



ARCHER EXPRESS BUS SERVICE

# SURFACE SERVICE

NOVEMBER 1946



## CSL INAUGURATES

# FIRST EXPRESS BUS

CHICAGO SURFACE LINES first express bus service was inaugurated late in October linking the Municipal Airport district with the Loop by frequent fast service. In announcing the service, John E. Sullivan, chairman of the Joint Board of Management and Operation, remarked that the service was an entirely new type of operation—not only is it the first rapid transit service between the southwest section and the central business district, but the limited stop service is parallel to the company's own local service. Another feature is that there is no extra charge for the service and regular transfer privileges are granted.

The new service started with more than twenty large, new 44-passenger buses, the original schedule calling for a bus every five minutes during rush hours and every ten minutes at other times of the day. That the express bus supplies a definite service to the people of the southwest area is shown by the public acceptance. During the first week an average of 15,000 passengers per day used the buses, counting transfer and

revenue passengers. At the end of the first week it was necessary to revise schedules and increase service.

The buses make stops only at intersecting transit lines, except at the airport and north of 13th street. Operating into the central business district, the buses make stops north of 13th street only to discharge passengers. Southbound to 13th street stops are made only to receive passengers.

The line operates north in Cicero avenue from 63rd street to Archer, northeast in Archer to State street, north in State to Wacker drive, east to Wabash and returns over the same route.

### Other Changes

Other changes in the service that took place during the past month include substitution of buses for streetcars on the Hegewisch line and on Torrence avenue. These substitutions are all part of the improvement program announced by Chicago Surface Lines over a year ago.

The Hegewisch streetcar line operated on Brandon and Burley avenues between



*COVER—The Archer Express bus leaves the north terminal at Wacker drive and Wabash avenue, providing a convenient service for the North Loop area.*

*ABOVE AND RIGHT — Buses operating eight minutes apart provide a forty-four minute ride during the day from Wacker drive to the Municipal Airport. Rush-hour service is more frequent, but less speedy. . . . An average of 15,000 passengers a day availed themselves of the express service during the first week. . . . Regular transfer privileges are provided at standard CSL rates.*



138th and 118th streets. The new bus line extends north to a terminal at 91st street and South Chicago avenue. This bus operation is part of a new route authorized recently by the Illinois Commerce Commission. The present section was installed with buses on hand and the line will be extended north in South Chicago avenue and South Park avenue to 63rd street as soon as additional equipment is available.

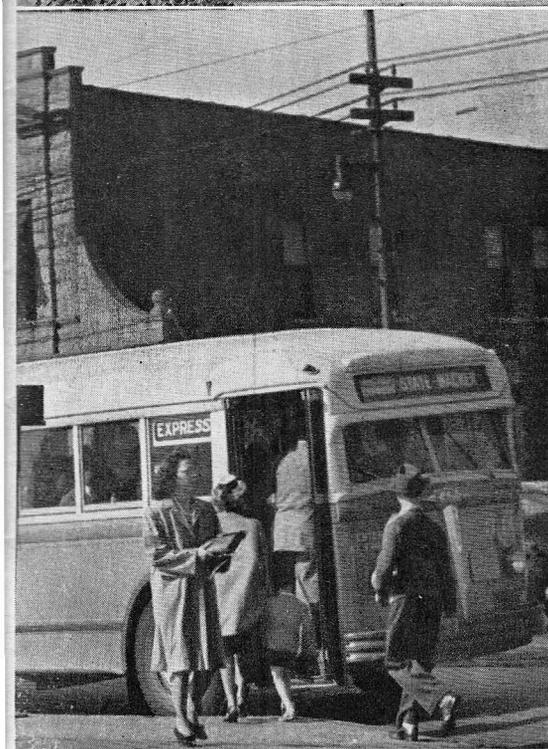
The bus route varies from the streetcar line due to paving conditions. Starting at 91st street and South Chicago avenue, the bus line operates east on 91st to Mackinaw avenue, south to 92nd and Ewing, south in Ewing to 113th street, west to Avenue "O," south to 134th street, west to Brandon avenue, and south to Brainard avenue.

The Torrence substitution involved the replacement of the one-man car operation on Torrence between 112th and 124th streets. With the substitution, this line was extended south to 128th street.

### Bus Expansion

The Ogden avenue bus route was also changed, being extended southwest from Ogden and Monroe to a terminal circling the County Hospital.

Continuing the company's program of expanding bus operation the 74th - 75th streetcar line was changed to buses on the 28th of October. This made it possible for an improvement in the service on this line. With the changeover from



streetcar to bus the line was extended west from Ashland avenue to Damen avenue

New bus service was instituted for the northwest section of the city on Harlem avenue, providing service from Grand avenue to Foster avenue, on Pulaski Road buses operate now from Peterson avenue to Bryn Mawr avenue, where they connect with the Pulaski car line.

Promised for the near future are a number of changes which have been authorized by the Illinois Commerce Commission and are pending merely the receipt of adequate equipment. Among these changes are the substitution of bus service on the following:

*South Damen avenue*, 47th to 74th, and extending south to provide through-service to 87th street.

*South Chicago avenue* from 63rd and South Park avenue to 91st street, where it will be operated to Hegewisch as part of the new Hegewisch bus line.

*Pershing road* and *38th street* lines, providing through service on Pershing road from Lake Park avenue to Homan avenue.

*71st street*, Cottage Grove to Vincennes, extended to Wentworth avenue, supplying through-service to Exchange and 73rd street.

*31st street*, Lake Park to Archer and Pitney, extending to Ashland.

*63rd place*, Narragansett to Archer square.

Extension of present motor bus service will be made on the following lines:  
*87th street*, west to Western avenue.

*Kimball avenue*, north to Devon and Kedzie.

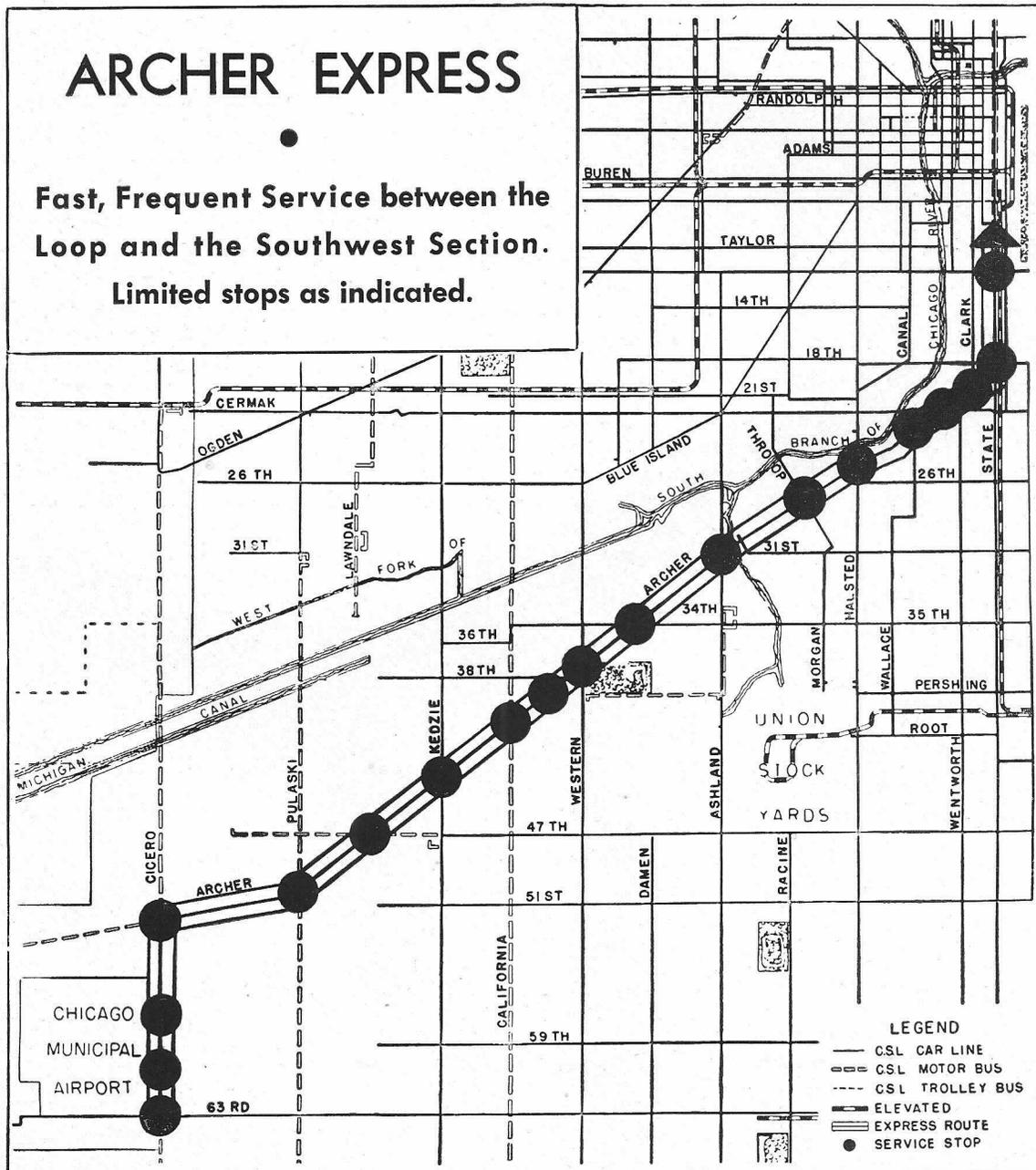
*Laramie avenue*, south to Roosevelt road.

New motor bus lines will be instituted on the following routes:

*North Damen*, Fullerton to Irving Park road.

*Touhy-Greenview avenues*, California to Howard street.

*North Cicero*, Montrose to Peterson avenue.

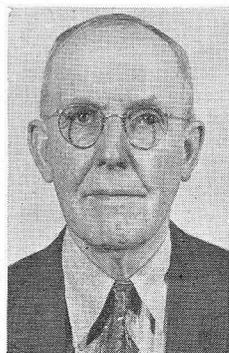


# Fifty Five Years of Service Is Enough!

**A**LTHOUGH he has young ideas and no intention of being inactive, Conductor James Kehoe (Cottage Grove) took his retirement last month—figuring that 55 years of service was enough for any one man.

Not that he didn't like his job. He's always had fun and enjoyed it.

Born on St. Patrick's day in 1869 in County Wexford, Ireland, Kehoe picked up a bit of the blarney before coming



*The Blarney?*

**James Kehoe**  
(Retired)

to this country at the age of 17. This may be one explanation of his good nature and ability to make friends. Because all his regular passengers greeted him as they paid their fares, one rider was led to ask if he knew "everyone in the city of Chicago?"

Of course, this has its embarrassing connections, too. Some years ago, when shopping with his wife in a downtown store, she demanded an explanation as to where he met all "these charming young ladies" that kept greeting him!

It was in 1891 that he first drove a horse car on Archer Avenue. The next year he transferred to Cottage Grove, and there he remained ever since. His route through the Loop gave him a close-up of many newsworthy events—outstanding in his memory being the aftermath of the Iroquois fire, and the fact that his car was just crossing the river at the time of the Eastland disaster.

During the past summer, Kehoe returned to Ireland for a visit. He flew

back, and as a consequence, now holds the title of being the oldest man from the United States to fly across the ocean.

James Kehoe has always had the slogan as a trainman to "Be honest; ring up all the fares; be courteous to passengers; be patient; and greet everyone with a smile."

He claims that he's just going to take it easy from now on. But judging from his past experiences, there'll be plenty of things happening wherever he is.

## Frank Campbell Dies After Short Illness

**F**RANK R. CAMPBELL of the Accident Investigation department died on October 8 after an illness of only four days. An employe of the Chicago Surface Lines for 40 years, Frank was well known throughout the system, having served in many of the departments through the years.

Very active in civic affairs on the west side, he was a member and officer of numerous social and civic groups. He was born in Chicago on November 7, 1881, and is survived by one son, Frank R. Campbell, Jr., who, until recently was a lieutenant in the Coast Guard.



"Purrs like a kitten, doesn't it?"

## Legion and Auxiliary Install New Officers

**A**T A JOINT MEETING held recently, the Surface Lines Post No. 146 of the American Legion and the Surface Lines Unit No. 146 of the American Legion Auxiliary installed their officers for the coming year.

The new Legion officials included: Conductor Wilbert J. Allen (Lawndale), new commander; Motorman George W. Christie (Lawndale), vice-commander; Conductor Niels P. Nielsen (Armitage), junior vice-commander; Motorman J. E. Dustin, finance officer; Bus Operator Elwood Deyman, chaplain; Motorman George Bottcher (Noble), Checker Wm. R. Kendall (General Office), and Conductor Charles Carlson (Blue Island), sergeant at arms; Charles Allen, adjutant; and Otto Malinowski, service officer.

New officers for the Auxiliary are: President, Ann Reifsteck; First Vice-President, Thelma Dustin; Second Vice-President, Velda Thom; Treasurer, Martha Gerome; Historian, Mary Gurga; Chaplain, Esther Staska; Sergeant at Arms, Francis Jefferson; Color Bearers, Clara Staska and Sophie Hartowics.

## Recovers Lost Purse Within 20 Minutes

**R**ECENTLY Mrs. Jean Gunderson, 4010 W. Potomac, wrote in expressing her appreciation for the prompt service she received when she left her purse on the streetcar, and the courteous cooperation offered by Supervisor Harry Buduff, District D.

"Just as I left the car at Potomac avenue I realized I left my purse on the car. I took the following car and the conductor suggested I get off and tell the supervisor. . . . I followed his advice and everything worked out beautifully. The squad car caught the car at Wrightwood and had my purse back to me within twenty minutes! . . . I never realized how everyone in as large a company as the Chicago Surface Lines could work so systematically together. May I again thank those men who were involved."



*Plows are operated by hydraulic lifts, each end of the wing plow having a separate control so that it can be swung up out of the way of safety islands. Cab of the Snow Fighter is seventy-two inches wide and reaches a height of eight and one-half feet.*

## Super-Scoopers for Snow Purchased by CSL

OLD MAN WINTER had better think twice before deciding to blow up a big snowstorm around Chicago this year. CSL is acquiring ten new super-scoopers to help get rid of snowdrifts and keep the city traffic lanes clear.

These new automotive plows represent a new approach to Chicago's snow-clear-

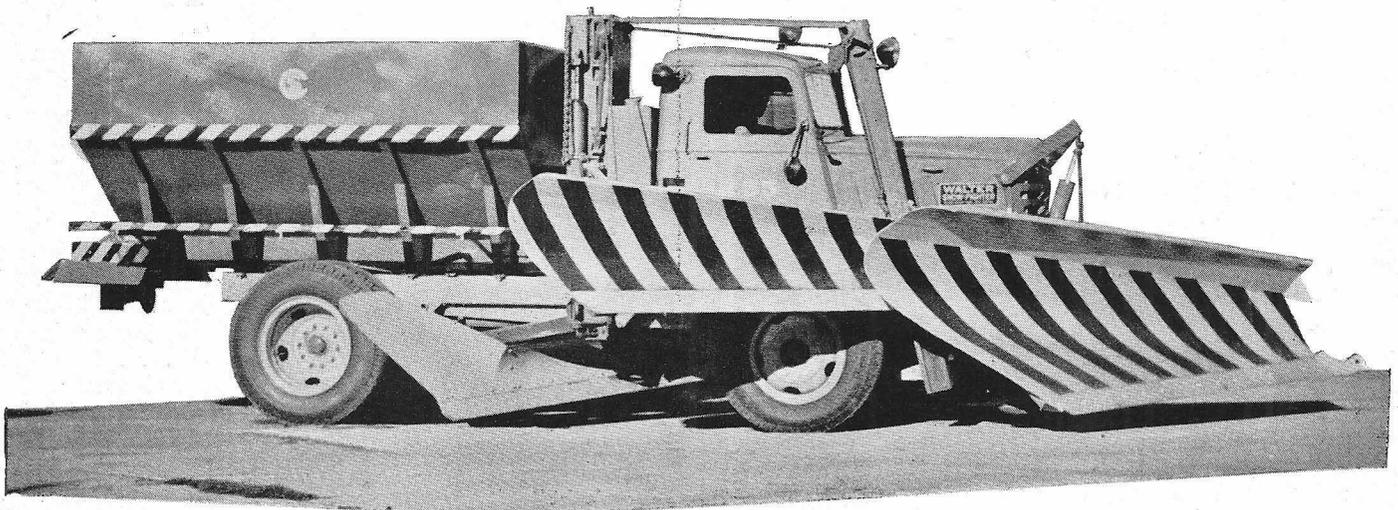
ing problem. Primarily to be used on heavily-traveled streetcar lines, they are so adapted that their big side-scrapers swing up out of the way to dodge safety islands and parked vehicles. They provide a speed and flexibility in operation that is not available with rail-bound equipment.

Outstanding members of this new group are the Walter Snow Fighters, two of which have already arrived and are fitted out. Four more should be here before the first snow. Big eight-ton trucks with 125 horse-power motors, the Walters each carry a battery of three plows. The front plow measures some ten feet in length and weighs approximately 2,000 pounds.

Each Fighter's spreader-type body holds five cubic yards of sand and has a range of scatter up to twenty feet, depending upon the speed of the vehicle. The trucks have a four-wheel drive, with six speeds forward and two in reverse.

The balance of the new snowplows consist of three Whites and one Diamond-T.

The older types of snow-fighting equipment owned by CSL include snow-sweepers, tank plows, sand cars and work cars—all of which operate on tracks—and three sand-spreader and plow trucks.



CONDUCTOR ROBERT HINTZ—77th

"He is a gentleman, always. He has a kind word for one and all. Polite! Men like this gentleman are few, and therefore he is deserving of recognition for a job well done," was the sincere remark of Lillian Koistinen, 7113 Champlain avenue.

CONDUCTOR GEORGE KUENSTLE—Lincoln

"Almost every passenger that got on was from out of town. They all asked questions about where to change cars to go to various parts of the city. . . . He took care of everyone and failed none." This so pleased Blanche Mitchell, 1260 N. State, that she thanked him for his kindness to the strangers.

CONDUCTOR FRANK VOLLMAN—Lincoln

"Of course times are not so pleasant these days," wrote Mrs. Geo. Walgren, 335 E. Russell, Barrington, Ill., "But this was a man that can still be kind to people regardless of the world of today. . . . He was courteous to all getting off and on the car."

CONDUCTOR ARTHUR RABEN—Noble

"No matter how ugly everyone else is, and no matter what the crowds are, he is always pleasant, friendly, kind to the children going to school, considerate of the older people, and can make your ride generally pleasant by just being quiet unless spoken to," praised D. Ackerman (no address).

MOTORMAN EDWARD GUNDLACH—North

"Two small children were trying to cross the street," reported Mrs. S. Twieth, 1540 N. Keating, "And they got confused. . . . The motorman noticed how frightened they were and stopped the car and held up traffic for a few minutes so that they could cross. I thanked him for what he had done, as I have children of my own."

CONDUCTOR PAUL ZAZULA—Elston

"It is warming to the cockles of one's heart to see someone so human and good in these days of mad rushing," reported Eugenie Starr, 5714 Byron.

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## "He Is A Gentleman"

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MOTORMAN PETER WEBER—69th

Lillian F. Meyer, 6725 S. Justine "Would like to send a word of praise for Motorman 2225 . . . who, despite several traffic jams did *not* jump on his gong, but waited in silence and patience until vehicles ahead moved on. . . . *Why* do some men clang ceaselessly even when the lights are against them and cars ahead cannot possibly move?"

CONDUCTOR WILL CLARK—77th

"He certainly deserves some special credits on his record, and I hope you will not fail so to do," said Edith Thuringer (no address).

OPERATOR HAROLD JESKE—Archer

"The bus was almost to the corner when I was trying to cross California. He very politely waited until I was able to get across. Then—and this was a finer gesture—a little farther along he got up from his seat to help a blind chap to a seat," was the report signed "Just a Chicagooan."

MOTORMAN EZIO GALLI, and CONDUCTOR MOSKOVITZ—Blue Island

Ann Lucille Laird, R. N., director of nurses at the University of Illinois, 1853 W. Polk, advised that "it was a pleasure to have had the courteous treatment" that she and her friends received from these trainmen.

MOTORMAN STANLEY HOFHERR—69th

"Through his very careful and cautious driving . . . he saved a woman's life," informed Mrs. D. T. Baker, 6219 S. Richmond. "The woman was elderly and walked right into the pathway of his car—only his care saved her."

CONDUCTOR STERLING JOHNSON—69th

"His replies to all inquiries were most courteous, and he gave the 'extra service'

(such as putting a woman's heavy bag on the car, and setting it off for her at the station) which is so seldom found and so much appreciated."—Mrs. Henry Turner, 1149 E. 61st.

CONDUCTOR FRANK BOEHM—77th

"He quickly stepped down," praised Mrs. Belle Myring, 11421 Yale, "and bodily lifted my crippled step-mother to the street. Such helpfulness I have never witnessed in my entire life."

CONDUCTOR GODRED MANTEY—Cottage Grove

"The conductor was busy taking fares when a very intoxicated man pushed through the crowd in an attempt to get off. Without assistance he would probably have fallen into the street and been injured. The conductor not only helped him off the car, but walked over to the sidewalk with him, which seemed a very kind and humane thing to do," reported Ruth M. Fleming, Stevens Hotel.

MOTORMAN MAYNARD DAHMS—Lawndale

"Without a moment's hesitation he picked up the controller handle and jumped to the street and helped the old man cross the street. . . . It proved that there are some of the noblest of people among us every day. He certainly deserves a place with the best," according to Mrs. Richard Scholtens, 1916 W. 17th.

MOTORMAN HAROLD MICHELS and CONDUCTOR RAYMOND SMITH—Devon

From Judge Robert J. Dunne of the Circuit Court of Cook County came the story of the young blind boy assisted to the curb by the conductor. When the boy experienced difficulty locating the waiting bus, the motorman got off and went to his assistance.

## "New Equipment on Ogden"

**T**HE ARRIVAL of the new streamlined streetcars and the changes which they have caused, reminded retired *Conductor Isaac Grice* (Lawndale) of the old days when another improvement was made in Chicago's transportation—when horsecars were abandoned in Ogden avenue in favor of trolley cars. That was back in 1897, and the *Daily News* carried the following story on it, which Grice forwarded to **SURFACE SERVICE**.

"Early risers along Ogden avenue will miss the familiar tinkle of the streetcar bells and the click of iron shoes upon the stone pavement tomorrow morning. Instead there will be a rumble and the clang of a gong, and at an eighteen-mile-an-hour speed the first electric car on the Ogden avenue line will pass.

"At 5:12 o'clock the first motor will run out of the barn. Conductor Isaac

Grice, badge 1558, will ring two bells and Motorman John Hayes, badge 1433, will turn the controlling lever.

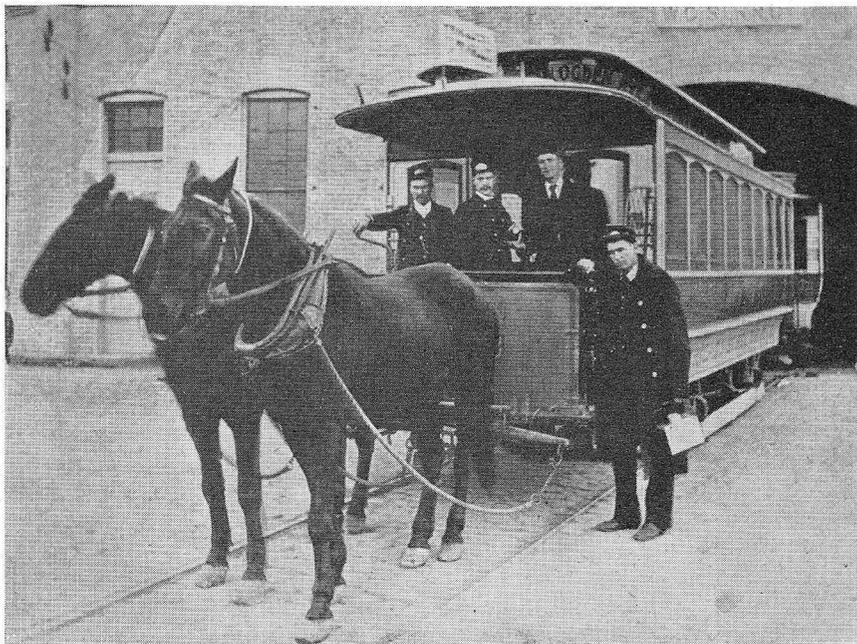
"For an indefinite period Ogden avenue cars will be attached to Madison street cable trains as heretofore. The run between Lawndale, the western terminus, and Madison streets will be made in twenty-eight minutes. The round trip from Lawndale to State street and return will consume one hour and a half. The time by horse cars has been two hours. The Ogden avenue line is one of the old transportation landmarks of the city. The Lawndale extension from Western avenue was constructed in 1885 after that rapidly growing region of the city had demanded transportation facilities.

"Electric cars will begin running on the Harrison street line next Friday

morning. The present western terminus is Western avenue. At that time a new extension which has just been completed will be put in operation, and the terminal points will be Kedzie avenue and State street, the route being Harrison, Desplaines and Adams streets. It will take one hour and ten minutes to make the round trip. Two new cross-town lines are about completed, and will be put in operation late next week, one in Kedzie avenue to Madison street, and the other in Colorado avenue, from Madison street to 40th street, each about a mile in length. The other lines now being operated by horse power are being equipped with electrical appliances and will be brought under the system of rapid transportation as soon as possible. Officials say that every one of its cars now being pulled by horses will be operated by electricity before snow flies.

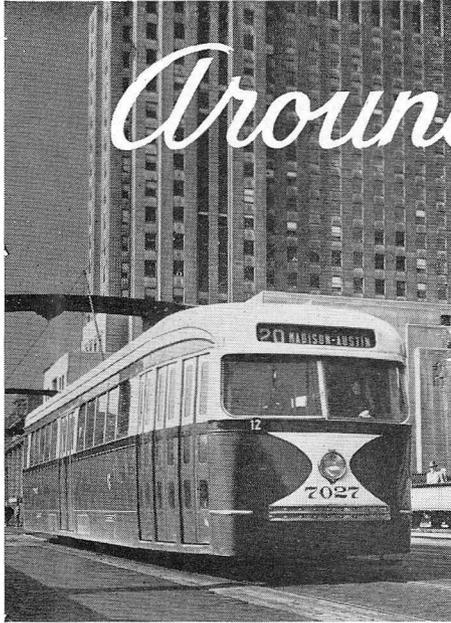
"With the hauling of the last Ogden avenue car into the barn tonight 300 horses will lose their jobs. Next week 200 more from the Harrison street line will go out of service. By winter 2,000 of the 2,500 horses of this company will have been transplanted into other lines of business. They will be put into the market at the Ogden and Western avenue barns. Many will be shipped to the south to be used for farming purposes and others will haul merchandise about the city.

"Within the next few weeks streetcar patrons of the north side, from whatever point, will travel by cable or electric power, and horses, as a motive power, will have gone entirely out of vogue. The line in Division street, between Clybourn and Milwaukee avenues, is the last one to be changed. The tracks are now being laid, but the work has been delayed several weeks by a difficulty in getting rails. This will complete the change from horse power on the entire system of seventy miles and the company will have 1,800 horses for which it has no use. The north side company is also about to construct a new line operated by electricity in Indiana street, between State street and Milwaukee avenue. A few days only will be required to complete the work."



*In 1895 this picture of Conductor Isaac Grice and his friends was taken at Lawndale with an old time double-end horse car. The car seated some 23 people—12 down one side of the car, and only 11 on the other, because the stove took up part of the room . . . The horses were so well trained that they automatically started when they heard the two-bell signal, and stopped when one bell was given.*

# Around the Car Stations



## STREETCAR LINES CONVERTED TO BUS

### BURNSIDE

**T**HINGS sure do move around Burnside. One by one our short lines are being converted to bus lines in order to give our fast-growing territory the service it requires. As these lines change over they are being transferred to another depot. While we sadly watch our operating forces dwindle and wonder "whither are we bound," nevertheless we wish for those of our buddies who elect to transfer, the best of luck in their new stations.

During the past few weeks we have been called on to take over the transportation of a goodly number of passengers who customarily used another transit service. While it has put a strain on our facilities to handle the additional crowds, we have, however, carried on with a minimum of inconvenience to our regular patrons. The operating force deserves credit for a good job well done.

*Conductor Pat McNamara* is all smiles these days, in addition to having been recently installed as commander of Cameron-Butler Post of the American Legion, he has plans for a combination Christmas party and turkey hunt to be pulled off early in December. This is an annual affair with that post, the returns being used to fill Christmas baskets for the needy in the community, as well as to keep the post on top socially.

Didja know that *Operator Anchor* now has an understudy, namely *Operator Wagner*, to pick for him? Louie says it does not always work out so well.

*Motormen Fred Meese and Jim Cashman*, both of whom received injuries several weeks ago, are reported as getting along nicely. You know, they say "You can't keep a good man down."—FURGIE.

## WARM WELCOME FOR MEN WHO TRANSFER

### COTTAGE GROVE

**T**HE PERSONNEL and the men from Cottage Grove take this means of expressing a hearty welcome to all those of Archer who transferred to the Grove. We know you will find us very congenial and pleasant in your daily contacts with us.

We'd like to get a little bit more personal, if you don't mind, and actually introduce all

of our men to each of you but you must realize the task that would confront us. So we place this obligation to time and once more we say "Welcome" and "Good luck in your new environment."—GALE HRUSKA.

## THEY TREAT THE TRAFFIC RIGHT IN CALIFORNIA

### DEVON

**W**HILE IN CALIFORNIA recently I was comparing some of their traffic laws with ours. Of course my observations were strictly on the pedestrian's angle but a few things were very definitely called to my attention: such as the law preventing a pedestrian from crossing the street when the lights are red. I tried, and was greatly embarrassed when a woman grabbed me by the arm and said, "Do you want to pay a two dollar fine?" I looked rather startled, I suppose, and she explained that crossing against the light, cutting corners, etc., were violations and were strictly enforced.

They have a pretty good parking system, too. You will never find a truck parked between the safety zone and curb. On a two-lane street like our Clark street all trucks have a definite marked space for parking, and no double parking. Rear wheels must not be over 18 inches from the curb, thereby enabling vehicles to pass without crowding. You know everybody is in a hurry to get "where they ain't" so these laws help quite a lot. One truck parked wrongly can tie up all the streetcars on Clark street. Parking meters seem to do a good job out there too. In San Francisco they have a terrible habit of making left turns right in the middle of the business section. Left turns can also tie up the system for many minutes.

*Motorman John Malick* was back at Grant Hospital last month for blood transfusions. His Air Corps son was in on a pass to see his dad and that helped a lot. . . . *Motorman Mike Sugrue* was at St. Joseph's Hospital last month, too. . . . *Brother Dan Gillespie* is still on the sick list.

*Brother LeRoy E. Arrasmith's* daughter was a patient at Swedish Covenant with a possible skull fracture. *Brother Stanley Johnson's* wife was hospitalized at St. Luke's for surgery and *Brother Hardin A. Paulson's* daughter fractured her arm.

Our bowling team is going great guns. Up until October 25 they had won 17 games and lost but 7. Keep it up, fellows, and we'll hit the top yet.

HELP! HELP! PLEASE put Devon news in the mail box in the train room near the west wall. Let's keep the news alive.—CHARLES SAKLEM.

## HOBBY SHOW KEEPS SCRIBE BUSY

### ARMITAGE

**I**F THIS COLUMN is short blame it on the annual Hobby Show. Your Scribe spent a very enjoyable week at the show as usual and was happy to see numerous men from Armitage depot there also. Among those who visited my booth were *Walter Young* and wife, *Sammy Abbinanti* and wife, *Ray Fisher* and wife, *Rufus Wainscott* and wife, *Fred Schrack* and wife, *George Thompson* and wife, *Howard Paetzke* and wife, *John Gebel* and wife, *Tom Henneberry* and wife, *Gus Lemar* and wife, and *Ed. Bartholomae*. *Joe Murphy's* lovely mother and his sister also paid me a visit. From other stations came the well known *Petersons*, *Ray* and *Earl*.

If *Hank Dulin's* chest seems to be a trifle larger than it used-to-was, it is because he is now the proud papa of a fine big eight-pound girl. Others who have had increases in their families are *Edward Martin*, *Edward Kernan* and *Gabrielsen*.

Thanksgiving time is here again and just think, only a few days more till Christmas. Think it over and do your Christmas shopping early.

*I'd like to be a Could-be  
If I could not be an Are;  
For a Could-be is a May-be  
With a chance of reaching far.  
I'd rather be a Has-been  
Than a Might-have-been, by far,  
For Might-have-been has never been  
But a Has-been was an Are.*

—TED SHUMAN.



"Hardly a man is now alive" who was part of this group at Division station in 1909. The fellows from North may recognize D. Amsterdam, G. Seeber, and W. Merker. Also identified is J. Eichstadt of Division. Picture was obtained from the son of Charles Haacker (holding the switch iron).

## BUSY-MAN BLANKSCHEN RECEIVES APPOINTMENT

### KEDZIE

WALT BLANKSCHEN, who recently came back to work after suffering a broken ankle, who recently attended a wedding, who recently took a trip to Milwaukee to visit relations, who works a Saturday-off run on Madison street, has been appointed to the Supervisory Committee of the Credit Union. Busy little fellow, isn't he?... *Asst. Supt. John McCarthy* is on the job again after a prolonged tussle with the "flu." *Miles Harrington* acted for him while he was away.... *John Mullin* sprained his ankle and is loping right along after a speedy recovery.... *Danny Gee's* broken hand is all in one piece and he's putting it on nine again.... *Sal Valloni's* wrist is mended.... *Lloyd Renfrow* is in Ward 22 of the County Hospital, suffering from a bad time given him by four hoodlums on his way home from work.... *Motorman Jack Fisher* has dubbed *Sal Gallo* the switch-throwing supervisor. *Sal* is at Franklin and Adams.... *John Gilhan* (no relation to the old colonial pirate, *Gillan*), recently of the navy, loaned *Sam Calesman* his army motorcycle to give *Bill Brennan* the bumps. *Bill* says *Sam* is an expert cyclist. (Does *Bill* know that *Sam* was an M. P. on a motorcycle in the army?)

*Bill Halla* didn't rest during his vacation, he painted his house. (Wouldn't mind painting my house, if I had a house to paint.... That's a leader, fellows. I've got a backer—like to have eight rooms with five bathrooms and plumbing so I could add another bathroom in about two years.)... *Scott Kennedy*, son of *Conductor Mike Kennedy*, looks like a full-fledged general in his new uniform from the

junior military school in which *Mike* enrolled him.... *John Wheeler's* son, *Bob*, tried out for the White Sox team just before the start of his senior year at St. Mel's high school. He was given an invitation to return next summer when he will probably be enrolled in the Chicago White Sox come-uppers.... *George Bag-nall's* boys, *Gene* and *Al*, have gone into delicatessing. *Frank* is at Lansing, Michigan, studying agriculture at the university.... While the big *Bell* and the little *Bell* were in the armed forces, *Conductor Alex Bell* had to write to them and tell them their mother had passed away. That was a long time ago. Now the big *Bell* is home and is working for his navy officer's commission at N. U. The little *Bell* is still in the army and *Alex* says as soon as he comes home he's going to lift the lid and let one hekuva party loose.

During the recent international argument, *Stan Lau* was in the Gilbert and Marianna Islands. He and his buddies were always well-dressed by wearing their threadbare garments into wornout looking holes and turning the garments in for new ones. The wornout looking holes were made by steady rubbing with smooth stones.... *Motorman Richard Mac-Arthur* (whether he's related to the *General* is not known, but he's positive about what he's to do and does it with the least effort or fuss), was doing his best to make a 4:30 a.m. call on a dark October morning. As he came from his home he thumbed his thumb at a streak coming down the street and it stopped, let him in, proceeded 10 feet and was in second gear (it was a brand new Mercury), another 10 feet it was in high doing 85 miles an hour. *Richard* quietly nudged the driver and informed him he would alight at the next corner

(Chicago avenue) and take a trolley while the door was still in condition to be opened without the aid of a blowtorch.

The daughter of *Conductor George Potel-cyck* of Noble station, *Florence*, does a lot of fancy skating at the Lawrence and Kedzie rink. She's unusually accompanied by her friends, *Margy Patterson* and *Lorraine Schulze*. Might say that that's the nicest bunch of skates to handle in Seventh Division.... *Tony Otis* celebrated his 30th wedding anniversary with a family reunion.... *Bob Jones*, depot starter in the p.m. for Madison street, celebrated his 20th anniversary during his vacation.

*Gus Enders* and *Mrs. Enders* have a new baby girl stopping at their house until she grows up and gets ideas of her own.... *Supervisor Jim Harrison* and *Mrs. Harrison* welcomed a son, *James G., Jr.*, named after his congenial pappy.... *Hyman Fligelman* and *Mrs. Fligelman* have a healthy seven-pound girl.... *John Keenon* and *Mrs. Keenon* have a new baby boy.... Our sympathy to *Paul Rosentrater*, who lost his father; to *Clerk Jim* and *Conductor John Keenon* in the death of their father.... To *Sam* and *Mrs. Caselman*, who lost their baby at its birth.... To the family of *Chas. R. Bayne*, and to the family of *Mike McCormack*.... Also to *Ive Bloyd*, whose sister passed away.

*Charley O'Shea* was frightened simultaneously by black and brown cows some time in his infancy and has never been able to tell the difference in black or brown shoes since. This will explain his having one black and one brown shoe on at the same time when he came to work one day last month.... The whereabouts of a houseboat for sale is being sought after by *Ray Snell*. He wants to launch it on

a certain parcel of land. This information comes from *George Ta Pitzu* (that's a Chinese phrase for "the nose") *Sullivan*, who, peeking over the back fence of Snell's ranch caught him in the act of making oars out of barrel staves for a broken down rowboat. . . *Motorman Bill Pochordo* has information for the boys at Burnside station as to the whereabouts of former motorman "Big" *Mike Kokos*. If they drop him a card in care of Kedzie depot he'll give them the dope. . . It's a shame to unmask "the shadow" that has been tattling on *Ray McDonald*. The shadow is none other than the man of the sea, *Joe Boyle*.—JOE SMITH.

## MIGHTY HUNTERS FILL LOCKERS WITH PHEASANT LAWRENCE

**J**IM MERSCZINSKI and *Johnny Miller*, the two great hunters, have filled their lockers with enough pheasants to last until next season. John had more fortunate territory than Jim, who encountered more hunters than pheasants.

*Robert Wemette*, the transferee from Devon station, was caught in the October quota of newlyweds, doing the middle aisle in early October.

*Al Baker* is commuting to East Chicago, Indiana, to visit his wife, who was hospitalized.

*Eddie Konkey* is back on the beam after an extended illness which laid Ed low. But you can't keep a good man down.

Ever since *Mike Cunningham* flew to the Emerald Isle he has become air-minded and now refers to Ardmore garage as "the hangars." The next time you pull out of Ardmore be sure to look at the windsock before you rev your motor.

Foster, Pulaski, and Harlem, the new bus lines, are a welcome addition to our station.

Every little bit helps to make our north and northwest side a better place to live and work.

*Walter Timm* has quite a large following when he gives one of his lectures on farming. His most apt audience are *Von Assenbruggin* and *Crane*.

*Mr. and Mrs. Tom Callon* celebrated their 25th wedding anniversary by being host to the wedding of their daughter. I'll bet this was Tom's idea so he would be sure to remember the future wedding dates with a little prompting from daughter.—MICKEY LOFTUS.

## LT. COM. FERGUS BACK PILOTING FOR CSL

LINCOLN

**M**AN-OF-THIS-MONTH is none other than *Pilot Fergus*, and he really has lived up to his name as his duties in the navy was that of a pilot. His formal title was lieutenant-commander. After being on the retired list as a chief quartermaster for 16 years, he was called back into service at the outbreak of the war. He was, and still is, a very capable motorman. But since leaving us he has done more than just travel around the world a couple of times. To start with he left New York for Southampton, England, where he indulged in their well-known dish of "fish and chips." From there to Le Havre, France; to Antwerp, Belgium; to Cherbourg, France, then back to the States via New Orleans. After a short stay there he then went to South America, Ascension Islands, South Atlantic, Panama Canal, then back to Frisco.

All this row-boating might give some of you boys a touch of seasickness, but in case it doesn't you might like to know that Fergus wasn't satisfied to be a dry land sailor, so he shipped out to the South Pacific where he formed a convoy that was a great help in the battle of Okinawa. He found himself in the heat of battle every place he went—Hongkong, Shanghai, Korea, Yokohama, Java, Mindanao,

then finally the long return trip to Frisco. It would be impossible to record the number of miles covered, but, as he will tell you if you ask him, he enjoyed the largest percentage of them. This was not a very easy history to get from him as you know he is the "timid" soul. So with all due thanks to *Tom Printen* for his help, we will now let Pilot Fergus spend his navy-reserve time going time-point crazy with us.

Our old friend *Conductor Eddie Klan* dropped into the depot last week to say hello to his old buddies. If he didn't get a chance to see you, he takes this opportunity to say it now. He is now working at the West Shops.

The congratulations are in order again. The *Mrs.* presented *Motorman Ippolito* with a bouncing baby boy on October 12. Then to *Mr. and Mrs. R. Thiry*, who were presented with a baby boy October 13. Then to *Conductor and Mrs. Rambo*, who were made very proud to have a fine boy on the same date, weighing seven pounds three and one-fourth ounces. *Motorman Stover* and the *Mrs.* were also on that list. It was also on the 13th of October, and that boy weighed eight and one-half pounds. Keep up the good work, boys, and there won't be a shortage of streetcar men in 1966.

It is a good sign to see *Mrs. Charlie Kemp* up and around again after her slight sojourn in the hospital. Charlie said it was a break for him though, as she had her tonsils removed.

We are all glad to see *Harry Mainock* back on the job after being off sick for six weeks.—LARRY HIPPERT.

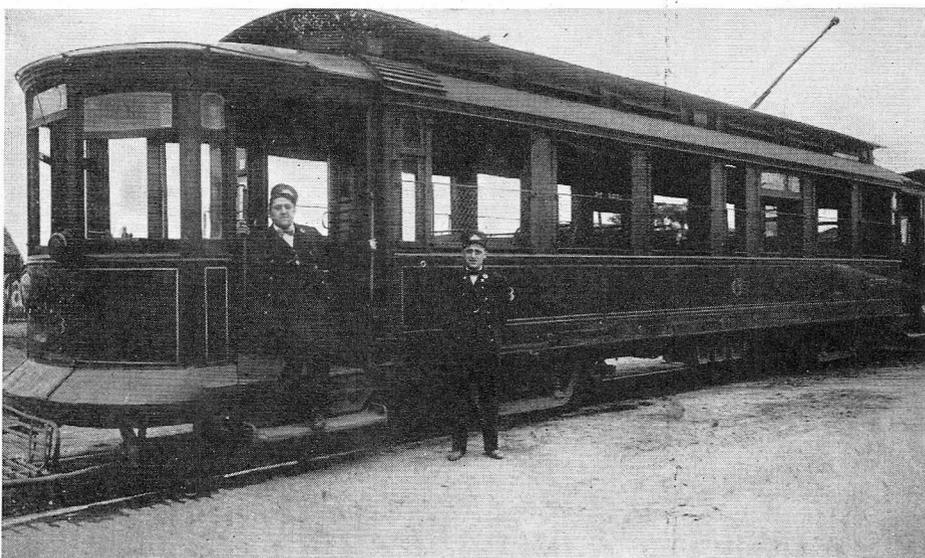
## LUCKY IS THE MAN WHOSE VACATION RAN SMOOTH

NOBLE

**W**ELL, FELLOWS, vacation days are just about over for this year, only a few lucky boys left who have theirs coming. And from all the reports a real enjoyable vacation was had by everyone. That is, except our boss, who reports that the very first day his auto just simply refused to run. Then there was the trouble of finding the microscopic piece of steak which was served without any trimmings. But the price was so gigantic that he has decided to include some Boy Scout equipment in his luggage next year. Then to top his vacation off, someone put rusty nails in his blueberry pie. Oh, well, Boss, that's what makes vacations long-remembered.

The following men, who were sick, are back on the job: *Cap Caplinger*, *Ed Froitag* and *Charles Vanek*. Charles has a very interesting experiment that he tried out and wants to pass it on to everybody. He collected some buck-

*Motorman Joseph Hecker (69th) and Conductor Romeo Calzaretta (77th) operated car 2753 on 75th street to Centre (old name for Racine avenue) back in 1908.*



eyes to carry on his person, as someone told him they were the best remedy for *rheumatic* aches and pains that could be had. Couple of days later his name was found on the sick list. So when he was asked about the buckeyes his reply was very simple. He said, "Those darned things looked just like chestnuts."... The story is going the rounds that *Joe Schultz* has a new job. They say he just *loves* fire wagons, so he is now chief clerk at the Ashland and Division fire house.

*Andy Wendt* came close to losing his wife when their second child was still-born. We hope the little wife is in tip-top shape again. And to those blood donors who willingly gave for her—"There just aren't any words to express our feelings"—this last is from the MR. and MRS.... *Brother Art Manke* is getting along fine. He took sick on the job and was taken to the hospital.... *Brother Oscar Anderson's* little son was on his way to school when he was struck by an auto and suffered a broken leg.

*Bill Lahey* took off three extra days recently. He said it was to have his corns removed. But just the day before he was seen going home with a three-week-old pup under his arm, and a nursing bottle with a nipple on it. His remarks were that he hoped his in-laws loved dogs. Maybe Bill is moving?

The latest suggestion comes from *Conductor Ray Bowers*, who says the following should be every car man's creed: *It's easier to do a job right than to explain why you didn't.*—C. F. GREEN.

## THE SINS OF OMISSION WEIGH HEAVILY

### NORTH

**N**ORTH AVENUE NEWS was missing last month, and if I had known what the results were going to be I would never have let it happen, so help me. From now on I will write if it kills me, just so I won't have to listen to the sad tales of readers who learn to depend on this column for their reading pleasure.

I didn't think we would be missed and that the readers would be so absorbed in the pictures of the new streetcars they wouldn't notice our absence. How wrong I was. The next day I sauntered into the trainroom in my usual cheerful manner and was met by a deluge of comments, threats and ugly language. Following are some of the comments:

Said *Harold Wittman*, conductor: "I thought my troubles were over when I paid my income tax, was able to get a small piece of meat and find a place to live but I never expected you to let me down when I needed your words of wisdom most."

Said *Fred Burbarger*, chief clerk: "Belmont avenue coming over to join us meant a lot of work for my assistants and me, but we felt that the work would be nothing as long as we could look forward to reading your column but there

was nary a word. High treason expresses our thoughts."

*Bill Brankin*, conductor, lamented: "My wife Lorraine and I were happy with our new baby who arrived on September 15 and we were proud she weighed seven pounds, and then our happiness was shattered. I brought home the magazine only to find that you were somewhere but not here. My child will never be told."

The comment above naturally made us feel like the proverbial heel, but as we told the men during a mass meeting on a new Division bus, this will never again occur.

Moving on to other subjects I think Belmont avenue moving in with us is a good thing, as it will enable some of our men to see Riverview. "Riverview," says *Ed Kowald*, shaking the ash from what was probably a good five-cent cigar once, "is where the old saying, 'What goes up must come down,' is proven nightly, during the summer at popular prices."

Also what goes into this column must come out in a few days so I'll be off now hoping all is forgiven and that I will be able to call for my run in the regular way instead of wearing that mustache and knocking on the office window. —WALTER LINDBERG.

## REPORTER ENJOYS "CREAM" BUT WORRIES ABOUT MILK

### 77TH

**T**O BROTHER FURGIE of Burnside depot: We welcome the cream of CSL as members of our good depot, but what is Burnside milk going to do without the cream?

We hear *Matty Butler* is in training during his spare time at Hawthorne track, so he can ride a bangtail in the Kentucky Derby. Here's hoping he doesn't have to carry him across the finish line.

It is told around the depot that *W. F. Dorgan II* creeps into Pop's home at about 12:30 a.m. to pilfer some of Ma's apple pie, which accounts for the 196 pounds he totes around.

It looks like *Joe Eppich* can't even get any rest on his day off, as he came down and called for his run on October 14.

Boys, if you want to know how *Ed. Gallagher* got his schoolboy figure, ask him about the four-a-day vitamin pills. He should have a few to spare as we hear he buys them by the gross.

Wonder what the *Rev. Tyrey* is going to do with the old horse trough.—R. MACK.

## FOUND: A WOMAN WHO KEPT A SECRET

### ACCIDENT INVESTIGATION

**D**ICTAPHONE OPERATOR BARBARA SMITH kept it a deep dark secret, so it was very much of a surprise when she showed the lovely diamond she received from her beau. When will the wedding bells ring out?



**Conductor Michael Tierney (77th) recently received the above engraved citation from the Marine Corps in recognition of his outstanding personal job during the war in soliciting enlistments for the Marine Corps.**

We now extend a warm welcome to the following new employees: *Night Clerk John S. Harvey*, *Janitor Harry J. Bennett* and *Vault Clerks Frank Barker and Rosemary Marrera*.

Sympathy of the department is expressed to *Claims Attorney Phillip Comiano*, whose father passed away, and to *Glee Adams* of the APD, whose mother died.

*Briefwriter Frank Campbell*, who had twenty-three years' service with the Company, died suddenly last month. We extend our deepest sympathy to the family.

*James A. Mahoney*, former attorney-arrests, has been promoted to the position of assistant superintendent, Department of Accident Investigation.—AUDREY.

## THREE WEDDINGS DURING MONTH OF OCTOBER

### ACCOUNTING

**O**UR DEEPEST sympathy is extended to *Rocca Iacullo* in the loss of his mother, who passed away on Sunday, October 6.... We are looking forward to the rapid recovery and welcome return of *Terest Keenor*, *John Kruty* and *Ralph Luebkemann*.

*Ethel Anderson*, who left service Friday, October 4, to be married, was remembered with a farewell gift from her associates.... *Jean Amsterdam* and *John Miller* were married on Sunday, October 6. *Eileen O'Connor* and *Jack Cleveland* were married on Saturday, October 5, at St. Ignatius Church, Loyola and Glenwood avenues. The brides were remembered with gifts from members of the department.—THOMAS F. COAN.

## DEATHS AFFECT MEMBERS OF DEPARTMENT

### ELECTRICAL

THE ELECTRICAL Department is extending to Fred Hectus and family our deepest sympathy in the death of his father. The elder Emil Hectus was a former employe of this department about twenty years ago. . . . We extend our sympathy to the families of the late Albert Peterson, a foreman in Armature repairs division, and the late Robert Boal, a sub-station helper.

Congratulations are in order for George Nelson of the Electric Testing Division for the appointment as Supervisor of Sub-station personnel. . . . Frank Jones will be needing a wheel chair now, he has aged quite fast since the last issue of our magazine. He became grandpa a second time.—BILLY SCHENCK.

## NEWS OF CSL TRAVELS TO COAST AND BACK

### GENERAL OFFICE

EVEN THOUGH a couple thousand miles separate us from CSL, we were able to keep abreast of some of the local news.

With the coming of fall, we find a new member added to the CSL family. Our "fall guy" is William D. O'Neil (assistant counsel). Transferred from Accounting to Public Relations is Al Windt.

*In honor of the 60th Anniversary Convention of the American Philatelic Society and the Chicago Philatelic Society recently, the old post office car was put back in service for one day. Its motors long outdated and removed, the car was towed on a route around the Loop, picking up letters which received a special cancellation.*



Charline Thompson (Executive Dept.) left on a leave of absence. She was presented with a gift from several of the girls.

What's this we hear of a certain young lady "busting" her stitches. Better take it easy on that operation, Mary Stomner.

To wind up the vacation trips Anna Marie Callahan took a trip through the Smokies and Verena Langhammer enjoyed the beauties of Colorado. . . . From Tia Juana, Mexico, and San Diego, to San Francisco, there has been no trace of Louis Bohlin (Transportation).—BRENDA and COBINA.

## GUARANTEE ALL-AMERICAN PERSONNEL FOR 1966

### MATERIAL & SUPPLIES

OLD DOC STORK really had a beak-full for this department during the past month. The Austin Craycrafts are the proud parents of a husky ten-pound boy. Note to all football coaches: Offers for the gridiron season of 1966-67 now being considered. . . . Nick La-Corcia also announced the arrival of a future "All-American." . . . But these new dads aren't any prouder than our new grandparents. Johnny Smith is popping vest buttons over his recently arrived grandson, and Mrs. Yaw acquired the title of "Grandmother" with the arrival of a five pound five ounce boy.

Among our returning vacationers we find Mrs. Miller, back after an extensive tour through the Southern states, during which trip she took in the Will Rogers memorial and visited Mark Twain's home.

There's a new ruler of the domain in the coal yard, West Shops, and she answers to the very regal name of "Queenie," but if you should forget her name, Her Majesty will come running when a bit of hamburger is proffered. She replaces "Mitzie," who met an untimely end under a streetcar! Oh, the irony of it all! —"DJ" CHAPLEAU.

## DO YOU KNOW WHY GIRLS GET MARRIED?

### SCHEDULE & TRAFFIC

A WELCOMING HAND is extended to Stella Wandrocke, formerly of Material and Supplies. We were going to mention that we hoped she would like her association with Schedule and Traffic, but we notice that the work here has already driven her to accept a very nice sparkler—to be worn on the third finger of the left hand, from the finest fellow in the world.

Our apologies to Ed. Whiston, whose name accidentally became scrambled and came out as Ed. Watson in last month's issue of SURFACE SERVICE.

Frank Misek has finally moved into that new home of his and that tired look that comes from all the work of keeping it up is showing now. The vacation taken to redecorate produced results that were very satisfactory in spite of the free advice that had been handed out. . . . Phil Leahy, Eddie Thompson and Bill Kendall seem to have survived their vacations and are back at the old post ready for a winter's work. . . . Anne Schleiter finished her vacation with a week spent learning about the history her son had a hand in making in the Pacific War Theatre.

To Clayton Steele, who is leaving the CSL organization for other fields of endeavor, we extend our best wishes.—L. C. DUTTON.

## HOUSING SHORTAGE? HERE'S A SUGGESTION

### SOUTH SHOPS

HERE IS FOOD for thought: If the housing shortage has you worried, follow Stanley Kruszynski's example and start building in your spare time. Don't forget, Stan, when it is finished we would like an invitation to the house-warming party.

Harry Johnson attended the American Legion National Convention in Frisco while on vacation. He reports having a grand time enjoying the warm climate of California.

The latest to join the ranks of "benedicts" is Philip Abt, Truck Repair, who was married to Miss Mary Spain on October 19.

BOWLING CHATTER: To say we are shocked at the slump the Volts team has taken would be putting it mildly. Several weeks ago they were in first place, now they're in fifth place. Come, come, boys, this will never do. We doff our hats to the Maintenance team, who has come up from fourth place to first place. A word of encouragement to Pete Poska, captain of the Sparks team—chin up. Pete, somebody has to be in last place and who knows you may get there yet, after all the bowling season only ends in April. . . . The other week Dick Bulak bowled a 585 series, the following week 465 series—such consistency! Jimmy Workman is a man with a 143 average, but he certainly surprised his team.

mates by bowling a 512 series. . . . What was it that made *Irving Krauledis'* face turn crimson? We were told that he picked up an 8 and 10 split and in the next shot missed the 5 pin. . . . Will someone please confirm the fact that the Utility team lost three games the other week. *Ed Saunders* just can't believe it. . . . Have you also been wondering why *Pete Mirkovich* is not bowling as well as he did last year—what's the matter, Pete, too much competition?

"Parting is such sweet sorrow," that was the sentiment of the Auto Repair, Machine Shop and Arcs team when *Frank De Witt*, *Tom Bowman* and *Charles Hebner* sent in their resignations. Their successors: *Walter Post*, *Richard McGrath* and *Eric Wians*.

—JUSTINE MAZEIKIS.

## ALL SUNBURNS DON'T GROW IN FLORIDA

### WAY & STRUCTURES

**T**RACK DIVISION: If you happen to notice any sunburned faces on the men working at Clark and Division you'll know they are members of the Sun Bathers' Club. These individuals haven't been in Florida. They simply bask in the few sun rays that shine outside the Clark and Division building every day during their lunch time.

*Russ Shanklin*, division superintendent of the Southern Division, is taking his annual sojourn to South Dakota to shoot pheasants. . . . *Paul Minogue* of the Timekeeping Department is looking for applicants to join his Polar Bear Club this season. Those wishing to join notify Paul by November 18, as arrangements have to be made as to how many breakfasts should be prepared after the swim by the tender of the three-mile crib off Grand Avenue Pier. . . . *Matt Tomasic*, night foreman, has become a golf enthusiast. He built a miniature golf course back of his home so he wouldn't have to walk so far.

We have heard that *John Jankowski*, assistant night foreman, can be seen every Sunday morning on the bridle paths of Lincoln Park with a horse that looks like it came off an ice wagon. . . . Congratulations to *Elmer "Duke" Follenweider*, Central Division welding helper, who was married October 19 and is now looking forward to next vacation for a belated honeymoon. . . . Any person wishing to get a few fine points on stepping the light-fantastic may do so by calling on *Phillip Rochon*, Central Division welding helper, who, after nearing completion of a grueling course in that fine art, is now master of the dance. . . . "*Moose*" *Milos*, Southern Division welder, is going to town in the South Shops CSL Bowling League this season. The way he throws that ball is something to watch.

**UTILITY DIVISION:** *Art Janke*, chauffeur, who has been off for the past month on account of injuries, is now at home and from the latest reports he is doing fine. Well, Art, keep it up because the boys are hoping to see you back

at work soon. *Bill Murray*, helper at Grand and Leavitt, has been spending a great deal of time at the Chicago Stadium trying to teach some of the cowboys of Roy Rogers' Rodeo how to ride. As Bill puts it, the competition is tough. Say, Bill, the boys are wondering where you got that cowboy shirt and ten-gallon hat?

*Eugene Lawson*, chauffeur, who has been off duty on account of injuries, dropped in at Grand and Leavitt a few days ago and from the way he looks he will be back to work soon.

**BUILDING DIVISION:** *Victor Eisemann* is home with a broken thumb due to an encounter with a pickpocket.

Congratulations to *Hugh Dolan* on his promotion to a plumber after his good five-year record as an apprentice.—**BETTY LHOTAK.**

## TWO SELECTED FOR ALL-STAR TEAM

### WEST SHOPS

**E**VEN THOUGH the baseball season is over, *Pat* of our truck shop office comments on the West Shops softball team. "A gruelling season of getting out of a most comfortable bed, gulping breakfast and bolting to some far-flung ball-field, proved just a trifle too much for our team. The final standing put us in fifth place and it makes one feel rather low to have finished so far from the top after playing your heart out. Regardless, win or lose, we had a grand time trying, and naturally the best team won. Good fellowship, sportsmanship and the All-American-Try were widened in all the games. I must admit, and so will they, that a few of the leading teams were quite worried in a couple of those hard games. Well, we tried and lost but will try again and again. We point with pride to two of our outstanding players, *Miles Coleman* and *Gene Fogarett*, who were selected to play on the South-Side All-Star Team. We know they are the best and will give their best in every game, All-Star or No-Star." I'm sure all of us feel the same way as *Pat* and want to wish the boys of our West Shops team loads of luck in the following games to come.

If you happen to pass through the carpenter shop some day and hear someone speaking a language that has a slight resemblance to Spanish, don't be surprised—it will probably be *Frank Gans* taking Spanish lesson from his very apt tutor, *Bob Verardi*. The boys from the wiring department say that *Frank* gets his inspiration from eating too many Spanish peanuts from the canteen machine.

*Kay Scescke (Nardiello)* is back after a two-week honeymoon in Wisconsin, and proving to us that married life really agrees with her. The gang from the office who attended the reception confirms a swell time was had by all.

*Night Welder William Gleason* is now a proud "Pappa." The Swedish Covenant Hospital had an eight and one-half pound baby girl dropped down the chimney last month.

Congratulations are extended to both the parents for continued happiness from Dept. 175.

The truck shop, West Shops, is happy to advise that it has rebuilt its 1,000th Pullman truck during the week October 21-26. Normally, these trucks are overhauled while they are over a pit in order to remove and install the parts which are underneath the truck. *Albert Zelaso*, the truck shop's assistant foreman, figured out a method whereby no pits are required—you simply turn the truck over, replace the parts on the bottom of the truck, then turn it right side up and complete the job. This same method will be used on other types of trucks. It's a "natural" with the PCC type.

The West Shops Bowling league thus far wishes to announce that the paint shop is up in front after completing the first round of the season, and *Jos. Bednarik* leading the league in individual average, with 172—**EDA LAUBE.**

## In Memoriam

Being a list of recent deaths of employees.

*Salvatore Licari*, 48, track laborer, died of heart disease, 8-26-46, after being ill since the first of the year.

*Francis Bailey*, 56, conductor from 69th, died 8-27-46, after a nine-month illness. He had been with the company for 36 years.

*Charles Lynch*, 63, track watchman, died 8-28-46, from heart disease, after an illness of eight months. He had 35 years of service.

*Michael Brennan*, 57, motorman from Cottage Grove, died 8-28-46, after a several-month illness. He had 26 years of service with the company.

*Max Badchen*, 62, motorman from Armitage, died 9-2-46, after a short illness. He had more than 38 years of service.

*Robert Boal*, 23, apprentice substation operator from the Electrical Dept., was killed 9-3-46, by gunshot. He had had just a few months service with CSL after serving with the armed forces.

*Hjalmar Bjarnum*, 65, motorman from Division, died 9-6-46, after an illness of a few days, from heart disease. He had 23 years of service.

*John Hammerton*, 51, conductor from Kedzie, died 9-7-46, after 23 years of service.

*Dusan Maorinac*, 37, laborer in the track department, died 9-8-46. He had been ill since the first of the year.

*Patrick Carey*, 63, flagman, Burnside, died 9-11-46, after a brief illness, from heart disease. He had 39 years of service with the company.

**James Borgstrom**, 83, motorman from Devon, died 9-11-46, after an illness of eleven years, of heart disease. He had 46 years of service with CSL.

**James Herda**, 57, motorman from Kedzie, died 9-13-46, after a short illness. He had been employed for 23 years.

**Patrick Kenny**, 57, motorman from 77th, died on duty from a heart attack, 9-13-46. He had 21 years of service.

**John Davidauskas**, 62, a blacksmith helper from West Shops, died 9-17-46, after an illness of almost a year. He had 36 years of service with the company.

**James Walker**, 84, conductor from Kedzie, died 9-18-46, after an illness of ten years. He had been with the company for 40 years.

**Kazimer Kunce**, 58, car cleaner from Shops & Equipment, died 9-21-46, after an illness of two years, and 27 years service.

**Andrew Harinek**, 59, machine hand from West Shops, died 9-23-46, after a few days' illness. He had 26 years of service.

**Edward Kastus**, 48, motorman from Lawn-dale, died 9-25-46, after a three weeks' illness.

**Philip Murphy**, 58, Conductor from North, died 9-25-46 with 26 years of service.

**William Connor**, 77, motorman, Lincoln who retired 9-1-46, died of a cerebral hemorrhage on 9-29-46. He had 37 years of service upon his retirement.

**Albert Peterson**, 67, armature winder, foreman in substation division of the Electrical Department, died 9-30-46 from heart disease. He had 23 years of service with the company.

**Michael Fogarty**, 64, motorman at Lawn-dale, with 37 years of service died 9-30-46 of heart disease after a short illness.

**George Murphy**, 62, conductor from Limits died 10-5-46 on duty of a cerebral hemorrhage. Upon his death his service with the company amounted to 39 years.

**Chas. Schulte**, 50, conductor, of 77th died 10-8-46, of a heart attack while on duty. He had been with the company 25 years.

**Ignatius Larsen**, 62, conductor of Armitage died of a heart disease on 10-10-46. After 36 years of service with the company.

**Walter Scherenberg**, 53, conductor at Kedzie, died 10-14-46 after a two day sickness. At the time of his death he had 31 years of service.

**Walter Belts**, 55, painter at South Shops, died on duty 10-18-46. His service with the company was 17 years.

**Patrick Denash**, 66, motorman of Cottage Grove died after a two month illness on 10-19-46. Upon his death he had 46 years of service.

**Patrick Flynn**, 61, flagman of Burnside died, after an illness of nearly four years, on 10-22-46. He had 36 years of service.

**Michael Weber**, 91, conductor at Lincoln died 9-21-46 of a cerebral hemorrhage. His illness lasted 9 years. His service with the company service amounted to 53 years.

**Roger Kennedy**, 62, motorman at Blue Island, died on 10-24-46 after an illness of two days. He had 40 years of service with the company.

**Harold Gibson**, 70, Insurance Department, physician, died on 10-24-46. His service with the company was 5 years.

## Barter and Exchange

### FOR SALE

R. C. P. VOLT-OHM-MILLIMETER—1,000 ohms per volt. Full range of scales with test leads. K. Ward, (Room 1425 General Office) Deca. 6100—Ext. 361.

MACHINIST TOOL BOX—E. Anderson (Retired, South Shops) 7837 Bennett Ave., Sag. 4143.

PLYMOUTH—1936, 4-door sedan, good engine, excellent tires, clean throughout. Price \$450.00. William Parnum (Noble), 234 West Scott; Mohawk 5529.

BABY BUGGY—English type, Kroll make, DeLuxe model. Excellent condition. Reasonable. Edward Menth (North), Badge No. 6689; 4514 W. Montana; Spalding 7995.

### WANTED

ROOMS: 1, 2 or 3, furnished or unfurnished. Will decorate if necessary. Rent up to \$50.00. With CSL 9 years. Call Tuxedo 8240 after 8:00 P. M. Violet McFarlane (Way Structures Office).

APARTMENT OR HOUSE: 4, 5 or 6 room unfurnished, stove or steam. Willing to decorate and take good care of property. North or northwest side preferred. RAVenswood 8091. J. Y. Johnson, 5118 N. Wolcott Ave.

## Off the Trolley

While some of the auto companies are celebrating the 50th Anniversary of the automobile, did you know that two Englishmen named Ramsey and Wildgoose took out a patent on a self-propelled vehicle in 1619? It's our belief that some of those cars are still running.—TED SHUMAN.

★ ★ ★

### ARABELLA AND THE AXE

*Arabella Appletree spent so much time worrying about what was going to happen tomorrow that she could never enjoy today.*

*One pleasant September morning her mother said, "Arabella, please help me with these pickled pickles I'm pickling. Run down to the cellar and fetch me those quart jars."*

*"Gosh, Ma," Arabella protested. "I couldn't do that! I'm SCARED!"*

*"For heaven's sake, why?" asked her mother.*

*"Well, you see, it's this way. Just suppose that big axe on the wall fell down while I was picking up the jars. And suppose it gashed my foot. And I was rushed to the hospital. And no matter how hard they tried, the doctors couldn't save my foot. And so they had to take it off. And I couldn't go to the Harvest Ball. And Johnny met another girl. And danced with her. And married her. And I stayed single all the rest of my life. You see, Ma! I'm sorry, but I just can't help you today!"*

**MORAL:** *Some people waste their time worrying about things which never happen. That leaves them no time at all to do something constructive about their future—to plan ahead for actual emergencies, and to make tomorrow secure.*

*Of course, the wise ones are spending the time they used to waste worrying, in thinking of all the happy days which will be theirs—and which their U. S. Savings Bonds will make possible.*



A PUBLICATION BY AND FOR  
CHICAGO SURFACE LINES EMPLOYEES

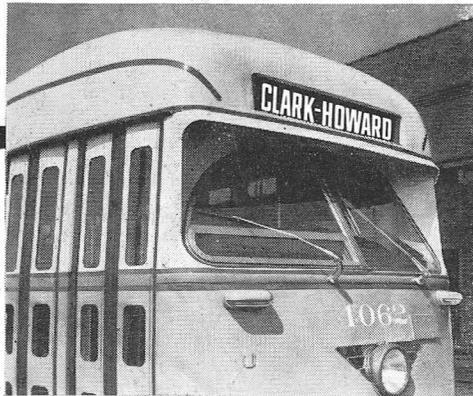
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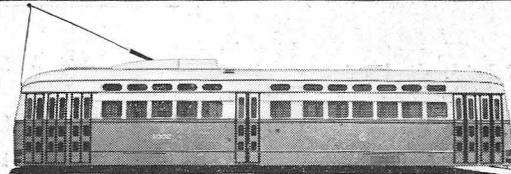
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# So New

## THEY'LL BE YEARS AHEAD FOR YEARS TO COME!



*Clear vision ahead, with no night-time glare, is provided by new shadow-aproned slanted windshield.*



*50 feet long and 9 feet wide, with wider passages—more convenient entrances and exits.*

### NEW CSL STREET CARS ARE EVEN BETTER THAN YOU'VE EXPECTED!



*Effortless control helps motorman avoid strain and fatigue, adds to safety and comfort of passengers.*

Long, wide and handsome—the new CSL cars now taking their places on Chicago streets have numerous improvements on even the sleek Madison Street streamliners.

Seating 58 passengers, they are even more quiet, because of still further developments in springs and rubber cushionings. They are smoother in starting and stopping, yet have fast acceleration and positive, triple-brake action.

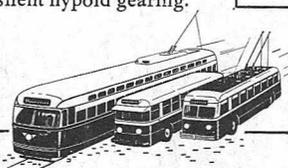
Wheels are of super-resilient design, with steel tire separated from the wheel hub by extra-thick cushions of rubber. Each car has four high speed motors that drive through silent hypoid gearing.

Here, in these new cars now entering actual service, are the finest engineering improvements—to help you go places in Chicago with greater convenience, comfort, safety and speed!

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