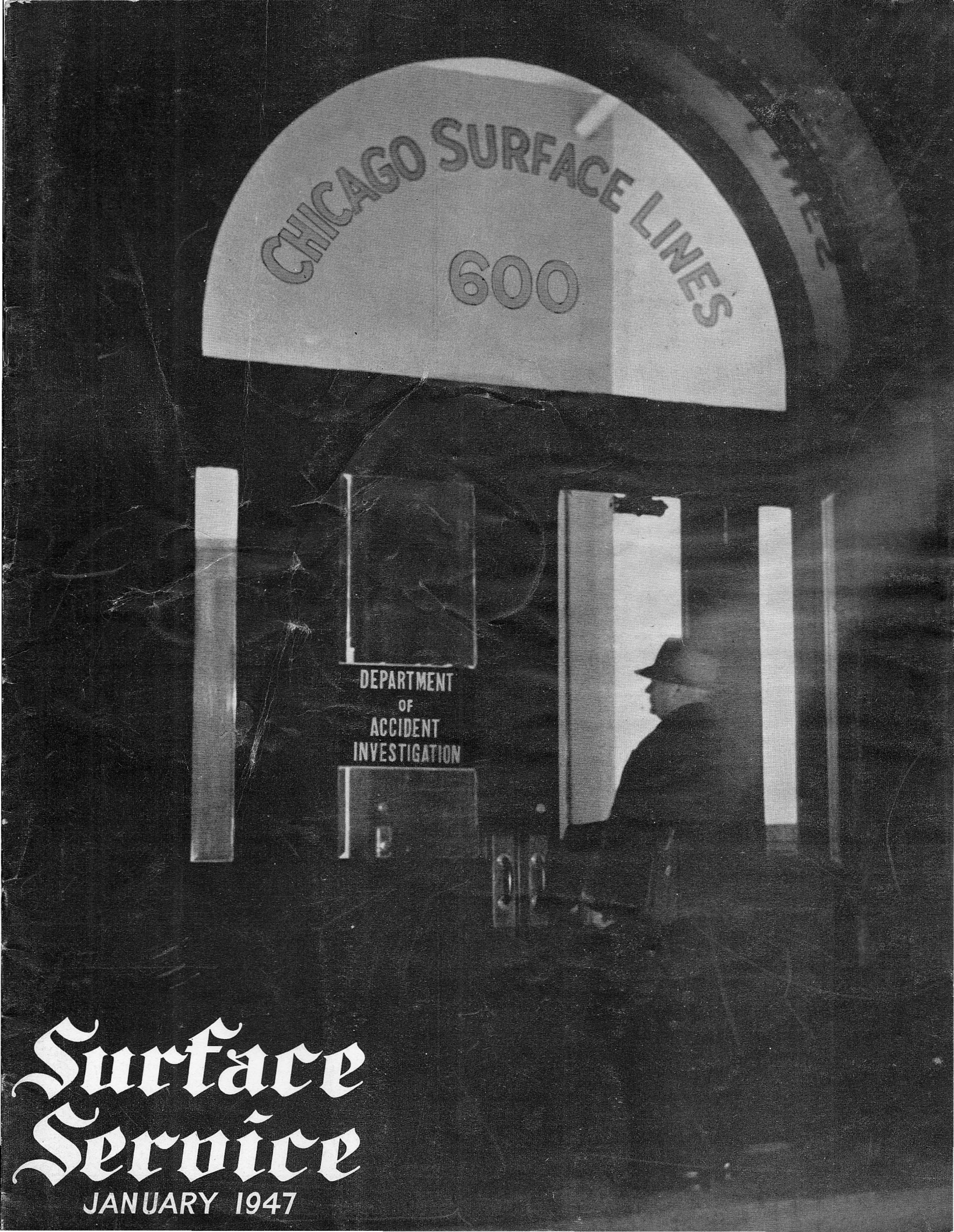


Surface Service

JANUARY 1947



THE STORY OF DAI

AT 600 WASHINGTON Boulevard there is a department of the CSL which is, perhaps, more familiar to people outside the company than to most of the employes. Yet the very existence of the department is required, in large measure, by the fact that 12,000 trainmen of the Transportation department operate streetcars and buses on the city streets.

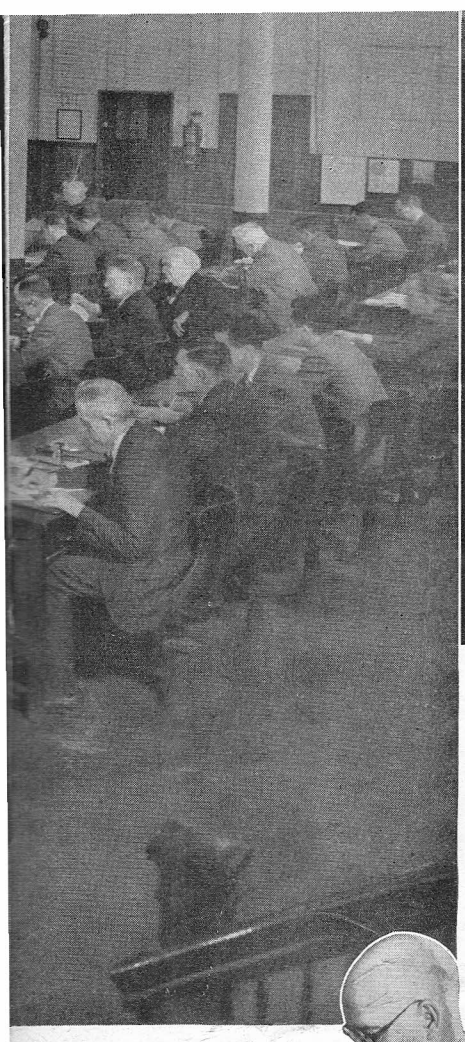
The Accident Investigation and Legal department, with its group of some 165 employes, handles the investigation and disposition of all claims based upon accidents involving the company. And that is no small business. The company's accident settlement cost for 1946 is estimated at $3,000,000 — a high price, especially when it is considered that a large percentage of accidents are avoidable.

Like many of the other departments in this transportation business, the Accident Investigation department operates on a twenty-four hour schedule. In the small hours of the night reports made out by trainmen on accidents of the previous day are delivered to "600" from the various stations. A staff of typists immediately starts making copies of the reports and lists of witnesses so that they will be ready for the remainder of the employes to work on when they arrive in the morning.

Each accident is assigned a separate file, even though it may involve vehicles from more than one depot. This cross-checking and assembling of all reports involving one accident is made possible only by the trainman completely identifying all parties to an accident when he fills out his report.

A complete listing in numerical order of all accident reports is made in the department's "day book." This record, with its brief description of the



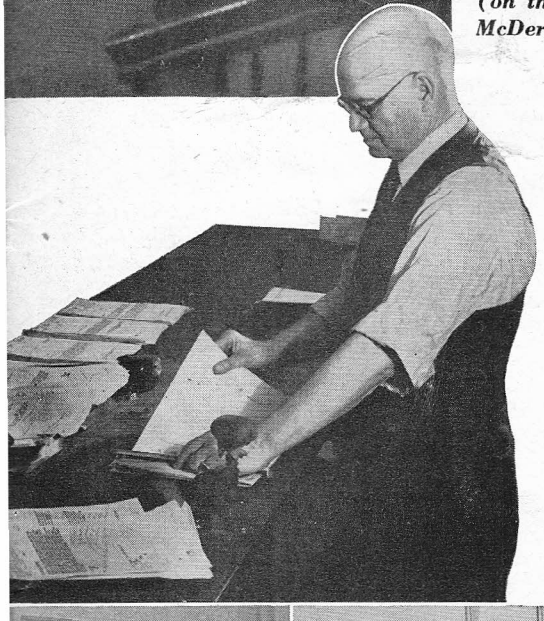




Office Manager M. J. McDermott, Asst. General Attorney James O. Dwight, Acting General Attorney W. S. Allen, and Acting Engineer Robert L. Manville confer in Mr. Allen's office.

Each morning the statementmen and legal investigators receive new witness assignments for the day. At the far left of the picture are Chief Investigator J. G. Nattinger, L. R. Altemus, supervisor of legal investigators, and E. C. Sommers, assistant chief investigator (on the phone). Supervisor of Statementmen V. E. McDermott is in the left foreground.

FRONT COVER: Accident reports are delivered at "600" in the small hours of the morning. Photo posed by Clarence Croswell, janitor-watchman at DAI.



accident and identification of participants, forms the basis of all the records concerning each accident. Record is also made by names of the individuals involved. The names are filed on cards under a special phonetic system on huge visual files. These rotary files hold some 200,000 cards and provide a current three-year record of all people involved in accidents, supplying an excellent means of checking on habitual claimants, sometimes termed "repeaters."

This index system was installed in 1936, and copies of all cards made out since the system was installed are kept in the department.

All accident files are kept for ten years, except that in the case of minors they are retained until two years after the minor has reached 21, if a boy, or 18, if a girl.

A record of all accidents is also filed according to the location of the incident.

LEFT—Preparing the typed reports for distribution through the department. . . . BELOW LEFT—Superintendent of Department Accident Investigation Charles Mersch and his assistant, James A. Mahoney (extreme right foreground) meet with the accident investigators each morning to discuss difficult cases. . . . BELOW —Rotary files carry a three-year record of all people involved in CSL accidents.





This file proves invaluable in case the train crew has been unable to obtain the name of the person involved in the accident. Then if that individual should present a claim and tell where the accident occurred, his claim can readily be linked to the crew's report by checking the location file.

Approximately ten per cent of each year's claims are "blind" cases—that is, claims for damage received without a report from the crew verifying that there was an accident. On such cases the company is in a difficult position in handling the claim, because it lacks witnesses. Thus it becomes evident that it is extremely important that all employes file a report, complete with names of witnesses, on all accidents occurring in or near company vehicles.

The Investigators

To carry on its field work, the department has three groups of investigators: accident investigators, statementmen and legal investigators.

The accident investigators of CSL call upon those individuals involved in serious type accidents from whom claims may be anticipated. After hearing the individual's story and weighing it against the trainman's report, the investigator is in a position to make a settlement, within certain limits, should the facts warrant such procedure. Not every case can be settled immediately. Many cases require repeated calls until the individual is completely recovered. The efficiency of the accident investigators in handling a case is dependent to a large extent upon the facts (and witnesses) given in the trainman's report. If the investigator is in possession of all the facts, both good and bad, he is in a position to better defend the company or make more speedy settlement.

The largest division of the Accident Investigation department is made up of the statementmen and legal investigators. They work from the huge office on the first floor, each one handling all contacts in their specified districts of the city. Another group of employes do special investigating work and handle a volume of correspondence which would do justice to a fair-sized mail-order house.

Each morning the statementmen are assigned witnesses residing in their district. The names are obtained from the witness cards which the trainman has had signed at the time of the accident. The statementman attempts to obtain a signed report of the accident from these witnesses as soon as possible—an assignment which may involve evening hours and holidays, because their job is to "get their man," no matter what his hours or type of work. The less urgent cases are handled by correspondence.

Of course, if the trainman has failed to obtain witness cards, there is little this department can work with on a case —and little opportunity for the company to back up the trainman's report if the case is tried in court, because juries are prone to feel that the reason the company has no witnesses is that the witnesses were against us.

If suit for damages is commenced, the legal investigators pick up the file and swing into action. They make a more intensive investigation than either the statementmen or the accident investigators—interviewing doctors, employers, neighbors, obtaining character references and checking hospital records.

Almost 50 per cent of all accidents reported to the company result in requests for damages. Almost ten per cent of these claims become law suits before they are disposed of.

Aggressive Activities

However, all activities of this department are not purely "defensive" in character. All cars involved in accidents are inspected by the barns immediately and reports of such inspections are forwarded automatically to the department. The form of report depends on the type of accident. Reports of car inspections in collision cases are divided into two categories, those where the damage to the CSL car is estimated to be less than $25.00 and those where the damage is estimated to be more than $25.00. When the latter forms arrive at the department, all files involving collisions with vehicles not owned by CSL, are drawn and examined by an attorney. If, in his opinion, based on long experience, it is advisable to try to collect from the other party, such an effort is made by correspondence, which in the majority of cases is successful. The department, however, does not hesitate to resort to suit in proper cases, and here again, in the great majority of matters, with success.

An important activity of the department has to do with arrests. Many collisions with vehicles involve violation of traffic regulations which may be violations of state statutes or city ordinances. The crew may be authorized to have the vehicle driver arrested. In many instances they are confronted with disorderly passengers who may be arrested, and in some instances, other persons may take out warrants for employes. In all such cases CSL is represented at the hearing by one of three attorneys who look after such matters.

During the fiscal year 1945, the attorneys handled 1,412 hearings in court growing out of our arrest matters.

The department also handles the medical treatment and payments of compensation under the Workmen's Compensation Act. All such injured employes must be cleared by the department before they can return to work. During the fiscal year 1945, the cost of workmen's compensation was practically $150,000.

The work of the Accident Investigation department is extremely important to the company, and will be increasingly important if the current trend in increased accident costs is continued. Yet few departments are as dependent upon others in their work. The volume of their work depends upon the accident experience of the remainder of the company. The efficiency with which they dispatch their duties is influenced to a large extent by the efficiency of others in turning in accident reports and witness cards.

Expenditures of this department are up 100 per cent over 1942. This represents money spent which has not increased company value nor provided increased employe benefits. To reduce that figure is worthy of an individual one-man accident prevention crusade on the part of each employe.

"INNOCENT BYSTANDERS"

By Happening to be at the Right (or Wrong) Place at a Crucial Moment These Surfaceliners Became Involved in Newspaper Headline Stories Recently.



ON HIS WAY to work early one morning Motorman John Matuszewski (Noble) saw a blaze in a flat. He rushed over to the building just in time to hear a woman scream to him, "Catch my children! I'm going to drop them out the window."

By pleading with the woman and convincing her that she had adequate time to wait for the firemen, Matuszewski saved the lives of five small children and became the hero of the day.

Matuszewski has been with CSL a little over a year and before that time he served 39 months with the Army Air Forces. He has a child of his own.



STREETCAR 5470 was going about its own business recently, hauling passengers on Ashland avenue on their way to work, when a tobacco plant exploded as the car went by. Some 43 persons, most of whom were on the streetcar, were injured in the blast. This picture, taken after the smoke cleared away, shows the window frames blown in, the floor boards torn up and the general damage.

Motorman Martin Rybacki and Conductor Joseph Kaczkowski (69th) were subject of a commendation issued later. It read in part: "This crew, although badly shaken up and handicapped by intense smoke, was performing its duties faithfully, obtaining the names of all passengers, etc. Having run out of witness cards [the men] obtained strips of paper and were passing them out to all the passengers. They appeared to be good streetcar men and a credit to the service."



RICHARD O'GORMAN (chauffeur, Utility) and his wife were sitting in their kitchen one evening last June when they observed a prowler enter a neighbor's apartment. When the man fled O'Gorman and the janitor pursued him, in spite of his having flourished a gun. They succeeded in trapping him in a passage-way until the police arrived.

Recently O'Gorman was called to the City Hall and given a $500 award for having assisted in the capture, arrest, and conviction of William Heirens.

O'Gorman has been with CSL for seven years, with time out between 1942 and 1944 for military service. When asked what he planned to do with his award money, he stated there would be no question about that—it would go for doctor bills, as his wife has been ill for some time.





Superintendent of Transportation Wm. A. Hall admires the plaque being displayed by Manager Joseph Stech of the Greater Chicago Safety Council.

FOR GREATER SAFETY

THE BUS FLEET of the Chicago Surface Lines earned a plaque recently from the Greater Chicago Safety Council in recognition of its outstanding safety experience during the first half of 1946. In its mileage group, CSL showed the greatest improvement in its accident experience over its previous six month's period.

There were 56 companies entered in the contest.

This award marks the fifth safety award won by various departments of CSL in the past five years. In 1942, the ATA presented the CSL with a plaque for high achievement in passenger and traffic safety. The company received an honorable mention from the ATA in the following year.

The Utility department received two plaques from the Greater Chicago Safety Council in 1944—one for each six month's period of the year—for the greatest improved accident rate in their group.



The superintendents whose stations have buses gloat over the plaque, copies of which will be hung in their depots. (Left to right) Elmer Balfanz (Elston), J. J. Theis (Archer), John J. O'Connor (77th), F. J. Smith (Devon), E. G. Nassar (seated —Lawrence), Clinton Sonders (Limits), E. L. Brookman (North), and W. P. Herbert (Lawndale).

"IT MAKES A DIFFERENCE"

CONDUCTOR DAVID SAX—Kedzie

"It makes a lot of difference when a conductor has a pleasant attitude. Whereas there is often a tendency for the crowds to push and shove, he could, by one word, make all of us forget ourselves and be courteous to the next fellow," wrote Miss Jean Blough, 1253 North La Salle, when praising Sax's handling of the public.

MOTORMAN EDWARD CONNELL, and CONDUCTOR THOMAS GUERIN —Cottage Grove

From one of our CSL supervisors came praise for this crew, from himself and from the Woodlawn police station, for their helpful cooperation in handling school children.

CONDUCTOR STANLEY DURKOWSKI—77th

Miss Susan G. Boyle, Oglesby School, 1646 S. Green, commended Durkowski "for his splendid care of one of our kindergarten pupils who was lost. . . . Not only did he take care of the child, but he did it in such a kindly way that I am sure that he will always be an asset to your service."

CONDUCTOR DUDLEY CONEY—Cottage Grove

For adequately explaining company operations to a passenger he received thanks from Herma Clark (address not given). "I was feeling quite indignant because a car had passed me without stopping. . . . He told me the motorman was allowed to pass a corner where passengers are waiting, if another car would soon be along to pick them up. And he was so courteous in his explanation that I felt much better."

MOTORMAN RAYMOND KRAMER—Cottoge Grove

C. T. Pope, 4828 N. Kildare, wishes "to call your attention to the alertness of Motorman 725. . . . The motorman had less than seventy-five feet in which to apply the emergency brakes, which he did most admirably. . . . It was was a nice piece of work."

OPERATOR GEORGE GART—Noble

When David Schecter, 1850 Humboldt, was inadvertently given change for a one dollar bill instead of a five-dollar bill, Gart recognized him and made the adjustment.

MOTORMAN JOSEPH VANEK—Lawndale

"Your motorman sensed the importance of an envelope of instructions," reported R. B. Butterfield, general plant supervisor of the Illinois Bell Telephone, "And arranged to have it picked up after it was left on a streetcar."

CONDUCTOR JOHN KAIN—Kedzie

"He warned passengers. . . to watch for other cars or trucks . . . His appearance was neat and clean . . . he could be a good example for others to follow," asserted Renee M. Kane, 1460 W. Cortez.

MOTORMAN FRANCIS CROFTON—Cottage Grove

"It was pouring rain and streets were flooded," according to Miss I. Williams, 5249 S. Green. "I had to wait for a big trailer truck to pass me . . . before I could even attempt to cross the street. Your motorman waited for me to cross and board his car. If he had passed me by I would have had to wait another ten minutes in the teaming rain and probably be late for work."

OPERATOR EMMETT McCARTHY—Archer

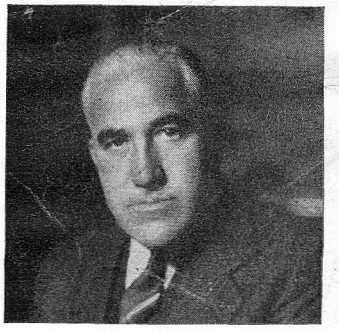
"I wish to compliment the operator of a bus on California," said Clara Herbon, R.N., 4844 W. Monroe. "He never was in too much of a hurry . . . to be courteous. . . . Once when the bus was crowded to almost capacity, a mother and small child were waiting that cold morning on the corner. "He looked back into the then almost-jammed car to see how many passengers he had and said, 'Maybe we can take them along, they're probably going to see Santa'."

CONDUCTOR STANLEY SANDQUIST —Lincoln

"It's the little things that count most in these days," observed Mr. Herbert (no address). "This conductor had a personal interest in the company's property and in doing something aside from his regular duties to bring some joy to some fagged-out customer."

OPERATOR WILFRED SCHUBACHER —North

"He was truly a pilot, for he handled his bus in the same fine manner of any of our sea coast pilots in that fog. He deserves recognition," according to T. G. Bullock, 5843 N. Oconto.



Fred A. Nolan

Former General Manager of CSL Passes Away

FRED A. NOLAN, former general manager of the Chicago Surface Lines, passed away on December 12 in Baltimore. At the time of his death he was president of the Baltimore Transit Company and vice-president of the National City Lines. He served as general manager of CSL from May, 1943, to February, 1945.

Prior to his connection with CSL he held a similar position with the Detroit Street Railways, where he had long experience in the local transportation field, working up from the position of stock clerk.

Mr. Nolan died at the age of 53, and is survived by his wife.

Around the Car Stations



SOME TIPS IN RHYME, ON THE SEASONS, THIS TIME

ARMITAGE

Spring has sprung,
Fall has fell,
Now it is winter
And colder than - - - usual.

CHRISTMAS arrived a little earlier than usual at the home of *Conductor Eddie Arnold.* Sir Stork delivered him a fine big girl. . . . *Motorman John Buezekemp* doesn't believe in doing things by half. His wife had no more than been released from the Presbyterian Hospital when John became a patient in the same institution. He has been discharged and we hope to have him back on the job by the time you read this. . . . *Motorman Ray Wing* who was in the Alexian Brothers Hospital for about six weeks is also home and rapidly recovering.

Daffynition: The meaning of Atomic Bomb is merely a short way of saying "where is everybody?" . . . *Motorman Rheinie Hoag* who has been acting as pin boy in a bowling alley (just for the exercise) stands to lose his job now that the alley owners are installing "robot" pin boys. . . . *Motorman Frank Martin* is back on the job after a seven-month sick spell.

Conductor Bill Uhle's new Ford has a wonderful pickup. Picked up five dames in one spot t'other day. It's OK, Mrs. Uhle, they merely wanted to know where I was. . . . Sometime ago *Frank Zywczak* purchased umpteen chances on a turkey raffle held by his club. He made a solemn promise that if he won the twenty pound Arkansas peacock, he would invite the whole barn over for dinner, including *Jim Goulden* the janitor. Well, Frank won the turkey and did he invite the gang over? He did not, not even his conductor. All right for you Frank. . . . Notice to *Joe Schultz:* Dachshunds are not recommended for pets in Alaska. They keep the door open too long, going in and out.

For many years, your scribe, in typing the Armitage column, used the "pick and peck" exclusively, but now that he has been converted he uses the "Biblical System"—"Seek, and ye shall find." . . . Heard on the car: "When a woman refuses to tell her weight, she probably weighs one hundred and plenty." . . . My two children usually have a scrap before deciding what to give me for Christmas. The boy insists on shirts and the daughter insists on socks. It usually ends in a tie.

It seems that Sir Stork has visited our genial friend *Gene Muir* and also *Motorman Robert O. Soreghen.* Give out fellows, what's the good word? . . . The daughter of *Motorman Joe Peszek* and the wife of *Ray Larson* each spent short periods in hospitals.

Conductor Danny Brown had the good fortune to spend the holidays with his family in Sunny Arizona. Danny says it's God's country. It must be, because nobody else wants it.

Reading the comment on smiles, by Greer, the scribe of Noble Depot, reminds me of the following poem:

It's easy enough to look pleasant,
When you are feeling flip,
But the man worth while,
Is the one who can smile
With a cold-sore on his lip.

HAPPY NEW YEAR TO ALL—TED SHUMON.

BLUE ISLAND

BACK IN THE NEWS again with the New Year and although the items may be few this issue, the writer hopes that some news may come in so that we can keep this depot going.

We welcome all the new men who joined us in the last few months and hope you will enjoy working with us.

Motorman Daniel Herman and *John Lamont,* who have been off sick for sometime, are now on the road to recovery and we hope to have them back with us in the near future.

The office personnel wishes to thank you all for your fine cooperation during the past year and hope you will all have a Brighter New Year.—C. P. STARR.

A SQUINT AT THE PAST SETS SIGHTS FOR FUTURE

BURNSIDE

A BRAND new month, a brand new year, a brand new page on which to record our achievements of the future. . . . Before starting to delve into the all too obscure future, let us glance back, for just a moment, at those things that we have accomplished in 1946. . . . This has been a year of outstanding efforts and successes. The new streamlined streetcar has become a reality in our city. New bus routes have brought service to isolated sections not served formerly and the change-over from streetcars to busses on many of the shorter lines has speeded up the handling of passengers in sparsely populated areas. . . . Also there have been changes for the better in conditions and wages all along the line, so that, all in all we can view the record of 1946 with a smug little smile of satisfaction. . . . Looking forward we can glimpse more improvements in the offing. We are promised more of the modern cars and busses, and as they arrive the service will be streamlined to match the new equipment. . . . So, while reflecting on a job well done in the past, we must not fail to recognize our obligation to keep striving toward that ultimate achievement —Superior Service.

Motorman Fred Mease is back on the job after being laid up, following an accident at his home early last fall. . . . *Motorman Dave Westerwelle,* of 77th and formerly of Burnside, and *Al Hyland* of our station, have recently been on the sick list. . . . *Motorman Jim Cashman,* at last report, was still nursing a bad ankle as the result of a pedestrian-auto accident.

Supervisor Joe Carney, now stationed at Archer, has been seen a few times lately. He is looking good, however, we don't see enough of him.

The story is going around about a couple of "Caseys" working an extra on Stoney Island. Having been out quite a while, the supervisor told them to take a drop back at 93rd street for lunch. He admonished them, however, that if they saw a "hole" in the street to fill it in and eat afterward.

Sometime later, there being nothing coming north, Gene grabbed a southbound and went to 87th street where he found the "Caseys"

PHOTOQUIZ

Prepared by the Editors of LOOK Magazine for this Publication



1 She charms with her cool, classic beauty:
(a) Maria Montez (c) Jeanette MacDonald
(b) Leslie Brooks (d) Alexis Smith



2 The state flower of California is called:
(a) a daffodil (c) a geranium
(b) a poppy (d) a hyacinth



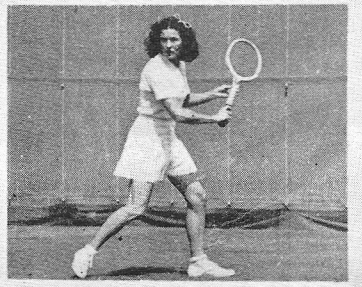
3 "Sign Up For Security" is a:
(a) slogan of Payroll Savings plan (c) new novel
(b) popular song (d) name of an airline



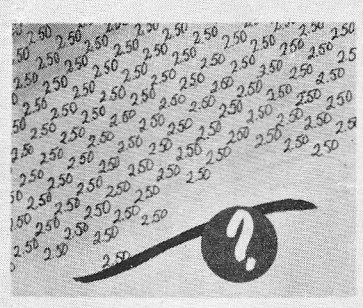
4 A troubadour crusading for tolerance is:
(a) John Jacob Niles (c) Josh White
(b) Burl Ives (d) Earl Robinson



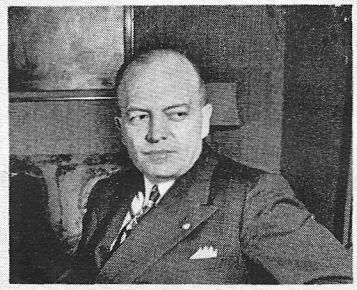
5 Planning ahead is easy if you:
(a) buy U. S. Bonds regularly (c) see a gypsy
(b) own a compass (d) get eight hours sleep



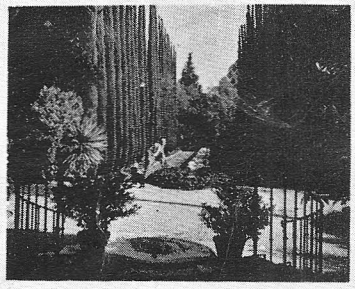
6 She's moving into proper position for a:
(a) perpendicular stroke (c) slicing stroke
(b) forehand stroke (d) backhand stroke



7 By 1957, $2.50 saved weekly equals:
(a) $300.11 (c) $1,440.84
(b) $729.18 (d) $66,952.12



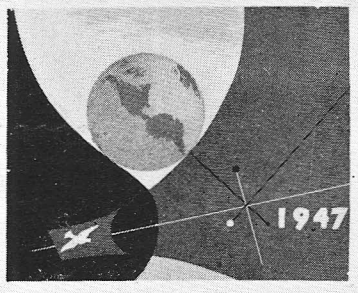
8 He's an outstanding public figure:
(a) Dean G. Acheson (c) Edward J. Thye
(b) Wayne Morse (d) Harold E. Stassen



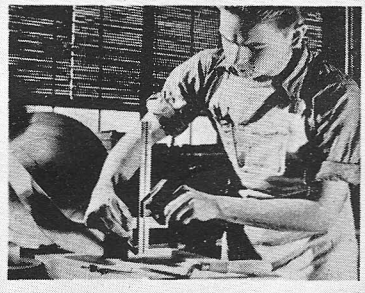
9 Here's a reproduction of Paris's famed:
(a) Tuileries Gardens (c) Champs Elysées
(b) Rue de la Paix (d) Luxembourg Gardens



10 This graceful ballerina on the beach is:
(a) Alicia Markova (c) Anna Pavlova
(b) Cyd Charisse (d) Lucille Bremer



11 To start the New Year right:
(a) exercise (c) sign for Payroll Savings
(b) hide your savings (d) make resolutions



12 This skilled youth is working on a:
(a) plastic job (c) scaling problem
(b) metal pattern (d) wood pattern

PHOTOQUIZ ANSWERS

1—(d) Alexis Smith. **2**—(b) a poppy. **3**—(a) slogan of Payroll Savings. **4**—(c) White. **5**—(a) buy Bonds. **6**—(d) backhand. **7**—(c) $1,440.84. **8**—(d) Stassen. **9**—(a) Tuileries. **10**—(b) Cyd Charisse. **11**—(c) sign for Payroll Savings. **12**—(d) wood pattern.

pouring sand into a manhole which they had found open.

And now to all the Boys at Burnside as well as to those of our friends who have transferred to other Depots—A HAPPY AND PROSPEROUS NEW YEAR—FURGIE.

THEY KNOW SANTA WHEN THEY SEE HIM

DEVON

SUPERVISOR *"Sheriff" Joe Malone* tried to play Santa Claus for his small granddaughter. Joe was all dressed up but had no wig. He thought he was getting away with it until the little granddaughter went up to her mother and said, "Mother, look. Santa Claus is Grandpa. That is Grandpa's white hair." Better luck next time, Joe, and be sure to cover up your curly locks. . . . A rumor is flying around Devon that *Conductor Jack Gold* is going to run for alderman in the 39th Ward next February.

Motorman Leonard Farber passed away December 19 after an illness of many years. Leonard had a beautiful military funeral. Six service men were sent in from Fort Sheridan and six of his American Legion buddies acted as pall-bearers. . . . *Conductor Martin McHugh* lost his daughter, Anna, on December 4.

Among the smiling faces we will miss at Devon are the boys who have taken their pension privileges. *Dick Hanley* took his pension on December 2, and is enjoying life at Round Lake. *Motorman Walter Nauman* is taking his the first of the year. Best of luck to you both, and may you spend many years at leisure, especially these "nice" cold mornings.

Our Devon cartoonist, *Marion Crawford*, became the proud father of a brand new son on December 8. Baby Robert Marion tipped the scales at seven pounds, twelve ounces. . . . *Conductor Edward Schenk* also has a new baby son who arrived December 2. Baby *Larry Edwin* was very considerate and arrived the second day of his daddy's vacation. . . . *Robert Saclen* has a new daughter, *Norma Jean*, who is a pretty big girl now. She arrived on November 24. . . . Old man Stork has been a very busy fellow around the Devon station. Here is the list of the new daddies. I haven't the names or dates. How about it, Daddies, give us the details. *Conductor Philip Bergsrud; C. Nimtz; Edward C. Schade*, and *James J. Wallace*.

Motorman Tim Burke is back at work after a long illness. . . . *Conductor John O'Connor* was in the hospital last month and we hope he is all OK again by the time this goes to press.

Devon's bowling team scooted up to second place on December 22, largely due to *Red Lashy's* high score.

As the New Year dawns, we wish to thank all the boys who have helped keep this column alive and to wish each and everyone the Happiest and most Prosperous New Year—CHARLES SAKLEM.

CREDIT UNION TO HOLD ANNUAL MEETING

KEDZIE

HAPPY NEW YEAR. (Seems as though we're beginning January right where we left off in December.)

All of you fellows seem to be appreciative of anything that is done for you. The officers of the Credit Union have scheduled the annual membership business meeting for January 25, 1947, in the assembly hall of the depot at Kedzie and Van Buren. These officers have served you well and faithfully all year and expect you to be there. If you have a book, you are a member, and are entitled to vote on the business of this meeting. As a favor to yourself come and see what's going on. Entertainment and refreshments, dancing and card games will be given for the enjoyment of yourselves and family after the meeting at the hall, located at 3350 W. Jackson Boulevard.

The housing situation has taken a turn for the better in that *Louis Solis* found a vacant apartment, signed lease and moved into same with the least possible effort. . . . During a recent shopping tour, *Larry McDermott* happened into the electric train department of a Madison street department store. Larry hung around to get a crack at operating the model on display. *Sam Caselman* was operating the train when Larry arrived and Sam was having so much fun he wouldn't give up. Larry finally bought the train so he could take it home.

This is a story of a hiccup that persisted, but was finally prevailed upon to stop. *Bob Hansen* and *George Vlach* were having a contest on who could drink the most "seven-hop." After the seventh bottle, Bob came down with a case of hiccups that wouldn't listen to reason. After George had teased, terrorized and tormented Bob for the good part of half an hour, Bob confessed that nothing would cure him but chocolate cake. One chocolate cake after another disappeared as it was set before the hiccupper until three were gone and so were the hiccups. But, another remedy was needed for violent pains in the vicinity of the stomach.

Joe Pechek and *Gene Gibbons* were hunting for mushrooms somewhere near Hillside, Indiana, where Joe mushed around in the rooms every year. Joe found a diamond ring and Gene wanted to split but the ring had been lost by Joe's daughter the year before and she wouldn't allow the diamond to be split.

A piggy bank with a one thousand dollar capacity was standing at Madison and Kedzie with *Tom Wixted*. As passers-by looked at Tom and then at the bank, they would delve into their purses and pockets and the tinkle of coins could be heard dropping into a receptacle. Of course, the piggy bank and Tom were standing right next to a Christmas Volunteer with an iron pot on a tripod and it was uncertain as to which was getting the biggest donations. . . . The fine spray of the hose that *Jim Keenon* uses to give Lassie, his thorough-bred Scotch collie, a bath, turned the tables on Jim when Lassie became frightened at the sizzle of the spray and gave Jim the bath. Jim ought to refrain from trying to outsmart a dog who has just won a blue ribbon in a recent suburban show for the canine 400.

The cartilage in the knee of our golf champ, *Joe Miceli*, got all mixed up and didn't know which way to give when Joe made a quick turn on his heel. After being in the hospital the cartilage has been educated as to its proper mechanitions and is now serving Joe well and in a way to show Joe how sorry it is that it got mixed up.

Myron "Bunny" Herrick was wending his way on schedule toward Austin when a truck (the light type) blocked his way. After trying to push it off the track by himself he called *Conductor Bill Brown*. Bill didn't show up, and on investigation Herrick found Bill muttering into his chin with one stockinged and shoeless foot on the step of the car while he tried to extricate his other foot and shoe which were stuck in a patch of very sticky tar. Bunny wasn't sure who the mutterings applied to and he didn't ask.

It was thought that disaster had befallen *Larry Sheilds* and *Clarence Matthews* on Christmas Eve as they headed toward *Ed Lacy's* house, each with his hand on the hip-high handle of the harness of a police dog that seemed to be leading them. The dog was presented to Ed by Larry and Clarence for Christmas. They told Ed he was a good watch dog. . . . A pair of asbestos gloves accompanied the suspenders given *Ed "Red" Szudarski* by his wife. Mrs. Szudarski gave them to him to eliminate the necessity of finding his overcoat each time he leaves for work. . . . The Quigley game is giving Jim very little pain and is doing fine even though Jim still uses his "getalong" sticks.

Joe Boyle celebrated his tenth anniversary very quietly. Mrs. Boyle reported that only a five-piece brass band, a harmonica band, and four natives of the South Seas beating tom-toms were engaged for the occasion! . . . The *John Naughtons* will remember December 7 on account of *John Paul, Jr.*, was born on that day. With four girls, John, Sr., was as tickled as a father at the news of his boy being born. Mrs. Naughton is well and the baby, of course, is full of muscles and a handsome face. . . . *Dan O'Brien* is the proud grampaw of a baby boy delivered to the *Daniel O'Briens, Jr.*, sometime in the middle of December.

Jim Harrison's son, *Charles*, had a birthday on Christmas Eve. Don't you care, Charley, I know just what they try to do to you on presents. Mine's on the 27th of December, and they always say: "We'll celebrate Joe's birthday and Christmas together." Happy Birthday to us, huh, Chas.?

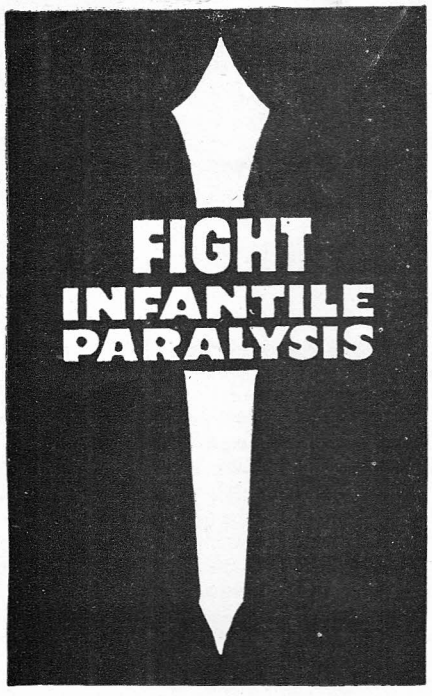
Charley Langer is gaining weight again after being on a forced diet of his own cooking while Mrs. Langer was in the hospital. Mrs. Langer is at home and up and around again.—JOE SMITH.

REVEALING SECRET PUTS REPORTER ON SPOT

LIMITS

AS WE READ this issue of the Surface Service, we find ourselves well along in the New Year and trying to live up to those resolutions we made and right here I am about to let you in on a little secret! I have resolved to make this column as interesting as possible. With your aid, we will keep you fellows well-informed on what goes on at Limits. Why not let us all resolve to do a better job and as a result find we are better liked by those we contact daily?

Take heed, fellows:—Do not get into any entanglements. *Motorman P. Elberson* has been off work for several weeks with a broken finger which entangled with a trolley rope as he was putting the trolley up. . . . It has been rumored that *Receiver A. Peterson* on the day shift at Limits has made a reputation as a singer. You should hear him sing "While strolling through the park one day." . . . If interested in birds, see *Conductor E. Wilberscheids.* It seems one would be a bit dubious about those striped ones.



MARCH OF DIMES
JANUARY 15-30

Take notice fellows, we have some real talent among us. If you are perplexed with that something in language see *Motorman E. Vidas.* He is well known as an interpreter. . . . *Motorman Tom Sheeran* has been made grandpa for the second time and Tom seemed so happy about it. This time it was a boy. . . . Say fellows, if interested to sell or trade, see our chief clerk. He is the man to see about the Barter and Exchange column.

There is a cheerful little fellow among us. He is known as *Motorman Broh* and it's always a pleasure to cross paths with him as he can always give some information or news about the doings about the depot.

A real supervising job was noted recently when a tie-up occurred in front of the depot. Due to quick work on the part of *Supervisor Mike Miraglio,* there was no delay to service, while cars were routed through the depot on the loop tracks.

We were sorry to hear of *Conductor J. Prinz's* wife who met with an auto accident.—CHARLES RITTER.

LINCOLN

WELL, with the holidays around us there just doesn't seem to be much in the way of news. . . . This item seems to be a little late, but most of us are always glad to hear of someone getting married. So the latest one was *Pilot Jimmie Roussell,* he took that fatal leap on November 7. The very charming girl was *Ann Melin.* They spent their honeymoon in Milwaukee. . . . *Conductor Willie Johnson* has become a daddy again. But, just as before, his bundle of joy was a girl. Mother and daughter are doing fine, and of course, so is Willie. Incidentally, it was two days short of being a Christmas baby. . . . A Christmas card was received from *Motorman Tom Cawley,* he sends his regards to all his old friends. He also enclosed his address, hoping some of you boys will drop him a line. 3216 Amethyst St., Los Angeles 32, California.

Here is a reminder to everyone that the annual Credit Union Meeting and Dance will be held Saturday night January 18, 1947, at the usual place. All are invited, a good time is promised. Music and refreshments—LARRY HIPPERT.

SPECIAL DELIVERY SERVICE ON ASHLAND AVENUE

NOBLE

COULD ANYONE start the new year more appropriately than by helping to bring new life into the world? That is just what *Conductor Hank Spahn,* and *Motorman Frank Hann,* who operate a night run on Ashland Ave., did. They not only deliver passengers to their destination along Ashland, but anything else that comes their way. Recently, they had the pleasure of being assistant midwife on their streetcar, when one of their passengers was suddenly overtaken by that wise old bird, "The Stork." (P.S. Motorman and Conductor resting well.)

BANG! BANG! BANG! That's not a New Year's Eve celebration, but *Nick Newert,* with his trusty old long tom (12-gauge shot gun) knocking off rabbits. Nick says he is the rabbit-shooting'st city-slicker in these parts. And proved it by the number of rabbits he bagged. There was enough for Thanksgiving and Christmas, besides the ones he gave away to the Chief Clerk. One of Nick's friends remarked that Nick was even better at shooting "male cows." (That's Bull, son.)

You don't have to be a drum major to lead a parade, as *Pete Grant* can tell you. Pete lead one north and south on Ashland Avenue Saturday, November 30. It seems that our friend *Mike Taylor* has been waiting for a long, long time to bestow this honor on Pete. Shame on you Mike, picking on an old man.

Motorman John Rakoczy, the old ex-coal-miner is pondering whether or not to go back to his old occupation. He claims that he would at least be able to keep warm this winter, and also relieve the coal shortage. . . . *"Uncle" Paul Ferregan* reports an addition to his clan. This makes Paul uncle to eight. It's beginning to give him ideas that it would be cheaper to start a family of his own. Do any of you fellers know a woman willing to be a prisoner of love?

The boys at Noble would like to know what is going to be the real name of the new club at 69th Depot. Is it to be "Who-is-Who" or the "I-don't-know-club." Well, boys, when you decide on the name and get things going big, we will join in and give you a hand to put the Club over big. We hope the entertainers will be satisfied and there will be no refunds.

In the future any of you boys that are in the market for pork, ham, or slab-bacon, see *John McEverly,* who operates on Ashland. Nice going, Mack. Who is your friend. . . . Thanks, from all the boys of Noble to those who sent Christmas greeting cards. . . . IMAGINATION—Something that sits up with a wife who sits up waiting for her husband. . . . MARRIAGE—Two can live more cheaply than one wants to.

Notice to the captains of Surface Lines Bowling teams. See *Two-Ton Stanley Micek,* the relief clerk at Noble, if you are having trouble getting your team's average on top. It seems that Stanley was in the basement as far as his average was concerned until someone put up a fifteen pound turkey as a prize for high man that day. Although Stanley had an average of nil, he walked off with that bird. And ever since then he looks like he still is carrying it with him.

The chief clerks had a get together. Stuffed themselves, then took in a hockey game. *Al* says they all had a wonderful time. (Bless their hearts!)

Mr. Balfanz and *Mr. Thompson* wish each of you and your family a very Happy and Prosperous New Year in 1947. Also for the 100% cooperation for Christmas—all runs were out.—C. F. GREER.



Dream Castles

(At Home)

MOST DREAM castles are located in some far off country, and are never seen by anyone except the person who dreamed them up. But *Martin Prazenka* of the West Shops carpenter shop has his dream castle right in his backyard, and he can take his friends out to see it any-

Our *Chief Clerk Fred Murbarger*, as this is time.

The inspiration came a number of years ago when Prazenka and his wife received a postcard from her father in Czechoslovakia. On the card was pictured a castle which they thought so beautiful they decided to copy it.

After 3 years of labor in their spare time they completed the job. The castle is 14 feet square and constructed of rocks and tiny bricks one inch wide, two inches long, and one-half inch thick. All of these were hand-made by the Prazenkas. The castle has seven towers, the tallest of which is 11 feet high.

Called "Boynice" by the Prazenkas, the castle dominates the backyard and is set off by a small rock garden complete with mill-race and grotto pool, which runs along the back fence. Lights concealed in the building permit the windows to be illuminated in the evening.

The Prazenkas are justly proud of their work and have indicated they'd be glad to show off their dream castle to CSL visitors.

(Interview by Eda Laube)

WISDOM OF SAGES FINDS NEW APPLICATION

NORTH

"IT IS BETTER to be silent and thought a fool than to speak up and remove all doubt"—contributed by Badge 9908. This is a good proverb, especially when your mother-in-law tells your wife that she always said you wouldn't amount to anything and she should have married the real estate man.

Erwin Storke, a conductor who likes to recall when things such as perambulators (baby buggies to youse) were built to withstand almost anything from carrying coal to giving junior a fast ride to the butcher, handed me a picture of a carriage that boasts 54 years of active service and, he says, is still able to roll.

There are times when you would like to write something witty or a colorful story about a guy, but when the subject does nothing outstanding or says nothing witty what can you do except to say that he's a darn good conductor and that he thrives on a double street? He gets along well with his leaders, is loved by his follower and his motorman, they tell me he wouldn't dream of picking with anyone else. This unusual character is none other than that muchly-copied *Nick Defina*.

Clerk Dawson always reminds me of a fellow who has just graduated from high school and is about ready for his first prom. These are only outward appearances though, because Mr. Dawson has seen quite a little service with our Navy and without him, I can't imagine our office operating at top efficiency. There, I said it and I'm glad. OK, Dawson, so you are going to grow a moustache.

I will quote the following item verbatem. It comes from *Ed* in the repair department. "We heard that our electrician at North Avenue, *Johnny Linley*, went out pheasant hunting on his vacation, but I see he caught a quail (with skirts on)." (Thanksgiving was the happy day and something to be thankful for. We wish Johnny and *Ronayne* a happy and successful marriage.)

Clerk McFadden, on the other hand, always reminds me of a fellow who said, "High school shouldn't happen." He is always immaculately garbed, though, and is often asked where he buys his shirts. These shirts are the acme of the haberdashers' art. Maroon, of course, is his favorite color and following this is popularity green. The choice of green has nothing to do with his ancestors, he says.

Fred Murbarger has returned and by the time you read this he will be as well as ever and back in harness.

I hope that 1947 will be THE YEAR for all of you and that our fondest hopes will be fulfilled. My fondest still being that elusive apartment or flat that I will be glad to move into pronto. So for the first column of January and of the year I will rip the paper from the typewriter, run to the nearest mailbox, drop it, and hope you will be a bigger part of it in 1947.—WALTER LINDBERG.

INQUIRING REPORTER



Bill Halla

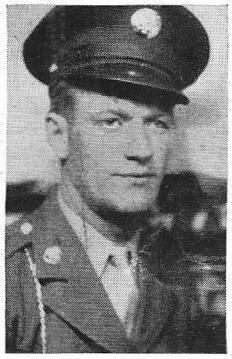
THE QUESTION: If you were making one New Year's resolution and intended to keep it, what would it be? . . . THE PLACE: Kedzie Station. . . . REPORTER: Joe Smith



Mike Kenny

MOTORMAN BILL HALLA—I'd make the same resolution I made last year, and that I'd like to renew for 1947: To have everyone smiling when they get off my car. It gives a fellow a feeling of having achieved a great thing when he is instrumental in bringing a smile to a sad face.

CONDUCTOR MIKE KENNY—The greater part of any job is cooperation of the employes with each other. To treat my motorman's decisions and suggestions as to the operation of the car and for the safety and general conduct of our run with the utmost respect, and completely cooperate with my fellow workers would be my resolution.



Tim O'Donnell

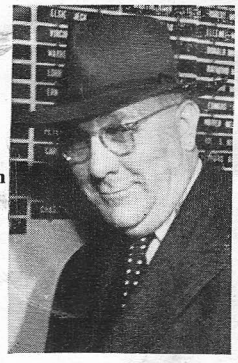


Cliff Gaylord Roy Franke

MOTORMAN TIM O'DONNELL—Now that I'm out of the army and have a good job, I'd resolve to double my efforts to make up for lost time in making my wife happy and comfortable.

CONDUCTOR CLIFF F. GAYLORD—I'd resolve to keep the Christmas spirit in my heart throughout the year and to do my level best at all times in the face of all obstacles.

MOTORMAN ROY FRANKE—When you lie in a foxhole and have plenty of time to think, many ideas come into your mind. The one that was always most predominant in mine was that one should always look at two sides of an argument, before doing anything about it. At that time, and it was New Year's Eve when this time was on my hands, I decided to make it a point, after I got out of the argument I was in, to consider seriously both sides of any argument that I might be a party to.



Walter Blankshen

CONDUCTOR WALTER BLANKSHEN—Good health is an important thing to me because I've had so many experiences with ill health. I'd resolve to guard myself as well as those dear to me, from sickness and danger from accidents.

WHAT'S DIFFERENCE TWIXT THE POLE AND GHOSTS?

69TH

WELL, BOYS, the New Year has come and gone, and before you know it summer will be here again. Indeed, things have been warming up right along. And by the way, it was the other day that we happened to hear that scientists are much perturbed over the fact that they have just learned that the North Pole has moved a distance of 200 miles in comparatively recent times. Well, and so what? . . . Wouldn't you get a little restless too, if you had to stand around in the freezing cold that long? You'd want to move around a little, too, to get the old blood in circulation and your doggies warm, wouldn't you? Anyway, let's hope that you'll warm up to The Ghosts, and give us the news by placing your items in the box we have placed in the trainmen's room for that purpose.

Here's the accounting for the month: *Mr. Gillespie, Mr. Tocci, Chief Clerk Lipphardt* and the whole office force wish to express their appreciation to all the men who by their splendid cooperation helped to maintain efficient service on our lines during the Christmas shopping season. . . . *Motorman C. G. Kayer,* who became a devotee of *Frankie Sinatra's* while in the service and adopted the famous bow tie, is constantly beseiged by bobby-soxers seeking his autograph. . . . The Irish have it. Have you noticed how *Motorman M. O'Callaghan* razzes the Irish correspondents in the Union Leader? Well, if the feud keeps on, Matt will have to call for help from the Cork Brigade from 69th. . . . It is said that when *Tom "Footsie" Hanrahan's* toes start itching it is a sure sign of an impending old fashioned snow storm. Would you call Footsie

a weather bureau on foot? . . . Congratulations are in order for *Donald Headley*, son of *Supervisor E. Headley*, on achieving the highest honors at Quigley's Seminary. . . . A sight for sore eyes awaited early arrivals at a loop store, when at the lingerie department, stood two good looking supervisors from this depot. Christmas shopping, eh boys? Hope your fraus were pleased with the pickings. . . . On December 26, *Clerk Dick Bohlin* walked into the office and pontifically remarked: "Listen boys, what this country needs is not a good five cent cigar, but a law to abolish buying Christmas presents." Amen, Dick!

Motorman Leo Halper has resolved to chew one box of Copenhagen a week, instead of one a day. The Tobacco Tycoons won't like that Leo. . . . The sox that *Motorman John Newell* received for Christmas are three sizes too short. John wears a 16 on the left foot, and a 17½ on the right one. . . . An affectionate greeting awaited *Motorman Hank Risch*, as a five year old girl boarded his car at 82nd and Ashland on Christmas Eve, and running all the way to the front platform, bowed to him and said: "Merry Christmas, Santa Claus." . . . Surprised was *Conductor Eugene Courtney* when he found a stocking stuffed with goodies hanging on the fire place of his home and marked "For Dad." . . . The kind-hearted femme who sent a pair of nylons to *Clerk Frank Kooney* must have got her dates and personalities mixed up. However, Frank was glad to get them, and he passed the gift on to another lovely on Christmas Day. . . . Do you remember away back when *Art Lipphardt*, with the aid of his 1920 Ford, was a floating wreck wagon, and dropped the chains on Mr. Tocci's feet at 79th and Halsted? . . . Here's one for the books. *Conductor M. J. Granger* says that alimony is the result of poor judgment; and a bachelor is a man who has never made the same mistake once.

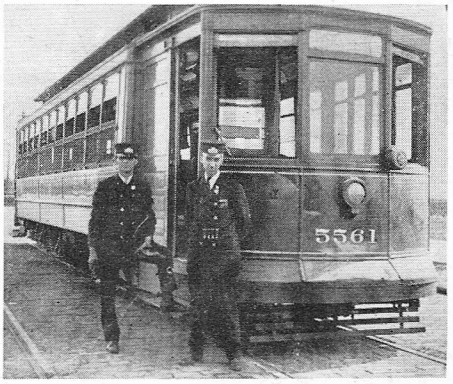
We regret to report the following deaths: *Mrs. Mary Grace*, wife of *Motorman Tome Grace; Motorman Mike Maza; Motorman Nick Thomas;* father of *Conductor P. F. Pietsch;* mother of *Conductor E. P. Weston;* and mother of *Conductor E. J. Stevens.* We regret immensely the death of *Board Member G. E. Boedecker.*

—THE GHOSTS.

GIVE THE HORSE A MAN TO RIDE IT

77TH

SUPERVISORS RUSS RODDEN and *Ray Pryor* of District B were at the stock show. The object of interest happened to be a horse. They were trying to figure a way to get on his back. About that time along came *Supervisor Herbie Johnson* (the pride of 79th and Halsted). They asked him if he knew anything about how to get on the animal's back. So Herbie stuck out his chest (off goes three buttons) and told them he was a natural born rider. He therefore had to prove his ability and with the greatest of ease he mounted the steed. After sitting there a few minutes, he asked where the starter button was.



This picture of Motorman Wm. Heise and Conductor Bill Fleming (Archer) at the end of the Lawndale line was taken back around 1908.

Bus *Instructor Maurinus Cooper* said "Snow me under and call me Walter!" . . . *Operator Frank Pierson* has been trying to horn in on *Art Ryan* on 83rd street. But on Christmas, as usual, Art carried all the presents home. Better luck next time, Frank.

As for myself, I don't associate with kitty-cats, but it seems that two of our men do. Namely: *A. J. Tchelebean* and *Conductor I. W. Ecklund.* Or at least they allow them on their cars. Did you collect a fare, boys? I wish you all a Happy New Year.—ROY V. MACK.

THE BELLES DO SOME "RINGING" AT 600

ACCIDENT INVESTIGATION

TO MOST FOLKS at this time of the year it's ring out the old and ring in the new, but here at "600" we also had wedding bells ringing for *Barbara Smith*, who was married to *Harry Anderson* on December 7, and *Gladys Cederborg*, who was married on December 27 to *August Obert.* . . . The rings, and beautiful sparklers they are, adorn the fingers of *Rita Kuzius*, better known as "Little Rita," and *Grace Bezdon.*

A welcome addition to "600" is *Miss Constance A. Tierno*, or should I say "Miss Jitterbug Connie." Also, we welcome to the Accident Prevention Department, *Mr. Harold Rowbottom*, who transferred from the West Shops.

The Christmas party at Barney's for the girls from "600" was a 100% success.—AUDREY.

ACCOUNTING

WE EXTEND sincere welcome and best wishes for success to *Mary Schaller.* . . . Presents were exchanged as the various divisions enjoyed their Christmas parties during the luncheon period on Monday, December 23, 1946. . . . *Virginia Milewski* and *Mary Kavanagh* are proudly displaying lovely diamonds and have announced their engagements to *George Folos* and *Eugene McCambridge*, respectively. . . . Congratulations and best wishes were extended to *Laverne Zalondek* and *Reynold B. Roethler* who were married on Saturday, December 28 at St. Sabina Church—THOMAS F. COAN.

SANTA CARRIES THE TORCH FOR CUPID

GENERAL OFFICE

RING OUT the old!—Ring in the New! Speaking of "rings"—Santa did a good job this Christmas in helping out ole Dan Cupid by leaving rings with *Ellen Shuman* (Public Relations), *Irene Gushes* (Purchasing), and *Dorothea Chapleau* (M & S).

The Christmas spirit was very evident in the many CSL offices this year. Could be that so many of the boys being back gave it that little something extra. Plenty of good food, gifts and grab-bags, Christmas trees, and stunts made the parties a success. . . . The Christmas spirit was plain to see in the Purchasing Department—Angels, trees, bells, snow flakes with appropriate messages of the season graced the windows. . . . Speaking of Christmas, we are wondering who the Santa is that *Jack Krause* (Radio Room) knows. He received a ticket to the Rose Bowl game in California and spent his vacation there. Hope he took his umbrella for those low fogs.

Eileen Coan McIntyre (Insurance) was remembered with an appropriate gift when she left CSL to await an early spring visit from Mr. Stork.

We hear that a certain young lady from the switchboard is giving the absent-minded prof some competition. She was parked at 35th and Halsted to do some shopping. When she was ready to go, she couldn't get the car started. Even the towing service couldn't start it. Finally, her boyfriend came to see if he could get it running—which he did by just turning on the ignition. What's the trouble, Emily—too much holiday?

No news is good news—except when it comes to writing this column. How about all you good people making a New Year's resolution to pass along any little items of interest to—BRENDA & COBINA.

SCHEDULE & TRAFFIC

THE BROTHERLY love of one marine for another was shown very nicely when *Ex-Marine Max Kipping* spent six hours awaiting a call from his Marine son who was travelling through Chicago. The younger edition of Max was a fine looking specimen.

The department's Christmas party was well enjoyed by everyone. We were exceptionally glad to see *Frank Glay* able to come down and join in the festivities. Our super expert at the "Art of Living," *Pensioner Fred Excell*, came down for the occasion and we sure are

proud of the way Fred is enjoying his well earned rest.

These belated vacations almost slip past us, but the latest returnee was *Bill Worcester*. He seems to have enjoyed his two weeks vacation at this time.

The tremor that was felt in Chicago on December 30 was just *Pete Donahue's* man-sized shivers on his return from the warm and sunny south, and we understand he even was in such a hurry to get back to our invigorating climate that he used an airplane.—L. C. DUTTON.

NO CLINIC REPORTS, IF RESOLUTION IS KEPT

MATERIAL & SUPPLIES

A CHEERY NOTE was added to the holiday scene at the South Shops with the return of *Charley Matthews*, looking none the worse for his recent tussle with a surgeon's knife. . . . We're wishing for a quick recovery and lots of good health in the New Year for *Matt Benach* currently hospitalized. We're also hoping that *Bill Govedarica* will be able to toss away those crutches before the year has grown very old. . . . Say, guys and gals, after viewing the preceding two paragraphs, how's about making a New Year's Resolution to stay healthy so the column won't read like a clinic report from Mayo's.

By the way, is *"Casey Jones" Mix* offering any free rides on his new electric train? Al says it's for the kids, but that's his story; he didn't get those shiny knees on his trousers from scrubbing the floor, I betcha.

Congrats to *Fred Nagel*, the newest grandfather in the department, who was on hand out in Boise to welcome his wee grandson when he made his recent bow into this old world.—"Dj" CHAPLEAU.

PARTIES HELP WIND UP YEAR WITH BANG

SOUTH SHOPS

OH, BUT WE HAD FUN! Where? Why at our annual Christmas Party. Everyone got together and even Santa Claus paid us a visit and distributed our gifts. The lunch, that was planned by the fair sex of the office, was luscious and filling. After singing Christmas carols each returned to his duties full of the holiday spirit. . . . The Yuletide was certainly a season for parties. Our Printing Department had one also, but theirs was in celebration of the New Year. Though it was short, an enjoyable time was had by all.

A sincere welcome is extended *Mary Ann Yercich*, formerly of the Accounting Department, who joined our office staff last month.

The bowling league must be down in the dumps because we have not been getting any news from the team captains. For all we know, they're probably bowling in some railroad yard instead of at the Park Manor Bowling Alley. Well captains, I hope you feel ashamed of yourselves and do better during 1947.

Well, that winds up this column for '46. See you in '47. HAPPY NEW YEAR everybody!—JUSTINE MAZEIKIS.

THROUGH 1946 WINDS THE ETERNAL QUEST

WAY & STRUCTURES

TRACK DIVISION: We can all relax again now that the holiday rush is over and hope that 1947 will be a more peaceful year than 1946 has been. What is it that people everywhere are aching to see during this new year? . . . All that they want . . . and all that they are searching for . . . is a vacant house!!

Congratulations to *Peter Carey*, welder operator, who became a grandfather for the first time. He was more excited than the parents and we heard that he's buying books on the art of welding to give the new-born an early start. . . . *"Major" McCarthy*, division superintendent of the Northern Division, spent his vacation in and around Chicago. His plans to go to New Orleans fell through. . . . C. C. Chambers, former division superintendent of the Northern Division, stopped in at Racine and Center to extend the Season's greetings to all the boys.

"Well, good night. Hope I haven't kept you up too late," said the departing guest to *Andy Flood*. . . . "Oh, no, at at all," replied the polite Andy. "We would have been getting up soon anyway."

Paul Minogue, Jr., is now a home-owner having given up the impossible search of finding a house to rent. . . . *Paul Anderson*, who has been married ten years, finally became engaged. His wife gave him a beautiful ring with a diamond in it for Christmas.

UTILITY DIVISION: Our deepest sympathy is extended to *Joseph Westman*, chauffeur, in the loss of his wife, who passed away on December 15, 1946.

BUILDING DIVISION: For those who have been asking what has become of *Bert Freewald* of the boiler room, the answer is that he is now the new doorman at Clark and Division.—BETTY LHOTAK.

DEPARTMENTS VIE IN DECORATING TREES

WEST SHOPS

THE SHOPS DEPARTMENT really did some decorating of Christmas trees this year. There were four in all, but the machine shop gang did the best job of all. Three trees were of the spruce type, while the tree in the Machine Shop was of the "robot" type. Anyone wishing to see this huge concotion, may do so by stepping out to the Machine Shop.

Pat Porcelius of our truck shop office really ended the year of '46 with a bang. Wedding bells rang for Pat and *Lorraine Makowski* on December 7. . . . The new member of the gang in the drafting room is *Jack Jobaris*, home after spending four years in the army. . . . As we bid the old year good-bye, we also say "so long" to *Michael Scrapelli*, and *Dan Bielak*, who are retiring on January 1.

Now that the Christmas rush is over and everyone enjoyed a grand holiday, your scribe wishes you a very happy and prosperous New Year.—EDA LAUBE.

Barter and Exchange

FOR SALE

ICE SKATES—Lady's, shoe, figure, size 7, brand new. John W. Walsh, (Lawrence) Badge No. 14680. NEVada 5756.

BOWLING BALL—BAG AND SHOES $18.00; GOLF CLUBS—one wood, four irons and putter, steel shafts, $18.00. Motorman Thomas J. Roan, (Devon) Badge No. 14423. Call ALBany 7175, anytime from 9:00 a.m. to 2:30 p.m.

CHILD WINTER OUTFIT—Size 10, maroon colored ski-pants and coat with velvet trim. Medium collar and pockets. Motorman Walter Sesko, (Noble) Badge No. 10703. 2336 N. Hamlin Ave.

OUTBOARD MOTOR—2½ H.P. $50.00; VACUUM CLEANER, 1 Eureka newly rebuilt $16.00. VACUUM CLEANER, 1 Handy cleaner $10.00. All are in excellent condition. William J. Weber, Badge No. 13574. (North) BELmont 6263.

DODGE—1938, Tudor sedan, good condition. Price $800.00. Nick Moot. (Elston) 3940 N. St. Louis. KEYstone 2612.

WANTED

FLAT—four or five rooms, with two bedrooms. Being evicted. Ray Sutherland, Badge No. 425 (Bus Overhaul Shop, West Shops).

OVERCOAT—uniform and civilian, size 46. Nick Moot, (Elston) Badge No. 7425. 3940 N. St. Louis Ave., KEYstone 2612.



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William H. Bromage.....Editor
John H. Fisher.....Associate Editor



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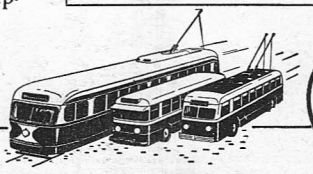
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