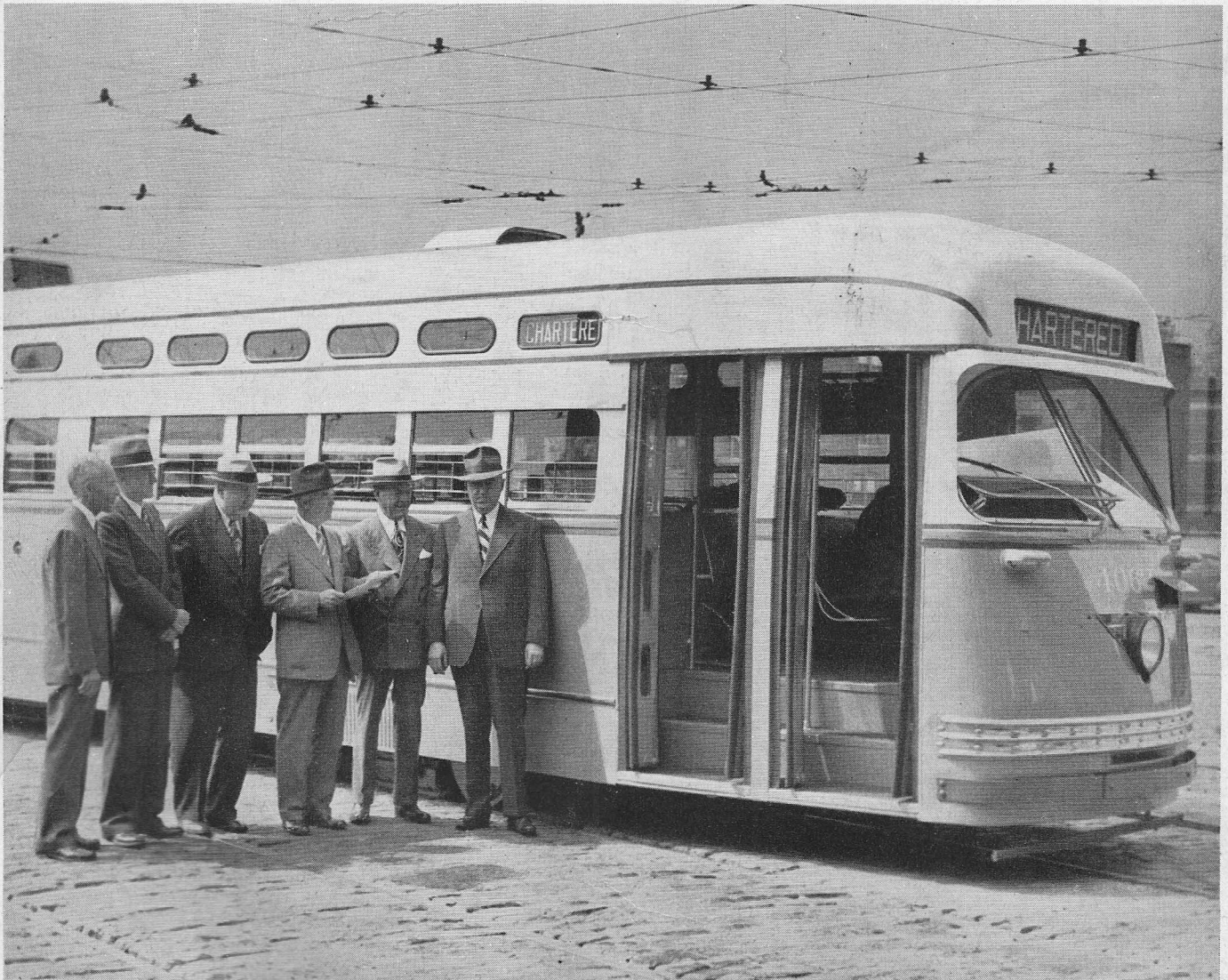


Surface Service

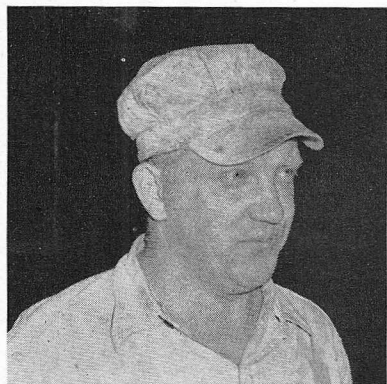


OCTOBER, 1946

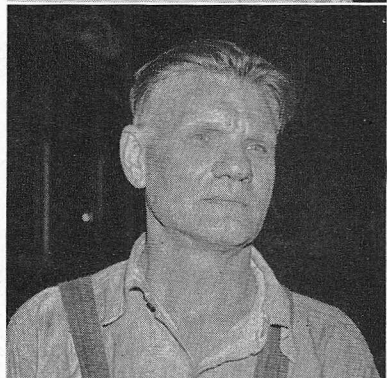
THE INQUIRING REPORTER

THE QUESTION: *What features do you like best about CSL's new streamlined streetcar?*

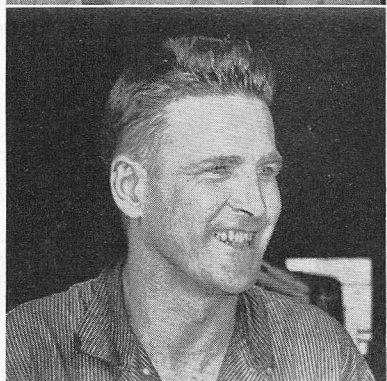
THE PLACE: *West Shops. REPORTER:* **Eda Laube.**



Truck Repairman Casimier ("Casey") Leskowski (Top photo): "I am interested primarily in the trucks, of course. And the ones on the new car are 100 per cent OK. They are much easier to work with than the old trucks, because there are no brake beams or brake shoes to contend with."



Body Repairman Frank Dankaln (Second photo): "In general, the body of the car is completely improved, and I like it in all respects. The adjustment of the doors makes them easier to handle. The steps have also been improved. The windows are a big improvement because they are very easy to roll up and because of the smaller windows for standing persons."



Painter "Bud" Lemke (Third photo): "The exterior and interior of the new car are ultra-modern, in keeping with a streamlined age. The color design is just as modern, compared with the old design, as the car itself is, compared with the old style streetcar. The interior is very restful and pleasing."

Motor repairman Adolph Naessens (Lower left photo): "I like the efficient



set-up of the motor. With the elimination of the fan on the rear end of the armatures, it appears that the insulating and winding can be done more rapidly. This will be a big help to the repairmen."

Wireman Frank Gans (Lower right photo): "I like the ultra-modern control equipment which provides such a smooth acceleration. The lighting is pleasing to the eyes, especially when you are standing. Also, it means a lot that the car is equipped with all-electric safety devices."

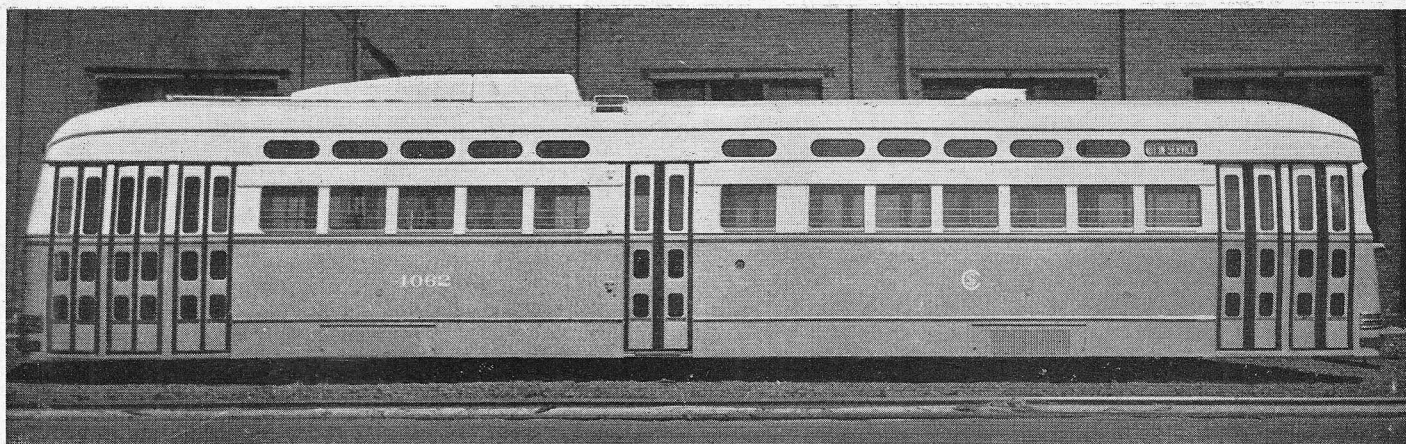
Instructor Bert Sayre: "I like the operation of the car the best. The fact that the braking system is on the drive shaft will eliminate the "drift" of the car and guarantee complete stopping at all times, even with snow and sleet. The car is more relaxing for the conductor because all his senses are directed ahead —no twisting or turning to watch doors and people."



Bert Sayre

Instructor George Riley: "The smoothness with which the car can be operated appeals to me. This is made possible by the graduated control on the acceleration, which makes impossible a jerky start. The split windshield and auxiliary heating and ventilating system also guarantee that the motorman will be able to operate his vehicle in comfort."

SURFACE SERVICE



MEET CHICAGO'S SURFACE-LINER

Public Gets Preview of New Streamlined Streetcar

THE FIRST of 600 new modern streamlined streetcars arrived in the city early in September and was put on public exhibition on the opening day of the American Transit Association convention.

During the convention, the car was operated in the loop, providing free transportation for the public. Constructed in the Worcester, Massachusetts, plant of the Pullman Standard Car Manufacturing company, the car was the first delivered on orders for 600 placed in 1945 with the Pullman company and the St. Louis Car company.

Orders for the first 200 of the cars were approved by Judge Igoe in March,

These smooth green and cream colored cars will soon be a common sight on Chicago streets. . . . A new passenger convenience is the non-jam window mechanism which operates by a crank.



COVER: Prior to the public preview of CSL's new streamlined streetcar, the management and officers of the Chicago Surface Lines inspected the vehicle, accompanied by Federal Judge Michael L. Igoe, who has jurisdiction over the reorganization proceedings of the Surface Lines companies. . . . In the picture, left to right, are: Evan J. McIlraith, general manager; Charles H. Albers, trustee and board member; John E. Sullivan, chairman, Joint Board of Management and Operation; Federal Judge Michael L. Igoe; Edward J. Fleming, trustee and board member; and Thomas J. Friel, trustee and board member.



1945, and the balance last December. Purchase of the cars was in conformity with orders entered by the Illinois Commerce Commission.

Additional deliveries are scheduled at the rate of eight to ten a week during the fall. The Clark-Wentworth line will be the first equipped with the new cars. Other lines to get modern streetcars are Broadway-State, Western Avenue and 63rd Street.

The new cars are part of the Surface Lines post-war improvement program. Ordered in the last 18 months, also, were 465 motor buses and 210 trolley buses. The buses, of which 190 already have been delivered, are being used as part of an extensive program of extensions and substitutions for streetcars.

Like Madison Street

The new streetcar resembles in many respects the streamliners now operated on Madison street, but has numerous improvements in performance, appearance and comfort over that first model of the modern "P.C.C." car. Seating 58 passengers, it is even quieter than the Madison street model, due to further developments in springs and rubber cushionings. It is smoother in starting and stopping and can keep its place in traffic due to its fast acceleration.

The car is nine feet wide and 50 feet long, exceeding the present width of the Madison street car by 3 inches, with the gain being translated into a wider aisle. It is the longest and widest streetcar built in the country in recent years. Instead of air brakes and air mechanism for operation of doors, these controls are electrically operated.

The car is painted in the new Surface Lines color scheme adopted early this year for all of its new equipment. The



On the first day of the Public Preview, Station WMAQ did a news broadcast from the car. Instructor Bert Sayre (left) was interviewed by the announcer (center) and old-time motorman Eugene Devine (seated, right) of 77th told of the contrast with streetcars of the old days. . . . The interior of the vehicle is elegant with its pastel-colored walls, leather seats, wide, non-skid aisle and forced-air ventilating system.

SURFACE SERVICE

lower half of the body is a bright Mercury green and the upper part and roof, Croyden cream with a brilliant holly orange dividing stripe below the windows. The interior is in three shades of light blue-gray. Most seats face forward and are shaped and upholstered to give maximum comfort. They are covered with brown leather. Stanchions are used freely at convenient locations for passengers moving through the car. The stanchions rise from the grab handle at the top of the seat on the aisle side to the ceiling. There is a stanchion from every second seat.

Another improvement for the convenience of the passengers is the use of an easily operated window mechanism. Instead of the conventional latches, a non-jam automotive type of mechanism is used. The windows may be opened or closed readily by simply turning a crank directly above the center of the window.

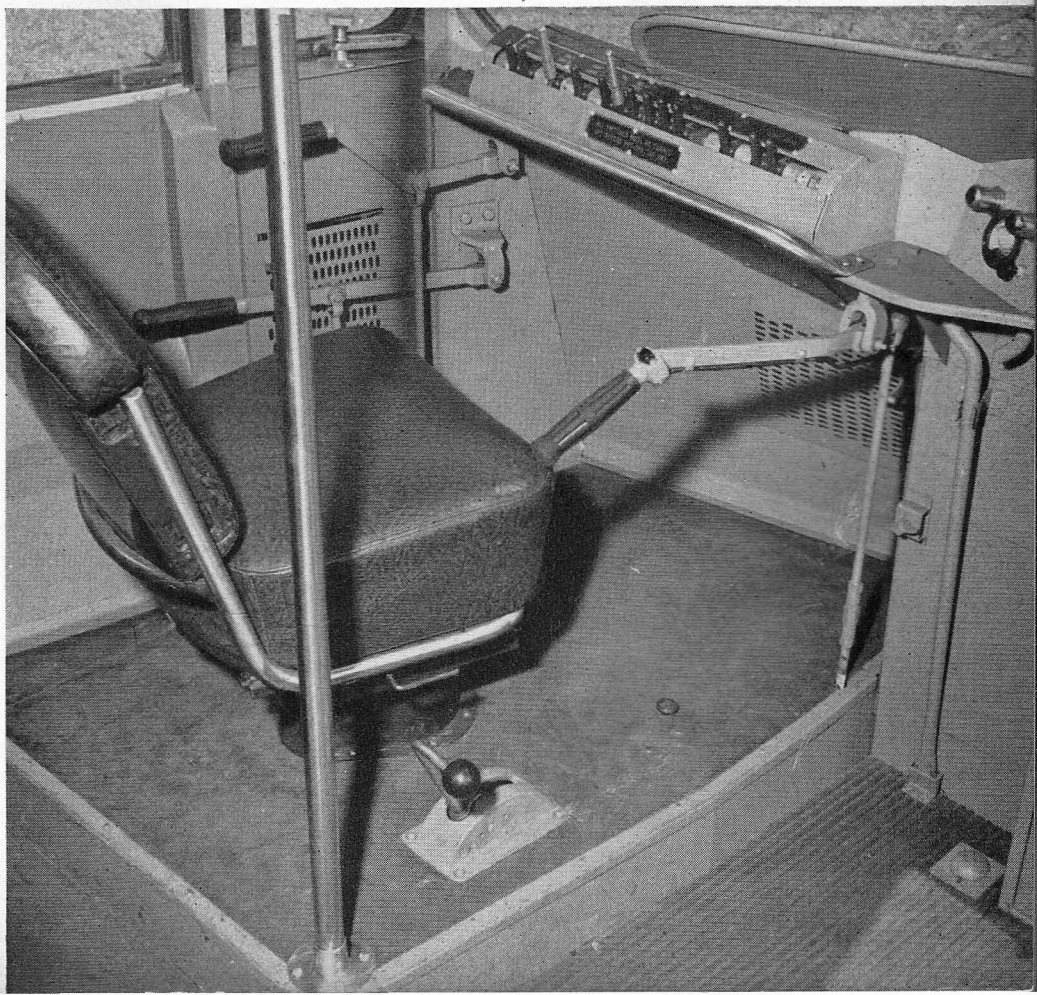
No-Glare

A feature of the car is its "no-glare" windshield, a development since the Madison street cars were built. Its construction, combining slanted V-shaped windshield with a black shadow apron, eliminates glare from interior lighting, making for safety of night operation and doing away with the curtain behind the motorman. The clear view ahead at night is shared also by the passengers.

Fast acceleration and speed is assured by four high-speed motors. These motors have a large short-time overload capacity and drive the car axles through silent hypoid gearing. The car can accelerate at the rate of 4.75 miles per hour per second on level track.

The trucks on the cars are of a standardized construction for all modern

Free rides were given to all-comers as the car circled the Loop on its two-day Public Preview. . . . This convenient set-up will please every motorman. The control handle and magnetic track brake are on the operator's left. The brake handle is on his right, and on the floor is the reverse lever. Included on the dash are brake signal lights and an ammeter, indicating if the car is in operable condition.



streetcars. It is through the quiet motors, hypoid gears and the use of rubber in wheel and truck construction that the greatest gain has been made in elimination of noise.

Wheels are of super-resilient design with the steel tire separated from the wheel hub by thick rubber cushions. The thickness of the rubber cushion is twice that used on the Madison street car.

The car is equipped with three independent braking systems—motor braking, spring-applied electric solenoid-release drum brakes, and electro-magnetic track brakes.

Motor braking is effective to give almost a complete stop. As the speed of the vehicle approaches zero, the spring drum brakes come into action and provide the braking to complete the stop, as well as the parking brake. In addition, to those two systems, battery-operated track brakes, in which energized magnets grab the rails, are always available either with or independent of the other brakes. There are four track brakes, one on each side of each truck.

Greater Comfort

Wider aisles, permitting smoother flow of passengers through the vehicles, "natural" steps, non-slip floor surface and maximum smoothness of operation all provide additional convenience and safety for passengers. "Standee" windows above the regular side windows will permit standing passengers to look out with ease.

Comfort for the passengers is enhanced by high intensity illumination and effective circulation of air by ventilation and heating. Heating, which is automatically controlled, is provided chiefly as a by-product of motor braking supplemented by auxiliary heaters.

The car has the motorman's controls at only one end and each car will have six pairs of doors, operated by electrical controls. It is a rear-entrance car with three pairs of doors at the rear for entering and one pair of doors at the center and two pairs at the front for exit.

"We Do Appreciate Courtesy"

OPERATOR HARRY LICHT—Lawn-dale.

"The driver noticed people getting off the streetcar on Central Park, and using very good judgment, waited to see if people were going to board his bus. I can't tell you how grateful we were for such service at that time of night. He just smiled and said that *it was his duty*. . . . Again I say much praise is due him," wrote Mrs. Jos. Lanzendorf, 2420 S. Lawndale, "for we of the public *do* appreciate courtesy."

Eighteen employees of Heymann-Malone and Associates, 179 W. Washington, also expressed their "appreciation of the courtesy, thoughtfulness and consideration of Harry Licht" during his early morning run.

OPERATOR HUGH GIBBONS—69th

"The extra service I received yesterday prompted," Mrs. Verna Larson, 8213 S. Ada to write. "Not only did he (Mr. Gibbons) enable me to catch his car, and was pleasant about it, but he practically lifted an elderly woman with a cane onto the car at the next intersection. Mrs. E. A. Carlsten, 6840 Calumet, observed Gibbons get off his car and lead a little two year old girl out of the street, "and asked an older youngster to take the child home. By taking time to perform this courtesty . . . he saved a lot of grief as the trucks and cars speed up and down 69th very fast. He is doing his best to make the streets safe for all."

CONDUCTOR FRED STROM—Kedzie

Mrs. Mary Felthouse and Mrs. Jennie Gehrke, 8222 S. Ashland were present when Strom picked up a helpless cripple and carried him off the car to a place of safety—which caused them to remark that "a fellow like that's a credit to any place he works for."

MOTORMAN FRANK PACULA—Noble

Mr. Wm. L. Kevil, 416 N. Morgan, advises that as his wife got off the car late one night, "two men jumped off the car at the same time. The street was

dark and no one was around. Conductor No. 7031 (Pacula) waited to see which way the two men went before he started his car. Thanks for his thoughtfulness."

CONDUCTOR WILLARD HOFFMAN—Cottage Grove

"The efficiency of this conductor was noticed, not only by myself, but many other passengers—his courtesy, and the assistance he rendered to aged people getting on and off was above anything I have seen," stated Mrs. Charles E. Kleinhans, 915 Webster.

MOTORMAN ARTHUR SCHOEN—Armitage

"He called out streets clearly and cautioned, very pleasantly, everyone leaving the car through the front door. I believe such performances as his make for good public relations," wrote J. F. Rice, 72 W. Adams.

CONDUCTOR JOSEPH MUTSCHINSKY—Limits

"I have yet to see a better workman, besides being a very polite and exacting conductor. You should be commended on hiring a man of this caliber, and more power to you in finding more of them."—Stephen Pincsak, 2646 N. Dayton

OPERATOR GEORGE SPORLEDER—Lawrence

Mrs. C. L. Wright, 5243 Lake, is handicapped by being blind, so she greatly appreciated the kindness of Sporleder when he conducted her from his bus to the waiting streetcar.

CONDUCTOR OTTO POTRATZ, and MOTORMAN ARTHUR ULLSTEAD—Limits

One of those muchly-to-be-appreciated commendations from a fellow-employee was earned by this crew when they voluntarily switched their direction to fill a gap in the street caused by an accident. Due to several relay trips which they ran, service was maintained just about normal.

Archer Team Wins CSL Softball Championship

THE TEAM from Archer, after winning the honors in the southside division, defeated the team from North for the city-wide softball championship of the CSL League early in September.

North was beaten in the first game of 14 innings by the score of nine to eight. The following Sunday they were defeated ten to eight in nine innings. Both of these games were hard fought and kept the spectators on edge throughout.

In each game the teams had to overcome the lead of the other team, and the loyal rooters had plenty of chances to cheer for their favorites. Thus the 1946 season wound up with Archer grabbing the first leg on the Wm. A. Hall trophy, which is scheduled for presentation at a later date.

Scores and batting orders for both games:

ARCHER				NORTH					
	AB	R	H	E		AB	R	H	E
Docherty, scf.....	7	2	3	0	Meyers, 3b	7	1	4	0
Carey, rf	7	1	1	0	Daly, 2b	7	0	0	0
Rehder, cf	7	3	5	0	Kelley, 1b	7	0	0	0
Healy, lf	7	1	5	0	Gerame, ss	6	1	2	0
Punicki, 3b	6	0	1	0	Weber, rf	6	2	2	0
Prucha, c	7	0	2	0	Hartung, c	5	1	3	0
Tunkis, ss	6	0	3	2	Hebda, lf	6	0	2	0
Mizgalski, 1b	6	0	1	2	Medema, scf	6	0	0	2
Jankowski, 2b	3	0	0	0	Hauuroth, cf	2	0	0	0
Wilson, 2b	3	0	0	0	Fuller, cf	4	1	2	0
Mulconrey, p	6	2	2	0	Buczynski, p	6	2	3	0
65 9 23 4					62 8 18 2				
NORTH					010 010 012 000 12-8				
ARCHER					000 101 300 000 13-9				

ARCHER					NORTH				
	AB	R	H	E		AB	R	H	E
Docherty, scf	4	1	2	0	Kelley, 1b	4	0	1	0
Carey, rf	4	0	0	0	Weber, rf	5	0	0	0
Rehder, cf	4	1	1	0	Hartung, c	5	1	0	0
Healy, lf	4	1	1	0	Meyers, 3b	5	1	0	1
Punicki, 3b	4	0	2	0	Gerame, ss	4	1	2	0
Prucha, c	4	2	0	0	Fuller, cf	4	1	0	0
Tunkis, ss	4	3	4	1	Daly, 2b	4	1	1	0
Mulconrey, p	4	0	1	0	Hebda, lf	4	1	0	0
Mizgalski, 1b	4	1	1	1	Hauuroth, scf	3	1	2	0
Jankowski, 2b	4	1	1	4	Buczynski, p	4	1	3	0
40 10 13 6					43 8 10 1				
ARCHER					020 200 402-10				
NORTH					002 004 020-8				

The remaining teams in the League participated in a post-season Round Robin Final. Kedzie defeated 69th in the last game by a score of 13 to 10. In order to win the Round Robin, Kedzie beat West Shops five to four, Claim Department 34 to 2, and Blue Island 8 to 7—while 69th defeated Lawrence 9 to 7, Devon 14 to 8, and Limits 15 to 9. Score of the Round Robin final is as follows:

	r	h	e
69th	250	000	120-10 21 0
Kedzie	003	122	50*-13 20 2

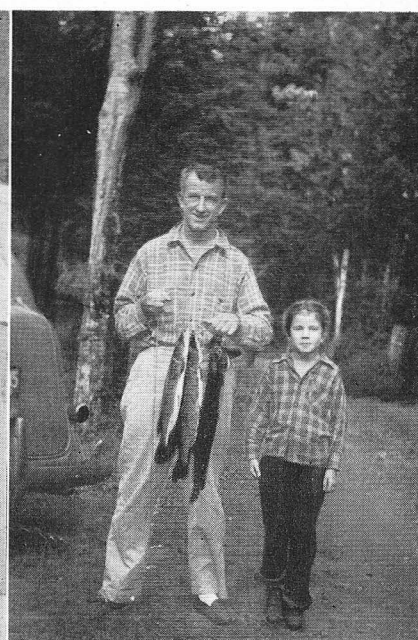
—WALTER ZELIS



THE WINNERS—Archer's championship team. (First row): Edward Bodnicki, Marvin Mulconrey, Pat Punicki, Leonard Tunkis. (Second row): John Docherty, Tony Wilson, Edward Thome, Tom Carey, Garrett Carey, Mgr. (Third row): James Healy, Edward Prucha, Roy Rehder, Stanley Jankowski, Walter Zelis, Joseph Mizgalski.



THE DEFEATED—North's two-time loser. (First row): Ray Zapp, Pete Gerame, Howie Huff, Hal Meyers, Charles Hartung. (Second row): Joe Hebda, Bill Hauuroth, John Daly, Mgr., Sam Kelley, Clarence Weber. (Third row): Andrew Medema, Warren Fuller, George Lebangood, Nunzio Giambalvo, Milton Buczynski.



Allen Becomes New Acting General Attorney

WILLIAM S. ALLEN has been appointed Acting General Attorney for the Chicago Surface Lines. Mr. Allen, who succeeds to the position held by the late *Frank L. Kriete*, was chief assistant counsel for the Surface Lines until the new appointment.

In his new position, Mr. Allen will be in charge of the Legal and Accident Investigation Departments, with headquarters at 600 W. Washington. His duties will include the supervision of all investigating and legal activities in connection with injury and damage claims against the system.



Wm. S. Allen

A graduate of Notre Dame, Mr. Allen was admitted to the Illinois Bar in 1921. His past associations include the law firms of Pam and Hurd and Hoyne, O'Connor and Rubinkam. He was also with the Reconstruction Finance Corporation.

Mr. Allen lives with his wife and three sons at 854 Boal Parkway, Winnetka.

FISHING LINES—*Bolton Vind, central division welder (Track), and his wife spent their vacation at Thunder Lake, Minnesota. Judging by the smile on Mrs. Vind's face it looks as if she did most of the catching. . . . Paul Rosenstraeter and Ted Heffernan (on either end of center string of fish) are as persevering in piscatorial diversion as in the financial success of the Credit Union at Kedzie. They use the same technique in getting new accounts that they did in getting their croppies and blue gills. (Editor's note: We still think the unidentified gentleman in the center looks as though he caught them.) . . . Conductor Joe Niemczyk and his daughter Jackie fared pretty well with their fishing at Cable, Wisconsin. Their catch averaged about eight pounds.*

Payne Retires as Superintendent of Accident Investigation

AFTER having successfully dispensed his duties for 19 years as Superintendent of the Accident Investigation Department, Frederick C. Payne resigned from his position as of the first of October. His plans for the future

include a sojourn in Florida with his wife, who has been ill for some time.

Mr. Payne entered the employ of the Chicago Railways company in 1911 in the Claims Department. A graduate of the Illinois College of Law, he began as a statementman, but was shortly made claims attorney of the department. In 1927 he was made Acting Superintendent of the Accident Investigation Department and his appointment as Superintendent was announced the following year.

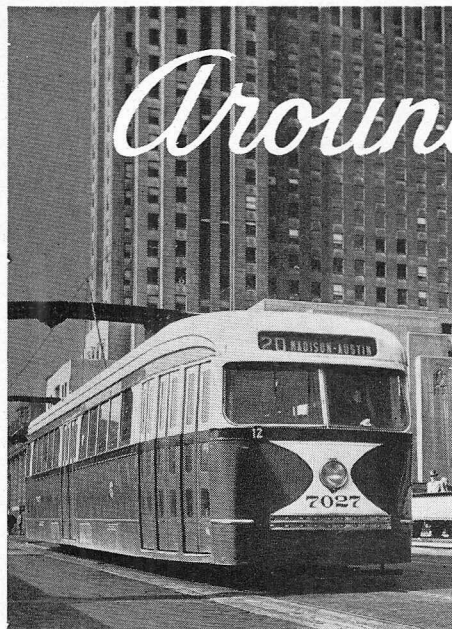
Well-liked and enjoyed by all those who knew him, Mr. Payne was given a farewell party by all the members of the department, at which time he was presented with a portable Zenith radio.

A farewell banquet was also held in the the Crystal Room of the Palmer House. The adjusters presented Mr. Payne with a beautiful "51" set.



Frederick C. Payne

Around the Car Stations



OCTOBER IS ANNIVERSARY OF CHICAGO FIRE

ARMITAGE

THIS MONTH marks the 75th anniversary of the Great Chicago Fire. The fire raged from Taylor street to Fullerton avenue and from the lake to the river.

Conductor James Brusk quietly slipped away on August 31 and took unto himself a five hundred dollar exemption. The bride was Miss Mary Vanderkloot. . . . That reminds us of a story. When you are courting a girl, you spend money right and left, sometimes left and right. If you have anything left, it ain't right.

Did you see the picture of Dorothy Musial, in the Tribune of September 12? We had been wondering what had become of her.

Jim Goulden's infant has been hospitalized. Hope she has fully recovered by this time. . . . We also received word that Conductor Edward Grzeski has had an increase in his family, via the stork. Give out, Ed.

Received cards from Motorman Roy Croon, from Manastique and Machinaw City, Michigan. As usual, the big one got away.

Thought for today: Give a woman an inch and she becomes a ruler.

Armitage Depot has received another honor. Motorman Earl Dustin was elected as National Delegate to the American Legion Convention at San Francisco. Hurray for our side.

Note to Fred Shippy:

Roses are red,
Violets are blue,
Orchids are ten bucks,
Will dandelions do?

—TED SHUMON.

MILLER ATTENDS LEGION CONVENTION AT FRISCO

BURNSIDE

ASSISTANT SUPERINTENDENT R. MILLER, spent his vacation in San Francisco where he attended the American Legion convention. Mr. Miller is a Past-commander of Cameron-Butler Post and has been very active in Legion affairs for several years.

Operator Irving W. Porter, (the man who claims to be a conductor, although everyone knows he is only a Porter) always makes sure he is on hand at picking time. He never takes a chance on some one else picking for him. At the last general pick he put his name in the five day off book to be sure to be present. Imagine his surprise when someone called his attention to the fact that he would pick on his regular day off.

Conductor Plato Bibbs claims to be an all-around streetcar man now. First he worked as a conductor, then as a motorman and one-man operator. He has at last spent several days on the Hegewisch line pulling trolleys and studying the flight of the birds. He says that now there is nothing for him to do but just wait for his pension.

When the Riverdale line changed over to buses recently, six more of the "Cream of the Surface Lines" transferred to 77th depot. If a few more of our Burnside stalwarts move over there, that station will start bragging that they have the finest personnel in the city.—"FURGIE."

IT TAKES SENSE OF HUMOR TO WORK ON THE CARS

COTTAGE GROVE

PAT MCKEEVER says "No one is a good Irishman or streetcar man until he can cultivate a sense of good humor."

Motorman J. Blaney is not in the South Water street produce business just because he came back loaded from Michigan while on a short vacation. Plenty of canning on the program from now on says Shano. . . . Conductor P. Rafter had a nice vacation in California and is now contemplating a future visit to Ireland.

Now we know why Motorman Mickey Rochford says Stony Island is the best street to work. Recently he informed Joe Popp his weekly allowance is increased by his alert eye in detecting coins from gum spots on the streets. . . . Have you ever heard anyone singing "The Ace in the Hole?" Well, you've never heard it sung like Motorman Pat Parlin

sings it. Incidentally, Pat's sister is a great accordion player, and what entertainment that brother and sister can provide.

Conductor Ed McMahon's wife bought Eddy a couple of cases of beer while on his vacation. Well, the beer didn't last long, so now poor Ed has to buy his own. . . . There is a report that Motorman Al Pfeiffer's nephew, Gus Kunde, spends a lot of time with his intended in-laws in Michigan. Al, if you don't know, suffered many wounds in the past war, and received high honors for his heroism.

Motorman Eddy Clapp pointed out a man to Dick Hannon who made a fortune in crooked dough. Dick immediately assumed he was a counterfeiter or gangster, but Eddy assured him he was only an honest pretzel manufacturer.

An extra man was hurrying to report for his run and as he hurried, he prayed "Dear Lord, please don't let me be late." Arriving at the stairway on pretty close time, he happened to stumble, and said "Well, darn it, you don't have to shove." So long—GALE HRUSKA.

NAMES OF MANY MEN ON SICK LIST

DEVON

RETIRED Motorman John M. Doran passed away Sept. 6, and Motorman Gleason lost his mother last month. . . . Quite a number of our men are on the sick list and we sincerely hope that by the time this gets into print they all are back at work and feeling as good as ever. Motorman Dan Gillispie, Motorman Mike Sugrue, and Motorman John Malick are some of our sick boys. . . . A number of our Devonite wives have spent time at the various hospitals, too. Hope these wives have fully recovered, Verda T. Cox's wife is at the Swedish Covenant Hospital, the wife of James J. Loughran at Augustana, Mrs. Jacob Anderes at Columbus Hospital, Mrs. Arthur P. Bresnahan at St. Mary of Nazareth, and Mrs. Herbert P. Hildebrandt at Lutheran Deaconess Hospital. Mrs. Jacob H. Neudt welcomed the stork at the Ravenswood Hospital and Mrs. Ross Carte waited for the stork at St. Mary of Nazareth. Motorman Edward Osowski took a flying start in parenthood by becoming the proud daddy of twin sons at Norwegian Hospital, August 29. One son weighed five pounds, 14 ounces, and the other four pounds, ten ounces.

On Saturday, September 7, I left to see my father who was ill at Riverside, California. While I was there he celebrated his 75th birthday. He was a great deal better when I left for home again.—CHARLES SAKLEM.



Here is a picture of Devon's Corn King, Motorman Jake Lischko has a 20 acre farm near Culver, Indiana. Jake says the field produces 85 bushels to the acre and that the corn is about 11 feet tall.

KEDZIE SOLVES MYSTERY OF "WHO IS REMBRANDT"

KEDZIE

MANY A TIME has Jocko Griffin referred to me as "death-warmed-over," "death-without a haircut," or "death-in-a-wheel-chair." Seems as though Jocko's references are true because now it has been publicized far and wide in the September issue that a Rembrandt made the signs for the golf tournament. Rembrandt is dead. I made the signs.

Frank Rountree's nose which was gored by a charging barbed wire fence is healed. . . . We take this opportunity to congratulate the manager of our team, John Furlanetto in his splendid leadership and final victory in the Round Robin of the softball series. To each player: Huska, Holton, Phillips, Troila, Durack, Levin, Schneider, Rafferty, Bruno, Mazzoni, Elke, pitcher Carny, and catcher Enders, we extend our thanks for bringing the Round Robin victory to Kedzie. Losing 7 to 0, Kedzie fought its way up to a final score of 13 to 10 against 69th in the last game.

Ray Snell was on vacation in West Frankfort, Ill., when he was notified of his mother's death. . . . Neal Cotter is suffering from a complication of emotions known as post-vacationitis; he spent his vacation in the north woods and has had a faraway look in his eye ever since he returned. . . . Jack Murphy stooped over to pick up a dime as he was about to be relieved for his fall-back on Madison at Kedzie. As he stooped over the leg of his pants gave way in the seam from knee to ankle. Al Maro, his motorman, seeing his predicament says: "Think nothing of it, come into my 'boudwar' and I'll sew it up." Whereupon, Al takes Jack into his car, produces a thread and needle and sewed Jack's pants. "Needles" to say they had very little to eat.

. . . Bill Hannon, Jim McCormick, Andy Moser, Tom Powers, Jocko Griffin, John Fitzgerald, John Grady, Bill Kenna, Ben Einstein, Frank Shingola, Dave Sax, Tom Wixted, Bill Larsen, and Ed Kelly are back from their vacations and had a swell time. . . . Ed Sattler and his son bought a Ford to make a trip through southern Illinois and Kentucky on his vacation. Ed says he was ducking bullets all the time because the hill people down in Kentucky thought he was a revenoer. . . . George Sullivan is having trouble with Ray Hornbeck. Ray contends that his nose is as big as The Sullivan nose.

Bill Echols of North Avenue News in the Union Leader will be sad when he finds he's been scooped on the latest news of his pet subject, Supervisor McIntosh, who attended a meeting at Kedzie station recently. Mr. McIntosh, always neat and natty, came into Kedzie's trainroom and headed for the shoe-shine rack. His shoes were slightly dusty and he used half a box of shoe polish, wore the bristles down on the brush and rubbed his shoes with the cloth until it was threadbare. When he finished, his shoes were in shape for the next two weeks (barring rain) and they shone as bright as the midday sun on the water-r-r-rs of Scotland's lakes. . . . Is Ray Wagner carrying a torch for Armitage or is he just cold when he wears that sweater with "Armitage, Div. 9" across the chest in big gold script?

As the big truck passed the southbound Kedzie car it came within a fraction of an inch of scraping sides. As it did so, a gentleman seated in the middle of the car complained in a loud voice that his back was injured. Conductor Bill Finn walked into the car and asked the gentleman how he had hurt himself. The gent replied (somewhat sheepishly) "I was preparing for the crash of the truck against the side of the car."

Charley Holton and one of his buddies were resting under a poppy tree somewhere in Normandy, during his military vacation. Some distance away there was a haystack and a French boy came running to Charlie and his pal with the news that there were several hostile personages hidden in a cave under the haystack. Charley went to investigate with his companion and a mess of misgivings. They

REPORTER SAYS FAREWELL TO DIVISION STATION

DIVISION

THE BULLETIN today took our breath away, I suppose by the time you get this copy, we will be established in our new station. We are going to do our best at the station we select, as we from Division were always good at cooperation. Sounds like a pat on the back, eh? We can make new friends and keep the old ones. Looks like we gain a point there. . . . I suppose the old gang of Wise-Crackers from Armitage will be glad to get rid of us after we showed 'em how the Old-Fogies played ball last summer. What was the final score, Ted?

We had many good times at Division and we will always enjoy the happy reflection of days gone by.

Bob Sinnott returned from his air trip to Ireland and he will have many a story to tell the "byes." He looks fine. Could not get me a G.B.D., so you fellows will have to like the old one for a while longer. Sweet as a nut, eh fellows? . . . Congratulations are in order to the following: Motorman Joe and Mrs. Novak on their 12, Conductor Ed. and Mrs. Miller on the arrival of Marilyn on the 20th of August. . . . Mrs. Ted Fijak and daughter Mary (1) celebrated their birthday together and threw a party on the 4th of October. . . . Ray Brzezczek brought his baby over and asked why she was not mentioned in the last issue. Just an oversight, Ray. The baby is very cute and has nice big blue eyes like Ray's.

I wonder who Johnnie Bowe will root for next year. Come on, Johnnie, and tell us.

I want to thank you fellows for putting up with my line of chatter as you know the ribbin' was all in fun. It was swell writin' you up now and then. So long, for this is the END.

Division Is Finished.—F. SHIPPY.

The occasion: Art Dressler's birthday, and the first get together of the whole family in five years. Son Tom took the picture, which includes Tom's fiancée, Son Ray of the Marines, Mrs. Dressler, Art, and Son Warren and wife.



found a tunnel under the haystack and as they crawled in Charley picked up a Luger pistol with the barrel made of wax, (a booby trap): as he reached the end of the tunnel he heard whispers and gave the signal to back out. After a few bursts of machine gun fire when they reached the outside, the undesirables came out of their hole with hands high. There were twelve of them. Charley said they looked as scared as he felt when he was in that tunnel. . . . Joe Manion had a pet parrot while in the Philippines. When an officer approached the parrot would sound off and tell the officer exactly what Joe thought of him. There was no rule that said a parrot could be court-martialed. . . . Ray McDonald was interviewed by a local newsLADY recently and had his picture taken for the rotogravure. "The Shadow" (whoever he is) says Ray was seen taking a print of the picture into a studio at 43rd and Madison to have an enlargement made.—JOE SMITH.

BACHELORS ARE STRICKEN WITH FATAL FEVER

LAWNDALE

JOE COLEMAN and Paul Santeramo took that long saunter down the middle aisle during the month. While Paul and his bride were honeymooning in California, Mario Tricoci became engaged to be married. You bachelors better watch out, this marriage fever seems to be catching.

Frank Matre and Johnny Jerman picked themselves a day car this time. The boys are proud of the whiskers they are raising. Incidentally, Frank Matre and Emil Cairo are receiving quite a razzing through an error in this magazine that represented them as being from 77th Depot. The boys refuse to believe that the listing was an error and insist that Emil and Frank work out of 77th on their day off.

Last month we suggested a bowling team and before the magazine appeared we had one. What a response this column gets! We seem to have a real hot-shot team, too. Captain Eddie Svoma has led Morry Barrett, Chester Nails, Joe Ciszczek and Ted Broman to nine straight victories. At present writing the score stands: Lawndale—9, Opponents—0. You can't ask for much better than that.

We want to welcome H. Dudek, C. Burranek and R. Barry to the fold and to remind them that the falling leaf season is here and that you can get a real thrill by applying your brakes on a patch of wet leaves, but it is an experience you won't care to repeat.

Clerk Joe Costello just returned to work from his vacation in Chicago where he enjoyed himself seeing the town. The fact that Joe's son was in school prevented him from going anywhere, but he says he had a swell time anyhow.

If there is anyone who has any doubt about how fast a bulldog can run, we refer them to Sock Sorenson, who is reputed to be a well-known authority on the subject. Accord-

ing to our reports, Sock beat a bulldog in a short race, but it was a photo-finish!

We feel sorry for Motorman Chuck Brisolara in a way. He was first married in a civil ceremony and some years later he and his wife decided to have a church wedding. Now Chuck has two anniversaries to remember and gets stuck for two presents every year—BILL FEILER.

OLD SAYINGS ABOUT NEWS ARE NOT TRUE

LIMITS

THE OLD saying that no news is good news doesn't stand true in this column. Why don't you fellows dig around and when you hear a bit of news, jot it down and hand it over so we can get it in the magazine.

Well, boys, here is some real hot news. On September 6, 1946, Brother Leonard Thomas Penny, ex-MM, 1c, USNR, received from the government the Presidential Unit Citation awarded the USS San Jacinto for extraordinary heroism displayed by her crew in action against enemy Japanese forces on invasions at Wake, Marcus, Marianas, Polan. Yap, Ryrikyus, Formosa, Luzon, Philippines and ended up going through the China Sea. He had served 18 months on this carrier in action against enemy Japanese forces in the Pacific War Area from January, 1943, to June of 1944.

Motorman E. Emberg was going north on Halsted street when at Willow street a seagull landed on the tracks. Emberg stopped and threw his coat over the bird thinking it was an eagle. He took it home and put it in a cage saying an Irishman offered him a nice sum of money for it. But you better ask him how it tasted, instead.

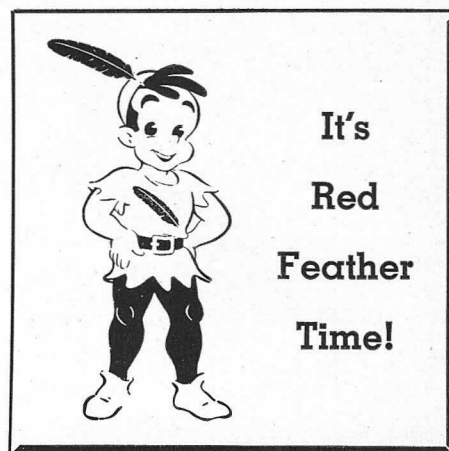
Our softball team pulled a fast fade-out when they played 69th last month, but we now have four bowling teams to cheer for and let's hope one of them can bring the bacon home to Limits. We have three teams in the morning league and one in the evening, so you fellows can arrange your time to go and cheer for one of these teams.—RAY ANDERSON.

MAN-OF-MONTH BOYER TAKES FATAL STEP

LINCOLN

IT SURE is a good thing there are still a few boys left who have the courage to take what we all call that "fatal step of marriage." If it had not been for Conductor Boyer planning and waiting for that eventful day, there just wouldn't be "a man of the month" item in this issue.

Well, as you all know, Boyer has been in our ranks a little over five years. During that time he served some thirty-odd months with the U. S. Coast Guard. From the stories that have been told, he has a record with that branch of service that can't be overlooked. But to get to the brighter side of



the subject, we will go back to September 21, 1946. That was the day he and his bride, formerly Ann Marie Dunlop, chose to become one. It was not a large affair, but indeed very touching. Earl was never known to sweat in his life, but that day he had no control of himself. After a very large and delicious dinner prepared by his mother, the happy couple left for the North and parts unknown to anyone, for their honeymoon.

Now to a little gloomier part of the news we turn to the Fitzpatrick and VanDermier escapade. It seems Van had spent a very nice eight days in the north woods with his wife and myself. In returning, he rested a few days. Then not having enough riding he invited Fitz and his wife and son on a little trip to the Wisconsin State Line, along with his wife and son. Everything went fine until the return trip home. They ran into a fog and one of those trailer trucks ran into the rear of their auto. No use going into details as to the havoc that took place at the time, but only hope, along with many of their friends that the memory of that hectic night won't live too long in their minds.

Now that the bats and balls are put away for this year, the boys have taken to bowling. Even though our boys make quite a bit of noise at each session, it is no reason for you rooters to stay home.

We notice there are still a lot of ads appearing on the bulletin boards around the depot. Why not turn them over so they can be put in the Barter and Exchange Column, where I have proof they will bring results?

Through a slight oversight on our part, we have missed putting out the welcome mat to the new men in the past couple of months, so we now welcome the following: F. Jennings, J. Roussell, L. DeGeorge, C. Ekenborg, J. Tarczueski, F. Cusimano, J. Maybach, A. Delaney, T. Newman, H. Blaha, E. Seneri, F. Bergant, R. Edwards, C. Prosser, and A. Tellin.

Mr. and Mrs. Hank Boden are to be congratulated on the arrival of a seven pound baby boy September 28. How was that affair you went to Friday night, Hank?—LARRY HIPPERT.

A FRIEND DURING THE RUSH EARNS THE ORCHIDS

NOBLE

THE "ORCHIDS" this month go to the "General." Yep, that's right. *Operator Jendrzek*, of the Armitage-Center line. 'Peers as how one of our new operators kinda sorta got himself into quite a jam one afternoon, at Southport and Cortland just about Rush-Rush time. Both lines were tied up, cars were starting to pile up and the passengers were starting to get riled up. The General, who was the fourth in line, went up and straightened the new man out, eliminated his difficulty and had the service operating in tip-top shape, in no time flat.

Our star bowler returned from his vacation way down in Missouri. The comment which poured forth was, "What a vacation. I spent the two weeks replacing the furniture which the floods had washed outside. 'What's the matter, *Harold*, don't you know where to find the high spots in 'Them thar hills?'"

Well, well, a fish story as I live and breathe, and no false one either, boys, as proven by the picture in this month's issue. The fisherman is "*Cap Caplinger*" and he says this one was used for bait to catch the one that got away.

The *Jordon* family reports the arrival of a big baby boy, August 15. Now listen, fellows, don't forget these boys may seem kind of feverish in the face for awhile, so give them lots of room, especially *Conductor Grzelak*, who tells me of the little angel girl that wise old bird left them.

So now we extend a warm welcome to the following new men: *Conductors Bert Laxstrom, Carl Liture, John Hollich, Jim Jasicki, Wilber Page*, and *Frank Vaillancour*. Come on with the new fellows. Red, of the *Union Leader*, also wants your help, boys, for without it this column is a flop.

Remember, a smile is the answer to many uneasy situations.—C. F. GREER.

AIRPLANES HAVE NOTHING ON FISHER'S CAR

77TH

JACK FISHER said he was going to have his auto converted to jet propulsion after he heard that airplanes go 611 miles an hour. . . . There seems to be a feud between bus operators, *W. W. Bass* and *Ray McDermed*. The way we get it, Wally always picks the run that Ray has in mind, so it has come to a point where they had their seconds meet to decide on the weapons to be used. It was settled on a game of ping-pong. Outcome unknown.

John Roycroft, bus mechanic, was a born sailor. He always liked the smell of salt water, so on his recent vacation, he decided he would go for a boat trip. Down he went to the drainage canal, boarded a scow and sailed down the Tennessee river to Athens. (We think

he came back by train.) . . . Due to the meat shortage, *Bus Operator Apple* is trying to talk *Oscar Davis* into buying a farm so they can get hamburger on the hoof. . . . Anyone who has any Swedish newspapers or books for sale please get in touch with *Tarzan Flanigan*.

Congratulations to *Supervisor* and *Mrs. Clayton* on the arrival of a baby daughter, *Patricia Ann*. Both mother and daughter doing fine. . . . Wedding bells chimed on September 25 for *Motorman Jacob Ronk* and his bride.—R. V. MACK.

ALLEN AND MERSCH ASSUME NEW DUTIES IN DAI

ACCIDENT INVESTIGATION

WILLIAM S. ALLEN, our new acting general attorney, was formerly chief assistant counsel in Mr. Flaherty's office and the Company representative at the Arbitration Board hearings last spring.

Charles J. Mersch has our sincere congratulations on his promotion to the position of Superintendent. The many years that Mr. Mersch spent as an outside adjuster and as Assistant Superintendent of the Department of Accident Investigation make him especially well qualified for his new post.

Statementman Harold J. Doody's wife passed away during the past month. . . . *Accident Investigator Louis J. Blesch* retired on September 16. . . . A very excited young lady is *Clerk Pat Woodward* who is proudly wearing a lovely diamond. Pat is apartment hunting. Any suggestions as to where she might look? . . . *Investigator William J. Connolly, Jr.*, announced with joy on September 8 that it's a baby girl—*Christine Irene*. He was able to find a nice new home in Des Plaines for baby Chris and brother *Keith* to romp around in.—AUDREY.

TWO BRIDES-OF-THE-MONTH IN ACCOUNTING DEPT.

ACCOUNTING

JOHANNA D. BRITVICH and *Raymond J. Bosnak* were married on Saturday, September 28, at St. Theodore's Church, 62nd and Paulina. *Dolores Vitek* and *Fredrick D. Smith, Jr.* were married on the same day at the Eden Ave. Lutheran Church, LeClare and Gunnison. The brides were remembered with gifts from members of the department.

Rose James spent an enjoyable vacation at College Hill Camp in Wisconsin. . . . *Helen Lowe* said she spent her vacation by taking "A wonderful motor trip around the lake and into Canada." She also encountered a Canadian wolf ("the four legged type") on a side trip off the King's Highway that wound through primeval forest. The animal was slashing and snarling at their tires, and at the time they thought it to be a dog, until they were informed later by the natives.—THOMAS F. COAN.

POTATO-PICKING TIME IS NO TIME FOR VACATION

ELECTRICAL

JOHN GRIFFIN, of Grand Avenue Substation, spent his vacation in and about Madison, Wisconsin. It is reported that Johnnie spent much of his time helping out farmers on potato picking and he didn't make enough to buy his salt for the potatoes he picked. As a picker, he makes a better substation operator.

Frank Jones, of the meter-testing division, in the future will be known as Grandpa Jones, since a baby girl was born in his son's family. Who has a cane to give Frankie Jones, as he has aged considerably. . . . Mr. and Mrs. *Edgar Jewell* were blessed with a baby girl, born September 12. Edgar works at the Lill Avenue Substation. The cigars were enjoyed by all.

Phillip O'Grady of the electrical maintenance department is back at work after several weeks, suffering from severe electrical burns.—BILLY SCHENCK.

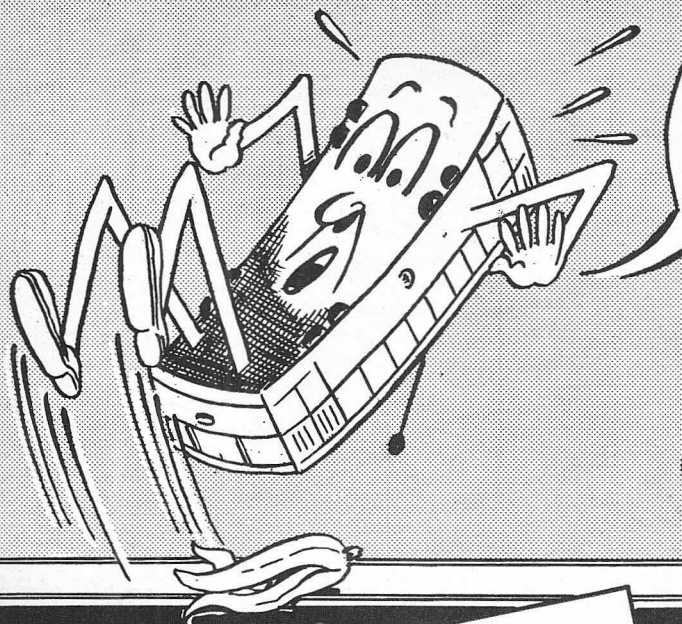
WEDDINGS AND VACATIONS VIE FOR POPULARITY

GENERAL OFFICE

IT SEEMS that weddings are still running neck and neck with vacations—*Lila Kiesig* (Insurance) became the bride of *Richard Mattson* in a lovely candlelight service in the Nebo Swedish Lutheran Church, September 21. The happy couple chose Wisconsin for their honeymoon. . . . Also choosing September 21 as his wedding date was *Adolph Kutz* (Valuation). He was married to *Mary Sampo* at Oglesby, Illinois. Hsi co-workers presented him with a radio that probably came in handy on that honeymoon in Kansas City, Missouri. . . . *Alice Hlinka* (Purchasing) and *Charles Walker* were married in Berwyn on September 24. Alice and Charles enjoyed the fall beauty of the Smoky Mountains for their honeymoon.

There was another increase in the CSL family during the month.—*Mary Haman* to the Insurance Dept., *Harold Hintz* to the Executive, and *Ray Hynes* to the Public Relations. While welcoming the new members, we also said goodbye to *William S. Allen* (Legal) who took up his new duties at 600 West Washington.

"The old guard changeth" but we find some of the old guard remembering to stop in and say "hello" when they come back to the old windy city. It was nice to see *Emily Waldruff Smith* of Washington, D. C. on her way to "show" the natives of Missouri how we do things up here. . . . *Alberta Frendt Murki*, now of Detroit, Michigan, spent a few minutes with her old cronies. . . . *Gladys Montgomery Muldoon* is back from Florida for a few months while her husband does some more work for Uncle Sam in Alaska. The girls were all formerly of the Purchasing Dept. . . . Friends of *Mrs. Agnes Mc-*



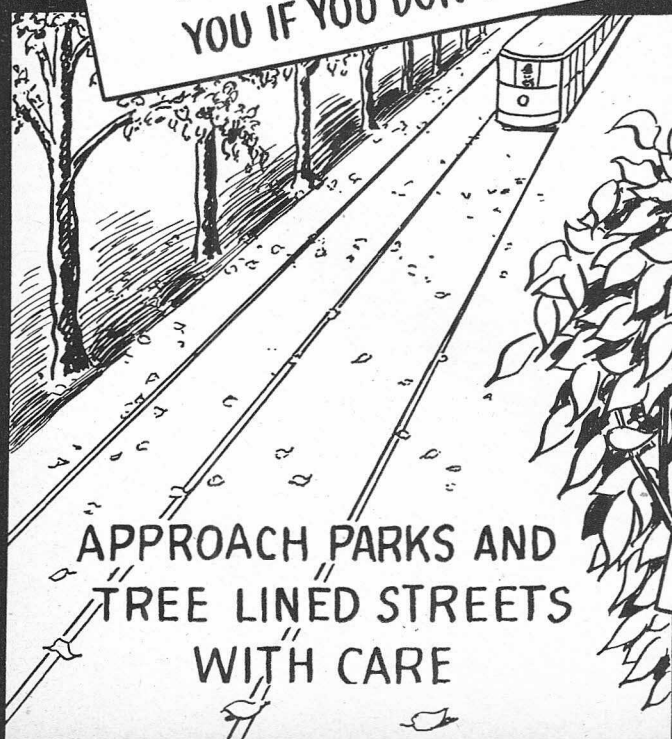
WHOOOPS!

BEWARE OF BANANA PEEL RAILS!



BANANA PEEL RAILS WILL GET
YOU IF YOU DON'T WATCH OUT!

THEY'RE LAYING FOR YOU
WHEREVER LEAVES
LITTER RAILS



APPROACH PARKS AND
TREE LINED STREETS
WITH CARE



THE ONLY
REMEDY...
SO TAKE
PLENTY OF IT

Cormack (formerly of the Treasury Dept.) will be interested to hear that she did some flying on her vacation in Kentucky.

Louis Bohlin (Transportation), *Carol Schultze* (Public Relations) and *Eileen Gualano* (Legal) have gone vacationing in California—task! task!—but not together. Louis is driving via the Grand Canyon and Arizona. Part of a farewell stunt pulled on him was the presentation of a retirement card, complete with photo.

The absent-minded prof had nothing on *Sam Spitali* (Transportation)—he came to work on his day off.—BRENDA & COBINA.

BRAGGING CONTEST WAGES ON NURSERY FRONT

SCHEDULE & TRAFFIC

OUR BUREAU of Vital Statistics shows two births this month. The first was *Patricia Anne*, the seven pound, one and one-half ounce daughter of *Joe Karel* who arrived on September 3. We presume that the bragging of Joe is only outshadowed by that of *Grandpa Karel* of Lawndale. The second birth should be heralded by the headlines "BRYAN GETS A BOY." *George Bryan's* second grandchild was a boy and the elation of George is second to none. The memorable date was September 23.

Uncle Sam's Navy released one of our boys, *George Farrow*, who has returned to his old position of traffic-checker. This will be easy after working on those navy buses.

Vacation reports still coming in. *Roy Drysdale* spent his vacation in Tulsa, Okla. trying to get a smile from his new grandson. *Andy DeGrazia* tried his fishing lures in northern Wisconsin. *Clark Johnson*, we understand, spent his time looking over the bathing beauties at Antioch. *Leon Kahn* reports an enjoyable rest at Lake Geneva. *Tony Zigament* went fishing, but we didn't see the fish. *Joe Sabol* over-worked the postman with cards from various parts of Canada. No pictures of fire trucks were included though. *Barney Trager* took an airplane trip to Akron, Ohio and that increased his visiting time with relatives. *Charles Lapp* stayed in Chicago and showed his children some of the sights.

Ed. Watson is spending his vacation in a manner that he will always remember. On September 14 Ed and *Peggy O'Brien* exchanged wedding vows. The honeymoon was an air trip to the Mountain View Hotel in the Smoky Mountains.

If any one has any ideas on how *Frank Misk* can peaceably dispossess the parties who are occupying the home he purchased last February, please give him a call. Whether it is a widow with seven children or a bachelor without even a wife, Frank is getting overtired of waiting to move in. Of course, we home owners are laughing up our sleeves, because Frank doesn't know how hard it is to handle the drivers end of a lawnmower or the dry end of a paint brush, but he will learn.—L. C. DUTTON.

REPORTER SIGHS OVER BEER (ROOT) FOR NEWS SOUTH SHOPS

AS I SIT here, sighing over my root beer, trying to recall the "worstest" things I have seen and heard since the last issue—my mind goes blank (ah, ah, no comments!). But regardless of your sneering remarks, I shall proceed. . . .

To break the monotony, *Anne Yercich* is going in for baby-sitting. Tsh, tsh, what next? . . . Congratulations are in order for *Al Samaska* of the motor repair who presented his sweetheart, *Mary Pecelunas* with a beautiful diamond ring announcing their engagement. . . . *Anthony Agientas* ventured upon the sea of matrimony September 28. . . . Old "Doc" Stork certainly favors the men in the machine shop. Last month he visited the home of *Irving Krauledis* and left a tiny bundle of joy.

"School days, rule days. . ." It is interesting to note the number of men going to night classes this semester at the Chicago Vocational from the truck shop. Keep up the good work men and we hope the next semester finds more men from other departments attending classes. . . . After many years of service, *C. Carlson* and *C. Kundroth* of the mill department retired. . . . *Mr. Mack* returned to his duties after spending two very enjoyable weeks in sunny California.

Everyone is extending best wishes for success to *A. C. Lindquist*, *Frank DeWitt*, *Joe Birmingham* and *C. Buza* in their newly appointed positions. . . . Wow! What a man. The other evening at the bowling alley *Tony Koncel* of the Arcs gave a demonstration on how to get spares by picking up his 7, 8, 6, and 10 pins. . . . *Dick Zajac* (Amps) turned in a neat 243 game (300 with his handicap) to lead the league in the high game department. . . . What's this—the Watts Team claims that *Tony Gasparovich* is the only bowler they have. Hmm, what's the matter boys?

Voter: "I wouldn't vote for you if you were St. Peter himself."

Candidate: "If I were St. Peter, you couldn't vote for me. You wouldn't be in my district."
—JUSTINE MAZEIKIS.

THIS "WOMEN ONLY" SIGN DIDN'T MEAN IT

WAYS & STRUCTURES

TRACK DIVISION: The first few days this month proved rather hectic for *S. Smith*. It seems that there was a slight error on his riding card. Someone stamped a big "For Women Employees Only" on his card and when the word got around he heard plenty from the boys. . . . Friends of "Little Willie" *Strissel*, top-notch Southern Division track department clerk, who has been at Mayos since August, will be pleased to hear that he is expected back very soon. . . . *Joseph Ruzich*, general foreman in charge of welders,

recently returned after an enjoyable vacation in the tomato patch at his home in the west (south-west Chicago). . . . *Mr. and Mrs. Lee M. Valco* spent their vacation in Birmingham, Alabama with friends and relatives. Lee is a Southern Division welding helper.

The wedding bells rang out twice last month. *Milton Schuelke*, member of Central Division welding crew, took those final steps, and also *Eugene Hoffert*, member of Southern Division welding crew. Gene and his Mrs. spent their honeymoon in New York.

We heard that *George Sullivan*, assistant engineer, spent his vacation training sun fish out at Delavan Lake, Wisconsin. He fed the fish at certain hours until they became so accustomed to him that they ate out of his hand and let him pet their backs. What is this "wild-life" coming to?

UTILITY DIVISION: We are pleased to announce the recent arrival of a baby girl at the home of *William Hart*, chauffeur. . . . The Utility Division has got back in line with their bowling league opponents this year and hope to keep up the good work of last season. . . . We welcome two new chauffeurs, *James Lusnar* and *John Kielty*. . . . The family of *Robert W. Boal*, assistant superintendent Utility Division was bereaved recently by the untimely death of their beloved son, *Robert, Jr.* . . . *Arthur Janke*, chauffeur, who was injured while on duty, is still confined to St. Anne's Hospital. From reports Art is doing very well and all the gang hopes to see him back on the job soon.

Have you heard? "He is a benefactor of mankind who makes two grins grow where there was only a frown before."—BETTY LHOTAK.

ONE LAST FISH, AND THE SEASON'S CLOSED

WEST SHOPS

WITH the vacation season coming to a close, let us support it with one more fish story, and this one is really true! *Frank Steiner* of the machine shop has just returned from a two-week's vacation at Clam Lake, Wisconsin where he had the good fortune to catch 33 bass, and one weighing four pounds.

This is the time of year the boys are all discussing the subject of bowling. In fact, we even have the girls doing it. The boys have eight teams which bowl every Thursday evening at 5:00 at Cascade. The girls have two teams which bowl at the same time and place. Everyone is welcome to come out and watch them bowl, and we do promise an exciting time.

Even though we are in the midst of the bowling season, we still have time out for another bride at the West Shops. Wedding bells rang for *Kay Nardiello* and *Frank Scescke* on September 28 at 10:00 A. M. With *Theresa Camera* and *Josephine Klockowski* as two of the lovely bridesmaids.

"Andy" Tyson, formerly of the truck shop office joined the main office force.

SURFACE SERVICE

Along with our good fortune, we have to take a little of the misfortune. We are sorry to have "John" Howe, expert on special accounts, etc. leave our midst. Of course, we are happy for him on his promotion, but then we are the losers of a swell personality. John has been transferred downtown to Mr. Traiser's office, and we wish him lots of luck in his new assignment.

We also want to wish the following men "good luck and health" on their retirement, as of October 1st. *Fred D. Green*—77th, started with Company on October 12, 1920. *Paul Kowalczyk*, Kedzie, who started with the Company on October 12, 1919, and *Antone Scalpone*, North, who started with the Company on September 29, 1924.

Six in Shops Receive Suggestion Awards

AWARDS which have been paid recently in the Suggestion Program of the Shops and Carhouse departments are as follows:

Leo Jankowsky and *Joseph Rogg*, machinists at the West Shops shared an award in connection with an improved method of pouring armature bearings. The award was paid to these men on the basis of the improved bearing life which could be expected due to the fact that the improved bearings contain no laminations.

In another suggestion, *Leo Jankowsky* received an award for an improved method of pouring journal bearings. He designed and supervised the manufacture of mandrels and fixtures which resulted in an improved bearing.

Charles Leckelt, automotive machinist, Bus Overhaul, was awarded for making a device with which to run in and test air compressors. He not only designed the device, but built it, using discarded parts.

Awards were also made to *A. R. Barr*, armature winder; *J. Bizik*, motor repairman, West Shops; and *W. Lucas*, welder, West Shops.

Off the Trolley

OCTOBER! Fall is really here. One can feel it in the air which, altho the days are warm, still there is a certain crispness that puts the old pep right into the veins. . . . Leaves are leaving the trees and the squirrels are busy storing away a supply of acorns and nuts to tide them over the long winter ahead. And speaking of nuts. That reminds one that all the nuts do not grow on trees, and we don't mean hazel nuts either. . . . We allude to the ones that sit behind the steering wheel and make "U" turns in the middle of the block, or pull suddenly away from the curb without a sign or signal of their intentions. . . . These are by far the greatest annoyances for motormen. So it is up to us to be on the alert at all times to avoid trouble. After leaves on the rail we will have snow, ice, and frosty rail so let's be on our toes, for as the monkey said when he dropped his tail into the meat grinder "It won't be long now."—"FURGIE"

★ ★ ★

Many requests have been received for the identity of the top prize winners of the golf tournaments. According to *Joe Smith* of Kedzie they are: *J. R. Miller*, North, champion, cash prize; *Roan*, Devon; *Healy*, Accident; and *J. Swann*, Cottage, tied for second place, cash prizes; *Ernie Kopp*, Kedzie, a ham; *J. Guarise*, Devon, 1/5 Sunnybrook vinegar; *Ed Foreman*, committeeman, Kedzie, golf bag; *Art Cooper*, committeeman, Kedzie, golf balls; *Joe Micelli*, committeeman, Kedzie, shave sets; and *L. T. Tamul*, Lawndale, the booby prize.

★ ★ ★

During the month of August CSL's film "It's Wanton Murder" was shown at a number of Warner Brothers theatres in Chicago. It is reported that at these showings alone, better than 110,000 people witnessed this dramatic argument for highway safety. . . . Copies of this film are available for showing to civic groups. Arrangements can be made through the Public Relations office.

★ ★ ★

Many an old-timer's eagle-eye spotted the error in September's fire prevention story when Lawndale's 1938 fire was er-

roneously labeled CSL's most costly. Telephone calls to the editor's office brought the reminder of Devon's million dollar fire on January 26, 1922, when the west end of the station was wiped out and some 90 pieces of equipment were destroyed.

★ ★ ★

The point of the story is still true, however, that cooperation is essential for successful fire prevention, and that human carelessness is the underlying cause of fire hazards. . . . The nation is burning up over a million dollars worth of property each day—and every hour averages the life of some man, woman or child lost through fire.

Barter and Exchange

FOR SALE

GAS RANGE—Detroit model gas stove, ivory and green, good condition. *P. Rechs* (39th and Wallace), 7417 S. Maryland Ave., Triangle 0835.

UNIFORM—Winter, used one week. Coat size 38; pants 29 waist, 33 length; cap 7½. *Ted Shumon* (Armitage), Brunswick 0456.

BICYCLE—Girl's, Schwinn make, full size. *A. Pfeifer* (Armitage), Avenue 9114.

STOVE—Universal gas range with oven regulator, in good condition, \$15.00. **BABY BUGGY**—Reed, A-1 shape, \$5.00. *Harold Burda*, Badge 6152 (Kedzie), 2212 S. Harvey Ave., Berwyn.

WATCH—21 Jewel Walton pocket, will sell or trade. *Vito Dellasandro* (West Shops), Van Buren 6000.

TRUMPET—C. Schneider (West Shops), Keystone 6352.

WANTED

OIL BURNER—Suitable for summer cottage. *J. Burke*, Drafting Room (West Shops), Van Buren 6000.

SPRING AND MATTRESS—*Vito Dellasandro* (West Shops), Van Buren 6000.

TYPISTS, GIRLS—Chicago Surface Lines needs typists. Especially interested in relatives and friends of employees. Apply *Mr. Beaman* at 1165 No. Clark.

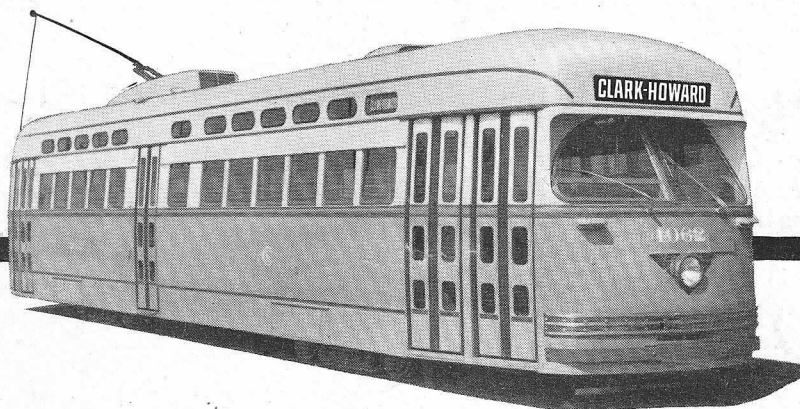


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231 South LaSalle Street, Chicago 90
William H. Bromage.....Editor
John H. Fisher.....Associate Editor

CHICAGO SURFACE LINES

New Street Cars

NOW IN SERVICE



**FOUR MORE MAJOR CSL ROUTES WILL BE
COMPLETELY EQUIPPED WITH STREAMLINERS**

Now running in regular service are the first of the new ultra-modern Chicago Surface Lines street cars. The world's finest in comfort, speed, safety and convenience, they are the visible fulfillment of CSL's promises to you!

The first of these cars are now running on the Clark-Wentworth route. Steadily—each week—as fast as deliveries are received, their number will grow until this important traffic line is completely equipped with these new streamliners.

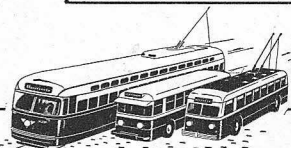
Six hundred of these fast, smooth-rolling vehicles are scheduled for soon-as-possible delivery. Other lines which will be completely re-equipped, in addition to Clark-Wentworth (and Madison Street which already has streamliners) are Broadway-State, Western Avenue, and 63rd Street.

This CSL modernization program is the result of long and careful planning. Starting in March, 1945, these 600 new street cars, 465 new motor buses, and 210 trolley buses were ordered. Already over 200 of the buses are on duty, helping to extend and improve CSL routes, schedules and service.

WITH MORE NEW EQUIPMENT WE NEED MORE GOOD MEN!

We still need more men—men who want steady jobs—good jobs—whether times are good or bad—to help keep our buses and street cars rolling. It's important work with good pay and opportunity for permanent security. See us today.

APPLY NOW—At 1165 North Clark Street



CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE