

The American Red Cross

Carries on

Give!

N.C. WYETH

Surface Service

MARCH 1947

"OPEN THE DOOR, RICHARD"



Open that door, Richard. They've got the money—and you've got the space. Why don't you let them in?



Open the door, Richard, that's his overcoat. You don't want it, so how about letting him keep it?



Sure, open the door, Richard, and let your passengers off—but let's wait until the car stops. In the army it may be pleasant to "fall out," but not from a streetcar.



Open the door, Richard, and let the cool breezes in—when it's summer. But when the mercury takes a tumble, how about remembering that your passengers don't all wear red flannels?

A Gentleman Who Knows How to Think

*Praise Is Given for the Men who Exercise
Judgment and Have the Interest of the Public at Heart*

MOTORMAN LOUIS JORDON—North

"The temperature was five above and finally along comes a streetcar piloted by a gentleman who knows how to think and also has the interest of the public at heart. Not only once but three times did he stop to let passengers catch his car so they would not have to stand in the cold," said Mr. Harry M. Hanson (address not given).

MOTORMAN FRANK PIENTO—Division

Mr. Frium, 208 S. LaSalle, "would like to commend this motorman for waiting for a woman who was running for the car when the streets were so icy."

OPERATOR JAMES HALL—Lawrence

"I wish to compliment the young operator on the Irving Park Rd., line who turned in my purse last week," wrote Mrs. A. F. Holtorff, 4051 Pittsburgh.

CONDUCTOR RAYMOND STRATTON—Elston

Mrs. P. A. Richardson, 3828 N. Keeler states that while paying her fare an expensive handkerchief was blown from her handbag. The conductor immediately stopped the car so that she could retrieve it.

OPERATOR JAMES DALY—77th

Mr. Staley, 10706 Langley Ave., thinks that this operator should be commended for quick thinking. He noticed an auto was on fire, stopped his bus and quickly put the blaze out with the fire extinguisher.

CONDUCTOR FRANK CHRISTENSEN—Cottage Grove

"We wish to express our gratitude to one of your men for the recovery of a laundry bundle," wrote R. Jones, Monarch Laundry Co.

CONDUCTOR JOHN NICOLAI—Devon

M. W. Sherwood, 1901 Farwell Avenue, wrote "he was exceptionally courteous and solicitous of the passengers convenience and safety, cautioning them when alighting and making sure that they were safely landed before closing the door."

OPERATOR JOHN APPLE—77th

Mrs. Wm. Smith, 9134 S. Marshfield, wrote "he was very witty and patient, and as a result had everyone on the bus laughing and talking to one another."

CONDUCTOR FRANK STEINMETZ—69th

"He left his car and helped a blind man across 69th on Racine Ave., which was considerate of him for the streets were very slippery." Wrote Mrs. Bertha E. Nachol, 6837 S. Walcott.

CONDUCTOR STEPHEN REPASKI—Kedzie

"He had every one in the car in a laughing mood . . . but he never slipped up on calling the next stop. He was helpful and courteous to all passengers," wrote Mrs. A. F. Briglitbill, 3556 Congress St.

OPERATOR WILLIAM TAYLOR—Cottage Grove

"He waited the few seconds necessary for me to reach and board his car, saving both my time and the necessity of standing in the inclement weather. On many occasions I have noted the uniform courtesy and consideration with which he treats his fares," asserted Samuel E. White, 4350 Forestville Avenue.

CONDUCTOR JOHN FITZMORRIS—Kedzie

Mr. James A. Beirne, 1910 Warren Blvd., commended Fitzmorris "for taking the trouble to announce the various streets. . . . He is a good example of one of the unknown good public servants."

OPERATOR EDWARD WROBLESKI—Archer

"When I boarded his bus I asked where I could make the car connections that I thought I needed. Then because I still did not understand that the bus itself was going to my destination I asked the driver several further questions all of which he answered with unfailing politeness, showing a real interest in seeing to it that I would get off at the right place," wrote Miss Dora Hirsch, Hotel Windermere, Apt. 1214, Hyde Park Blvd. & Jackson Park.

FRONT COVER

*Once again the magazines
of the country devote their
March covers to the promotion
of the Red Cross Drive.*

March Is Red Cross Month

Through Payroll Deductions CSL Employees

Take Part in Annual Drive for Funds

DURING March the American Red Cross stages its annual drive for funds. This worthy organization is supported entirely through voluntary contributions,

most of which are made during this annual spring drive. The employes of Chicago Surface Lines were again given the opportunity this year

to make their contributions through convenient payroll deductions.

The greatest part of the activities of the Red Cross are devoted to members of the armed forces, veterans and their families, and hospitalized veterans. Approximately 70 per cent of the funds received by the Red Cross are used for these activities.

Equally important is the aid provided by the Red Cross Disaster Service. Every week throughout the year disaster strikes in some part of the nation, and the Red Cross is always on hand, providing food supplies, shelter, and nursing care.

Employes who wish to contribute to the campaign and have not already done so should make arrangements to sign the payroll deduction form supplied by the company.

Citation for Outstanding Achievement

Chicago Surface Lines Employes

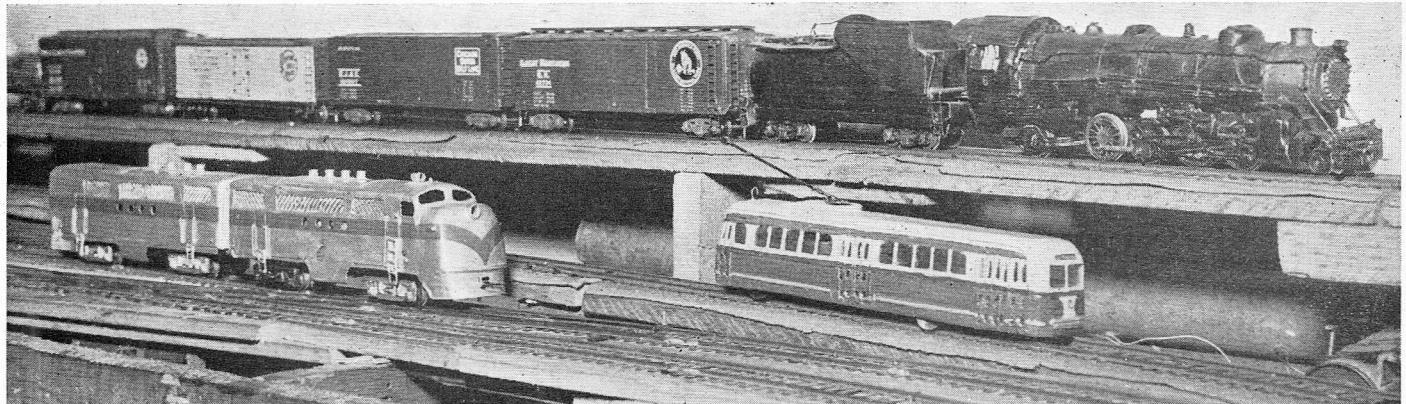
For meritorious civic service in
behalf of 192 of Chicago's health and
welfare agencies and the U S O during
the 1946 Campaign of the

COMMUNITY FUND OF CHICAGO, INC.

*J. H. Bauer
President
Franklin J. Tuba
General Chairman*



AT LEFT—Citation recently presented by the Community Fund of Chicago to CSL employes in recognition of their outstanding participation in last fall's drive. Total contributions from CSL employes amounted to \$21,500.



All Aboard, for the Lazy River Railroad

AS A BOY Les Gaskill (Kedzie) traded everything in his pockets for anything that pertained to miniature traction or railroads. This early boyhood trait led to the founding of the "Lazy River Railroad" in 1933. The name is registered in the office of the Coordinator of Model Railroad Transportation in Milwaukee, Wisconsin, and symbolizes Les' collection of 250 miniature transit vehicles and some 300 feet of miniature rail.

Included in this system is a fleet of five CSL streetcars. These are built to scale, allowing from one-eighth to one-quarter inch for each foot. Each car is fully equipped with trolley, seats, steps, and controls. Two of the cars have miniature railway motors and operate on a stretch of track that is equipped with trolley wire.

Most recent addition to the CSL division of the Lazy River Railroad is an open trolley car which is a replica of an 1899 model originally owned by the North Chicago Street Railway. All the cars are painted according to the original color schemes of the CSL cars.

The Lazy River Railroad proper is a network of three main tracks and a

storage yard of six tracks, including a loop track which is used in leaving and entering the yard when the three standard passing tracks in the yard are blocked.

Track, and More Track

Better than 200 feet of track are in the setup, fastened to an oval plywood table which extends around the entire room. Les has an additional 100 feet of track stored away because of lack of operating space. Originally this was part of a complicated setup he and a friend

had installed jointly in a garage and back yard.

The trains are operated from a master control board and a yard control board which are fastened to the sides of the table holding the track. There is a total of 15 switches—including two scissor crossovers and one "double slip"—in addition to forward and reverse controls, automatic coupling controls, and semaphores. The control boards also actuate the automatic relay, which eliminates any collisions if a lead train

(Continued On Next Page)



As shown by the ruler, the cars in the CSL division of the Lazy River Railroad average a little over six inches in length. Most recent addition is the summer car in the center. At present, only the smaller PCC car is equipped with a motor.

They're not the real McCoy, but some of Les Gaskill's carefully built models, scaled one-eighth of an inch to a foot! And they all run (the tiny trolley wire is just barely visible along the upper track).

stops, by delaying any train which may be following on the same track.

Underneath the table is a maze of wires conveying power from small transformers to the miniature mechanisms. The multi-colored network is a puzzle to anyone but the master of the system.

Les Gaskill's complete collection includes nine engines, all motorized. A recent addition is a replica of the streamlined Santa Fe Chief with its full train of cars, including a solarium observation car. There are some 190 freight, cattle, and gondola cars in the assortment, every piece of which was built by Les. It usually takes at least two months of his spare time to build a car.

During this fourteenth year of his hobby, Les is one of several men organizing a small-gauge railroad club in Garfield Park Field House. It is planned that there will be track and switches for all members who want to bring their rolling stock and run it cooperatively.

—JOE SMITH

Sailor Turned Landlubber To Take It Easy

WHEN Charlie McKiel was a boy up in New Brunswick, Canada, he had no intention of being a streetcar conductor. He was to be a sailor, from a family of sailors. At the age of 20 he was a first mate on a sailing vessel, the *Glenara*, and cruised up and down the east coast. Then, in 1888 he made a trip to Chicago to visit one of his brothers,—and since then the only sailing he has done is up and down Clark street as a conductor on a streetcar!

The youngest of a family of six, Charles Henry McKiel was born 86 years ago. It was in 1890 that he got his first job on the old cable cars. Now, he is retiring with 57 years of service to his credit.

Taking things easy is not going to come naturally to Charlie. He has always been on hand at the station, no matter what the weather. And his gardening activities are as well known as is his sense of humor.

Besides devoting more time to his invalid wife, he will be able to devote more attention to his principle hobby—his ten grandchildren and eight great-

GIVE an Idea — GET an Award

NO MATTER how bright the idea may be, if it isn't put into some sort of action it'll never make anyone money. So members of the Shops and Carhouse departments aren't wasting time these days when it comes to using the Suggestion System.

Anthony Nutile and Ray Sutherland, automotive machinists from West Shops bus overhaul found that it was worth \$270.00 to them to send in an idea. They shared equally in the award, earned by adapting certain parts of a Tobin-Arp line boring machine for use in boring and sleeving the brake cam support on buses. One great value of this suggestion is that it reduces considerably the time that a bus is in the shop.

Joseph Repplinger, also an automotive machinist at West Shops bus overhaul, received \$20.00 for suggesting that a drain hole be drilled into the housing of the Bendix drive on gas buses so that the drive can be flushed with solvent when it sticks. Previously it was necessary to remove the starter in order to

grandchildren. He has presented most of them with complete collections of pennies which he accumulated from time to time, and is constantly compiling scrapbooks of items which he feels might interest them.

Perhaps he will have more time to tell them stories of his experiences on the early electric cars—of the Eastland

clean the mechanism. This is Repplinger's second accepted suggestion.

It meant \$15.00 extra to *Carl J. Schultz*, automotive machinist, West Shops bus overhaul, when his suggestion was accepted that a trunnion with a left-hand thread be used on the left side of the flywheel housing on certain gas buses to keep them from loosening.

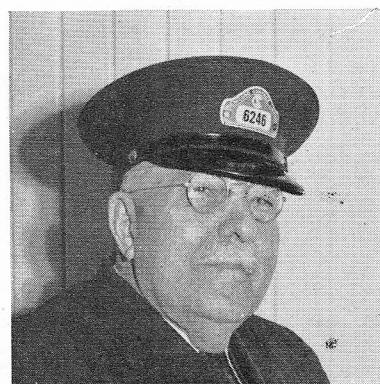
Ten dollar awards were made recently to *Matthew Schultz*, bus repairman at 77th; *Jim Lezatte*, automotive machinist, West Shops bus overhaul; *Dennis Barrett*, assistant foreman, North Avenue; *William Westphal*, bus repairman, North Avenue; *Charles Shreeve*, bus repairman, North Avenue; *Andrew McCarthy*, car repairman, 77th; *Harry E. Johnson*, armature winder, South Shops; and *K. Kaveckis*, car repairman, Burnside.

Awards of five dollars each have been made to *John Hickey*, carpenter shop foreman, West Shops; *Joseph Siwek*, laborer, West Shops truck shop; *Elray Blake*, painter, West Shops (he has earned two previous awards), and *Stanley Cibula*, specialist, West Shops machine shop.

disaster, which he witnessed, or of Chicago Day at the 1893 World's Fair, when the cars were so crowded he had to climb up on the roof to collect fares. Or Charlie might go back further and tell of his sailing days—of the shipwreck in the Bay of Fundy. The ship, with sails set, was caught between a high wind and the outgoing tide. Tossed on the rocks, it was punctured, and Charlie spent the entire night up to his waist in cold water, helping man the pumps.

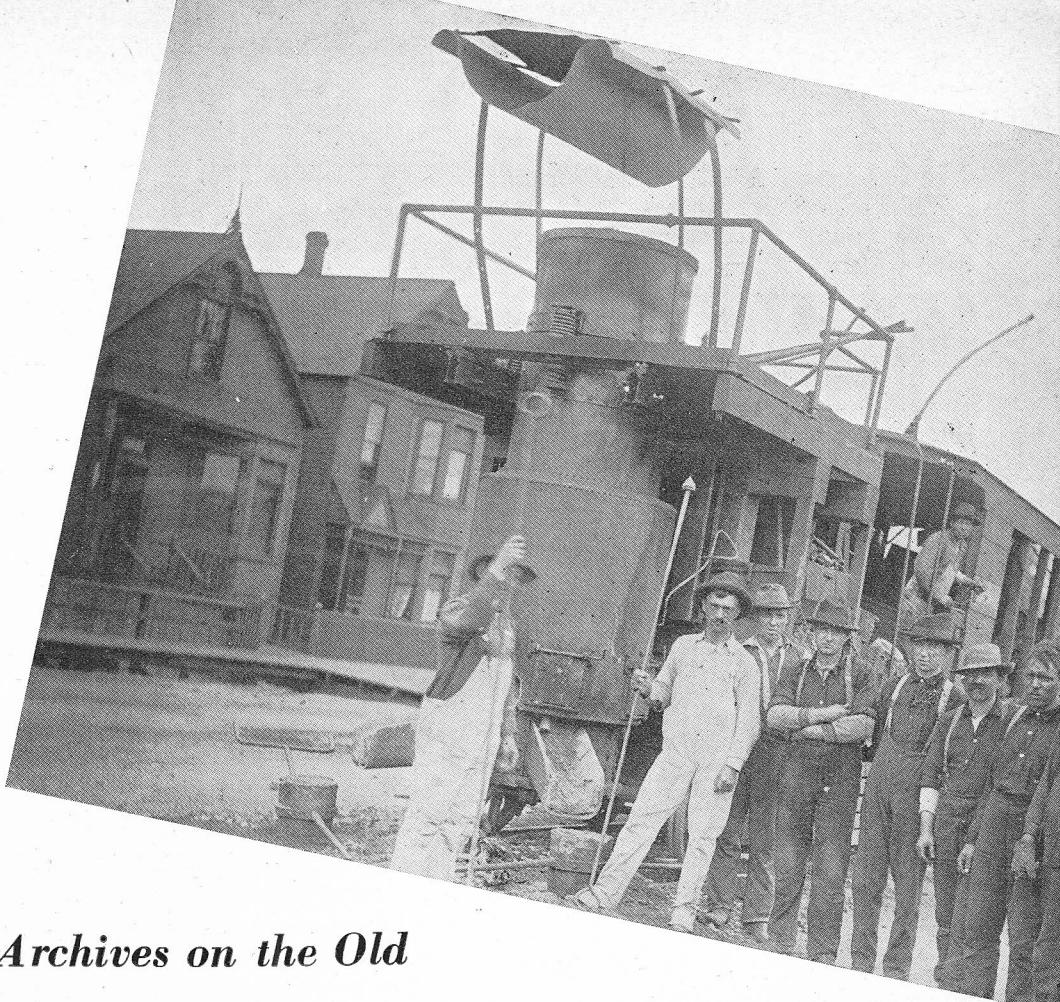
There is no question but what Charles McKiel will make the same success of his retirement that he has of his job as conductor. Always interested in people, he held that if you "treat the public with kindness you won't have any trouble. It pays to be courteous to everyone, because 90 per cent of the people are first class. So control yourself, and don't be like the other ten per cent."

At the time of his retirement, Charlie was the company's oldest full-time employe.



Charles McKiel
Sailor, Gardner, Conductor

There's Life in the Old Joints Yet



*Here's One from the Archives on the Old
Cast Welds which Are Still To Be Found Around the System*

WELDING RAIL JOINTS in street railway tracks was not always the comparatively simple operation that it is today with our modern thermit weld. Grand-daddy of all welds was the old cast iron weld, which required both time and a polished technique. Although its general use was discontinued long ago, these welds, still in perfect condition are still to be found around the system.

Commonly known as the "Falk" joint, the cast iron weld was the original type of welded rail joint. It was first used in Brooklyn in 1890, and was introduced in Chicago some five or six years later.

Principle piece of equipment for cast iron welding was the cupola car, which was not pretty to look at and was in reality a small iron blast furnace mounted on wheels.

An electric motor car was attached to the cupola car to move it along the tracks. To operate the cupola, a fire was first started in the bottom of the

cupola with wood, then coke was added. When the coke became red hot a charge of 50 per cent soft pig iron and 50 per cent good machinery scrap were added, together with 500 pounds of one-inch limestone. The cupola was designed for continuous operation, four charges being in process of reduction at one time. An electric blower provided the forced air draft necessary to melt the charge and the coke held up the charge so that the molten iron could drop to the bottom of the cupola, where it was tapped into ladles when the molten metal reached a white heat.

In the meantime the rail joints to be welded were opened up and prepared, molds being applied. The molds were painted, usually once a day, with plum-bago (graphite) to prevent the molten cast iron from sticking to the sides of the molds. Ladles were provided for

ABOVE PHOTO — Principle piece of equipment was the cupola car—a blast furnace on wheels.

carrying the molten metal from the cupola to the rail joints, each ladle holding from 200 to 250 pounds. Each ladle was supported at the center of a long iron bar with two cross-pieces at the ends for carrying, three men being required for each ladle, one of the men tipping the ladle for pouring the molten cast iron into the molds.

Most of the welding was done in the day time as the best results could be secured with the better light; traffic conditions permitted this day time work since the traffic in those days was much different from what it is today.

The design of these cast welds was all-important. If too little metal was used, the joints broke; and if too much, the rails were over-heated, or burnt, and cupping in the heads of the rails soon resulted with consequent failure of the weld.

The cast iron weld made a very good joint with the lighter rails used in that

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period. Its use was discontinued because of the increase in height of rail to nine-inch with a corresponding increase in the weight of the rail. With heavier rails, necessitating a heavier weld, the temperature of the rail became too hot, thus preventing good welds.

Many thousands of these cast welds were used in Chicago and some of them, still in perfect condition, are to be found on the Calumet's tracks where the original rails are still in place.

In 1907 the Lorain electric resistance weld was put into general use in Chicago, although the Calumet and South Chicago Railway continued to use the cast weld until 1914. In 1920 the electric seam welded joint was in use, and in 1924 use was made of the thermit weld, which by 1928 was used in all construction work and has now superseded all other methods.

WHAT THEY SAY ABOUT US

Convenience Plus

MISS P. FORGIE, 2157 Touhy, wrote "to express my appreciation of the Touhy-Ashland surface bus line. Its extreme convenience is enjoyed by many people. . . . But most of all I would like to comment on the very courteous and pleasant drivers that are employed on this line. Their attitudes are very friendly and it makes a journey on your line very enjoyable."

The Courtesy Line

THAT the fellows from Devon who are on the Touhy line are doing a good job is also testified by Miss Harriette A. Egger, who failed to supply her address. "I would like to take this opportunity to congratulate you on the selection of the bus drivers running your Touhy avenue line," she wrote. "We call it the Courtesy Line, and it deserves that title."

Worth The Price

"MY FAMILY and I just returned home on one of your new streetcars, which are a swell credit to Chicago," wrote an individual who preferred to be known as 'An-Everyday-Rider-To-the-Loop.' "We rode only a short distance but were glad to pay the price."

INQUIRING REPORTER

QUESTION: *What in your opinion is the most important thing for a trainman to observe in order to help prevent accidents?*

MOTORMAN ALBIN JENSEN—"I would put alertness as most necessary, plus team work with the fellow on the other end of the car. Then, by being fair with all concerned and having proper judgment, one should win the day."

MOTORMAN EARL GANSHAW—"The prime cause of accidents, I think, is lack of courtesy to fellow workers and others. If all individuals would strictly observe our traffic ordinances many an accident would be averted."

CONDUCTOR ERNEST JOHNSON—"Our work calls for the utmost alertness, and complete cooperation between the conductor and motorman. . . . A conductor can tell which passengers need assistance, and talking with the motorman through the use of bells helps considerably. Giving intending passengers a break when they come running with that 'do-or-die' effort to board the car requires the cooperation of both the

THE PLACE: *Limits Station.*

REPORTER: *Charles E. Ritter.*

motorman and conductor. . . . Keeping proper schedules lightens your work, to the comfort of your passengers."

MOTORMAN ELMER HAWKINS—"I always check my brakes and see that the sand runs, then I know if I have good tools to work with. . . . Always keep your stopping distance behind vehicles and never try to beat traffic. Both sides of an intersection are dangerous. . . . Always try to give the other fellow a chance, even if he doesn't give you one. Remember that pedestrians sometimes change their minds, so try to figure out what the other fellow is going to do."

OPERATOR T. J. MADDEN—"I think the most important thing is to respect the rights of your passengers. Then, to avoid accidents, never rely on the other driver and never take a chance. Always check your equipment before leaving the depot. And then smile!"



Albin Jensen



Earl Ganshaw



Ernest Johnson



T. J. Madden

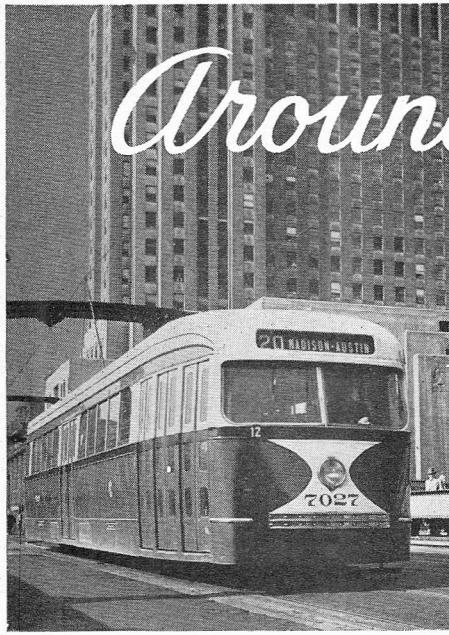
Alertness, Courtesy, Cooperation, Respect



BE A TROLLEY PILOT

GET INTO WAR WORK

**IF YOU'D LIKE TO HELP US PROVIDE THE
FIRST STEP IN WAR PRODUCTION FOR MOST OF
CHICAGO'S WORKERS, APPLY TODAY AT OUR
CLARK AND DIVISION STREET EMPLOYMENT OFFICE**



Around the Car Stations

CALLING ALL YOUNG MEN! SPRING'S AROUND CORNER

ARMITAGE

SPRING will soon be here, don't miss it. Sorry fellows that this column is so short this month, but your scribe has been in dry dock for three weeks and is still at home under the doctor's care.

I don't know exactly how old *Bert Heineman* is, but it has been hinted that as a boy he had a dinosaur for a pet.

Mexico, and Spain have matadors that throw the bull, but here in Chicago we have aldermen. Speaking of aldermen, did you vote last month? Well don't forget to vote next month.

Now it can be told: It has been reliably reported that *Scotty MacMillan*, has a sign in his bathroom that read "LS/MFT" meaning "Leave some money for towels."

Don't forget, this month is the annual Red Cross drive. They are still doing very creditable work.

That's all for this month, hope to be back on the job by the time you read this.—TED SHUMON

IF YOUR TEMPER'S GOOD IT'S NOT DUE TO WEATHER

BURNSIDE

MARCH! The month in which we bid "Adios" to winter. The month in which we greet the long awaited springtime. We just mentioned this so that our readers would know that spring arrives, officially, this month. There probably won't be a great deal of change in the weather, though, just the same

old snow, rain, and slop that we always get this time of the year.

Even as we are tired of the long winter, and our nerves are jumpy and our tempers are none too sunny, so are the tempers and nerves of our customers. If the winter has been long and trying to us, it has been just as long and miserable to those around us. So—it is part of our stint to carry on, keep on doing what we can to get through the day with as little friction as possible. Keep smiling and cheery. Return pleasantness for grouch because we all know that a smile at the right time is worth a whole sackful of growls any time.

Conductor Chas. McGoldrick had the misfortune to receive some quite painful injuries while at work recently. We hope that by the time he reads this he will be fully recovered and back on the job.—"FURGIE."

TWO OLD-TIMERS

RETIRE THIS MONTH

DEVON

HAVE BEEN on the sick list for over a month so haven't been able to gather any news. *Charlie McKiel*, the oldest conductor at Devon took his pension and so did *Louis Karnet*. On the back of the February magazine there is a picture showing the hazards of double parking. That set me to thinking of the drive they had in 1934 here in Chicago. *Safety Chairman Commissioner Leslie Sorenson* had a map of the city in his office. Each block was marked off and whenever an accident happened and somebody was injured, a flag was put on the map indicating the exact spot. If somebody was killed, the flag was a colored one. This concentrated drive only lasted about three or four months.

Streetcar pilots have to be on their toes every minute to avoid accidents and protect their passengers. I am only a little "spoke in a big wheel" of transportation, and I only hope that no flag will ever be necessary for a member of my family on those city maps. We must all be extra-ordinarily careful.

Be seeing you next month, and I hope, I'll be back to work soon, so I can gather some real news. Help me out on it, huh?—CHARLES SAKLEM.

FATHER TO THE RESCUE,

NOW RESCUE FATHER

KEDZIE

THE YOUNG *TOM McMAHONS* were playing in the construction that is going on near their home. *Mrs. Mc* called them for dinner and they tarried. Tom, who is punctuality personified, lit out to get them and on the way into a half-finished building he fell from a scaffold into a seven foot hole. From there he was taken to St. Anne's Hospital with lacerations, compound fracture and general breakup. *Joe Micelli* is in St. Anthony Hospital and no worry about the wayward cartilage in his knee. It has been removed.

Top of the morning to all. Most germs just look at me and go away, but one more enterprising, stronger specimen took a chance and put me to bed. Hope the rest of the "flu" microbes colony didn't hear of his success.

A patch of icy pavement slid under *Paul Rosenstrater's* foot causing him to fall and sprain his back, putting him out of action for two days.

While *Charley Holton*, was fixing his front porch after returning from foreign service, door-to-door-salesmen sold him three daily newspapers, with insurance, two sets of ladies magazines, a box of soap, a can-opener and a set of books.

Jim Reynolds, is tied for the checker club championship at the Y.M.C.A. with the two-time Iowa State Champion. Reynolds also tied that gentleman in two individual games during the tournament.

Cliff Gaylord, is quartermaster and *Sam Casselman* is committeeman for the depot in the newly chartered post (Chicago Surface Lines) of Veterans of Foreign Wars.

Must be something magnetic about this marrying business: *Mike Shanahan* (of the Sandy Eye Shanahans and not a relation to (*Daniel, Himself, Shanahan*) is marrying *Jane Gilboy* on April 19.

Bill Rafferty, son of Motorman *Bill Rafferty* and recently named the "Masked Marvel of Harrison Street" is marrying *Conductor Ed. Cook's* daughter. . . . *Tom Dressler*, the Air Corps Observing Dressler, son of Credit Union board of directors, repair department trouble shooter *Art Dressler*, will be observing his first month of marriage about the time this is

in your hands. Art almost missed a necessary shopping tour for the wedding. ('Twas neck scratchers and tails y'know.) . . . *Ed Schneider* has succeeded in engaging the St. Phillips' gym for the unlimbered muscles of the depot. They even have a machine for relieving being muscle-bound between the ears. One night a week the gym is all yours.

Charley Seebock, Bill Larson, Ted Heffernan and *Paul Rosenstrater* were doing business back in the Credit Union office. Ted Heffernan was first to leave and absent-mindedly locked the door on his way out. The door is locked or unlocked from the outside only. Charley, Paul and Bill made a great trio of roaring bulls when they called for *Alex Bambocino* to let them out.—JOE SMITH.

WHAT WILL THE WELL-DRESSED MAN WEAR?

LAWNDALE

THE FIRST SIGN of spring will be the inauguration of *Chief Clerk Charley Karshnik's* '47 array of shirts and "Dapper Dan" Cusack's selection of lurid neckwear. What will they have for us this year? We can hardly wait.

Your correspondent, who was scooped on the birth announcement of his own daughter, *Karen Lynn*, by *U. L. Scribe Jim Brogan*, had her christened March 2.

Operator Jack Kalka received a huge box of cookies and a note of appreciation signed by eight girl passengers. Jack is a good operator, friendly, courteous and looks like *Don Ameche*, which may have some bearing on this case.

Our bowling team is right up there with the leaders at last reports, being tied for first place. *Morry Barrett* borrowed *Ed Kulpit's* ball and says that it is working like a charm.

If Lawndale should win the tournament, Kulpit should be credited with an assist, anyway.

Harry Parker has them coming and going. He brought his wife home from the hospital after an operation and sent his two children for tonsillectomies the same week.

Operator and Mrs. Frank Davis had their portrait painted by a Rumanian artist recently.

Girl babies have been arriving on all sides recently with the *Bill Murphys*, *Art Davis*, *Lou Ross'* and yours truly all greeting little sisters.—BILL FEILER.

HUMAN LIVES ARE IN OUR CHARGE

LIMITS

THE APPALLING number of dead and injured from transportation accidents the country over brought about by the exceptionally hazardous winter weather conditions which February has so far brought us has undoubt-

edly made every transportation man with human lives under his responsibility more alert and cautious than ever. . . . It would appear that the Chicago Surface Lines men deserve commendation for carrying the large populace of Chicago over the treacherous streets with comparative safety since the crippling sleet and snow blizzard of January 29 and 30. . . . We have no reports of any serious accidents among the men of the Limits station, nor passengers handled by them, since

the last issue of our magazine. . . . It meant not only staying on the job in the severe cold, but many of the men did two days work in twenty-four hours in order to keep track-clearing equipment in operation.

Our old friend, *Conductor Tom Fry*, who transferred to North Avenue station, met with a painful accident which has him confined in St. Joseph Hospital. While raising a step to clear an obstruction he fell and fractured his ankle, but is progressing satisfactorily.

How to Avoid Saving Money

by DANNY KAYE



First, cut off all your pockets. By carrying your money in your hand you will—1. spend it, 2. lose it, 3. get it taken from you—quicker! Also avoid piggy banks and sugar bowls. The kiddies are victimized by such devices, often saving quite a bale of moolah. And shun budgets! Just buy anything you don't particularly hate.

Above all, don't buy any U. S. Savings Bonds—for, if you do, it's impossible not to save money! These gilt-edged documents pay fat interest—4 dollars for 3 after only 10 years! There is even an insidiously easy scheme called the Payroll Savings Plan by which you buy bonds automatically. Keep it up and you may even find yourself embarrassed by a regular income!



Danny Kaye

SAVE THE EASY WAY...
BUY YOUR BONDS
THROUGH PAYROLL SAVINGS

Contributed by this magazine in co-operation
with the Magazine Publishers of America as a public service.



We are grateful for no more mishaps and are glad to see back some of the boys who had been laid up, one of these is *Conductor Harry Ward*. . . . *Conductor R. Pfeiffer* is our proud daddy of the month who was presented with a baby girl. Thanks for the cigars, Bob.

Expressions of sympathy to *Motorman H. Bason* in the loss of his father, *Motorman W. Burleson*, in the loss of his mother and retired *Janitor Tony Cirrincione* in the loss of his wife.—CHARLES E. RITTER.

CONGRATULATIONS TO MAN IN YELLOW JEEP

LINCOLN

BIG SURPRISE for all *Ronald Roy's* friends—the little man with the yellow jeep found it was a little too uncomfortable to romance his lady love in an open jeep so he did the next best thing, he married the girl. . . . This happened February 17, 1947. Best of luck to this happy couple.

Conductor R. Rochlitz, Jr., became the proud father of a baby boy on February 21. The youngster scaled in at seven pounds, three ounces, and was named *Rodney F. Rochlitz*. *Conductor Rochlitz, Sr.*, was just as proud seeing as he became a grandfather at the same time. It looks as though this depot will be over-run with that name a few years hence.

From the car repair department we have news that *Axel* has become a grandfather and is very proud, which he should be.

Also from the same department comes news that *Carpenter George Johnson* is now on his pension starting March 1. Best of luck, George, from all your friends at Lincoln.

Congratulations are in order for *Conductor E. Heft* as he is also a proud father of a baby girl, born February 23, weighing seven pounds, ten ounces. Just a little follow up information on the wedding of *Pilot Jack Wilkinson*. According to information at hand, he was married February 27.

The date of February 21 will long be remembered by *Lockowitz, Kerpen and Hagedorn*. That is the day they were beaten in a match game with the *A. M. Bowlers*. The game ended with the *A. M. Bowlers* taking two out of three and also the series with a 1443 to 1360 score.

Highlights of the match were the second game nip and tuck battle between *Kerpen* and *Bunge* with the latter finally winning out 212 to 210, and *Fragel's* 199 in the third game to put the clinches in the total series department. *L. Bunge* was high with a 546, while *Kerpen* was high for the losers with a 480.

P. S. Sorry the *A. M.* teams have no openings this season, but you might try the next.—LARRY HIPPERT.

NEW ARRIVALS HELP OBSERVE VALENTINE'S

NOBLE

BIRTH, is a common occurrence, yet it never ceases to be most wonderful. *Mr. and Mrs. Erwin Freitag* report the arrival of a baby girl. . . . And here is one right from the heart. A real Valentine Baby is announced by *Mr. and Mrs. Fredrick Walters*. A baby boy arrived February 14.

The fellow who said he was glad his dreams didn't come true, because if they did he would be afraid his nightmares would also,

MATERNITY



"Well, anyway, we got our money's worth."

must have been a motorman or operator. A few of the things that we have had to contend with that has given us cause to come to work looking like we had been to see that show "I Wake Up Screaming," are trucks and autos parked with only one-half inch clearance all along the street.

Motorman Henry (Old HI-YUH) Meyers, himself furnishes entertainment daily at *Betty's Lunch room* between 8:30 a. m. and 9:15 a. m. If you desire to see this old-timer in action, visit the above mentioned place. He can even tell you about the times when the navy operated with Iron-men and Wooden Ships.

There is no more terrible sight than ignorance in action. *Motorman Bruno Mencanir*, here after will be known as "Wrong Door." A name Bruno had tacked to him without the formality of going to court, and without cost. All he did was show up for work with a nose like *W. C. Fields*. And explaining the "wrong door" did it.

Our hats are off to the little lady who wrote the Chicago Tribune February 20. The letter

was published in the Voice of the People. It was signed, "A Rude Conductor's Wife." We

Who was the Motorman seen coming to work in a new uniform? (Snow-suit). . . . Thanks to *Jake* for the cake. Or should I say to the Mrs.? It sure was good.—C. F. GREER.

THIS-AND-THE NORTH WIND

NORTH

PROVERB: If we treat people too long with pretendedliking, called politeness, we shall find it hard not to like them in the end. What have the Chinese got that we haven't got?

HEALTH HINTS: *George Haak* tells me there is nothing like a few years on the ocean breathing the salt air. Asked what brought that up, he produced a birth certificate showing that a son was born to him and his wife, *Florence*, way back in October, 1946. I still don't get it.

THEATRE: *Jerry Hayes*, eminent caretaker, and *Ralph Stockman*, motorman extraordinary, are going to present a concert. I'm sure that anyone who has heard them perform will agree that they are tops in their chosen art. They play the vibrolip.

LEISURE: A pensioner to whom I recently talked told me he was enjoying every minute of his time. He said "I sleep good nights and I sleep good mornings, but in the afternoon, I just twist and turn."

SUSPENSE: To look at the picking board the night before, you are supposed to pick and choose a run that you are sure no one would look at twice and then find when you arrive the next day that the first man to pick had taken it.

MUSIC: "Open the Door Richard" is fast becoming a popular phrase. The high school kids wait for a bus to pull up to a corner and then they all shout the above senseless line. And, anyhow, I can't think of a bus driver whose name is Richard, even at Lawrence avenue garage.

PROGRESS: The last time I saw *William "Bill" Dempsey* he was manipulating a broom across our new trainroom floor. I asked him how come and he said he was just doing it to see why *Jerry Hayes* never seemed tired or overworked. He found, he said, that Hayes must use a different movement than he used because when he finished he felt as though he had just finished a 9.5 on Diversey. Dempsey is really the "Jack-of-all-trades" at our depot, that is next to *Sam Kelly*.

WEDDINGS: *Joe Martin* is telling everyone all about the marriage of his daughter to a fellow gadding about under the name of *James E. Lord*.

Emil Sorensen says on March 1, his son will be married to a nice young lady, *Marian Myrtle*. By the way, *Marian Myrtle* is marrying *Robert Harlan*.—WALTER LINDBERG.

WHAT WOULD MARCH BE WITHOUT THE CELTS?

69TH

IT WOULDN'T be right if we'd let the month of March slip by without saluting the Celts, so to them we say "Erin Go Bragh." . . . The month of February saw the following trainmen retire on a deserved pension: F. P. O'Reilly, D. Cameron, J. Morley, and J. Murphy. . . . For Sale—one lady's glove for left hand, a relic of civil war days, property of Mrs. Simon Shannon. See the Ghosts for a good bargain. . . . Why does Motorman C. W. Kraszel grow a misplaced eyebrow, then shave it off whenever he has a date with the one and only? . . . Just to prove that our job is one of the best in the country, we'd like to introduce to you Motorman Charles Boileau of Philadelphia, Pa., who entered the service of the local company in 1862 and retired on a pension in 1924. Today he's 103 years old and still going strong. May you be likewise. . . . Sunday afternoon's vignette: Clerk H. Goldman on the phone: "Hello, Honey, What ya doing?" She: Getting ready for church. Goldman: "Whoops! Sorry, wrong number!" . . . Do you remember 'way back when the eastbound 63rd Streetcar ran as far as Wentworth, north on Wentworth to 61st, and east on 61st to Blackstone Avenue?

CSL VETERANS ORGANIZE NEW VFW POST

A NUMBER of CSL veterans from World War II have been stirring up some excitement recently with the organization of a Surface Lines Veteran of Foreign Wars Post—now officially numbered 9114.

Two meetings have already been held and temporary officers selected. But the first real activity of the organization is the installation and dance scheduled for Saturday, March 22. Attending the first organizational meetings were representatives from Kedzie, Lawrence, Lawndale and North stations.

Elected officers included Clyde Brennwald (Lawrence), commander; James Lynch (Lawrence), senior vice-commander; Thomas Callan (Lawrence), adjutant; Clifford Gaylord (Kedzie), quartermaster; Virgil Baker (Lawrence), chaplain; Trustees Frank Balcer (Armitage) three year term, William Kenny (Kedzie) two years, and Dominic De Falco (Kedzie) one year, and Post Advocate Willard Schleizer (Kedzie).

The post is still accepting charter members and any veterans seeking membership should contact one of the present members or the officers for further information.

The dance is scheduled for Northwest Hall at the southwest corner of North and Western avenues. Plenty of refreshments and good time are guaranteed. Price of admission is fifty cents, everyone is invited, and tickets will be on sale at the door.

A baby boy was born on February 5 to *Operator* and *Mrs. T. R. Govan*. Anyone wishing to pioneer in the Arctics now being explored by *Adm. Bryd*, kindly see *Motorman Joe Birmingham* for a pair of Alaskan shoes. . . . *Conductor J. F. Trafkan*, who was seriously injured in an accident, is now home recuperating satisfactorily. J. F. says that the first 72 years are the hardest. . . . If *Conductor Bill Cannon* desires to discover the difference between Coca-Cola and hair tonic, he should contact *Jerry the barber* at once.

Here's a bit of wisdom from the lips of *Clerk Barney Becker*: "Remember to be a good fellow at all times, and places, because there will be a lot of streetcar men in heaven just as surprised to see you there as you will be to see them." . . . Will some of you tell *Motorman Skiddy Watt*, who *Hoyle* is in the art of pinochle playing? . . . Out on West 63rd street, they call *Motorman J. E. Logan* "Superman" and we wonder why? . . . *Operator Pat Donelon* was judged the best jig-reel dancer and bagpipe player at the recent ball sponsored by our Credit Union. Indeed, Pat used to be the champion of all Ireland at the turn of the century.—THE GHOSTS.

THE LONG WAY 'ROUND IS BEST WAY HOME

77TH

MOTORMAN CHRIS O'REILLY started to walk home the other night after his hard day's work was done. He was almost home, and could see the little women standing on the porch waiting for him. All of a sudden, out of a neighbor's yard came a dog with a longing for fresh meat—so the dog chased him all the way back to the depot! . . . Chris, being a determined sort of a fellow had made up his mind he was going to walk home, so as he once more started homeward bound he entered his street from the other end of the block!

Someone seemed to think *Supervisor Morris Donahue* had possibilities, so they sent in his name and he received an application for the "Golden Gloves." Looks like we have a Champ amongst us. . . . If you stand on the corner of 111th and Michigan, you can see the girls swoon as *John (Sinatra) Felps*, drives his bus so majestically down the street. . . . *Supervisor John Volcart* borrowed 25 cents from *Herbie Johnson* in 1946, and he did not pay it back until 1947.

Red McGrath has been seen looking in the windows of furniture stores. Could it be that Red is thinking of joining the ranks?

Supervisor Joe Brady, can be seen almost any afternoon, at 75th and Vincennes avenue rolling man hole covers around. . . . *Tom Donnan*, son of *Motorman Hugh Donnan*, is back home after spending four years in the Navy, in the South Pacific. . . . Little *Miss Sandra Lynn Clausen* was born on February, 13, to *Conductor* and *Mrs. M. Clausen*. . . .

Mrs. Steinert says the cost of living is so high that she has to keep *Conductor R. C. Steinert*'s teeth at home so he cannot eat while he is working. . . . *Supervisor M. DeWitt* was in such a hurry to get home the other day that he jumped on a streetcar. After he got all the way home he remembered he had left his auto at the depot.—ROY V. MACK.

ACCIDENT INVESTIGATION

WELCOME to "600," *Rosalind Danna*, our newest vault clerk.

Sympathy of the Department is expressed to *Vault Clerk Kay O'Connor*, and *Accident Investigator Arnold Gustafson*, whose mothers passed away.

Congratulations! *Janice Ilene Daly* and *Lynne Marie Wagner* are the names. For additional information see the proud fathers—*Statementman John Daly* and *Statementman Matt Wagner*.—AUDREY.

ACCOUNTING

It is with sadness that we learn of the death of *Frank S. Robinett*, who passed away on Wednesday, February 5, after a lingering illness, also of the father of *Bessie Borkovich*, who passed away Thursday, February 13, and the father of *Lois Legner*, who passed away on February 19.

The department extends a hearty welcome to *Charles Kucera* as the latest addition to our personnel.

Congratulations are in order for *Walter Jandt* for a proud man was he on Tuesday, February 4, when he made the announcement that he became a grandfather.

We are glad to note the return to work of *Nora Morris* after an absence due to a sprained ankle.—THOMAS F. COAN.

ELECTRICAL

THE ELECTRICAL department annual get-together dinner to extend farewell greetings to those who have retired during the past year will be held April 11, at the Midwest Athletic Club, Madison and Hamlin Avenue. If you wish to attend, contact *Harold Coyne* at Grimm Avenue sub-station, Kildare 1777.

Joseph Siegal, of the testing department was married to *Miss Ruth Marian Rothner* on February 23, at Ravenswood Masonic Temple.

Congratulations and best wishes go to the newlyweds with the useful household appliance gift from Joe's fellow workers.

On our sick list are *Ernest Anderson* and *Martin Ruchala* of Grand avenue. We hope they have a speedy recovery.

Yes, it is true! Your correspondent is retiring as of March 1. I wish to take this opportunity to extend thanks to all who help to keep our column interesting. It was a pleasure to serve you and so I say farewell.

—BILLY SCHENCK.



GENERAL OFFICE

THE Insurance Department welcomes *Peggy Callahan* from West Shops and says goodbye to *Lila Kiesig Mattson*. . . . *Elliott Hirsch* is the new employee in the Training Department. . . . Sympathy is extended to *Jane Mitchell*, in the loss of her mother; *Mr. John Sullivan*, in the loss of his mother; and, *Raymond Hynes*, in the loss of his baby granddaughter. . . . Everyone was wondering where *Elmer (Supervisor) Milz* was when 6 p. m. rush hour traffic on Madison Street was held up recently. That was no joke, son, when the truck and trailer with the 42-foot yacht from the Navy Pier Boat Show couldn't make the viaduct at Rockwell Street. It took Elmer, a lot of motormen, and homebound citizens to help let the air out of the truck and trailer tires to get the boat under the viaduct. You can never tell what's all in the day's work of a supervisor! . . . It looks like *Al Luettich* (retired supervisor of Central Division) is trying to sweeten the Radio Room dispositions. The boys all thank you for the grapefruit and are glad to hear that you are enjoying yourself. **BRENDA AND COBINA.**

MATERIAL & SUPPLIES

THIS IS A BULLETIN for all those perplexed people who saw one *A. H. Hough* attempting a graceful but rather red-faced exit backwards through the office door recently. "Huff" and the south end of his trousers came to the parting of the ways, stooping for an old cigar butt, no doubt. Hence, the hasty retreat.

Glad to see *Bill Govedarica* putting his best foot forward at the West Shops again.

Congrats to our M&S bowling team and "Capt." *Ray Gavert*, who are in the top berth in the CSL league.

We certainly enjoyed the recent visit of the "fair foursome" from the Purchasing Department who made a grand tour of our South Shops. Come again, soon, gals.

A hearty "Howja do" to *Marie Flanagan*, *Earl Montgomery*, and *Joe Thaus*, who joined the gang during the past month.—"DJ" CHAPLEAU.

SCHEDULE AND TRAFFIC

STELLA WANDROCKE is going to ignore Lincoln's and Washington's Birthdays from now on. The only red letter day in February that will count with her is Valentine's Day, since that day marked her exchanging the marriage vows with *Harry Bates* at the Drexel Park Presbyterian Church. The department joins in extending wishes for a long and happy married life. Were they a lucky couple, they have an apartment, too.

Any time you see a fire department helmet on a traffic checker, look underneath and you will find the department's most avid fire fan, *Joe Sabol*.

From the tone of *Gene Luke*'s letters from Arizona, we feel his trip must be giving him the rest and relaxation he needed.

Many members of this department are quite jealous of the nice sun tan that *Gertrude Fige* acquired while on vacation.

What wallpaper store does *Clark Johnson* buy those "beautiful" neckties in?—*L. C. DUTTON*.

Not one, not two but all teams are represented in the above picture of the South Shops Bowling League. To date the Material & Supplies Team is on top. Tied for second place are the Utility, Maintenance and Watts Teams. Remember the Volts Team—just a short time ago they were in twelfth place, now they are in third place. *Ed Saunders* has the highest individual series and the Volts the high team series.

SOUTH SHOPS

FROM THE PEN of the Phantom Reporter of the Motor Repair Department we learned that: *Jim Lamont*'s chest has expanded several inches since January 21, when that long-legged bird left a seven pound boy, *James Edward*, at his home.

Frankie May's explanation of the chin bandage he's been wearing lately is unique. He says he was on his way to church Ash Wednesday, walking along with both hands in his pockets, when an icy spot caused the sidewalk to come up and clip him right on the chin. When he came to, three fellows were carrying him to the nearest doctor where three stitches were taken. This civilian life is really rugged, eh, Frankie???

Did you know that "Justice reigns supreme"? Yes, *Roger* is top man in the bowling league with the highest individual average so far.

Wally Sundquist has been cultivating a mustache lately, says he'll keep it until he gets his new car, ordered last April. May we suggest the House of David?

Another proud "daddy" is *Charles Bareishis*, (foundry). He's been walking around with his head in the clouds since his wife gave birth to a fine baby girl last month.—PHANTOM REPORTER.

SEEK RECRUITS FOR SOFTBALL TEAM

WAY AND STRUCTURES

TRACK DIVISION—The lastest rumors about that very active *Paul Minogue, Sr.* is that he is looking for recruits for a softball

team he will organize this coming summer. Is it true, Paul, that your winter Polar Bear Swimming Club froze up? . . .

The many friends of *Christine Imburgia* are offering best wishes on the recent announcement of her engagement to *James V. Maganuco*. The wedding will take place on May 4. . . . There's a newcomer in the *James Rochan* household—a baby boy named *Douglas*. Congratulations to Mrs. Rochan and to Daddy, who is a member of a Central Division Welding crew. . . . We extend our sympathies to *Violet Swipas*, upon the sudden death of her father.

We extend our sympathy to *Tom Spasojevich*, frog shop foreman, in the recent loss of his sister.

UTILITY DIVISION—*Jack Coutre*, chauffeur at Recine and Center, had his wife taken to St. Joseph's Hospital. From last reports, she is very ill. We hope that by the time this magazine is off the press she will be feeling better. . . . "Well," remarked *Walter Johnson*, chauffeur, a married man, after examining his single friend's new apartment, "I wish I could afford a place like this."—"Yes," said his friend, "you married men may have better halves, but we bachelors have better quarters."

BUILDING DIVISION—After 20 years of faithful service, *O. H. Johnson*, carpenter, retired March 1. May you really enjoy your much deserved rest. . . . It seems that the individual news from you boys is really being shared in the best of secrecy. Therefore, there isn't much to be printed this month. Please have some news for next month's issue.—BETTY LHOTAK.

In Memoriam

A List of Recent Deaths Among Employees

Joseph English, 46, conductor from Cottage Grove, died 1-12-47 after an illness of 15 days. Upon his death his service with the company amounted to 23 years. *Floyd Strubbe*, 45, motorman at Kedzie died 1-13-47 after three years of service with the company.

Oscar Ruske, 51, conductor formerly from Lincoln died 1-13-47. Upon his death he had been with the company 23 years.

August Kemer, 64, motorman at Elston passed away 1-18-47. He had been with the company 40 years.

John W. Carr, 51, bus cleaner from North, passed away 1-21-47, after an illness of a month, from cerebral thrombosis. Upon his death he had 18 years of service with the company.

Carl O. Alm, 65, motorman from Elston, died 1-23-47. He had 38 years of service with the company upon his death.

Leonas Miklovas, 63, laborer, of the West Shops, died 1-26-47, of a heart trouble. His service with the company amounted to 20 years.

Peter Castiglia, 60, watchman from North, died 1-28-47, after an illness of a few days. He had 23 years of service with the CSL. His death was caused from chronic heart trouble.

James Foley, 70, conductor of Elston, died 1-31-47, from heart failure. His service with the CSL amounted to 43 years.

Frank Zinser, 52, janitor of 77th died 2-1-47 after an illness of a few months. Upon his death his service with the company amounted to 18 years. His death was due to broncho-pneumonia.

Edward W. Roche, 56, conductor from Cottage Grove, died 2-2-47. At the time of his death his service with the company amounted to 35 years.

David Walsh, 64, motorman from 77th died 2-3-47, after a few days illness. His death was due to heart trouble. Upon his death his service with the company was 28 years.

Walter P. Migasi, 44, motorman of North, passed away 2-11-47. He came with CSL four years ago.

Frank Robinett, 52, clerk from the Accounting Dept., died 2-5-47 after a long illness, his death was caused by pulmonary tuberculosis. He had more than 28 years of service with the company.

Krsto Borkovich, 58, watchman from the Track Dept., died 2-13-47. He had four years of service with the company.

Joseph Mataja, 46, foreman from the Track Dept., died 2-14-47 from a heart attack. He had been with the CLS for 21 years.

Frank Verdozevich, 54, laborer from the 69th died 2-15-47, after a long illness. He had 25 years of service.

George Flynn, 59, motorman from 69th died 2-15-47, after a long illness. He had 25 years of service.

Everett Balzer, 32, lineman from the Electrical Dept., died 2-18-47, after 12 years of service with the company. Death was due to burns following an explosion.

Alex Murray, 77, conductor from Archer, died 2-18-47. He had been inactive since 9-16-36. Upon his death he had 46 years of service with CSL.

Jerome Gudz, 27, laborer from the Electrical Dept., died 2-19-47. He had been with the company only one year.

TRUCK SHOP AIN'T WHAT IT USED TO BE

WEST SHOPS

YES, IT IS TRUE. The truck shop is all washed up, but leaves quite an inspiration. The repairmen feel as though they are in a large powder room, now that the half century of dirt is removed, and a brand new paint job substituted. Orchids to the supervisors and painters for a wonderful beauty treatment. . . . Speaking of treatments, *Gene Fogarett* wrote to us recently from California that he is getting plenty of sun baths and relaxation. Gene, who was formerly known as the "Supply Car Sarge," resigned. *John Ruh*, formerly of 39th and Halsted is aptly filling Gene's old job and doing nicely, too. . . . Another new member added to the Shops Department is *Tom Turcotte*, an electrical engineer, formerly of the Navy.

It was more than Lincoln's birthday on February 12 to *Jim Burrows* of the truck shop, who was passing out cigars. Jim became the proud "papa" to seven pound *Sharon*. Reports thus far are "all doing nicely."

I hear tell that one "Dolores Nelson" is trying with all her might to get the other three girls on her bowling team to keep up with her standard of bowling. She remarked recently that she is getting pretty tired of winning all the games for the team. Just between you and the other three girls on the team; they agree with her. They have decided she shouldn't bowl the way she has been so they will see that there is a change.—EDA LAUBE.

Off the Trolley

Each year we have determined we would consult an expert when filing our income tax return. But our supreme sense of accomplishment once we have completed a temporary draft sweeps away all caution, and with a grand gesture we put the forms into a stamped envelope and toss it in the mail box.

* * *

After income tax-filing time is over we always have second thoughts as to what we could have deducted—which usually results in our filing an amended return, thus confusing the government as well as ourselves. . . . For that reason we are not averse to passing on a bit of information recently received from the Veterans Administration—which may prove a “second thought” for some reader. It seems that veterans who borrowed money under the amended GI bill may deduct all interest paid on the loan last year, even though part of that interest may have been paid by the government. This does not apply to vets who applied for GI loans before December 28, 1945.

* * *

There has been much discussion about the “brave new world” and the “world of progress” since the end of the war. We had a thought it nothing but a lot of talk, until a recent news item from the Isle of Man was brought to our attention. It seems that after 71 years the city fathers of Douglas have decided that buses and electricity-driven streetcars are here to stay. Therefore they have ruled that horse-drawn streetcars will be discontinued this summer.

* * *

Then out in San Francisco the citizens have been having indignation meetings and rail fans have been frantically taking “last rides” up and down the hills as talk is revived of removing the city’s

cable cars. Seems the change to buses is inevitable, however, as parts are no longer made for the cable cars and too few men are trained to operate the cable grips. But there’ll be a delay of at least a year, pending the delivery of the special twin-engine buses and the repaving of the streets with non-skid bricks.

* * *

When New York was investigating the possibility of increasing their subway fare, the entire hearing before the Board of Estimate was broadcast over the city’s radio station.

According to one observer “the listener at home not only was afforded a complete and often dramatic summary of the conflicting views over whether the fare should be a nickel or a dime, but also an intimate and revealing glimpse of American politics at work.”

* * *

On April 3 the Lakeview Lion’s Club is staging a testimonial dinner in honor of Billy Schenck. Any employees desiring to attend are cordially invited. Tickets are three dollars and may be obtained by mail from George Hoppe, 2742 Lincoln, BUCKingham 6680.

Barter and Exchange

WANTED

FLAT furnished, or unfurnished. Ex-GI urgently needs flat before May 1. Call Graceland 4523 or Dearborn 6100, Ext. 250. Ask for Mr. Kutz.

TWO TO SIX ROOM FLAT desired by veteran and wife. Location desired north, northwest, or west. Desire occupancy on or about June 1. No children or pets. Grace Bezdon (DAI), phone BERkshire 2256.

FOR SALE

BEDROOM SET—3 piece, LIVING ROOM SET—2 piece. Agnes Ericson (DAI), Phone LONGbeach 7246. Call after 6:00 P.M.

PIANO—Upright, used and in good condition. Call TUxedo 9457; Walter Savovich, from frog shop, 13th and Ogden.

Over one hundred years ago the London Times printed the following Omnibus Law:

1. Keep your feet off the seats.
2. Do not impose on the conductor the necessity of finding your change; he is not a banker.
3. Sit with your limbs straight, and do not with your legs describe an angle of 45 degrees, thereby occupy the room of two persons.
4. Do not spit upon the straw. You are not in a hogsty.
5. Behave respectfully to females, and put not an unprotected lass to blush, because she cannot escape from your brutality.
6. Reserve bickerings and disputes for the open field.
7. Refrain from affectation and conceited airs. Remember you are riding a distance for six pence, which, if made in a hackney coach, would cost you so many shillings; and that, should your price elevate you above plebeian accommodations, your purse should enable you to command aristocratic indulgences.

* * *

The retirement banquet which the Electrical Department employes are staging April 11 is in honor of the four of their number who retired during the past year.—Henry Richter, superintendent of electrical installation; William Schenck, foreman of electricians; Henry Bauer, topographer; and Larry Frogner, operators apprentice. The banquet will be at the Midwest Athletic Club. Hamlin and Madison, Harold Coyne is in charge of arrangements.



A PUBLICATION BY AND FOR
CHICAGO SURFACE LINES EMPLOYES

231 South LaSalle Street, Chicago 90

William H. Bromage.....Editor

John H. Fisher.....Associate Editor

Our Transit System Went Places in 1946



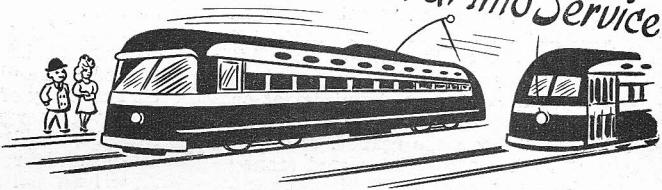
The fiscal year for Chicago Surface Lines ended January 31. Below are some of the high lights of the past twelve months.

257 New Buses Were Added To The Fleet



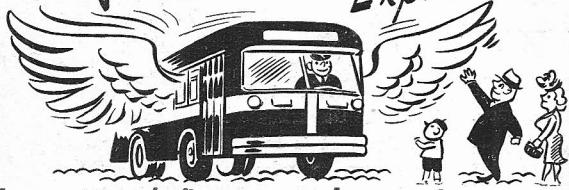
The company's improvement program calls for a great expansion of bus service. To help provide this service, 257 of the newest type buses were added to the fleet during the year.

Streamlined Street Cars Put Into Service



The Chicago Surface Lines had more new equipment on order during 1946 than any other transit system in the country, a total of 1275 streetcars and buses. The first 110 new streamlined streetcars were received and put into service on Clark Street.

Inauguration Of Archer Express Bus



The company's first express bus service was started on Archer avenue, between the downtown business district and the Chicago Municipal Airport. The bus line provides the southwest section of the city with its first low-cost, speedy service to the Loop.

Many Lines Converted To Bus Service



As part of the company's improvement program, many streetcar lines are scheduled to be converted to bus service. More than 75 miles of such substitutions were made during the year.

New Bus Lines Were Added



With the lifting of war restrictions and the arrival of new equipment, Chicago Surface Lines not only restored bus lines removed during the war, but added approximately 80 miles of new bus service such as North California, South California and South Kedzie.

And That's Just The Beginning Folks!



Scheduled for delivery during the present year are 490 streamlined streetcars and 418 new buses. When the contemplated additions and conversions in service are made, 38% of our mileage operated will be bus, and 62% streetcar.