operation. . . . Lawndale practically made a clean sweep in the recent elections of the Surface Lines Post of the American Legion. Wilbert Allen was elected commander and is the first Lawndale man to attend this post. George Christie was re-elected senior vice-commander and Elwood Deyman was also retained in his post of chaplain. . . . Elmer Hane took Janitor Bill Franek's place while Bill was on vacation. Elmer was very happy about the whole thing. He said he always wanted a job where he could clean up! . . . Belated, but sincere, greetings to new transfer Clerk Joe Costello, who comes to us from Kedzie.—BILL FEILER.

NEUHAUS IS MAN-OF-MONTH LINCOLN

THE MAN of this month is none other than Al Neuhaus. If you all remember, he is the lad who had trouble getting rid of the field-mice a few months ago. Since then he had a slight sojourn in the hospital, but he is back to work now and feeling as fit as ever. His story goes like this: He has been very happily married for twenty years and celebrated his anniversary on the 31st of July. He is 46 years old, has two children—a boy 10 years' old and a girl 14. Incidentally, the same year his daughter was born he became a motorman. But his was no bed of roses. Some of you will remember

how the depression shook this job. Well, he was one of the unfortunate. He started at Devon, went to Archer, Cottage Grove, Division and then to Lincoln, where he has been doing a very good job for the past few years.

We see that Conductor Koenke has beaten the rising prices of automobiles—at least for awhile. He now spends his spare time riding around on a moto-scooter. But tell us how you manage to get the family out to those lakes over the week-end? . . . We all wish to congratulate our boss, Clint Sonders, on the success of his picnic. From all angles it was a big success. The day started out very gloomy but that was only in the city. When we reached the picnic grove on beautiful Cedar Lake, it was like being in a different country. There were many games and contests which everyone enjoyed—young and old alike. There were two softball games and we regret to say that Limits won both of them. But all in all, it was a lot of fun even though some of the boys were stiff and sore for a few days. We had one casualty—that being Pilot Frankie Koziol. In running to first base, he collided with the first baseman and injured his left knee. He hasn't been able to work since, but hopes before this goes to press he will be back among us. . . . Motorman Lafferty and the Mrs. announced the arrival of their baby girl.—LARRY HIPPERT.

HERWALD UNDAUNTED BY SHACKLES

NOBLE

WHO'S AFRAID of those "Shackles that remind (bind?) me, I'm just a prisoner of love."? Not brother Ray Herwald. The lovely little lady who gave up her freedom on Saturday, August 17, is Helen Hassman. We hear that Mrs. George Thomas was hospitalized with a broken leg. The Marino family's four children gave up oodles and oodles of tonsils—and all at the same time.

Vacation cards were received from Mike Taylor, Frank Zych. Ed Larke received a little box about one inch square from a Miss Ann Larson in Stevens Point, Wisconsin. And fellows, there was a lone goober in that big box. (That's a peanut, son.) Better luck next time, Ed. I asked Clerk Middleton what he did on his vacation. The answer was simple—washing dishes, clothes, diapers. He said, "Remember, I became a father just recently." There are fellows who try their best to do everything right and are always willing to help where they can with never a thought of remuneration. We all know that Operator Gordon Hoijer deserves an orchid for being that sort of guy.

PATIENCE Catches Fish and Prevents Accidents

Anyone interested in improving his accident record (and who isn't) would do well to have a chat with Motorman Walter (Dusty) Rhoads, who recently retired from his trainman duties at Armitage.

Thirty years ago when "Dusty" came with CSL he adopted the slogan that "Haste Makes Waste." And he holds that slogan responsible for the fact that there is not one chargeable accident marked up on his record!

The same patience that gave him the title of "the best fisherman at Armitage," paid off in safety when applied at the front end of the streetcar.

Patience and good sportsmanship has come naturally to Rhoads. Even when he was just a little fellow, kicking up the dust of Chicago's unpaved streets (a habit which earned him his nickname of "Dusty"), his favorite pastime was fishing.

At the turn of the century he played professional baseball for awhile with the St. Louis Nationals. Later he played semi-professional ball here in Chicago.

When he came with the Surface Lines

in 1916, "Dusty" decided that the best way to make a success of running a streetcar was to realize that "Haste makes Waste." "Also, I've always remembered that I'm not in business for myself, but that I am the representative of a big concern. And I've tried to act like it."

When asked for any advice that he might give new trainmen on preventing accidents, Dusty said, "Always try to operate your streetcar the best you know how. Leave enough room between your car and the car ahead so that you can ease on the air brake for a smooth stop. If you have enough room, you're not going to be surprised by any sudden stop.

"When starting out, remember that there are Points One, Two, and Three on the control, as well as Number Nine."

Then he drew on his sportsman's philosophy: "It takes plenty of patience. But a motorman shouldn't figure that he's the only one on the street—other folks have rights, too."

And the results obtained by any trainmen following that advice should be—a first-class, accident-free record.

Color-bearers Lawrence Hogan and Bernard Blondin (son of Motorman LeRoy Blondin, Lawndale) proudly display their Squadron flag with its first citation streamer.



Citation Awarded to Sons of American Legion

THE NEWLY REORGANIZED Chicago Surface Lines Squadron, No. 146, of the Sons of American Legion received its first citation at the state convention held early in August at Park Ridge.

Permitted to lapse during the war years, the Squadron has been revived under the chairmanship of Eddie Joyce (Schedule) and is looking forward to an active winter season. The Squadron was first formed in 1930.

Membership in the organization is open to the sons of any veteran. Meetings are held once a month, on the third Tuesday evening, just prior to the regular meetings of the Surface Lines Post, at 3350 W. Jackson boulevard.

THEY TAKE OPERATORS YOUNG

69TH

WELL, GANG, here we go again. Going right into the news around the barns I find that the last addition to Conductor George Wagner's family was a boy, and they tell me George and Frank Konczal are breaking him in on one-man operation on 59th already.

Another story that comes along on the autumn breeze is about Hughie Gibbons. It seems that he recently purchased a three flat, and now

has his wife wake him at midnight the last day of the month so he can hurry down and collect the rent.

Saw Frank Champaign standing on the corner of 67th and Stony Island last week, between two police officers. Talk about a boy between two men! Frank had a sore neck the next day from looking up. They tell me Vince Rutkowski was over on Racine avenue as a motorman; boy, three poles on one car. The Who's Who social club had their annual picnic Sunday, the 25th of August, at 91st and Hermitage. Everyone had a swell time. Some of the notables present were George Boedeker, Jerry the Barber, Scotty Hagins, and MYSELF. Thank you. Even Hank Risch won a prize racing. I didn't see it, but they tell me it was the barrel race. Operator C. J. Crawley was seen last week hoofing it at an American Legion dance at 52nd and Lowe. That boy cuts a "nasty" figure. . . . Fran Terrell was sporting a wrist band last week as a result of a Sunday ball game. He says his speed now is a good hefty game of checkers or chess.

It seems that Conductor Walter Krebs (Luke) has an ideal spot for fishing. He was passing out fish to all of his friends for the last three weeks and wouldn't let anyone know where he was catching them. Finally he let go, and tells us he knew of a beautiful lake—all fenced in—and there was never anyone around it. Upon investigation we found out that the lake is part of the "City of the Dead"—in other words, he was catching them in a cemetery! . . . Art Lippardt is still sweating out a new car. If he doesn't get one soon he'll have to get someone to push him around in a wheelbarrow. That pile of junk he has can't last more than a month. . . . One thing I don't get: How can guys with pussies like Jim Chica and Neal Beasley have such nice wives? Incidentally, I hope someone noticed the beautiful wife I was sporting at the picnic. With that thought in mind, that does it, I'll see you next month.—CHUCK HERRINGTON.

GUIDES WANTED

77TH

THE REMODELING job at 77th is near completion. W. A. Bessette, superintendent, visited the depot, and was quite surprised to see the many changes. He thought he'd need a blue-print to find his way around. . . . Pat Geary, janitor, has a wonderful tenor voice that can be heard over the humdrum of the carpenters' hammers, the refinishers' sanding machine and the steamfitters' "pipe-banging." . . . Supervisor Klein has a sympathetic ear, for a normal fee. He will listen to all your troubles and then agree with you. . . . Motorman Jim O'Neill is happy again because he has an Irish conductor, J. Towe. Jim claims that the car runs more smoothly with an Irishman holding up the back end. . . . Spotted Motorman J. T. Smith #2 at the "Bidwell Stadium" watching the ball game. Was informed he spends most of his time there, but IS it the ball games he watches so intently? . . . Conductor J. W. Rogers was seen passing

. . . Never let it be said that Tommy Blaise is not a thorough line instructor. When asked by his student, "What should I do with this 20-penny nail that I found on the car?" Tom told him to ask the clerk for a lost and found card, attach it to the nail and turn it in to the clerk. That's good practice for the student, Tommy, but who is going to wipe the foam off the clerk's mouth when he has to book the article?

Let's all extend a hearty welcome to the following new men: Conductors—Jim Collins, M. Dwyer, Hank Pollina and Carl Sagmeister; Motormen—Frank Kloda, Bill Thomas, Russel Parnum and (watch out for this one) Bill Wolff. Joe Schultz #1, Mike Lenihan, B. Michaels and Fred Hardt wish to express a personal welcome to the new motormen. We wonder why? . . . Welcome back from the army "Wil" Wilcznki and "Handsome" Hansen. . . . Well, now that Mr. Balanz (the bossman), Al Remack (chief clerk) and Hank Zych (#5 clerk) are all back from their vacations, the burden of running Noble is taken off of Bill Leahy's shoulders. . . . The veterans wish to express their thanks to motorman Bill Britzke for his services in notarizing their terminal leave papers. If the bonds are received as fast as Bill offered his aid, the vets will be taken care of immediately, if not sooner.

Why grin and scowl and make such faces—when just a smile goes so many more places?—C. F. GREER.

HONORS COME TO NORTH

NORTH AVENUE has become the depot of distinction through the untiring efforts of Operator Augie (I call him Augie, that's how we stand) Johnson and John Miller. Johnson for safe driving and courtesy (it says so in the Daily News) and Miller for playing top golf the last months. Golfer Miller won the tournament against many good golfers (I stayed out to cut down competition). Miller shot a 77 and Johnson drove 100%.

Speaking of good deeds I like the scene that took place at Lake and Central one evening. It wasn't much, I suppose, but if selling transportation is our business then Mr. E. Lee sold a lot of our goods by helping a lady with a very heavy suitcase and then waited until she was seated before proceeding. I know this is true because I saw it. Lee always has been a name denoting chivalry; look at old Robert E.

My agents report that we beat (there must be a stronger word) Armitage by a score, shall we say, of 23 to 5. Armitage was only able to acquire five runs in the time it took our team to run up twenty-three. This only proves that we do things on a much larger scale and faster than our so-called opponents.—WALTER LINDBERG.

out TWO cigars to everyone he met. We thought there was some error until we learned that his wife proudly presented him with a set of twins on August 4th. Father and twins doing nicely. . . . *Motorman E. J. Varvodick* was married on August 16. The bride and groom are honeymooning at Twin Lakes, Wisconsin. . . . Wedding congratulations are in order for *Mr. and Mrs. A. O. Luebeck*, who celebrated their twenty-fifth wedding anniversary this month. A reception for over 200 guests was held. . . . Those wedding bells will soon be chiming for our handsome *Clerk Tom McGuire*. *Betty* said "YES, YES, YES." . . . Has anyone heard *O. T. Duncan*, our chief clerk, tell the story of the "One That Got Away" while on his vacation at Sister Lakes, Michigan. . . . Many of our clerks and trainmen look very refreshed since having a well-deserved vacation. . . . *Dan Heffernan* is selling his Irish bagpipes to *Mike Maloney*. *Dan* doesn't feel he is capable of filling them any more. . . . *W. A. Ose*, bus operator, has written to the well-known Swedish movie star, *Greta Garbo*, extending her an invitation to accompany him on his proposed trip to Sweden. But it seems *Greta* really "Wants to be alone," for she had already left for Sweden and didn't even bother to reply to *Wally's* letter. . . . *Conductor E. P. Egan* was assigned to work a run with his dad, *Motorman T. J. Dunn*, on Halsted Street. He really shook in his boots for fear that if he made an error an old-fashioned spanking would prevail. Seems like dad has a bit of experience in that line. . . . *Receiver J. L. Gaskey* would make a very good trapeze artist because of his sense of balance. . . . In visiting the 77th Bus Garage it appeared as though *Assistant Foreman Lew Hermann* was promoted to floor sweeper, or was he just looking for a mechanic? . . . *Tip Caplis* burnt *Scotty Ried's* shirt a few days ago and now *Scotty* comes to work in a sarong, giving *Dorothy Lamour* competition.—R. V. MACK.

Kentucky Estate to Be Holton's New Headquarters

WILLIAM O. HOLTON, office manager in the Legal and Accident Investigation Department retired on September 1, 1946. Mr. Holton's period of service with the Surface Lines and a predecessor, the Chicago City Railway Company, amounted to almost 49 years.

In the Fall of 1897 Mr. Holton entered the service of the Chicago City Railway Company on the cars. In 1900 he transferred to the Claim Department and just prior to unification was claim agent for the Chicago City Railway Company. After unification he was appointed office manager of the two departments at 600 Washington Boulevard and has held this position ever since.—AUDREY.

McDERMOTT NEW OFFICE MGR.

ACCIDENT PREVENTION

MICHAEL J. McDERMOTT, JR., our new office manager, came to this department in March, 1936, as a statementman and in January, 1941, was made witness location clerk. In November, 1941, he took on the duties of witness clerk and assistant inquest man and in September, 1944, was appointed assistant chief investigator.

James Kenna, former trainman at Cottage Grove, and more recently janitor at "600," retired on August 1. At long last the war bride of *Statementman Howie Symmes* arrived from Holland. . . . *Lorraine Audrey* is the name of the new baby girl, weighing five pounds ten ounces, born July 27, 1946, to *Mr. and Mrs. Joe Lubawy*. . . . Another girl, by name *Mary Ann Healy*, five months old, from St. Vincent's Orphanage, arrived at the home of the *Ed Healys*. Now *Eddie, Jr.*, and *Tommy* are entranced with their baby sister. . . . And another girl—Hooray! That makes three this issue. Congratulations, *Carl* and *Alice Midland*. *Hope Joanne Petra*, born August 13, will be just as sweet as her mother, a former co-worker.

There have been some changes made in the APD. *Frank Cunningham* is now a register clerk at Armitage. . . . The new employes are *Clerk Ella Vrzak* from North Bus, *Stenographer Anne Fahey* from Material and Supplies, and *Clerk Ray Ruzich* from the Track Department. *Alison Balis*, former clerk, is back at her desk helping out temporarily.—AUDREY.

ACCOUNTING

W. B. FOLTA enjoyed his vacation by staying home, and taking his wife and children to the Brookfield Zoo and visiting various points of interest in Chicago and suburbs. . . . The department extends a hearty welcome to *Eleonor Browne* as the latest addition to our personnel. . . . *Whitehall, Michigan*, was selected by *A. C. Jann* to spend his vacation, fishing and swimming, and reports he had a very pleasant time.

"A grand time to remember" is the way *Nonie Morris* refers to her vacation which was spent at *Villa McDuff*, Lake Catherine, Antioch, Illinois, also automobile trips to *Williams Bay*, Lake Geneva and *Milwaukee, Wisconsin*.—THOMAS F. COAN.

SPARKLERS EVERYWHERE!

ELECTRIAL

EILEEN CHENEY came to work at Grand and Leavitt Thursday morning, August 22, with a very pleasing smile. The reason was soon detected. On her left hand was a beautiful diamond ring announcing her engagement. . . . *Frank S. Parise* of the electrolysis division also let it be known that he had presented his sweetheart, *Miss Evelyn Bologna*, with a diamond ring announcing their engagement.

News will leak out! *Eugene Vanella*, of the meter testing division, is the proud father of three children. The third child came May 19.

. . . *Mel Felton* of the line division is a proud daddy. His family is complete, having a new arrival August 1, a girl. The boy is about four years old. . . . *William F. King*, superintendent of electric construction, and *William Stokes*, foreman of the line department, spent their vacation in San Francisco, California, attending the electrical convention.—BILLY SCHENCK.

BACK FROM THE "FOUR CORNERS"

GENERAL OFFICE

AS LONG as vacations are still the chief topic of conversation, we found a few interesting ones—*Lila Kiesig* (Insurance) proved the old saw about "Absence making the heart grow fonder." It took a trip to Washington State to make her find out that her heart was here in Chi. She has just announced her engagement to *Dick Matson*. . . . *Blanche Simundza* (Real Estate) and her husband spent the first five days of their vacation moving into their new apartment—lucky people! . . . They tell us that those were "revenooers" who were seen chasing *Frank Adams* (Transportation) over those "Jawjia" hills. . . . The West seemed to have a little greater drawing power than the East. *Charline Johnson* (Executive) took the old *Horace Greeley* advice by spending her vacation in Washington. . . . *W. S. Allen* (Legal) motored (lucky man) out West, taking in *Yellowstone National Park*. . . . To the East went *Arthur Doyle* (Information Desk) to check up on some of his early American history in Boston and environs; while *Mary Stomner* (executive) decided to see what New York has that Chicago doesn't. . . . The beauties of the North really won out. . . . *Lois*

WHEN GOLFERS got together at the *CSL golf outing last month*, there was a lot of kidding for the camera as well as serious golfing. A few of the hundred *CSL employes in attendance* are pictured on the opposite page. (Top to bottom, left to right): *Special hand-painted signs (who was the Rembrandt?)* directed all comers to the *White Pines club*. . . . Apparently better billiard players than golfers were *Tom Coglianese (Kedzie)*, *Tony Wisniewski (Blue Island)*, *Ed Machen*, *Jim McCabe*, and *Ed Schneider (Kedzie)*. . . . *Honors for the day* went to *John Miller (North)*, whose 77 was actual low score for the day, and *Joseph Guarise (Devon)*, whose handicap score entitled him to choose his first prize—a new golf bag. . . . *Committee members* *Ernie Barrick (left)*, *Ed Foreman*, and *Art Cooper (striped jerseys)* were kept busy checking entrants. . . . A new kind of spoon shot was attempted by *Jay Swann*, while *Wm. Cavanaugh*, *Art Koprowitz*, *Chas. Cousar (ex-employe)*, and *Sheldon Anderson (all of Cottage Grove)* looked on skeptically. . . . When all else fails, the wind may prevail, seemed to be the philosophy of *Wm. Sampson (ex-employe)*, *Art Moe*, *Victor Micetic*, and *Joseph Bergthal (Devon)* when they started the blowing contest. . . . More legitimate in their golfing approach were *John Spoo*, *John O'Shaughnessy (Division B)*, *E. F. Johnson (77th)*, and *Bill Pearson (69th)*. . . . Photos by *Jones (DAI)*.



WHITE PINES
DAILY FEE
GOLF CLUB
36 HOLES
BENSENVILLE



Marsh (Executive) took an encore at Woodside Ranch in Wisconsin. . . . *D. R. Watson* (Legal) hit the northern trail, going as far as into Canada. The not-so-far North attracted (but not at the same time) *Helen Girardi* and *Bruce Dinter* (Valuation). . . . Not everyone can boast of a vacation such as *Mrs. Lardner* (Insurance)—hers was spent by becoming a grandmother.

We take time out from vacations to welcome a new CSL member to the Insurance Department—*Mary T. Sullivan*.

Alice Hlinka (Purchasing) has parachuted into the arms of *Charles Walker* (ex-paratrooper) and the date of the wedding has been set for September 24—a year from the day that Charles came back from overseas.

Viola Fredricks (Legal) no longer has to sit here and dream of hubby, Bob, enjoying those beautiful Hawaiian nights. She has left CSL to join him and expects to be there for two years.—BRENDA & COBINA.

MATERIAL & SUPPLIES

UNCLE SAM'S LOSS was surely our gain when we hung up the "Welcome Home" sign for *Bob Pieper*, once more at the South Shops after his tour of duty with the Army. . . . Now *Bill Unwin* can really beat the heat of the "dog days" of August. He had his house "heir conditioned" on August 23, and tells us the unit weighed nine pounds! . . . Don't be alarmed at the comings and goings of *Robert Buckley* these days. That's just a reflex action from an entire vacation spent in the old back porch rocking chair. . . . Another returned vacationer is "*Doc*" *Gasper*, looking fresh as a daisy after his jaunt to Superior, Wisconsin.

We note that *Eldora Freeberg* is offering her coronet for sale. There's one gal who won't be accused of blowing her own horn! Incidentally, *Eldora* made a very charming bridesmaid at the August 23 wedding of *Grace Rohner*, one-time branch on the M&S family tree. . . . And speaking of our family tree, we grew a few new sprouts this month, namely, *Grace Rubey*, *Francis Murphy* and *George Linden*. But we had to say good luck and good-bye to *Ed O'Reilly* and *Thrya Foster*.—"DJ" CHAP-LEAU.

SCHEDULE & TRAFFIC

OUR VACATION notes show where members of the Schedule-Traffic Department wandered on their vacations: *Ted Cowgill* is spending some time on his ranch in Oregon. Hope that will help the meat production, so we can enjoy some good steaks this winter. . . . *Frank Irvine* spent a very pleasant vacation in Toronto, Canada. What happened to that good looking hat you had when you left town, Frank, did it look as well on the hook? . . . *Michael O'Neill* drove that high-powered Buick to Champaign, Illinois. . . . *Art Langohr* spent most of his time taking short trips in that flashy convertible. . . . *Wm. Devereaux* is now a sharp-shooter with the one-armed bandits, having spent his vacation at Bangs Lake. . . . *Doris Keating* spent two weeks at Wonder Lake

trying some of her excellent cooking on *Emmett*. Now that Emmett is a civilian, I presume it was sort of a second honeymoon. . . . *Evelyn Kaross* stayed in Chicago and announces an addition to the tropical fish family. . . . Al Pisors vacationed at Deep Lake, and trips to Twin Lakes, Kenosha, etc. . . . *John Bernbom* sent some post cards from Hayward, Wis., where he is doing some fishing. . . . *A. Brandt* also tells us he caught some pretty nice fish while vacationing. *Ed Hill*, *Wm. Hodges*, *E. Joyce* and *Wm. Dentamaro* spent their vacations in and around Chicago.

Our Scribe, *L. C. Dutton*, *Mrs. Dutton* and the five little Duttons drove to Iowa to show off *Mary Elizabeth*, who arrived last March 4, and also to show her where the tall corn grows.

Mr. and Mrs. James McBride announce the arrival of *Patrick Dennis*, on Tuesday, July 30. Uncle Patrick tells us the "Bundle From Heaven" weighed seven pounds sixteen ounces. . . . A hearty welcome is extended to *Gerry Schleiter*, who joined our group.—GERTRUDE FIGGE.

In Memoriam

Being a list of recent deaths of employees.

Michael Sak, 53, watchman from West Shops, died 7-30-46 on duty, from heart disease after 27 years of service.

Michael McEvoy, 50, conductor at Blue Island, died 8-4-46, after a three-month illness.

John Cleary, 37, clerk at Kedzie, died while on duty, 8-5-46.

Joseph Jurgutis, 66, machinist at South Shops, died 7-31-46, with 34 years of service.

Harry Walk, 63, doorman at Lawndale, died 8-4-46 from heart disease, after a four-year illness. He had 28 years of service.

Edward Gillard, 63, janitor, died 8-9-46, from cerebral hemorrhage, after an illness of eleven years. He had 40 years of service and was employed at 77th.

William Bingham, 45, laborer in the Utility department, died 8-10-46, after a short illness with broncho-pneumonia.

Warren Hilliard, 75, motorman, Kedzie station, died 8-8-46, after an illness of ten years. He had 44 years of service.

John Misar, 58, motorman from Blue Island, was killed in an automobile accident while on a vacation 8-11-46. He had been with the company 29 years.

William Tyk, 55, motorman, died 8-19-46, after an illness of twelve years. He had worked out of 69th.

Timothy Leahy, 65, conductor from Limits, died 8-20-46, after a short illness. He had 37 years of service.

Otto Anders, 62, motorman at 69th, died 8-20-46 after a short illness. He had 27 years of service.

THE BOYS IN THE ALLEY AGAIN

SOUTH SHOPS

THEY'RE OFF! Another September has rolled around and for us at the South Shops that means another bowling season has opened. This year the boys are bowling at the Park Manor Bowling Alleys, 75th and Michigan, 6:30 P.M., every Monday evening. Not doing anything some Monday evening, drop around.

Sophite Misiunas was our Bride-of-the-Month, having been married to *Edward Fortuna* on August 31. . . . Our stork derby had a few more entrants when *Karen Ann Kozlowski* was born on July 2 at St. Anne's Hospital and *Nancy Carol Richard* was born July 10 at St. Anthony's Hospital. . . . Flash! While vacationing in Canada, *John Kennedy* took unto himself a wife.

George Clark will long remember the last few days of his vacation. You see, the Coast Guard Reserve planned a trip by water to Starved Rock. The officers went on a picket boat, their wives on a launching vessel. On the way back, the launching vessel hit something in the water, damaging the rudder, so the picket boat had to tow it but not for long because it, too, developed some motor trouble. For a while things looked pretty black but a river boat came along shortly and towed both vessels in. . . . Want to do something different on your vacation? Why not follow *Harry Knudsen's* example. He flew to San Francisco, attended a convention, then flew to Los Angeles, from there to New York by way of Washington. How's that? ? ?—JUSTINE MAZEIKIS.

NO RATE—NO MAGAZINE

WAY & STRUCTURES

TRACK DIVISION: There are always those individuals around here who spend very quiet, restful vacations. "Nothing unusual happened during mine," they warn me; "nothing that would rate the magazine." But just the same, *Walter Klotz*, *Harry Schlachter*, *Christine Imburgia*, *Paul Minogue* and *Ed Becker* will see their names in print. . . . *Andrew Johnson*, general foreman in the Western Division, has just returned from a most enjoyable vacation through the Canadian Rockies.

We don't know how to account for the change that came over *Roy Lionel Johnson* last week when answering a telephone call. He acquired a most pleasant disposition. Come on, Ray, tell us what was so "delightful" about that call. . . . The Northern Division has the right combination for a party every day at work. There's *Old Fitzgerald*, timekeeper; *Old Taylor*, timekeeper, and *Kimmel*, general foreman.

General Foreman A. Micetic and *Mrs. Micetic* spent their vacation touring the eastern states. They had planned going to Mexico, but changed their plans when they found out the high cost of traveling through that country. . . . *Tommy Stiglic*, trolley tender, is in need of a good alarm clock to get him up at the

SURFACE SERVICE

proper time to feed his great dane watchdog. The diet is very important when training an expensive dog like that. . . . *John Zimonjich*, watchman, is now sporting a goatee to match that air warden hat he always wears. . . . *Mr. and Mrs. F. Pavesic* announces the arrival of a son. . . . *Harry Safford* and his wife spent their vacation at Tomahawk, Wisconsin. Every time they went fishing his wife always caught the first one and always at the end of the day she had more fish than Harry!

BUILDING DIVISION: *John Retzler* spent his vacation giving his family a treat by taking them out and showing the children a swell time. He did manage, however, to do a little golfing.

Helen Regis went to Milwaukee, Wisconsin, during her vacation and spent most of the time at the beach getting a very beautiful tan.—**BETTY LHOTAK.**

EX-GI PUT INTO INSTITUTION WEST SHOPS

HERE WE GO again, congratulating another of our ex-soldier boys as he is joining that great institution of Matrimony. Even though *Eddie Evans*, *Gene Fougeret* and *Johnny Schwartz* tried to persuade him to stay a "bach," *Harold Rowbottom* of our Machine Shop office is taking those final steps on September 7. The lucky girl is *Lois Johnson*. . . . With all the vacationists during the month of August, so far we don't have any fish stories from the Shops. Most of our gang just rested up and took life easy. Included in the list were *Joe Gasser*, *Walter Haeger*, *Ed Burke*, *Gene Fougeret*, *Eddie Hess*, *Carl Gerlach*, *Gen Shea*, *Dolores Nelson* and *Peggy McCarthy*.

Another blessed event in the Shops. "*Wood Butcher*" (*Frank Crouse*) is doing fine as a new father of a baby boy again which his wife presented to him. "*Wood Butcher*" is known as the "Crosby of the Carpenter Shop" and this makes a total of four boys for him. . . . Congratulations are in order for *Bill Raeber* and *Joe Vanderhaegen* upon their promotion to Shop Leaders. . . . We now say farewell to the following men who left September 1 for retirement: *John Dempster* of 69th Street Carhouse, who started with us on April 2, 1924; *John E. Cunningham*, lubrication inspector, who started with us on August 5, 1906; *John Warnken* of Cottage Grove Carhouse, who started with us on June 3, 1901; and *Klemens Zelobowski*, also of Cottage Grove, who started with us on April 18, 1818.—**EDA LAUBE.**

Off the Trolley

It's not our nature to brag, but if Nick Mootz of Elston didn't get rid of that baby buggy that he advertised in our Barter and Exchange column last month, it isn't our fault. Due to an error in setting up the copy, his signature was omitted, but within 24 hours after the magazine appeared we had three phone calls requesting further information. . . . As the Greeks used to say: "IPTA!" ("It Pays to Advertise.")

Park District Service Guards or Policemen have been assigned to over 165 pedestrian crossings of boulevards where numbers of children must cross. Parents should warn their children to cross boulevards only at these protected points. According to Park District President James Gately there is no case on record in recent years of any school child being injured while crossing a boulevard where a Service Guard or Park Policeman was stationed.

Defective or overheated heating equipment caused 60,000 fires in 1944. Which causes the National Safety Council to remind that now is the time to check the furnace and "Beware the flames that flare from flaws in flues!"

The 20th Anniversary of Talking Pictures which was celebrated last month brought forth some interesting stories about early movie days. One veteran movie operator used to travel around the country with his projection machine and film, presenting a show wherever he happened to be. "It wasn't so easy then," he recalled. "Now all you have to do is to plug a socket into the wall and you're set. We had to find some place that had electricity. Most theatres didn't in 1900. We used to take our power off trolley lines." He stated that it was not an unusual sight to see an electric cable running from the overhead trolley lines into an upper window of the local nickelodeon!

The "Home Wanted" ad in this issue reminds us that a short time ago we were hearing about dream houses—and that's what they seem to have turned out to be!

Thinking will reduce the nation's accident-rate.

It wouldn't be a good idea to pass this information on to the offspring, but according to a study made by the American Dental Association, fewer than one-half of the American people use toothbrushes. In fact there are 215 counties in the United States that are without a single practicing dentist. . . . Investigations on the control of polio have given added emphasis to the importance of adequate dental care for children. It has been found that bad teeth provide an excellent means of entrance for the polio virus. . . . The American Dental Association recommends that the average child have his teeth examined by a dentist for the first time between two and two and one-half years of age, and at least twice a year thereafter.

Barter and Exchange

FOR SALE

SPRINGER SPANIEL: Champion bred, for hunting or home. N. Rainicki (Electrical) Kildare 8247, or Arlington Heights 1436-R.

JIG SAW; BAND SAW; COFFEE GRINDER, large, electric; **WASH MACHINE,** baby Apex; **THOR IRONER; RADIO,** 11 tube, 3 wave band Silvertone cabinet; **TENT,** wall, 7' x 8' waterproofed, zipper doors and windows, extra heavy canvas floor. All articles are like new. Herbert Carlson (Lincoln), Badge 12791, 3114 Seminary.

CEMETERY LOTS: In Arlington Cemetery, two (2) lots, Section 7, 8 graves each, will sell all or part. Bill Luedtke (Kedzie), Badge 6481, Spring, 1155.

WANTED

USED CAR, Model 1932 to 1939, light or medium make preferred. Joe Nolan (Lawndale), Badge 11462, 1865 S. Springfield, Rockwell 2387 (after 7 P.M.)

ROOMS; QUIET, middle aged couple need 2-3-4-5 rooms, furnished or unfurnished. Will do own decorating, 31 years with CSL. John Whelton (Noble), Badge 8306, 1724 N. Lawndale, or 1724 Cortland.

UNIFORM: American Legion wanted, size 36 or 38. Frank Barker (69th), Badge 11927, Triangle 8249.



A PUBLICATION BY AND FOR
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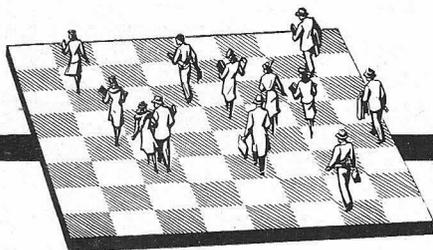
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William H. Bromage Editor

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...THAT HELPS SPEED TRAFFIC IN RUSH HOURS

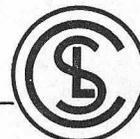
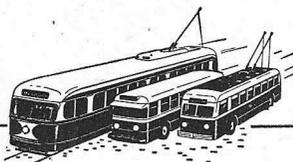


When you're going to and from work every day—you naturally like to get where you're going with least loss of time. We're doing our best to help speed your trips on CSL buses and streetcars, but we can save you time and increase your comfort even more, with your good-natured help.

When you board a Chicago Surface Lines vehicle, try to have your fare ready—the exact amount helps a lot. Then—*kindly move as far as possible toward the opposite end of the car or bus.*

When you move quickly away from the entrance, passengers at the next stop will be able to board the vehicle without delay. Traffic will be speeded up. You will get where you are going—faster!

To speed traffic during rush hours even further—*and increase your riding comfort, too*—encourage your family and friends to use CSL service for shopping during the hours between 10 A.M. and 4 P.M. If they follow this practice, everyone will find more seats available, more of the time.



CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE