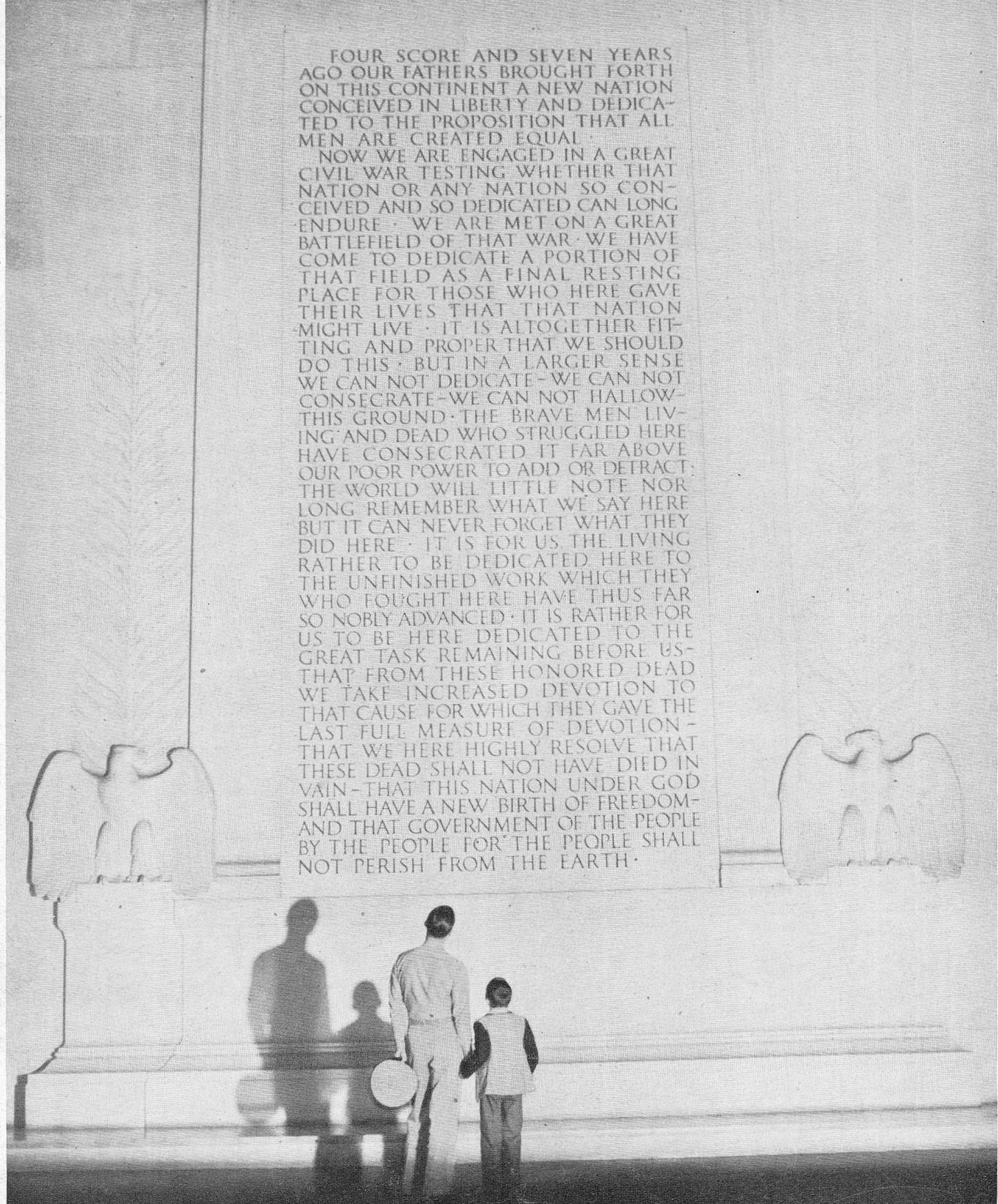


FOUR SCORE AND SEVEN YEARS
AGO OUR FATHERS BROUGHT FORTH
ON THIS CONTINENT A NEW NATION
CONCEIVED IN LIBERTY AND DEDICATED
TO THE PROPOSITION THAT ALL
MEN ARE CREATED EQUAL.

NOW WE ARE ENGAGED IN A GREAT
CIVIL WAR TESTING WHETHER THAT
NATION OR ANY NATION SO CON-
CEIVED AND SO DEDICATED CAN LONG
ENDURE. WE ARE MET ON A GREAT
BATTLEFIELD OF THAT WAR. WE HAVE
COME TO DEDICATE A PORTION OF
THAT FIELD AS A FINAL RESTING
PLACE FOR THOSE WHO HERE GAVE
THEIR LIVES THAT THAT NATION
MIGHT LIVE. IT IS ALTOGETHER FIT-
TING AND PROPER THAT WE SHOULD
DO THIS. BUT IN A LARGER SENSE
WE CAN NOT DEDICATE - WE CAN NOT
CONSECRATE - WE CAN NOT HALLOW -
THIS GROUND. THE BRAVE MEN LIV-
ING AND DEAD WHO STRUGGLED HERE
HAVE CONSECRATED IT FAR ABOVE
OUR POOR POWER TO ADD OR DETRACT.
THE WORLD WILL LITTLE NOTE NOR
LONG REMEMBER WHAT WE SAY HERE
BUT IT CAN NEVER FORGET WHAT THEY
DID HERE. IT IS FOR US, THE LIVING
RATHER TO BE DEDICATED HERE TO
THE UNFINISHED WORK WHICH THEY
WHO FOUGHT HERE HAVE THUS FAR
SO NOBLY ADVANCED. IT IS RATHER FOR
US TO BE HERE DEDICATED TO THE
GREAT TASK REMAINING BEFORE US -
THAT FROM THESE HONORED DEAD
WE TAKE INCREASED DEVOTION TO
THAT CAUSE FOR WHICH THEY GAVE THE
LAST FULL MEASURE OF DEVOTION -
THAT WE HERE HIGHLY RESOLVE THAT
THESE DEAD SHALL NOT HAVE DIED IN
VAIN - THAT THIS NATION UNDER GOD
SHALL HAVE A NEW BIRTH OF FREEDOM -
AND THAT GOVERNMENT OF THE PEOPLE
BY THE PEOPLE FOR THE PEOPLE SHALL
NOT PERISH FROM THE EARTH.



Surface Service

FEBRUARY - 1947



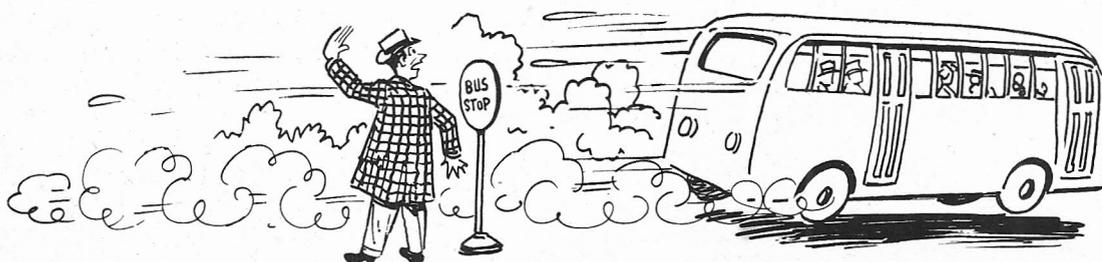
"A Selfish Act"

ALTHOUGH Lincoln was both kind and generous, he often said that there was no act of man which was not prompted by some selfish motive. He was discussing this philosophy one day with a fellow-passenger in a stage.

As the stage rumbled past a muddy ditch, the passengers noticed a small pig caught fast in the mire, squealing and struggling to free himself. Many persons laughed heartily at the pig's plight, but Lincoln, then a lawyer, asked the driver to stop for a moment.

Jumping from the stage, he walked in the deep mud to the ditch, picked the little animal up and set it on solid ground. When he returned, the passenger with whom he had been talking inquired, "Now, you can't say that was a selfish act."

"Extremely selfish," replied Lincoln. "If I had left that little fellow in there the memory of his squealing would have made me uncomfortable all day. That is why I freed him."



FERD
HIMME

Award Increase In Employee Retirement Allowance

ANNOUNCEMENT was made recently of changes in the Chicago Surface Lines employee retirement plan as a result of arbitration between the Company and Division 241. The changes include an increase in old age retirement payments, both for those already retired and new qualifiers, and an addition to the disability benefits for employes totally and permanently disabled.

The retirement benefit payments have been increased from forty to sixty dollars per month. This increase applies to employes covered by the plan, with 20 or more years of service, retiring after June 1, 1946. Those employes retired prior to that date have been receiving forty dollars per month. This amount is increased to fifty dollars as of June 1, 1946.

Disability Benefits

The new disability portion of the program provides monthly payments for employes covered by the plan if they are "totally and permanently disabled for regular employment for hire by reason of an accident or sickness arising out of and in the course of his employment." However, the employe must have been in the continuous service of the Company for at least ten years. The disability allowance is fifty dollars a month.

Employes with fifteen or more years of service were granted a similar benefit for such disability "by reason of an accident or sickness not arising out of and in the course of his employment."

Restrictions

Both disability provisions are subject to certain exemptions. The lifetime provisions of the payments is subject to examination by a physician appointed by the committee in charge of the program. If at anytime the committee finds the disability of the employe is not total and permanent, it has the power to order discontinuance of the payments. Payments are not affected by any Social Security or Workmen's Compensation benefits, but are subject to discontinuance if the employe is employed for hire by anyone during the period of his disability.

The board of arbitration consisted of Judge Donald S. McKinlay, who acted as chairman, James J. McDermott, Division 241 representative, and Wm. J. Flaherty, company representative. The award was made January 23, 1947. As of February 1, 1947, there were approximately 1300 retired employes.



William Bessette

Bessette Retires As Superintendent of 77th

WILLIAM BESSETTE, after 53 years of service with Chicago streetcars, took his retirement on February 1. During the past sixteen years he has held the position of Superintendent of 77th street station. Due to an injury to his legs sustained a year ago he has been on the inactive list for the past twelve months.

Mr. Bessette was born in Canada 75 years ago, and came to Chicago when he was about seven years old. When he was old enough to start looking for work he thought he would like railroading, but the idea of traveling did not appeal to him. So a job with the streetcar company where he could "work near home" impressed him as a good compromise.

After serving as a conductor at Archer for a number of years, he was appointed supervisor. In 1914 he was appointed assistant division superintendent from 77th, and was made division superintendent in 1921. He was transferred to Cottage Grove in 1925, and returned to 77th in 1928.

His immediate plans for retirement include "learning to walk" (he still uses a cane) because of his accident and a trip for his wife's health. They left for two months in Florida immediately following the announcement of his retirement.

Theis Transfers from Archer to 77th

O'Connor New Archer Superintendent; Screen Appointed Assistant at 77th

AS OF FEBRUARY 1, John Theis took up the position of Station Superintendent at 77th, filling the vacancy formed by the retirement of Wm. Bessette.

Mr. Theis' thirty years of service with Chicago Surface Lines have well qualified him for this position as head of the Company's largest station. Since coming with the Company in 1916 he has been a motorman, a supervisor, an assistant division superintendent, and a regional supervisor. Since 1943 he has been station superintendent at Archer.

The new superintendent at Archer is John J. O'Connor, who has been acting station superintendent at 77th for the past year. He started as a conductor at 77th in 1925, later transferring to bus operator. After serving as bus instructor, he was appointed assistant station superintendent at 77th in 1945.

Thomas Screen has been appointed the new assistant station superintendent at 77th, where he started as a motorman in 1933. He was one of the original instructors selected when the present instruction department was set up in 1938. After serving as a supervisor for four years he was appointed acting assistant station superintendent at 77th in 1946.



"EVERYTHING But Mickey Mouse"

AS PART of a new program of education and instruction, the Company has purchased two sound motion picture machines for use in the train-rooms of the various stations.

Styled like an over-size juke box, the machines are portable and will be transferred from depot to depot, showing films of interest to CSL employes.

First films to be shown are the technicolor General Electric film, "Lifestream of the City," and the dramatic accident prevention film produced by the American Transit Association, "It's Wanton Murder." The Company purchased copies of these films last year for

public showings and they are still available for community groups throughout the city.

An estimated audience of better than 111,000 people in Chicago have seen "It's Wanton Murder"!

In general, the pictures shown at the stations will be of four types: those showing the importance of good transportation, safety pictures, instruction pictures, and educational films of interest in the transportation business.

The reaction of the employes to the films has been highly favorable and the machines themselves as a medium of education have attracted a great deal of interest.

"The picture shows that there have to be different types of transportation—streetcars for heavily-travelled routes, large buses for out-of-the-way factories, and small buses for lesser-travelled routes."

"Drivers of all vehicles should see 'It's Wanton Murder'."

"We have an important job, and it's up to us to get these people where they want to go."

"Makes us realize that our job is more than just running streetcars."

"I would like my sixteen year old son to see this picture as he is quite reckless."*

"Our main job is to carry people to their destinations."

"I will think of this picture for a long time."

(*—Comments from some of the trainmen after witnessing a film showing.)

Failure "To Explode"

Wins Trainman Praise

CONDUCTOR JOHN MURPHY—Kedzie

"I handed him the wrong transfer," reported Rose B. Klicka, 6115 S. Ellis. "Instead of exploding . . . he very courteously asked me to look into my purse for another transfer that he was sure I had. He did not accuse me of trying to cheat the company, although the car was crowded and he, like I, looked tired after a hard day's work."

MOTORMAN MATHEW O'CALLAGHAN—69th

"There was a blind woman waiting to cross the street, and she seemed to be confused," wrote Mr. and Mrs. E. Tallon, 7745 South Marshfield. "He stepped off the car, took her by the arm and led her across the street to safety."

CONDUCTOR WILLIAM BROWN—Lawndale

According to Helen Dorsey, Marshall Field Travel Bureau, Mr. Brown is the "most cheerful and well-mannered man I have ever seen. . . . Under such trying circumstances as the snow, a great many cold people, and the early morning hour, he certainly knew how to handle all three."

CONDUCTOR BURTON FRANCE—North

"He must have been late on his own schedule," praised Mrs. John Hillman, 3818 N. Ashland, "but he tried to answer one and all questions about the delay in the most pleasant manner I have ever witnessed. . . . It was indeed a pleasure to sit back and just watch the intelligence and good breeding this conductor displayed under such trying conditions."

CONDUCTOR EDWARD HOUSER—Blue Island

He was recently commended for sensing that his motorman was ill and taking control of the situation. The commenda-

tion read in part: "He merits the highest of praises as a faithful, loyal and conscientious employe in reporting an incident which could have any number of possibilities."

MOTORMAN ARTHUR KRAFT—Elston

A little chap about nine, traveling alone, had gone past his transfer point. He became panicky and began to cry. The motorman arranged for another passenger to put him on a streetcar going back and to instruct the conductor to let him off. According to Miss M. Christiansen (no address given) "this act of kindness and courtesy should not go unnoticed. Parents can feel sure their children will be looked after and cared for when riding the Surface Lines."



OPERATOR STANLEY BERGREN—Lawrence

"He waited for two of us, though he did lose the light in doing so. . . . He used extra vigilance—he did not want to see anyone left in the rain. There was no follower in sight, so you can imagine how much good will he sold."—Roy F. Bernhardt, 2216 Foster.

CONDUCTOR EDMOND CORBEIL—North

"To watch his fast and efficient work was a pleasure. Not only did he help children as well as grownups on and off the car, but he had a smile and friendly word for everybody."—Joe D. Wandt, 662 N. Aberdeen.

CONDUCTOR EMIL TRILK—Lincoln

"Thanks for returning my wallet and cigarette case," wrote Riss Rita Radke, 1359 W. Barry. "There were some very important papers in the wallet that could not be replaced. A person's faith is renewed when he finds that there are still honest people in this world today."

CONDUCTOR WILLIAM KENNY—Kedzie

Mrs. Joseph Liecer, 424 S. Central Park, reported recently: It was a very cold day—there was a barrage of school "kids" screaming, pushing and yelling, but still this conductor did not lose his good humor. A blind man was waiting—and the conductor seated him—and helped him off at his destination. "And as he came back to his station in the car, I guess everyone of us knew what the real Christmas Spirit was like."

OPERATOR WILLIAM PIASTRELLI—Devon

"Believe me when I say that it is a pleasure indeed to ride with him. He is courteous and pleasant and doesn't mind in the least going out of his way to please his passengers," stated Martha S. Marlowe, 3350 Grace.

CONDUCTOR CHARLES SUNDBLAD—Cottage Grove

"There was a young blind fellow," reported Mrs. Cora B. Glober, 4611 S. Wabash, "whom your conductor assisted to the sidewalk. It is with a great deal of gratitude that such acts by your employes are viewed."

LEGION POST, AUXILIARY STAGE MEMBERSHIP DRIVE

AN ACTIVE campaign is being staged by members of the CSL Legion Post No. 146 and the Auxiliary to obtain new members for their organizations. Chicago Surface Lines veterans of World Wars I and II are eligible for membership in the Post, while their wives, mothers and daughters are eligible for the Auxiliary.

Organized primarily as a service organization the Surface Lines Post has helped disabled veterans become hospitalized and, if necessary, has helped the hospitalized veteran's family during the period of disability. The Post spends a thousand dollars a year in helping needy vets, their wives and families.

The service officer visits Hines hospital twice a week giving cigarettes, stationery, etc., to the veterans. At Christmas the Post distributes baskets of food to the needy families reported to them.

The Auxiliary works with the Post by doing child welfare work and rehabilitation work at the veterans' hospitals. Some of the members have taken special volunteer nursing courses and go once or twice a week to feed and help take care of the veteran patients.

Additional information about the organizations may be obtained from *Earl Dustin*, Newcastle 3346, and *Mrs. Clara Staska*, Vincennes 6531.

WHAT THEY THINK OF US

The following is an excerpt from a letter received recently from Joseph Bagdonas, 4440 S. Whipple.

"I wish to compliment you for your progressiveness in starting the Archer Express bus line. It is proving to be a real improvement over the usual stop-and-go type of service. It's popularity can be seen in the fact that riders prefer to wait for a bus than to take a streetcar. I sincerely hope that you will be able to see your way clear to extend this type of service, especially at rush hours, to lines serving other parts of the city. I can see no logical reason for slowing up the transportation of forty or more passengers in order to pick up or drop off only a handful of local passengers."

INQUIRING REPORTER

THE QUESTION: *Should a man offer his seat to a lady when a bus or streetcar is crowded?*

THE PLACE: *77th Station*

REPORTER: *R. V. Mack*

C. H. DAHMER—Operator: "Yes. A man should offer his seat to a lady, providing she is travelling under a handicap, or is an elderly lady. Otherwise let them stand their ground like a man. They have always wanted to."

E. F. REINKE—Motorman: "I would say no, because women are taking a man's place. These women were working during the war, which was all right. But now they are taking a G.I.'s place."

JOSEPH L. PEUVION—Operator: "I do not think he should unless she is carrying a baby, or is an old lady. A man works hard eight or nine hours a day and is tired when he gets home."



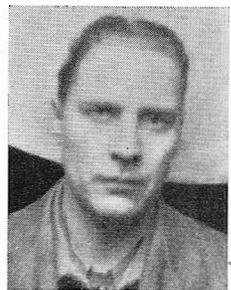
ANNE MARGARET YERCICH—South Shops Office: "Seems like an easy question to answer. Yes and No. Depending upon the circumstances. I do think a man should offer his seat to an older woman showing due respect to her age and definitely so when a woman is holding a child. Otherwise I think not. Most women don't expect a man to offer her his seat."



W. A. ARNOLD—Receiver: "By all means, every man should give his seat to a lady, young or old. A man should always play the part of a gentleman."



C. H. TRAUSSCHT—Conductor: "The age of chivalry is past. And now according to modern standards of equal rights, the lady has lost much which was given to her in the Victorian period. However, either man or lady should arise and offer his or her seat to one with physical handicaps."



DOROTHY MUSIAL—Clerk: "Definitely yes, provided the lady 'looks like a lady.' That is to say, if she is dressed the part. If a woman wears bobby socks, or slacks, or the like, she does not deserve the respect due a lady, but if dressed neatly what man could resist getting up and offering his seat to her?"





SOFTBALL IN FEBRUARY is not customary. But these pictures are seasonal only in that they represent the aftermath of last summer's strenuous softball season. At a league party in the union hall recently the awards were distributed to the city champions, the round-robin winners, and their runners-up. Main prize was the City Championship Trophy, presented by W. A. Hall, superintendent of Transportation. Winner: Archer station. This trophy is rotated each year until some one station has won it three times. . . . **ABOVE**—Archer Team Manager Garrett Carey (left) and Station Superintendent John Theis (right) are congratulated by Mr. Hall. . . . **RIGHT**—Cash prizes were awarded to the teams taking first and second places. (Left to right) Managers Laboria David (69th), John Furlanetto (Kedzie), John Daly (North), Garrett Carey (Archer), and Dan MacNamara, Division 241, recording secretary.



BELOW—The members of Archer's championship team expand their chests as they admire the prize trophy.



Around the Car Stations



EXCITING WAGE NEWS, BUT DATE IS WRONG

ARMITAGE

GREAT NEWS for the conductors. A news item states that the West and South Division Railway companies have advanced the wages of their conductors to \$10.00 per week, an advance of nearly eighteen cents per day. This was a news item in the *Chicago Tribune* of April 4, 1864. Today some of us pay that in income taxes alone.

Speaking of income taxes, have you paid yours yet? Beware of the shyster, fly-by-night "Tax Experts." They are here today, here tomorrow, but positively gone on March 16.

Motorman Beck believes in keeping warm. At present he is wearing an overcoat that touches the ground. We have been told that he keeps a lighted lantern under the coat, between his feet, but we hardly believe that. . . . Spring cleaning has come to Armitage early this year. The cleaners and decorators have been here and painted the trainroom in the new company colors. It's a great improvement over the drab walls we have been looking at for a long time. . . . It has been called to our attention that conductor *Henry Bretz* has entered the junk business, specializing in rubber. Watch your overshoes, men. . . . In these days of progress we have fountain pens guaranteed to last a lifetime, razors that last forever and love that endures forever. Why the heck can't we have a pay check that lasts till next Saturday?

On January 1, *Motorman Frank Zywczak* celebrated his 21st birthday. Well, Frank, it's better late than never. . . . It is predicted that the gal bathers, on the lake front, this

summer, will wear just enough to cover what should be tanned for wearing so little.

A thought for *Al Broach*: When you're sliding down the bannister of life, you're bound to get a few slivers in your career. . . . On Saturday evening January 11, the annual meeting of the Armitage Station Federal Credit Union was held at the home of *Bill Uhle*. "A goodly crowd was there." Even *Kilroy*. If you were not present it's your hard luck. Everyone had a good time. We all offer our thanks to Bill and his wife for the swell assortment of refreshments that they set out. . . . The highlight of the evening was *Conductor Chap's* impersonation of *Eddie Cantor* singing an Irish lullaby in Chinese. . . . *Motorman Ole Forslund* is telling the men about his plane ride to Hot Springs and return. It was Ole's first trip in a plane and he says it is OK.

HOLD EVERYTHING:—We have just received a last minute flash that our genial roly poly *Motorman Eddie Happs* has become a father again. Sex at this writing undetermined.—**TED SHUMON.**

EIGELSBACH PAYS GANG A VISIT, FEELING FINE

BLUE ISLAND

WE WERE PAID a visit on January 28 from our old friend ex-station superintendent *T. H. Eigelsbach*. Tom said he was feeling fine and enjoying his retirement. He was welcomed by all the men, who enjoyed seeing him again. Make your visits more often, Tom.

Congratulations to *Motorman* and *Mrs. Charles Fabiano* who adopted an eight day old boy weighing fifteen pounds. The new addition was named *Charlie Jr.* Good luck and health to the little fellow. He arrived at his new home January 23.

Come on fellows, bring in the news.—**C. P. STARR.**

FEBRUARY HAS LESS DAYS BUT MORE HOLIDAYS

BURNSIDE

AGAIN the littlest month rolls around. There are lots of nice things about February, though. Lots of special dates, like Val-

entine's Day—the day you dig down in the jeans for a quarter to buy a valentine for Friend Wife. Then there's Washington's Birthday when we, traditionally, have cherry pie at Lodge. Also Lincoln's Birthday. We always celebrate that day by handing out oodles of Lincoln pennies. Also, February is shorter than any other month, therefore less days to worry about. However there are less days in which to do our "Boy Scout Deed."

It is really surprising how far reaching even a small good deed will go. For instance, this evening we were lying on a table in the office of a very good friend and booster of the good old CSL, Dr. F. F. Peckham, an osteopathic physician, and a good one too, (if we may be allowed a small commercial for so good a booster). And while he was breaking our arms, back and neck as casually as a baker kneading bread, we happened to mention that we must hurry home to get out this column. The doctor's eyes lighted up and he said with a smile, Say! That's a great little sheet. I made it once. I had parked my car near the loop, to avoid parking congestion, and boarded a street car to finish my trip. To my astonishment I discovered that I had nothing smaller than a large bill. I asked the conductor to let me off to change it. He said, You want to go downtown, don't you? I said, Yes, but I have no change. Oh, said the conductor, Forget it. And Bing! he rang up my fare. Yes, sir, said the doctor, You sure have a swell bunch of fellows on that Wabash avenue line.

That one deed made another friend for CSL and we think it was worthwhile. The Doctor sent in the fare and a word of commendation, next day, which "made" the magazine and the copy of Surface Service that was sent to him is still on file in his library.

We hear that *District Superintendent Angelo Tagler* is in the hospital undergoing an operation. . . . *Ernie Freel*, erstwhile instructor, who has assumed the duties of a "Senior," may be seen any day now, piloting the new Ford, "Car No. 1." about the district. Ernie is in the height of his glory, except he would much rather it was a motorcycle. Every once in a while we see some of the boys who transferred to 77th street around the old haunts wearing a sort of home-sick look. We don't blame you, fellows. Burnside is a mighty fine place to be, and we miss you as much as you miss us. Come around oftener.—**FURGIE.**

SURFACE SERVICE

CREDIT UNION MEMBERS STAGE BIG MEETING

DEVON

YOU DEVONITES missed a grand time if you weren't at the eighth annual meeting of the Devon Credit Union which was held January 18 at the Masonic Temple in Rogers Park. The prizes were one of the high spots. *Mrs. Dan York* won first prize of ten dollars; *John Bushman* (York's motorman) won five dollars; *Mrs. P. Cook*, one dollar; *Mrs. Evelyn Gislason*, one dollar; *Mrs. C. Whalen*, one dollar; *Mrs. John Nicolai*, one dollar; and *Lee Borgstrom*, one dollar. They had a wonderful four piece orchestra this year, which we all enjoyed greatly. They also had card playing with table prizes, for those who did not wish to dance. *Conductor John Nicolai* played the piano between dances and also downstairs during coffee time. *Joe Veseley* played the accordion and sang. And believe it or not, *Maxie Heidlmier* can still dance a spry step to the tune of *Beer Barrel Polka*. *Supervisor "Sheriff" Joe Maloney* of Frog Town saved his act for the final few minutes after the lights were turned out in the large dance hall at 1:30 a. m. We all at Devon want to thank the committee who planned and put over such a splendid "get-to-gether," with an abundance of coffee, cake, donuts, and root beer for the kiddies. Thanks again, fellows.

Here are a few suggestions on safety. (1) When you make a relief on the street the car you are going to take over usually comes along with dirty windows and the motorman can hardly see out. This is not conducive to 'Safety First' so keep them clean. Even the rear window should be clear so the passengers can see whether the road is safe before alighting. (2) If some of the conductors who make a practice of putting transfers in the sand boxes would only realize the damage they do, they would not continue it. When you need sand, you need it in a hurry. You see, transfers work under the sand down to the bottom of the sand box and then when a motorman wants to use the sand on a slippery rail to avoid an accident, he hasn't any. To cut down accidents don't put anything in the sand boxes BUT sand.

Chester C. Ford was up last month on crutches. He will be back at work in a few weeks, he says. . . . *Conductor H. Clifford* was in need of blood transfusions at West Suburban Hospital last month. We hope he is entirely well by now. Haven't been able to check up on the news on account of being "on-the-shelf" at St. Joseph's but did manage to dig up these few facts. *Motorman H. McDaniel* became a proud daddy for the first time on January 13. This happens to be Daddy's birthday too. We all know how old



Mrs. Martorano reminds Tony how fortunate he is to have formed good safety habits and still have his eye

Placing SAFETY FIRST Brings "Luck" to Martorano

TWO YEARS AGO when *Tony Martorano* (Track, north division) was breaking pavement with a sledge hammer, a piece of concrete flew up and cracked the right lens of his safety glasses. But no damage was done to Tony's eye. That was considered "lucky."

Then a year ago a piece of steel chipped off the air gun that Tony was using. The half inch chip went through his shoe and into his foot. But there were no permanent injuries. That was considered "lucky."

Then just recently another wayward piece of concrete made for Tony's right eye. And once again the glasses were shattered. And once again the eye was undamaged.

Lucky? Not entirely. Rather, it would seem that two-thirds of Tony Martorano's "luck" was just placing safety-first, by taking proper precautions in using safety equipment.

Born near Palermo, Sicily, Tony came to the United States when he was about eleven years old. He became a track worker with CSL just eleven years ago. His father, *Joe Martorano*, used to be a watchman in the western division and is now retired. *Nuncio Martorano*, also retired from the Track department, is Tony's uncle.



FOR WINTER!



WATCH OUT for vehicles ahead. Ice and snow can make cars and buses do strange things. Allow a safe stopping distance and guard against brush-offs or vehicle damage due to double-parkers.



WATCH OUT for slippery steps. A little sand scattered on the steps will help prevent falls. Use the broom to clear snow and slush from the platform.



WATCH OUT for pedestrians—especially those trying to board your vehicle. Bad weather causes people to be careless and take unnecessary risks.

Check your sand flow....
KEEP YOUR SAND BOX FULL!

Baby McDaniel is but how about you, Daddy? *Motorman Thomas J. Roan's* daughter was born December 24, just in time to worry old Santa Claus. *Conductor Wm. Erlandson's* son arrived on December 23, weighing eight pounds four ounces and was 21 inches tall. Guess he'll be tall, like his dad.

The following men are taking their pensions: *Motormen Tom Barry, Wm. Maxey, Mike White, and Conductor John Sheehy. Brother John Sheehy* was married on Jan. 18 so John and his bride will spend their honeymoon in Florida with nary a thought for the old alarm clock calling him back to work.—CHARLES SAKLEM.

DISCOVERED! ONE WORD TO BE REMEMBERED

KEDZIE

ONE WORD is paramount in the code of everyone, no matter what part he plays, in the business of transportation. The word which must be remembered is: SAFETY.

Fred (Call-Me-George) Spory is on the controls again after having been home with a bad case of "stomachitis." . . . *Jim Pankey* is back at work and glad to be over his pneumonia. . . . *Chester Abbott* came back on Jan. 26 and as soon as *Jim Dawson* heard he was back he expected great things from Chester, who leads him on Harrison street. Jim was displeased with Chester's performance. Said it was just the same.

Santa Claus took the place of the regular delivery service on Christmas morning and left a baby boy at the *Jim McCabe* home. It was suggested that Jim name him Nick but Jim says it was his present from *Mrs. McCabe* and he'd call the boy *Jim*. . . . *Frank Gatto* is recovering from the effects of a new son. Mrs. and little Frank are doing fine. . . . *Nick Bernard* became entangled in the phone booth after making a call. *Bill Fleischman* and *Pat Curnane* (they always work together) released him after a fifteen minute prying and pulling siege. . . . *Sal Vallone* and his sons celebrated their birthdays together. Sal bought forty pounds of hot-dogs for the occasion and has on hand as of now, thirty-five pounds. . . . *Walt Matel* received another golf club for his matched set for his birthday. Walt has two clubs now.

At the business meeting of the Credit Union, the following officers were elected. President, *Mike Urganus*; secretary-treasurer, *Ted Hefernan*; assistant, *Paul Rosenstrator*. Board of Directors: *Ray MacDonald, Bill Brennan, Charley Seebock, Ernie Haggstrom, Art Dressler*. Credit Committee: *Ed McBride, Bill Larsen, Guy Shirer*. Supervisory Committee: *Dave Kissane, John Kain and J. Smith*. . . . *John Harrington* was sergeant-at-arms. . . . *Bill Gers* and *Mrs. Gers, Arnold Haig, Russell Haines, Freeling Young* and *Jim Crany* stole the whole evening at the Credit Union party with sextet rendition of old time and modern songs.

We're all hoping *Walt Mattheisen* gets over

his auto accident in a hurry. . . . When the mercury went downstairs to get warm during the January frigidity, little *Bill Rafferty*, son of *Motorman Bill Rafferty*, drew his head into his turtle neck sweater with only his eyes visible between cap visor and the sweater neck. As he rolled along Harrison street and called his flock aboard they stood agape at the spectacle of a faceless conductor. According to *Art Guariniello* (of the motorscooter *Guariniello's*) the "Masked Marvel" rode again. . . . *Clerk Bill Phillips* sent his wife to the Fort hospital in Detroit for a nose operation and later himself arrived there by plane to be with her during the operation. . . . *Cornelius Red O'Connor* delivered a large hunk of "ice" to a beautiful young lady, recently. It has "leaked" that the day is March 17.

—JOE SMITH.

NEW MEN ENCOURAGED TO ASK ASSISTANCE

LIMITS

A HEARTY WELCOME to our new men. We have added a number of them in the past few months and we know that they will run into perplexing problems at times. We hope they will feel free to come to the older men and let them be of assistance to them.

A note came recently from one of our older men, *John Gartner*, who has been unable to work since the 23rd of October due to a throat operation. A note of discouragement was readily detected between the lines, and I'm sure all his friends extend their sympathy to him and his wife. While he is slowly recovering he is carrying an added burden in that his wife was hospitalized because of a heart ailment. It would be a kind gesture on the part of the men who live in John's neighborhood to drop in with a word of cheer.

Has anyone seen *Bill Langan* lately? He is one of those fellows who is about ready to turn in when the average man begins his day's work. If you were to ask him about it he might tell you "that's the way they do it down in Allentown." Bill seems to remember his days spent in the foothills of the Allegheny Mountains, where they had to get up early to get anywhere. . . . That busy bird, the Stork, has been making the rounds again. This time he left a boy at the house of *Motorman Daubs* and a boy for *Operator Goheen*, which was his sixth child, and a girl for *Conductor Dombroske*.

Sav fellows, have you noticed how our Limits Bowling Teams are doing themselves proud? They won six games in a row. Just watch those boys up there in the lead. All they need now is some rooting by you fans. . . —CHARLES E. RITTER.

TIME OF YOUR LIFE LINCOLN

FOR THOSE of you who could not attend the annual Meeting and Ball of the Credit Union all I have to say is that you really missed the time of your lives.

First of all *Motorman Fred Presser* came in his best "soup and fish" so he could present his very charming daughter. Who in turn gave us a very enjoyable but much too short rendition of how an accordion should be played.

Then we had "*Heinie*" *Schaller* putting on his usual dancing exhibition with all the pretty girls present, and take it from me he didn't do bad. Next in line was "*Snakes*" *Schoffan*.

There were red hot sandwiches which hit the spot and were enjoyed by all, especially *Clerk Buckley*. I stopped counting after six.

The announcement of *Pilot Jack Wilkinson* that he will be married in the near future was also a surprise but after seeing the bride-to-be it can be said he sure is a lucky fellow.

The individual news from you boys is really being shared in the best of secrecy so therefore there is nothing I can tell this time. So please give me some dope for next month's issue.—LARRY HIPPERT.

FIND FIRST BRAVE MAN

NOBLE

THOSE BINDING words, "I DO" were repeated by *Conductor George Gart*, and *Miss Audrey Backenbaugh*. Miss Backenbaugh's father is a motorman at Lincoln Depot and has been with us for 38 years. This is the first brave man this year from this depot who has shown he was not afraid of those shackles that bind and has promised us a wedding picture in the near future.

The first big snowstorm of this year gave the new men a chance to see how it feels to work on a big team. For that is just what it took to keep the streets open—TEAMWORK. That is just what the men who worked the sand cars and sweepers, and plows gave. Some of them kept going for twenty-four hours straight. *Mr. Balanz* and *Mr. Thompson* want you men to know they really appreciate your whole-hearted cooperation, and I feel quite sure the biggest portion of Chicago's four millions of people feel the same way. So just remember when those Gripes and Sour notes come your way they are only skin deep. And very few of them last longer than the day is long.

Clerk Henry (Man Mountain) Zych found himself in one of those embarrassing situations. Henry was using the boss' desk and chair for a dining table, because the painters were redecorating the front office. When suddenly Henry tried to get up, (no one has been able to find out yet just how Man Mountain did it) but he went in all four directions at the same time ending up in one corner with enough pieces of the Boss' chair to make two chairs out of it. *How much for a new chair. Boss?*

Operator Gordon Hoijer, has retired to the easy-come-easy-go life of the farmer. Gordon will be missed by all his regular passengers and the men who worked the line with him. Good luck to you Gordon in your new venture.

Mr. and Mrs. Vladimir Kloda report they have come in possession of one of those jewels

In Memoriam

A List of Recent Deaths Among Employes

Paul Ewald, 47, motorman of Lincoln, died 11-25-46, after an illness of five months, from tuberculosis. He had two years of service with the company.

Harold Sprenger, 51, clerk, from the Accounting Dept., died 11-25-46. His service with the CSL was 35 years.

Harvey Stahl, 54, motorman, from Burnside died 11-30-46, from coronary thrombosis. He was with the company 16 years.

William Saxler, 49, motorman, of Cottage Grove, died 11-30-46 from a heart attack. Upon his death his service amounted to 20 years.

Charles Knautz, 53, receiver from North, died 11-29-46, after a long illness, from heart disease. He had 31 years of service with the company.

Mathias Petersen, 75, motorman of Lincoln died 12-8-46, of arteriosclerotic heart disease. He had been ill since the first of the year. His service with the CSL was 42 years.

Charles Broom, 51, laborer, of the Track Dept., died 12-9-46 after an illness of two months. He had 16 years of service with the company upon his death.

William Fitzgerald, 71, watchman, from the Building Dept., died 12-9-46, after an illness of a few months. Upon his death his service with the company amounted to 3 years.

John Morrison, 60, motorman from North, died 12-11-46 after an illness of a few days from coronary thrombosis. He had 32 years with the CSL.

Charles Johnson, 82, motorman from Lincoln, died 11-25-46, after a long illness. He was with the company 16 years.

James Sands, 62, watchman of the Track Dept., died 12-10-46, after a six months' illness. His service with the CSL was 40 years.

Peter Hetzel, 61, conductor from Devon, died 12-12-46, after 39 years of service with the company.

Thomas Hamilton, 62, helper from the Utility Dept., died 12-14-46, from a skull fracture. Upon his death his service with the company amounted to 25 years.

Vincent Cichowicz, 48, motorman from Blue Island, died 12-15-46, after 23 years of service.

Peter Juppee, 53, watchman at Building Dept., died 12-16-46, after an illness of a few days. He had 16 years of service with the CSL.

Arthur Helms, 50, motorman from Lincoln, died 12-14-46, after a long illness. Upon his death his service amounted to 23 years.

Joseph Galek, 59, machinist from West Shops, died 12-12-46 after an illness of a few days from lobar pneumonia. He had more than 36 years of service with the company.

Charles Frankenberger, 33, repairman from Ardmore, died 12-16-46 of a skull fracture. He had been with the company for 4 years.

Michael Maza, 57, motorman from 69th died 12-18-46 of a gunshot wound. Upon his death his service with the company amounted to 26 years.

Leonard Farber, 52, motorman from Devon died 12-19-46 after a long illness, from heart disease. He had 26 years of service with the company.

William May, 65, conductor from Lawndale, died of pulmonary tuberculosis on 12-21-46, after a three year sickness. His service with the company amounted to 21 years.

George Spathas, 60, motorman from Lawndale died 12-22-46 after a short illness of one month. Upon his death his service with the company amounted to 38 years.

John Gustafson, 63, motorman from Elston, died 12-21-46. He had 28 years of service with the company.

Patrick Creen, 65, motorman from Devon died 12-22-46 from mesenteric thrombosis, after an illness of three months. His service with the company amounted to 26 years.

George Boedeker, 47, conductor from Elston, died 12-30-46 with 20 years of service. Death was caused by a coronary thrombosis, after an illness of six days.

Daniel Gillespie, 55, motorman from Elston died 12-27-46 from bronchial pneumonia. Upon his death he had 26 years of service with the company.

Clyde McDonnell, 48, repairman from Armitage, died 12-31-46 with 17 years of service.

Daniel Fox, 45, flagman from Burnside died from a cerebral hemorrhage on 1-3-47. He had 23 years of service with the company.

Thomas McCarthy, 81, conductor formerly of Lawndale passed away 12-30-46 of cerebral thrombosis. He was with the company 42 years.

Thomas Connelly, 52, laborer from the Track Dept., died 1-9-47 of a heart disease. Upon his death he had been with the company 11 years.

Raymond Grady, 54, motorman formerly from North passed away 1-8-47 of heart trouble. At the time of his death his service amounted to 24 years with the company.

of jewels, a big baby boy. May he be a blessing to your home folks.

Many thanks to Operator Harold Griebel, and Motorman George Braham, as blood donor's to Mrs. Sesko, and any other of whom I have no information.

Life must be worth living. The cost has doubled and we still hang on.

—C. F. GREER.

NOW NO EXCUSE FOR NO NEWS

69TH

IT'S FEBRUARY, and instead of writing a sweet valentine for our best girl, we're pounding our brains in figuring ways and means how to satisfy Ye Editor. At times he laments the scarcity of news, and then again he threatens us with O.P.A. regulations. We'd better cheer up, though, because when you read these notes there will be only 320 days left to Christmas. So, on with the news: First of all we want to thank all of you for your response in dropping your news items in the box, and at the same time we thank also Janitor Tom Peters for making the box for us. . . . Conductor J. J. Noone inserted his telephone number on the trip sheet in the space reserved for the half-fares statement, and wondered what had happened. . . . Conductor Harry Hackbarth was seen loitering at the Art Institute trying to get a few pointers on how to lay a linoleum. That's an idea, Harry! . . . A likable chap, Conductor Ed Klie has taken over the duties of Board Member for Division No. 241 replacing the late G. Boedeker. . . . A costly mistake occurred to Conductor J. D. Buckley when the dentist pulled out a good tooth instead of the one with the cavity. So he lost two teeth instead of one.

Twin boys were born on Jan. 18, to Motorman and Mrs. W. Wisch. They will be named Herbert and Ernest. . . . A baby girl arrived at the home of Conductor and Mrs. J. M. Powers, making mamma and daddy very happy.

Two local nimrods, Conductors L. Balanow and J. Durchanek did not have too much luck with their duck hunting, so on their return home they decided to ambush a few chickens in the back yard of Motorman J. J. McCarthy. . . . And speaking of hunters, we never heard that deer prowling around 112th and Kedzie, but we did hear that Conductor H. Henkes mistook a billy goat for a deer on the premises of Supervisor Tom Quinn. . . . Motormen R. Cook, H. Johnson and Conductor M. Smith made the headlines in the Southern Economist when they were interviewed by the inquiring reporter on how long a woman should be allowed to talk on the phone. They all agreed that one minute was plenty.

The 69th street Federal Credit Union held an election of officers on Jan. 18. Conductor J. Costello was selected as president; Motorman R. Watt, vice president; Conductor J. Haug, treasurer; Motorman G. Mueller, assistant treasurer; Motorman S. Zuchowski, cash-



There'll be no meat shortage in the Carlson home. Motor-man Herbert Carlson (Lincoln) spent his vacation up on the Canadian border—and came back with his share of the kill. Carlson is the fellow on the right.

ier. . . . Mathematical puzzle—If it took Conductor *W. Wagner* 18 months to paint his house, how long do you think it will take *Harry Minogue* to paint his auto, with the theme color of the new streamlined cars? . . . Clerk *C. Murphey* acquired a new alarm clock recently. This odd time piece besides waking Chester up in the morning lulls him to sleep at night with soft chimes. Is the thing any good to put babies to sleep, Chester? . . .

—THE GHOSTS.

BILL BEARS UP UNDER BILLS FOR THE BEAR

77TH

BILLIE BURKE, our clerk, is so angry. Come close and we will tell you the cause. For a Christmas present he bought his girl friend a nice white teddy-bear, with a big red ribbon around its neck. Somehow she got its right front paw dirty, so she sent that nice big teddy-bear to the cleaners. She then presented Billie Boy with the bill. Billie says it's not the initial cost, but the upkeep.

Wm. F. Norgan No. 2 is the proud papa of a six and one-half pound baby girl. He was so excited, he reported for work minus his shirt! . . . Congratulations are also in order for *Ray Alford* and his wife. The blessed event being twins. How about the cigars? *Art Seloff* made a date with his best girl friend the other day, and in his excitement he was waiting about one and one-half hours in the wrong restaurant. . . . *Dispatcher Jack Krause*, during the recent cold spell, was reclining in sunny California attending the Rose

Bowl games while his brother *Supervisor Frank Krause* stayed home to operate the snow plow. Better luck next time, Frank. . . . They say *Supervisor J. J. Donovan* gets his "sweet" smelling cigars at *Goldblatt's* bargain basement. We often wondered where they came from.

Phil O'Malley was seen standing around the movie machine in the trainroom trying to collect five cents a look. He said the proceeds were to go to the Homely Homeless Streetcar Men.

Congratulations to all the boys for the good team-work during the recent snow storm in keeping the streets cleared. . . . *Supervisor John Volcart* was seen collecting string in the receiver's cage. We were wondering if he is going to make a lasso out of it so he can use it on the duck if he sees it again. . . . *T. L. Valiquet's* daughter was chosen for the lead part in "Star Dust" at Visitation School.

Have any of you noticed any buttons missing from *Anthony Egan's* vest? The reason: He has been chosen to run for Alderman of the 18th ward. The best of luck from all the boys from the 77th depot.—ROY B. MACK.

LELLINGER HAILED BY SPORTS WRITER

ACCIDENT PREVENTION

HEADLINER for February—*Jules Lellinger!* Sports enthusiasts and readers of *Frank G. Menke's* "Encyclopædia of Sports" probably have read this item already but we just learned of it—so here it is: "Jules Lellinger,

Captain of the famous Birk Bros. team of Chicago, is considered as being the greatest team leader. In 1917 the Birks won the ABC Championship and cashed in on every ABC tournament thereafter, 25 years in a row. His Birk Bros. team won their second title in 1938, when they rolled the record score of 3234. They also rolled five 1100 games during that stretch, no other team ever getting more than one 1100 game." . . . Don't say we haven't got an A-1 bowling champ at 600. Good luck at the 1947 ABC, Jules.

Congratulations, *Draftsman Osci Ludmann*. That's a right smart becoming young lady in the Cashier's Department—*Miss Jeanne Kanies*—who is wearing your lovely diamond.

Our last month's cover man *Clarence Crosswell* is now in St. Lukes Hospital. Hope you will soon be up and about, feeling fine, and back with us at 600.

A sincere welcome is extended to the following new employes: *Howard D. Smale* and *Vault Clerks Louise Stewart* and *Marge Straka*.

Congratulations are in order for *Legal Investigator Joe Zukowski* who was married on December 28 to *Miss Lillian Ryzbicki*.—AUDREY.

ACCOUNTING

SINCERE WELCOME and best wishes for success to *John P. Grimaldi*. . . . Welcome back *John Kruty* after an extended illness. . . . To *Thomas F. McGrath*, who received a new assignment January 1, go all kinds of good luck. . . . *L. J. Francoeur* lost his stepfather on Sunday, January 19.

The many friends of *Patricia Gallagher* are offering best wishes on the recent announcement of her engagement to *Robert Gerika*. . . . Congratulations and best wishes are extended to *LaVerne Hofmann* and *Edward Cole*, who were married on Saturday, January 18 at Our Lady of Grace Church.—*Thomas F. Coan*.

ELECTRICAL

WE WELCOME back on the job *Thomas Kelly* of Blue Island substation, *Paul Vachette* of 42nd and Wabash substation and *Joseph Herman* of 48th Street substation after their illnesses of several months. . . . A speedy recovery from their illness is wished for *Patrick Murphy* of 48th Street substation and *Theodore Wyncott* of 82nd and Halsted substation. . . . Our sympathy is extended to *Roman Przybysz* and family of Broadway substation in the loss of his father through an accidental death December 11, 1946.

On January 15, 1947, wife of *Steven Gecan* chief operator at Illinois substation died after a long illness. . . . Sympathy is extended to *William McDonald* of the line department in the loss of his mother who died December 1, 1946, at her home in Portland, Oregon.

Bernice Kucera has left our employment to take up her household duties. Best wishes and a happy future to you Bernice.

A hearty welcome is extended to a newcomer at Grand and Leavitt, *Harry Kight*. . . .

Congratulations to *Phillip McDermott* of Grand and Leavitt the father of a baby girl. All reports are that mother and baby are doing fine.

Lawrence Frogner operator apprentice at Milwaukee and Cleaver substation retired January 1, from active duties after 26 years service with the company, at the age of 67 years. . . . To *Ray Marshall* we wish a speedy recovery from an injury received to his foot. Ray is a lineman.—BILLY SCHENCK.

WHATEVER IT WAS SHE FELL FOR IT

MATERIAL & SUPPLIES

HAS ANYONE discovered what *Dorothy Stemberge* keeps in her basement. The matter is worth investigating as Dorothy, in her anxiety to get down there recently, forgot to use the stairs, discovering somewhat painfully that air is not quite as substantial as wood or concrete.

Word has been received from *Mr. and Mrs. Austin Craycraft* expressing their "thanks and appreciation to the co-workers of M. & S. and other departments at 78th street for their kindnesses rendered during Austin's recent illness."

This department is proud to announce the opening of "*Barrister*" *Buckley's* new law office. "Buck" guarantees a solution to any and all problems, all but his own, that is.

Before we go any further, we want to offer our sincerest apologies to little *Kathleen Mary Nagel* for making her a "he" in last month's column, and to *Grandpa Fred* who is so proud of his future long-stemmed American Beauty.

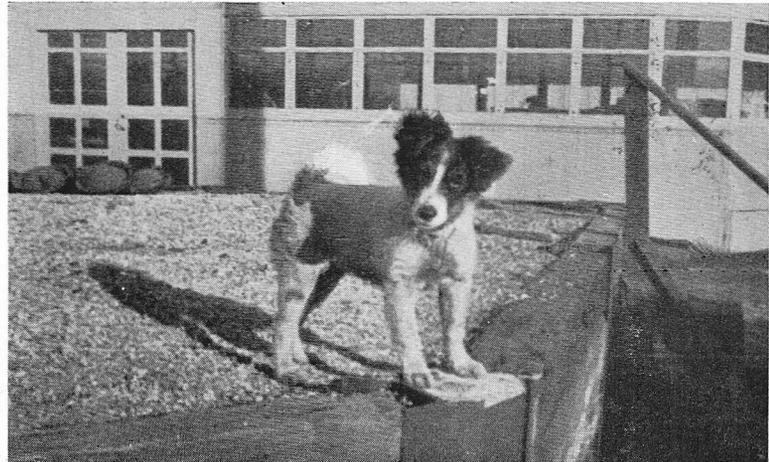
And may we close by extending a warm welcome and the hope for a happy association to *Bernard Fitzpatrick, Charles Watts, Arline Sumner, Helen Walker, and Harold Friedl.*—"DJ" CHAPLEAU.

PICTURE POSTCARDS CREATE YEN FOR SOUTH

SCHEDULE & TRAFFIC

ONE LOOK out the window convinces us that we would like to enjoy personally those picture postcard scenes of Arizona that we have been receiving from *Gene Lukes*. We hope that your sojourn is helpful to you "Gene". . . . *Bob La Voie* is about convinced that there is a housing shortage after spending two weeks looking for a suitable place to set up home-making.

Eugene Jania is the name of that tall traffic checker you have been noticing on the corners. He has just recently returned from the Army of Occupation in Germany. . . . Warning to all persons. Any one seeing an airplane flying



Queenie is the proud ruler and "relief watchman" for M. & S.'s Store-room 15 at West Shops. She makes her home in Stock Clerk Barney Nimkavage's trailer office and worries stray cats (right) in order to improve her technique on chasing intruders. However, her latest accomplishment has been the mothering of three newborn kittens discovered under a stockpile.



rather unsteadily must remember that perhaps it is *Eddie Thompson* getting in a little practice in the art of flying.—L. C. DUTTON.

UGH! HEAP BIG INDIANS— NO GOT LITTLE NAMES

WAY & STRUCTURES

TRACK DIVISION—After struggling through the spelling of northside streets named after Indian tribes, such as Winnebago, Menomonee, Mohawk, etc., *Frank Beshk* threw down his pencil and hollered, "Didn't they have any Indians named Smith or Jones?"

We found out that *Mike Donahue* of the surveying crew has a secret ambition to be a "fire-fighter." He especially enjoys climbing those high ladders. He says that you get a better view of what's going on when you're up there.

"Did you miss the bus, sir?" asked *Phillip Rochon*, (central division, welder helper), of a puffing gentleman on the street. "No," came

the reply, "I'm mad at the bus driver, so I chased it out of the depot."

B. Vind and *Clay Collins*, members of the central division welding crew, were both recently injured by an automobile. They are both back with us and feeling fine. . . . Some culprit who evidently collects watches as a hobby entered *Harry Hosang's* home as his wife stepped out to store, and left with Harry's, *Mrs. Hosang's* and their children's watches. The thief also took the children's bank and radio. Harry is a member of the southern division welding crew.

UTILITY DIVISION—We had an unexpected visitor whom we haven't seen in quite some time. It was *Chauffeur William Peschel* who is on retirement and is now making his home in the country, down in Indiana. Bill and his wife have a cozy little spot and with it a very modern and up-to-date poultry farm. He informed us that the last two seasons have been very profitable as well as enjoyable.

Good luck and best wishes go to *Wreck Helper Anthony McGill*, who has left our department to take over his new duties with the Chicago Fire Department.—BETTY LHOTAK.

SOCIETY OF CRADLE-ROCKERS BRINGS BRIGHTNESS TO DULL MONTH

FEBRUARY is usually noted as a dull month but we certainly disagree at the West Shops. Smiles, smiles and more smiles are seen around here. We can't blame the boys for beaming from ear to ear as they are brand new papas. The boys rocking the cradle these days are as follows: *Mario Mariano* of the truck shop is the proud papa of a girl. . . . *John Durdovitch* is holding up fine after taking a lot of ribbing in the armature room. John became the father of another girl which makes four in all. . . . *Joe Sanders*, armature department, has one more son to add to that intended ball team. . . . *Peter James Foy* is the latest offspring of *Pat* and *Mary Foy* of the truck shop and made his debut the 19th of January. . . . Last but not least, *Eddie Hess* of the office became papa of "*Don Scott*". . . . "*Eddie Evans*," our machine shop clerk, is planning on getting married in the fall. In the fall of 1962, that is. What about you *Mr. Johnny Schwartz*? . . . Now that we have concluded our list of blessed events that are, and a blessed occasion to be, we still have one vacationer in our midst. *Mr. Ralph Martz* of the drafting room just completed his two weeks with plenty of rest and sleep in the City of Chicago.

Quite a bit of excitement went on at the Bowling Alley this month. One of the teams needed just one strike to beat the other, and *Mary Crosby* came through perfectly too. If the girls sound hoarse, its just from sheer happiness that made them lose their voices. Quite a thrilling play for them. Keep up the good work. *Mr. Forsythe*, a recent visitor at the Bowling Alley offered cash prizes to the highest score. *Josephine Klockowski* won for the Girls Team and the *Bus Garage Team* won for the Men's Division. By the way, it sure is a pretty picture to see all the girls and boys in their new shirts and blouses fitting for the occasion. Everyone is invited to come out and watch the game.

We received a card from *Geo. W. Fairbairn*, of the machine shop, who was a shut-in at the Walther Memorial Hospital. . . . Also, a speedy recovery is wished for *Edna May*, daughter of *Johnny Burke*, of the drafting room, who is being treated at St. Ann's Hospital.—EDA LAUBE.

Off the Trolley

Come March 1 the American Red Cross launches its 1947 fund campaign. Supporting the Red Cross is supplying help not only for members of the armed forces and veterans, but for children in battle-swept lands and for people in United States in disaster-ridden communities. About one-fourth of the current budget has been allotted to overseas services for our armed forces.

★ ★ ★

If you had \$17,000,000 and we had but a single dollar, would you bet your fortune against our lone dollar that you could toss a half dollar into the air and catch it as it dropped? It isn't likely that you would. . . . Perhaps you think no one would take such a chance, but dozens of Americans do it—only they wager years against minutes. . . . The average adult at 35 years of age has 17,000,000 minutes yet to live. Everytime he takes an unnecessary chance to save one minute, he wagers all his remaining years. When you gamble on safety, always remember *you bet with your life*.

★ ★ ★

The Greater Chicago Safety Council is celebrating its twenty-first anniversary, having "attained its majority" on January 15. Among the first officers and organizers of the group in those early days were *Homer E. Neisz* of Commonwealth Edison, who acted as chairman, and *Victor T. Noonan* of Chicago Surface Lines, vice-chairman.

★ ★ ★

If you notice an inflated appearance about the trainmen operating the Madison-Fifth Avenue cars, it may be due to a recent commendation letter, which said: "In the twenty-odd years that I've been riding Fifth Avenue streetcars I have yet to encounter a crabby or ill-mannered conductor or motorman on this line. What do you do, send all of the best behaved employes to the Fifth Avenue line?"

A word of advice that will meet with the approval of all motormen given to motorists in a recent Greater Chicago Safety Council release. "Keep off streetcar rails," the release advised, since they are treacherous when wet or icy."

★ ★ ★

But "there's no place like home—for safety hazards." Prime hazards are skates and toys forgotten on stairs, rugs with upcurling edges, icy steps, careless techniques of getting in or out of bathtubs or of mounting ladders and chairs to hang curtains. You're safer on a streetcar.

★ ★ ★

*I crept upstairs, my shoes in hand,
Just as the night took wing.
And saw my wife, four steps ahead,
Doing the same darn thing!*

★ ★ ★

Twenty years ago there was a little shaver running around the home of *Jerry Blake, Sr.*, from North. Little did he realize that someday in the future he would be taking orders from *Junior*, instead of giving them. *Jerry Blake, Jr.*, is now a clerk at North. Just goes to show you that life is fully of funny tricks.

★ ★ ★

COVER PHOTO—By *Louis C. Williams*.

Barter and Exchange

WANTED

FLAT—five rooms, for family of four. No small children or pets. Phone Van Buren 6000, Truck Shop or Leo Coduti, Phone Bel. 9221.

FOR SALE

FIRESTONE TIRE—1 new 6-ply and 2 new tubes 650-16. Best offer. V. Hulthen, (77th) Badge No. 13422. Call SAGinaw 0967.

OVERCOAT—CAP—Size 44 CSL short coat, and cap size 7¼. Good as new, worn about three months. Call PALisades 6702; Geo. Briqnac, West Shops.

MECHANICAL DRAWING SET—Weber-German make, Art Burry, steam fitter, at West Shops. Call Van Buren 6000.



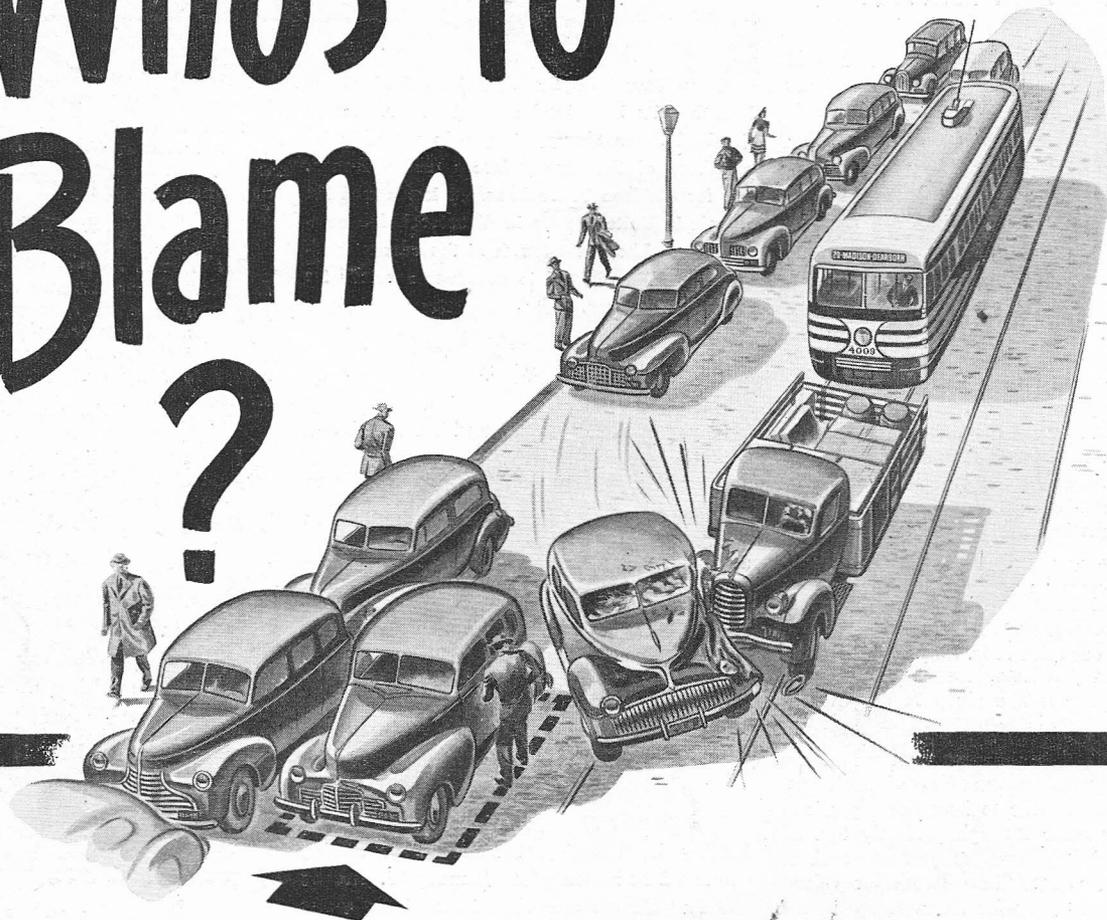
A PUBLICATION BY AND FOR
CHICAGO SURFACE LINES EMPLOYEES

231 South LaSalle Street, Chicago 90

William H. Bromage.....Editor

John H. Fisher.....Associate Editor

Who's to Blame?



DOUBLE PARKING CAUSES MANY SERIOUS TRAFFIC ACCIDENTS

It's not always the actual participants in traffic collisions who are mainly at fault in these accidents. Many times it's the driver of the "double-parked" car who should be blamed for injury and damage!

This dangerous practice of parking two-deep from the curb costs Chicagoans heavy loss in time, money and personal injuries. It stalls other traffic — disrupts working schedules — and breeds

public tolerance of other traffic-rule violations.

Let's all help cure this "double-parking" evil by a careful observance of Chicago's parking rules. By keeping traffic lanes clear we'll speed city transportation, reduce accidents, and prevent loss and inconvenience to thousands of busy people!

Parking laws are made for everybody's protection and benefit. Help enforce their observance — and profit accordingly.



CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE