



Surface Service

MAY, 1947

Surface Lines Granted One Cent Fare Increase

Change From Eight to Nine Cent Fare Made in Seven Hours

ON APRIL 28 the Illinois Commerce Commission granted the Chicago Surface Lines a one-cent fare increase, effective immediately. Accordingly, at 12:01 a.m. on Tuesday, April 29, conductors and operators over the system began collecting nine cents in place of the usual eight-cent full fare.

The change was accomplished with remarkably little confusion in spite of the short notice. Final confirmation of

the order was received in the company's General Office late in the afternoon. Within a few hours instructors had been briefed, notices printed and personnel was being trained as to necessary changes in procedure.

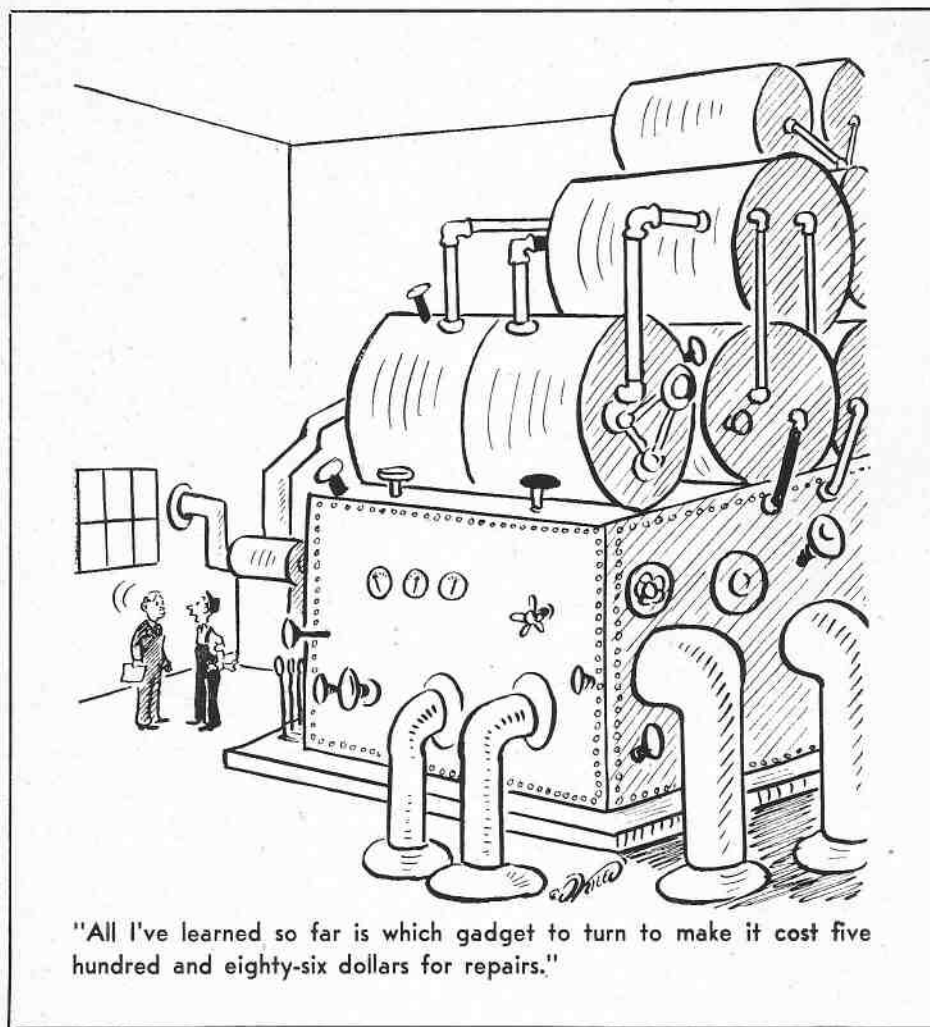
Because radio stations and the newspapers carried stories announcing the change—and correcting earlier stories that the increase would not be effective until a later date—most of the passen-

gers on that Tuesday morning were prepared to pay the higher fare.

Only the "adult" rate of fare was changed. Included in the petition for a fare increase which was filed with the Commission by the Company was a request for an increase in children's fares. This request was not granted. The Company's petition had originally asked for a permanent adult ten cent fare.

The last fare increase for the Surface Lines took place April 20, 1942, when the eight cent full fare was instituted. Up to August 8, 1919, the fare was five cents. In December of that year a six cent fare was put into effect and remained in force for six months.

On July 1, 1920, the fare was set at eight cents, a rate which remained effective until June 15, 1922. At that time the fare was reduced to seven cents and remained at that rate until 1942.



Exceed Red Cross Quota By Twenty Per Cent

THE TOTAL contributions by Chicago Surface Lines employees to the American Red Cross during that organization's recent drive for funds amounted to approximately \$15,500. According to M. V. Morton, assistant treasurer, this represents a 20 per cent increase over the pledge which was set prior to the time of the drive.

About 63 per cent of the employees took advantage of the company's convenient payroll deduction plan. Others made their personal contributions by cash or check through the company.

COVER COMMENT: In anticipation of the sale of poppies on Monday, May 26, Anne Reifsteck, president of the Surface Lines Legion Post Auxiliary; Otto Malinowski, Post service officer; Earl Dustin, Post poppy chairman, and Bertha Eisenlohr, Auxiliary poppy chairman, visit with a disabled veteran who has been making poppies at Hines Hospital.



Employee Accidents Increase

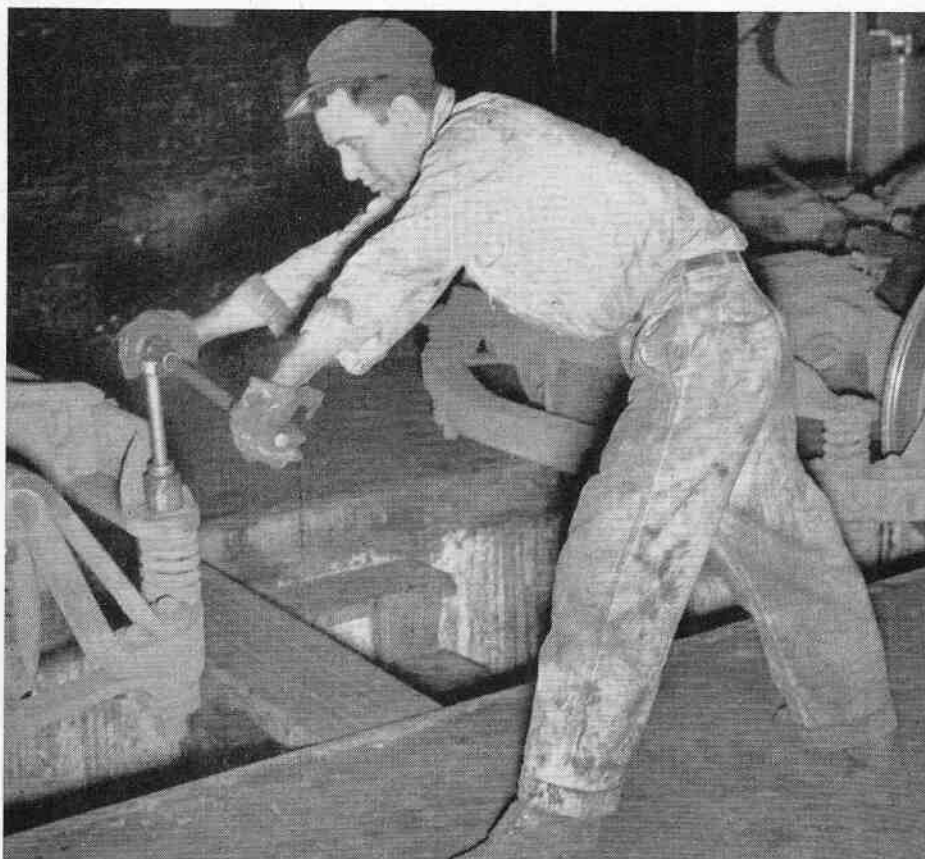
Only Two Departments Show Improved Experience

THERE WAS an over-all increase of 17 per cent in the number of personal injuries to Chicago Surface Lines employes during 1946, according to the Accident Prevention Department. This represented a loss of man hours of work and a corresponding loss in income to the individual employes in addition to permanent disabilities which are sustained. Unfortunately, most of the accidents occurred through failure to use

the safety devices supplied by the company, or failure to observe some simple safety rules.

The Carhouse and Garage Department and the Electrical Department proved exceptions to the trend. The Carhouse earned an award from the Greater Chicago Safety Council for showing the greatest improvement in its accident frequency rate during the last six months of 1946. This was in competition with

WHAT'S WRONG?—Just this: When replacing fuses serious burns may be incurred by the motorman unless the trolley is first placed under the hook. True, the conductor is holding the trolley rope, but it wouldn't be the first time that a rope slipped, the pole hit the trolley wire and the motorman was badly injured. . . . The conductor should always properly hook the trolley pole, then face the oncoming traffic to steer it clear of the working motorman. . . . If a car has been blowing fuses it is a sign that something is defective. It may be the overhead. Therefore, when making adjustments to controller fingers or replacing a fuse, the Motorman should always play safe. Place the trolley under the hook. . . . Pictures were posed at Division by Conductor Louis Scherer and Motorman Robert Judge (who has a nine-year no-accident record).



ALWAYS USE THE PROPER WRENCH—Repairman Nick Pecci (Division) shows the proper use of a wrench. He pulls the wrench toward him, rather than pushing it, and has his feet well-braced so that he will not fall if the bolt should break or the nut slip. Many a nasty fall is the result of using the wrong type wrench or one that does not properly fit the nut.

PUSH ON THE DOOR FRAME—When opening or closing folding doors, pressure should always be placed on the door frame and not on the glass. A nasty gash on the wrist is liable to be the result if the glass should break. The Transportation Department had twice as many glass-cut accidents in 1946 than in 1945.

a number of other comparable industrial groups.

The Electrical Department also showed a decrease in personal injury accidents—amounting to 16.7 per cent. However, the severity of the department's accidents, as indicated by the number of days lost is considerably higher than in the year of 1945.

The number of employes from the Transportation Department injured while operating streetcars and buses increased 29 per cent during 1946. There were almost twice as many glass cuts incurred when the trainman pushed on the glass of the folding platform doors in place of the door frame. Many motormen received serious burns or electric shocks because they made adjustments to controller fingers or replaced fuses without first placing the trolley under the hook.

Although the total number of injured employes increased 15 per cent at the South Shops, the number of days of work lost decreased 67 per cent. This remarkable improvement is due to special at-

tention given during the year to the safe operation of power tools, which resulted in a reduction in that type of accident.

The West Shops had an increase of 33 per cent in number of employes injured during 1946 as compared to 1945. The number of eye accidents doubled in number. Strangely enough, the simplest of tools, the hammer, was being used when eleven accidents occurred, three of which resulted in lost time. Twenty-one accidents were due to employe's falling, ten being serious enough to involve 104 days of lost time.

There was a slight increase in the number of Way and Structures Department employes injured in 1946. But, according to the Accident Prevention Department, since there was also a slight increase in the man-hours worked, the accident experience would be almost in line. The severity rate, expressed in days lost during the 1946 fiscal years, was approximately one-third the previous year and was the lowest rate the department has had for a long time.



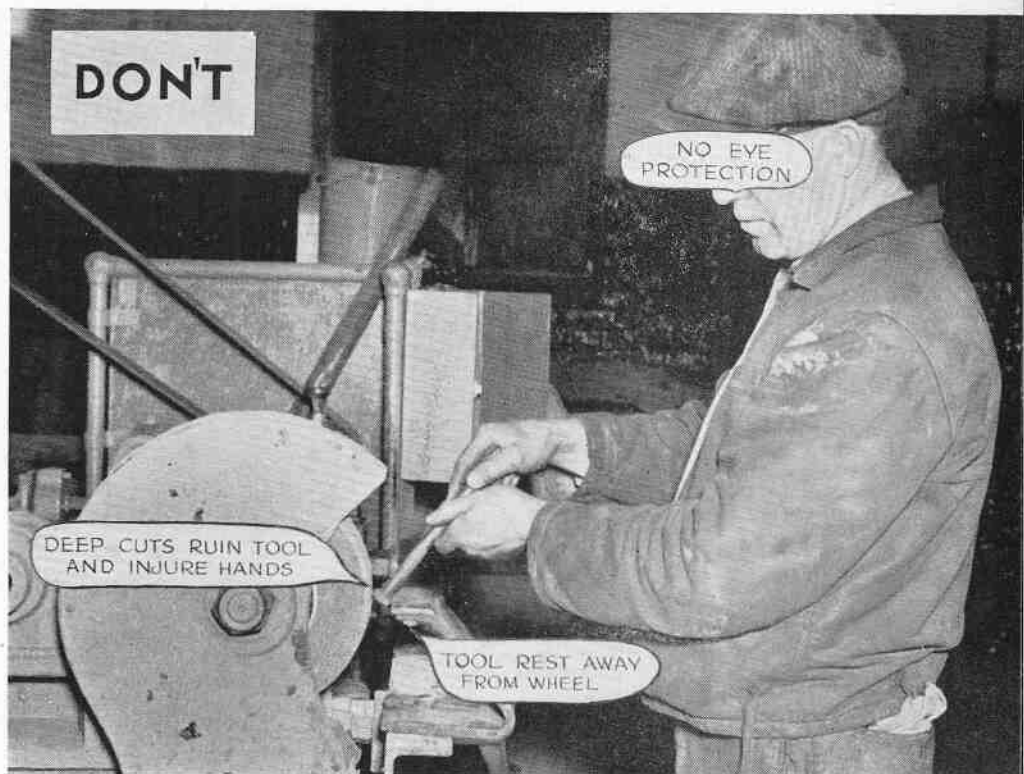
SURFACE SERVICE

The Carhouse and Garage Department did not have an accident on an emery wheel last year, although there were 21 men injured in the other departments. In these pictures Pat Higgins, assistant day foreman, Limits, demonstrates how the repairmen achieved their safety record with grinding wheels.

- DO**—Keep tool-rest near the wheel — not over one-eighth of an inch away.
- DO**—Apply moderate pressure and take light cuts so that hands will not be burned by the hot tool.
- DO**—Wear safety goggles or eye shields.
- DO**—Not wrap your finger around the tool, it may be pulled into the wheel.
- DO**—See that only properly qualified men use a grinder.
- DO**—Stand to one side when starting the wheel. If it is defective it may fly to pieces in starting up.



- DON'T**—Set tool-rest so far that you will slip between the wheel and the tool-rest and injure your hands.
- DON'T**—Apply heavy pressure, because hands become hot on the tool.
- DON'T**—Use the side of the wheel.
- DON'T**—Use the wheel if you are not properly qualified.
- DON'T**—Stand in front of the wheel when starting up, because if it flies to pieces it will strike you.



INQUIRING REPORTER

THE QUESTION: *What, in your opinion, is the best type of Memorial to our war dead, that a community or other civic group could erect?*

THE PLACE: *Armitage* **REPORTER:** *Ted Shumon*



Charles Dedich

CHARLES DEDICH — Veteran of World War II. "Establish a foundation to erect and maintain a community field house. There are all too few of these at present."

CHARLES MOST—Veteran of World War I: "Establish a foundation for research in infantile paralysis. While this disease has no respect for age, it most frequently strikes at the youth of our nation."

FRANK GRIES—Veteran of World War II: "Establish a foundation to furnish scholarships and in other ways assist underprivileged children to the advantages of higher learning."

WILBERT MILLER — Veteran of World War II: "Establish a foundation for further research in the cause, effect and cure of cancer."

WALTER YOUNG—Veteran of World War II: "I have always been interested in our parks and what they could mean to the children of a large city such as ours. A group of civic minded people could finance a foundation for an educational and recreational program, from

which the children of the community would benefit the year round. This could be operated as a community or city-wide program. This would also be a constant reminder that a great many boys gave their lives for us who remained at home."



Ruphas Wainscott

RUPHAS WAINSCOTT—Veteran of World War II: "Establish a foundation to finance a housing project, to assist war veterans in buying or building homes for themselves and their families."



Sidney Duke

SIDNEY E. DUKE — Veteran of World War I: "In my opinion the best type of memorial would be a living memorial which would benefit the children whose fathers gave their lives that this great country might live."

MIKE NOVAK—Veteran of World War II: "Establish a foundation to build and maintain a community center, with special emphasis on gymnasium and athletics. This would be a big factor in keeping children off the streets. Idle hands are tools of the devil."

LEROY FELTON—Veteran of World War I: "Establish a foundation to erect and maintain a lighted softball field, similar to the Elks Memorial Stadium at Lakewood, Ohio."



Earl Dustin

EARL DUSTIN—Veteran of World War I: "Establish a foundation to create and maintain a small park, with suitable plaques explaining why it was created. This would not only be a memorial, but would also be a community improvement and a place where neighbors could meet and talk over the advantages of our form of government."

JAMES E. MUIR — Veteran World War I: "Establish scholarships and aid the children of veterans to secure a higher education. A lack of higher learning is the cause of much of the misery of our country today."

United Nations Delegate Praises Cars and Service

SPECIAL PRAISE for Chicago Surface Lines' new streamlined street-cars and for the extremely "courteous helpfulness" of *Conductor Benjamin Rutledge* (77th) came from Mr. and Mrs. Copeland Wainwright, Victoria Hotel, Piccadilly Square, London, England. A delegate to the United Nations sessions being held in New York City, Mr. Wainwright had included a short trip to Chicago prior to the opening of the meeting.

CONDUCTOR WILLIAM J. WALSH—Cottage Grove

"A rather elderly woman who was considerably crippled up was getting off the streetcar . . . as I was getting on and I was greatly impressed by the thoughtfulness and courtesy which William J. Walsh showed in helping this woman get off the car," stated J. H. Moninger, American Meat Institute.

MOTORMAN FRED NAGLE—Division

According to Mr. N. B. Parsons, Webster Chicago Corporation, Fred Nagle "recovered a record-changer, which had apparently fallen from a truck in transit to a rail terminal."

CONDUCTOR PATRICK CURRAN—North

"No matter how cold the morning, or how wet, Patrick Curran always has a big smile for everyone, and an encouraging word with it. I have told friends and people getting on the bus that I don't know where you get such service and such encouragement so early in the morning anywhere for nine cents."—Helen Kinslow, 1204 N. Pine.

MOTORMAN JOHN LOONEY—69th

Mr. Joseph Toman, 8026 S. Dobson, wrote that motorman John Looney, "noticed my hat blow under his street-car and stopped it right at the intersection. He then crawled under the car and obtained my hat for me. I was impressed by his kindness and cheerfulness, especially in view of the bad weather that morning."

**OPERATOR WALTER KORONKIE-
WICZ—**Archer

"An excellent job in promoting good public relations for the company," wrote Adelaide M. Franzen, 6349 S. Kilpatrick. "He is always courteous, helpful, considerate, and pleasant, and I can assure you that it is a pleasure to ride with him."

**CONDUCTOR GEORGE OFENLOCH—
MOTORMAN ROBERT SOREGHEN—**Armitage

"I have never ridden on any streetcar that has had such a very pleasant conductor as George Ofenloch and motorman Robert Soreghen. They were so polite and the cheerful, outstanding per-

sonality of the conductor was so noticeable. There seemed to be perfect teamwork between these two men in trying to give good service," wrote A. M. Bishop, 6714 Northwest Hwy.

MOTORMAN MICHAEL PAVILON—Burnside

J. C. Worthen, (address not given) wrote "it is a refreshing experience to come across such a man as Michael Pavilon, and you are to be congratulated in having one of his type in your employment."

OPERATOR HENRY THIEDE—Lawrence

M. Harmon, 4400 N. Paulina, wrote "a little girl got off the bus and seemed lost so Operator Henry Thiede called her back and asked her where she wanted to go. She had gotten off at the wrong place. He told her to get back on the bus and he would see that she got off at the right street."

Street-car Soliloquy

TO STAND, or not to stand; that is the question.
Should I to lady fair relinquish seat,
Or hide behind my paper and ignore her?
To read; and by that act defy the urge
To deeds of chivalry that man is heir to.
While in my mind I try to justify
My lack of gallantry. To sit; and so escape
A thousand aches and pains one must endure
While standing in a crowded street-car aisle.
To sit; and thereby lose my self-respect.
Ay, there's the rub; for who would bear the jabs
And jostling of the ever shifting crowd,
The agony of being stepped upon,
The frequent loss of equilibrium,
Which sudden change of speed precipitates,
If he could sit in blissful disregard
Of her who stands, and read without compunction?
But conscience makes strap-hangers of us all.
I rise; but lady moves to exit landing,
A man slips in my seat and leaves me standing.

—American Legion.



Where's Your Group Insurance Certificate?

How long has it been since you looked over your Group Insurance certificate? *Do you know where it is?*

Are you sure the person named as beneficiary is the one you wish to receive your Group Life insurance benefit should anything happen to you? And, do you know just what protection your Group certificate provides?

There's no time like the present to answer these questions. If you've got your Group insurance certificate in "moth balls," better get it out now; read it over thoroughly—especially check the beneficiary for your life insurance. Maybe you can't locate your certificate. We hope that's not the case, but if it is, notify the Insurance Department immediately.

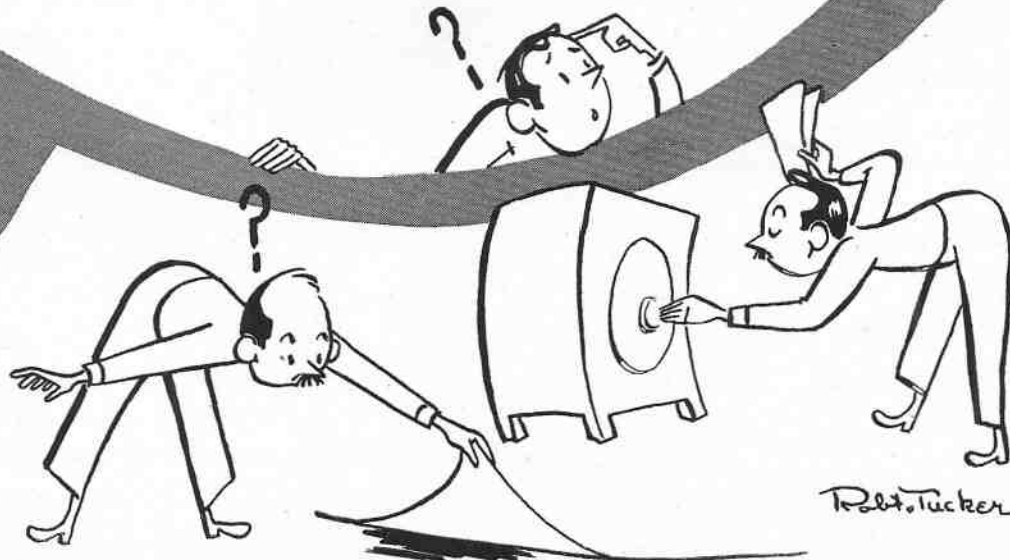
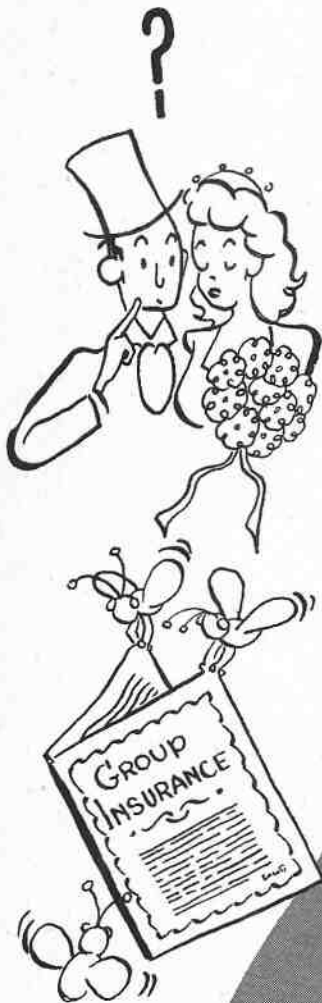
Make certain you want the person named as beneficiary on your Group Life insurance certificate to get the money if anything happens to you. Has your beneficiary changed his or her name? Have you married recently? Has the person named by you as beneficiary died? Any of these things can mean that your Group insurance certificate needs changing.

Here are some things worth remembering about your Group Life insurance:

Our Group Plan means *protection when it's needed*: When a person dies, someone else is left behind, faced with the immediate bills that always accompany death. And so, the Company does everything possible to see that death claims under our Group insurance plan are settled *promptly*.

One of the features of our Group Plan provides that if you should leave our employ for any reason, you may convert your Group Life insurance to an individual policy (term insurance excepted) *without a medical examination*, provided you apply for the change within 31 days after termination of your employment.

And this final reminder—when you are finished looking over your Group certificate, put it away in a *safe but easily accessible place*. Make sure, too, that the other members of your household know where the certificate is located, so that should the unexpected happen to you, there will be no delay in submitting the certificate for payment of the claim.



Robt. Tucker

Around the Car Stations



CRUISE TO PANAMA SHOWS THERE'S A DIFFERENCE

ARMITAGE

THIS ISSUE of the magazine is dedicated to **SAFETY**. If you have any plans for tomorrow, be careful today.

Motorman James Walsted who is in the Naval Reserve returned recently from a routine cruise to Panama. He says there is quite a difference in the temperature.

We offer our sincere sympathy to Conductor Otto Staufenbiel whose wife passed away recently. Mrs. Staufenbiel had been in ill health for several years.

If your scribe's chest seems a trifle larger than it used to be, you can blame it on Sir Stork. Yes sir, he's a grandpa again. Daughter Kathleen Margaret born to Ted, Jr. and wife on March 22.

Don't forget to read the Division column in this issue. Fred Shippy, the Division correspondent is a swell guy. There's nothing I would not do for him and there's nothing he would not do for me, and that's the way we have been for years—doing nothing for each other. . . . For those who are interested, your scribe celebrated his 36th birthday again, on the 2nd day of this month. . . . We have received word that Roy Croon is not going fishing this year. Instead, he is going into the wilds of Canada to hunt for the dangerous Whifsenough Bird. This is the bird that feeds on wild onions and garlic and one whiff's enough.

This department has just learned where Phil Baker got the name for his \$64.00 Radio Show. When Carl Skie was born, his parents said shall we "TAKE IT OR LEAVE IT."—TED SHUMAN.

CHIEF CLERK-REPORTER, TRANSFERS TO KEDZIE

BLUE ISLAND

FAREWELL—When you receive this copy, the writer will have already assumed his duties as chief clerk at Kedzie station. I wish to take this opportunity to thank you all for your loyalty and fine cooperation with me as your chief clerk. As you know, Blue Island has been just like home to me. You were all my friends and I want to continue to be so. I shall never forget the boys at Blue Island.

The new office personnel is as follows: Raymond Simon, chief clerk; Francis C. Schmitz, chief night clerk; Harry R. Gennett, afternoon clerk; John E. Quaid, receiver; Joseph P. Durkin, day receiver; Henry W. Zych, relief day and afternoon clerk; James D. McGann, relief night clerk; and Cornelius P. O'Connor as relief receiver.

Samuel Lamont, brother of Operator John Lamont, who was on the sick list for many years and who was working as janitor at Kedzie until April 1 when he retired, passed away on April 22 suddenly. To his brother, John, and his bereaved family, we extend our deepest sympathy.

Farewell Friends!—C. P. STARR.

POLLYANNA NEVER RAN A STREETCAR OR BUS

BURNSIDE

MAY—Springtime in all her beauty is in our midst, or as the poet sings,
"When it's springtime in Chicago,
And the snow is on the ground
And the mud the landscape covers,
For miles and miles around.
Then the B.V.D.'s are chilly
And we shiver all the day,
When it's springtime in Chicago,
In the merry month of May."

Spring has been a little backward this year following the floods at Easter time and cold winds all through April, but we are optimistic, we believe that "Behind the cloud, the sun is still shining." . . . However, it doesn't pay to be too much of a Pollyanna in everything. . . . It is all right to keep hoping for the best, but keep your hand on the air handle and your eye on that truck driver. By doing so, we will avoid becoming a pessimist, which is just a disillusioned optimist.

We were glad to hear that Motorman Ed Boomgarn has been elected Commander of

Chatfield Post No. 1054, V.F.W. We offer congratulations to the Post as well as to Ed, as we feel sure he will prove a very efficient leader.

Motorman "Bill" Hayen is on the sick list. So far we have not heard from Pat Maloy or Bob Karolich who were reported at Hines Hospital. Conductor Gerber was reported at the Roseland Community Hospital. Hope these men are O.K. by the time you read this.

Motormen Jim Cashman, Thurman Rodey, and Conductor "Red" Reardon, who have been on the sick list, are back on the job again. Glad they are better again. (Hab to guid as dis tybewrider has such a sprig cod dad id cad sgarzly keeb goig. See you dexd bonth.)—FURGIE.

THEY GIVE YOU THE BIRD WHEN YOU WORK ON CLARK

DEVON

WE ALL AT DEVON want to extend a hearty welcome to 125 motorman and 125 conductors who came to us from Division on May 4. Hope you will like working with us. It will take a little time for you boys to get used to Broadway and Clark streets, but you'll like it, I'm sure. . . . The old saying that anything can happen on Clark street is proven every little while. Very, very early one morning last month Motorman Jim Lynn was just in time to see a bird cage come sailing out of a third floor window. He stopped his car and picked up a badly battered cage with a poor little frightened canary in it. This happened on the 2100 block. No doubt the canary's cheeping disturbed somebody with a temper.

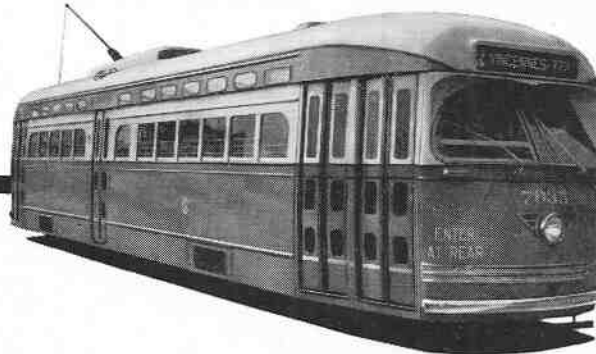
"Strong-arm" Conductor Hartwig Johnson picked up the switch at 81st and Halsted and broke the switch-iron in two!

Supervisor Pat J. Drury was very sick last month and nobody could see him. Tom Moran was also sick and needed a blood transfusion at the Columbus Hospital. Hope Pat and Tom are out of danger and will soon be back on the job. Motorman Mike Boggen who has been a patient at the Veterans' Hospital at Wood, Wisconsin, since 1940 came over to Devon to see the boys last month. Ex-Cond. Bert Eckley, who is now a farmer in Iowa, came up to see his friends and ex-co-workers, too. He has a farm at Pleasantville, R. 2, Iowa.

Three more of Devon's conductors became proud Daddies during the month of March. Joseph K. Kissane has a boy weighing seven pounds three ounces. George Hagen has a girl six pounds nine ounces, and Eddie Dietz has a girl. Eddie is now working at Elston on Irving Park Blvd.

AGAIN...WE
Congratulate
CHICAGO!

**AGAIN YOU ARE ONE OF THE FIRST
 TO GET THE LATEST IMPROVEMENTS
 IN MODERN CITY TRANSPORTATION**



From the production lines of the St. Louis Car Company—the birthplace of today's modern streamlined street car—a steady stream of these fast, safe and luxuriously comfortable new vehicles is rolling into the service of your Chicago Surface Lines.

For ten years "St. Louis Built" streamliners have set new standards of service on the CSL Madison Street line. The Surface Lines was a pioneer in the introduction of these streamliners, being one of the first systems to give its passengers the startling new advantages of smooth and noiseless operation.

Now, CSL is among the first to receive deliveries of St. Louis Car Company's newest and even finer post-war models.

Today these new "St. Louis Built" CSL streamliners contain engineering advancements and improvements that will keep them years ahead for years to come. Use them, and enjoy them, whenever you want to "go places" in Chicago.

SINCE 1936,

WHEN THE FIRST "STREAMLINER" WAS BUILT BY THE ST. LOUIS CAR COMPANY, MODERN "ST. LOUIS BUILT" STREET CARS HAVE BEEN PLACED IN SERVICE IN:

Chicago	Los Angeles
Brooklyn	Minneapolis
Baltimore	Philadelphia
Cleveland	Pittsburgh
Cincinnati	St. Louis
Detroit	San Diego
Kansas City	San Francisco
Washington	Johnstown

*Watch the fleet of
 "St. Louis Built" Streamliners
 GROW!*

St. Louis Car Company
St. Louis, Mo.

MORE IMPROVEMENTS—Recently when the Chicago Surface Lines received the first of the 290 new streamlined streetcars which it has on order with the St. Louis Car company, that concern announced the fact with the above advertisement, which appeared in various Chicago newspapers. . . . Almost identical in appearance and operation with the 110 Surface-Liners received from the Pullman Standard

company during the past six months, the cars are being put into service as rapidly as they are received. . . . There are 200 more streetcars on order with the Pullman company, making a total of 600 cars already delivered or on order for 1947 delivery. . . . The interior color scheme in this new series is a combination of three tones of tan.

The clerks and receivers had a pick which took effect on May 1. Clerk Bob Quetsche went to Lincoln, and Night Clerk Lawrence Miller went to Armitage. Relief Receiver Bill Pinasco is receiver and the following men came to Devon: Clerk Vernon Rage from Limits, Receiver L. Sikora from North, Receiver Wesley Wright from Lincoln, and Relief Receiver E. Stenzel from Lawrence Garage. Best of luck in your new posts.—CHARLES SAKLEM.

A FOND FAREWELL TO DIVISION STATION

DIVISION

MR. MATHLEY'S message to the Boys: "My sincere thanks to the Boys of Division for the cooperation they have given me in keeping'em rolling when the going was tough. I also wish you the best of luck in the new station you have picked, and hope you will continue to cooperate as it makes the work easier for all of us. Thanks again, Boys."

We have two men at Division that used to be at the old Clybourn barn years ago and they are working on Clybourn now: Frank Handzik and Swensen, that was where they got their start and they worked there before the buses started running.

Johnnie Bowie will have a lot of new stories to tell the boys at Limits, take it easy Johnnie, they are way ahead of you.

Well, fellows, I must say good-bye, too, it was swell working with you and we are all sorry to leave the place where we had so many enjoyable hours together. Good Luck to all of you, till we meet again.—FRED SHIPPY.

DRESSLER NOT DRESSY

AFTER HAT LOSS

KEDZIE

A GENT by the name of Kipling wrote something about meeting a couple of imposters—"Triumph" and "Disaster" and said a fellow should treat them just the same. Wonder if he ever met the second on that team? Jim Quigley met him and he's on the job again going strong.

Art Dressler attended the dinner that was one of the finales of the Credit Union Convention. Art wore his "special occasion hat." The weather was in a damp mood. At the checkroom, after the Dressler appetite was appeased, Art found his hat had been mislaid and had to brave the showers without it. After three days Ted Heffernon located the hat in a far-off corner of the city. Now Art will attend the dinner next year.

Alas and alack, nevertheless, for a time at least, will young Jack Hester wait for his Pa to come in from his run so he can guide him home. Young Jack is going to North Avenue. Treat him nice fellows, we like him.

The crease in Tom Burns trousers will divide your eye in two parts if you gaze upon it too

long. How he keeps that crease, even in the most unkind weather, is a secret only Tom knows. He's almost as creasy as Mike Urganus, and Ed McBride.

We extend a hearty welcome to the fellows from Division who are now Kedzie men.

Joe Smith and all the little Smiths thank you for the blood-donoring you did to bring Ruthy back to us. We didn't think she'd make it out but she did.

It is with deep sorrow that we hear of the death of Mrs. Hilliard, wife of Lee Hilliard. Our sincere sympathy to Lee and his family. . . . Our deepest sympathy to "Red" Carlin whose father passed away.

The softball season opens about the 18th of May, there are sixteen teams in the League this year according to Ed Schneider who has been doing his best to keep the fellows in trim over at St. Phillips gym during the winter months. . . . Give them a hand fellow, get out and root for Kedzie.—JOE SMITH.

SECOND PLACE IS GOOD FOR FIRST

LAWNDALE

WELL, the bowling season came to an end with Lawndale just losing out by one game. Of course, the boys all feel bad about missing the South Side Championship by such a close margin, but the rest of us feel that they did very well in their first year of league competition.

The clerks had a pick and we lost Mike Cusack to Kedzie. We wish you a lot of luck, Mike. Art Payne, who was practically born and raised at Lawndale, is taking Mike's place. . . . Bus Instructor Walter Pyper is here from 77th and is doing a fine job of breaking in new steering-wheel jockeys.

Otto Brubach played Lee Cumber a match pool game recently and beat him badly. Otto added insult to injury by wearing his overcoat all through the game. . . . Operator Birnbaum and Stan Nykiel took a trip to Florida on their vacations in Birnbaum's new Buick. Some wild driver pushed one of the fenders in while they were at Miami Beach. They didn't have to go to Florida for that, they could have that done right here.

Conductor Jack Campbell had a bad fall recently and is walking around with his fractured shoulder in a cast. . . . Bill McMahon recently helped organize a Men's Club in his church and was elected the club's first president. What some fellows won't do to get one night a week out!

The educational movies shown at the depot recently were well attended and favorably received by all. The only complaints heard were by the more juvenile trainmen who bitterly bewailed the absence of Mickey Mouse.

Marty Myers' wife recovered from an operation and Les Cahill's daughter overcame an attack of pneumonia recently. Which is all to the good, we say.—BILL FEILER.

STATION BUSY WITH BUSES AND BUZZES

LIMITS

THE LIMITS STATION buzzed with enthusiasm as new buses arrived to replace street-cars on Clybourn ave. Also there was real interest manifested as 53 men from Division station were looking over the new bus schedules. To these men we wish to extend a hearty welcome.

Well, spring is here and the Limits baseball team is well on its way. So you ball players get out there and display the interest that keeps a ball team in front. . . . The Credit Union had its annual dance and party on Saturday night, April 19 and a good time was had by all.

It's pleasing to report that several of our men who were in the hospital for sometime are out and about. Among these are P. Dunphy, A. Stadler and R. Klingensmeier. Our boss, Mr. Sonders, has been confined to his home with a bad case of flu, the reports are that he is progressing nicely. . . . The passing of two of our pensioners, A. Gablesen and W. Wigren, bring memories of earlier days. We wish to express our sympathy to John L. Sharkey and daughter in the loss of wife and mother.

Say, fellows, bring on those news items so that we can pass them on.—CHARLES F. RITTER.

PENSIONER IN NEED OF CHEER HE GIVES

LINCOLN

A BOUQUET for one of our old-timers that is really in need of a few of his old friends. Happy-go-lucky John Fanning, as all the old-timers know him, is in the Illinois Masonic Hospital. As you all know since he took his pension he has never failed to visit any of the boys that were sick at home or in the hospital, and besides that, you boys have probably seen him quite frequently spreading his cheer around the Depot. What his ailment is, we haven't heard as yet, but I'm sure he'd be glad to see all you able-bodied men.

Congratulations to Motorman and Mrs. C. Morreale on becoming proud parents of a nine pound boy on April 17. Another pilot someday I suppose. . . . Not to be outdone was Motorman and Mrs. F. Cusimano, who was presented with a baby girl on the 18 of April. We all hope by this time that our boss, Mr. Clinton Sonders will be well and able to resume his duties.—LARRY HIPPERT.

PLENTY OF MASCOTS FOR NOBLE STATION

NOBLE

"BOY, OH BOY," weighing in at seven pounds six ounces a darling baby girl



VETERANS, ALL—The Chicago Surface Lines Post # 9114 of Veterans of Foreign Wars was officially instituted recently and its officers installed in an impressive ceremony at Northwest Hall. Each member was called forward and decorated with the Cross of Malta (a decoration of foreign service and the official insignia of the VFW). . . . Best wishes were received from other posts and the members are out to become one of Illinois' strongest posts. The Charter had more than 75 names early in April, and more were added. . . . **CLYDE BRENNWALD**, commander, has been with the Surface Lines seven years. Was a conductor at Limits and is now a bus operator

at Lawrence. Served with the navy two and one-half years, including 16 months of Pacific combat. **JAMES LYNCH**, senior vice-commander, has been with CSL a year and one-half. Three years in the navy, is at Lawrence. **JAMES HAGERTY**, junior vice-commander, has been with CSL six years. His two and one-half years in the navy included a year in the Pacific. **THOMAS CALLAN**, adjutant, (Lawrence) is a veteran of World War I. **CLIFFORD GAYLORD** (Conductor, Kedzie), quartermaster, has been with CSL three and one-half years and had 15 months of action with the Rainbow Division in France during World War I. **VIRGIL BARKER**,

chaplain, (Lawrence) was in the army two years. Has been with CSL four years. . . . One of the first activities of the Post will be in connection with the VFW State Convention which will be held in Chicago June 24, 25, 26. . . . Above Picture (left to right): Officers of the Post Samuel Cassman (Kedzie), Frank Gatto (Kedzie), Thomas Callan (Lawrence), James Hagerty (Lawrence), Clyde Brennwald (Lawrence), Lawrence Bragulla (North—back to camera) district commander of VFW, and installing officer; James Lynch (Lawrence), Clifford Gaylord (Kedzie), Virgil Baker (Lawrence), Frank Balcer (Armitage), Arthur Guarinello (Kedzie).

was born to Mrs. H. Spahn. No need to mention papa Spahn as he has had previous experience, "Remember?", aboard a 5400 Ashland car at Harrison and Paulina. . . . Mr. and Mrs. H. Andrews are the proud parents of a swell little fellow of the male species. Conductor Andrews says he is going to bring him out as mascot for the softball team. How can Noble help but win now? . . . Talk about atomic energy, here we have it again. Conductor Arthur Raben and the Missus were blessed with five pounds and ten and a half ounces, a little "Miss" to keep Papa out of idleness. Congratulations to the parents of these bundles of happiness.

We extend our sympathy to Conductor Claud Smith who lost his father this month.

Brother Casimir Serpetis and Miss Evelyn Gniady were united in marriage Saturday, April 19. Congratulations, and may your lives be filled with happiness.

Here is some news before it comes to pass: Fellows, Conductor E. Cummings lets it be known that on June 28, he and a Miss Russell will take that happy walk together for life. Which just goes to show you that, "Two can live more cheaply than one wants to."

Well, fellows, the softball team wishes to thank each one of you for the wonderful cooperation in getting started this season, and now just follow it up with your presence at the games.

EVEN IN HIS DREAMS HE THINKS OF BUSES

NORTH

JOHN DALY told me that from now on baseball should take up most of our spare time. He looked at me when he said that, but he has never seen me play baseball. When he does, he will say that most of our spare time should be wasted. Seriously, though, I would like to see a lot of our new (young) extra men out there giving their all for good, old North Avenue. Baseball is a wonderful sport and it gives a man a feeling of good sportsmanship.

Speaking of sportsmanship, I think if all of us would use the same set of ethics on the job that we do on the ball diamond, we would find our job as enjoyable as a good baseball game.

Some sneak went and changed the pull-in route in the bus-yard when nobody was looking. Everything would have been all right, I guess, but the first time I pulled in I zigged when I should have zagged and found myself in the laundry and egad, it was only Friday. There oughta' be a law.

I, like thousands of other dutiful parents, took my children to see the circus. The part

of the show that amazed them most was the parade depicting "Storybook Land." I was bored and soon fell into a deep coma. It was my day off, but like a good bus driver I dreamed about you guessed it, buses. It seems I pulled in one night and parked my bus in its place in line and released the brake pedal, I heard a long sigh of relief. The pointer on the air gauge slowly retired to zero position. I got off the bus, and as I did, I saw the hooks on the roof reach up to lend a helping hand to the poles who had already started to take off their shoes. . . . "Positive" said to "Negative," "Well, Son, you stayed right with me today and I'm mighty, mighty proud of you, although you should watch those breakers, don't let them know you're afraid of them." . . . As I left the yard and turned for a final look I saw No. 55, a Twin, snuggle close to No. 152, an old Brill, saying, "Tomorrow you should have Lindberg and you'll know why I feel like a fugitive from a grease pit." . . . This sounded like a dirty remark to me so I went back and twisted 55's ropes, ignoring its cry of pain. Suddenly I was awakened only to find that the cry was my little girl who had rounded up a group of salesmen who were selling everything from baby alligators to Mexican sombreros.

Now that we are getting a nine cent fare, I think we should all pitch in and show all our customers that we really appreciate their patronage and would like to see them get on again and again. As they said in the recent movies here at North Avenue, we are the contact men and what we do is the impression a rider gets of the whole system.—WALTER LINDBERG.

RESULTS OF "H.R.L." TO BLOSSOM SOON

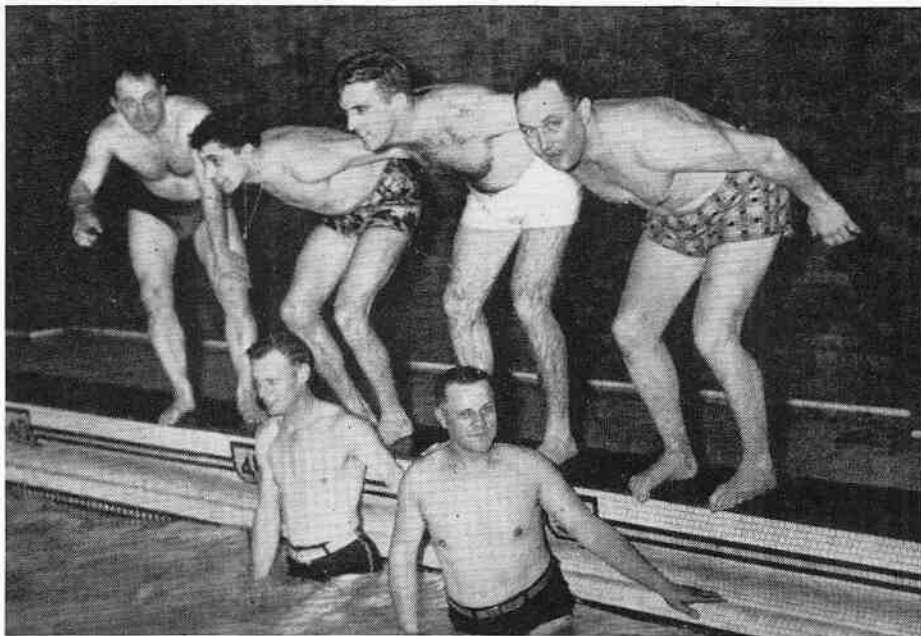
69TH STREET

SPRING, which this year was notorious with torrential rains is practically gone, and summer is just around the corner with that feeling of wanderlust coming upon us like a cyclone. Everyone here at 69th is looking forward with enthusiasm to a glorious two weeks' vacation. Gee, isn't it wonderful to be a millionaire? Are we dreaming? Perhaps!

That man with the movie machine was here again on the 21st, and we enjoyed everything he had to offer. By the way, the boys have shown a great interest in the new Handy Reference Leaflet, and an improvement on car operation ought to bloom any minute. Let's hope so. . . . Flooded subways on April 4 and 5, caused some of our boys to go in the fish business with the catch made under the subways. Motorman P. Pallasch, Operator L. Balanow and Motorman C. Krassel had a thriving little stand at 59th and Stewart, where the natives could not tell one fish from another.

. . . Motorman L. Spataro and his cookie duster, was mistaken for a movie actor while working on 63rd, by a swarm of bobby-soxers who were clamoring for his autograph. . . . Conductor W. Sattler received a compliment from one of his passengers for the fine care he takes in simonizing his shoes. . . . Supervisor J. Lynch underwent a serious operation during the first part of April, but he is now home doing nicely. . . . Conductor M. Schneider who has been on the sick list for a long time is at present at the Little Company of Mary Hospital well on the way of recovery. . . . We were very glad to see Board Member J. Maloney at his old post on payday after a lingering illness. . . . Since the last issue, the stork paid a visit to the home of the following trainmen: Conductor and Mrs. R. Beck were blessed with a baby boy; Conductor and Mrs. McMahon with a little girl; Motorman and Mrs. J. Haakma, a girl; Conductor and Mrs. W. Prosen, a baby boy; Conductor and Mrs. L. Armalis, a baby boy; but Conductor and Mrs. E. Weston hit the jackpot and got twins, a boy and a girl.

The new clerks' pick that went into effect this month made us happy in the fact that most of the old-timers chose to remain at 69th. To the newcomers we extend a hearty welcome. We're sure that you will cooperate with our clerks to the best of your ability, and thus make their work, and ours, easier and efficient.—THE GHOSTS.



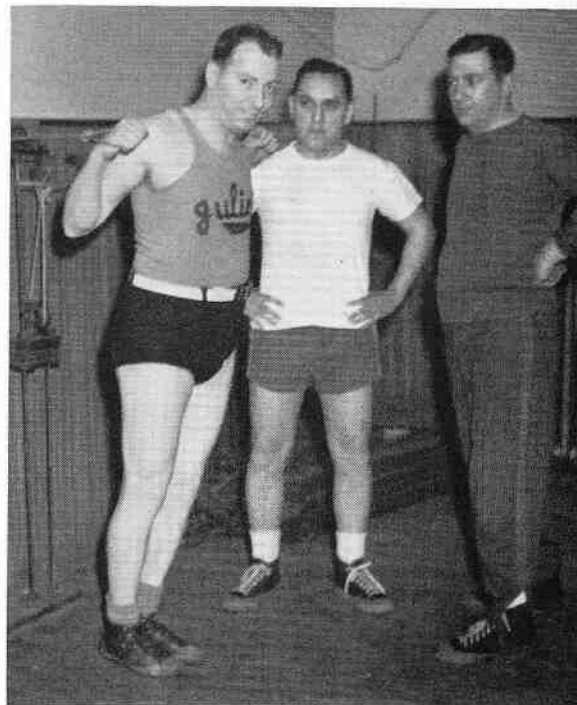
HALE AND HARDY—Each Thursday night a group of CSL trainmen get together at St. Phillips Gymnasium, Kedzie and Jackson for a little exercise to keep in trim. With ex-coach Ed Schneider (Kedzie) as a leader they run around the track, tackle the pulleys, play basketball, and swim. Cost is only fifty cents per man and any CSL male can join in the fun. . . . **ABOVE:** Ed Schneider does a little fancy coaching for J. Cecala, Bob Garry, and Walter Blyth (Kedzie), while Fred Nelson (Kedzie) and George Hanus (Kedzie) act as a water hazard. . . . **RIGHT:** Frank Troila (Kedzie) shows how good the pulleys would be for a softball player while Frank Lombardo (Kedzie) and Jim Brogan (Lawndale) look doubtful as to his technique.

SOUTHSIDE BOWLING CHAMPS ARE HUNGRY

77TH STREET

77TH depot is the South Section Bowling Champ. Our team beat Lawndale station on April 18. Come on boys, back the Champs. Brother Brogan, the scribe for the Union Leader from Lawndale, said if their team won, the steak dinner would be on him. How about John Donovan buying the steak dinner for the 77th team, or is he going to let Brogan put one over on him?

A sure sign of spring was brought to our attention by Conductor Irving Ecklund. He reported that as he was passing the school yard at 79th and Prairie, he saw Motorman Irving Sher out flying his kite.



During the recent rain storm, Supervisor John Volkart was renting bathing suits to the passengers so they could cross under the viaduct at 63rd and State.

Conductor P. P. Vasilopoulos came down to the depot the other day and wanted to know if his dog being sick was that just cause to sign off. The clerk told him he would have to ask the Boss about that.—ROY V. MACK.



TWO ATTEND CREDIT UNION CONVENTION

ACCIDENT INVESTIGATION

HAVE the boys on the first floor congratulated *Statementman George Katter* on his "two and one-half year tooth?"

Congratulations are in order for *Locator "Three Star" Hennessy* who took himself a bride, *Betty Ann Redding*, a former employe of the DAI. Best wishes, Mr. and Missus.

Elvera Potensa and *Eleanor Garro*, treasurer and member of the Board of Directors, respectively, of the DAI Credit Union, had a grand time at the Illinois Credit Union League Convention. They report there are some pretty swell fellows representing North and Kedzie.
—AUDREY.

SPARKS FROM A SPARKLER

ELECTRICAL

FLASH! *Ann Jennings* of the downtown office is wearing a diamond. She is promised to *Gene Pinner* of Chicago.

To *Louis Weiss*, our latest addition to Grand and Leavitt, we say welcome and best wishes for success.

Phil McDermott of Grand and Leavitt has just returned from his vacation and reports that Chicago is tops for vacationists. Substation operators who have returned from vacation are: *Paul Vachette*, 42nd Street, *Joe McGlynn*, Blue Island, *John Rusnak*, 44th Street, and *Dan Griffin*, Crawford Avenue. Also substation *R. Moeller*, 44th Street.—ANDY.

WANTED: NEW WELCOME MAT WITHOUT FRINGE

GENERAL OFFICE

OUR Welcome Mat is going to be slightly frayed around the edges from all the new employes we are laying it out for lately. Purchasing must be giving away discounts

or dishes judging from the new people coming to work in there; *Marguerite Finch (Rita)*, *Elvira Granata (Vera)*, and *Kingsley Keim* (haven't found out the diminutive for this). Transportation welcomes *Charles (Stevie) Stephenson* from the switchboard, and *Ed Miller*, while the new voices you hear on the switchboard might either be *Richard Jacobson* or *Ben Geach*. . . . Goodbyes were said to *Claire Kappen* (Purchasing), who left to go out to California with her family; *Alice Walker* (Purchasing) retired from office life to become an A-1 homemaker; *Mrs. Ann Schmidt* (Insurance), who is resigning after four years with CSL; and *Frank Matthews*, who resigned from Transportation to reside in Galesburg.

No news is good news unless you get in a little romance, so here goes—*Jimmy Blaa* (Transportation) was married to *Anne Ziderom* (formerly of Insurance) on May 3. *Berenice Maslo* (Insurance) is flashing a very pretty solitaire. And, just in case she might fail to mention it, "*Dj*" *Chapleau*, M&S reporter for SURFACE SERVICE, was married to *Dr. John McMahon* on Saturday, May 10, at St. Mel's. . . . Friends of *Irene Redner* (formerly of Insurance) will be interested to know that she was married in April. . . . Oftentimes the best or juiciest tidbits of gossip never get into print, such as—(Censored)—
BRENDA AND COBINA.

NOW HE HAS A HOME TO CALL HIS OWN

SCHEDULE-TRAFFIC

THE HAPPY SMILE you see on *Bernie Kincanon's* face is simply the result of his moving into his own place. From now on *Bernie* says he will be Master of his own house, and his wife is letting him issue orders to the children (sometimes).

Gene Lukes, covered with Arizona suntan, is back at his desk. Glad to see you feeling so much better "Gene." . . . *Charley Pjaus* was happy to escape from Hines Hospital, and we

HONOR PARTY—The Electrical Department's first annual dinner honoring retired employes was held at the Midwest Athletic Club in April. There were 150 fellow employes and friends present. Included in the above picture are (seated) *Billy Jones*, retired; *H. M. Essington*, assistant electrical engineer; *V. E. Thelin*, electrical engineer; *William Becker*, superintendent of electric station repairs, who acted as master of ceremonies, and *Henry Richter*, retired. (Standing) *Walter Brown*, *Larry Frogner*, *Wm. Schenck*, and *John Stiglich*, all retired. . . . Among the retired employes honored, but not present were *Henry C. Bauer*, who was confined to the hospital, *Charles Schwertfeger*, enjoying California sunshine, and *Thomas Costellow*, who passed away the night before the dinner.

are glad to see him circulating around again. We are all hoping the treatments *Charlie* is taking will produce some good results.

Anyone with advice for new fathers, should see *Bill Kendall*. March 31 was the date that *Mrs. Bill* presented him with a fine baby girl, weight, six and one-half pounds. We hear the little lady will answer to the name of *Dorothy Linda*, although right now she is not answering, but does enough calling according to *Bill*.
—L. C. DUTTON.

KNOW THE ANSWERS? THEN SOMEONE'S CRAZY

WAY AND STRUCTURES

TRACK DIVISION:

Where can a man buy a cap for his knee?
Or a key to the lock of his hair?
Can his eyes be called an academy
Because there are pupils there?
Does the calf of his leg eat the corn on his toes?
Who travels the bridge of his nose?
Can he sit in the shade of the palm of his hand?
Just try it and let me know!

SURFACE SERVICE

The many friends of *Christine Imburgia* in Way & Structures presented her with a Sun-beam mixmaster and iron, and wishes for a long life of happiness as she temporarily left to marry *James V. Maganuco*. They plan a honeymoon to New Orleans.

Messenger *Henry Brindle* of the Southern Division wants to thank all his friends who sent him a large two-foot candy barber pole while he was laid up with pneumonia.

We extend our sympathies to *General Foreman Ralph Padevich* in the loss of his daughter after a long illness.

UTILITY DIVISION: *Overhead Construction Chauffeurs Eddie Fitzgibbons and Gene Bosco*, better known to the boys as *Abbott and Costello*, have that Quaker Oats smile on their faces again since they have been teamed up with their old gang. Gene really does a lot of worrying when he hears somebody talking about splitting them up. But Costello, don't let Abbott tease you, we know he worries about it too.

After working with us for 12 years, the boys will miss *Wreck Truck Chauffeur Roy Melson* from Illinois and LaSalle, who leaves us to open up the "Modern Tap" with television at 3962 Elston Avenue, with *Lineman Ray Marshall*, who has been with the Company ten years. Your many friends wish both of you the best of luck in your new venture.

In the playoffs for last place in CSL South Shops Bowling League, Team Track No. 11 lost out. Better luck next time, boys.

BUILDING DIVISION: A baby boy, *Virgil E. Lee, Jr.*, was born on April 2, to *Ada Fasting Lee*, former telephone operator at Clark and Division. Her friends from there remembered her with a gift certificate for the baby.—**BETTY LHOTAK**.

PAINT SHOP SMEARS OTHER BOWLERS

WEST SHOPS

THE WELCOME mat is out for *L. F. Podkomaris, Edgar Hines* and *Albert Meschewski*, who just recently started to work in the truck shop.

We're happy to have *S. Maksynszyn, J. Vitek*, and *R. Davidson* back on the job, after each recovering from an accident.

Our sincere sympathy is extended to *Mario Mariano* in the loss of his mother-in-law.

Another new addition, but not in the office, is *William Gordon*, weighing nine pounds

twelve ounces. He arrived at the home of *Mr. and Mrs. L. G. Anderson*. Nothing like having your children born grown up.

I hope by the time you read this, that *Ella Rall* will be feeling fine and dandy again. Ella has been off on a sick leave, and has spent most of it down in sunny Florida.

Congratulations to *Joe Rogg* who was promoted to foreman of the motor assembly line. Hurrah for the paint shop! Yes, their bowling team came out on top, winning the most games throughout the season. *Esther O'Brien* was quite elated over the fact that she proved to *Dan O'Brien* one Tuesday evening, she was a better bowler than he, beating him by one pin.

It looks like we lost our lease in the office, with all the furniture piled up as though it's waiting for a truck to haul it away. New tile floors have been laid in the offices and hallways, so we'll just have to be contented with all the noise and dirt. It's going to look very nice when everything is settled again.

Joe Bolech even got busy in his office, getting rid of the old roll-top desks, washing and painting the walls.

Last but not least, if you know of anything that will look good in print, drop it off at the switchboard, as every little bit counts.—**MARY CROSBY**.

Barter and Exchange

FOR SALE

RADIO—6 tube Electrola-Radiola cabinet, early English style, walnut veneer, cost \$475.00; yours for \$60.00. PIANO—Bush & Gerts, Upright Piano, black finish. TYPEWRITER—Multiplex Hammond typewriter (Mathematical) incl. 4-type shuttles, cost \$130.00; yours for \$60.00. For the above call *J. A. Blomberg, DEArborn 6100, Ext. 253*.

WANTED

APARTMENT OR FLAT, 2-5 rooms. North or Northwest side preferred. Have references if needed. Call *WELLington 2453* after 6 p.m. *Harold Rowbottom*.

In Memoriam

Paul Buege, 69, conductor of Lawndale, died 3-1-47 from pneumonia and arthritis. He had been ill since 1935. He had been with CSL 43 years.

Alex A. Pavesic, 52, Utility motorman, died 3-3-47 from tuberculosis after a short illness. His service with the company amounted to 31 years.

Francisco Rantori, 62, laborer from the Track Dept., died 3-10-47, after 22 years of service.

John F. Chadt, 55, motorman from Archer, died 3-19-47 while on duty. Upon his death his service with the company amounted to 27 years.

George H. Nash, 62, conductor from Division, died 3-18-47 after 41 years of service.

Henry LaVoy, 84, retired motorman from Kedzie, died 3-17-47. At the time of his death his service amounted to 40 years with the company.

John E. Tierney, 46, motorman from Lincoln, passed away 3-19-47 after a sickness of two years. He had been with the CSL 20 years.

Michael Folliard, 51, conductor from Burnside, died 3-22-47, from a heart ailment. Upon his death he had 29 years of service.

Fred Gaskie, 65, motorman from 77th, passed away 3-24-47, from a chronic heart trouble. He had 33 years of service with the company.

Vincent Sereyka, 59, painter from South Shops, died 3-24-47, from a heart ailment. At the time of his death he had 28 years of service with CSL.

John J. Ballack, 51, conductor from North, died suddenly 3-24-47. At the time of his death his service amounted to 11 years with the company.

Vincenzo Gianfortune, 60, laborer from the Track Dept., died 3-26-47. Upon his death he had 29 years of service.

Steve Proech, 51, watchman from Track, died suddenly on 3-27-47. He had 18 years of service with the company.

Lerbria Fasano, 57, laborer of the Track Dept., died 3-27-47, from a chronic myocarditis, after an illness of three days, and with 18 years of service.

Leo Beers, 56, conductor from Lawrence, died 3-28-47. At the time of his death his service amounted to 35 years with CSL.

Giuseppe Orlando, 59, laborer from the Track Dept., died 3-31-47. He had been ill since the first of the year. His service amounted to 17 years.

Stanislaw Chabalowski, 73, car cleaner from Devon. He was on inactive duty since 1937. He died 4-4-47 after 38 years of service.

Robert J. White, 69, motorman from North, passed away 4-9-47, after a short illness of a month. Upon his death he had 43 years of service with the company.

Adolph Heilmann, 50, motorman from Cottage Grove, died 4-10-47. Death was caused from coronary thrombosis. At the time of his death his service amounted to 20 years.

James McConville, 45, conductor from Archer, died 4-13-47. He had 19 years of service with the company.

James Keane, laborer from the Track Dept., died 4-16-47. He had been with CSL 19 years.



A PUBLICATION BY AND FOR
CHICAGO SURFACE LINES EMPLOYEES
231 South LaSalle Street, Chicago 90
William H. Bromage.....Editor
John H. Fisher.....Associate Editor

This is your company...

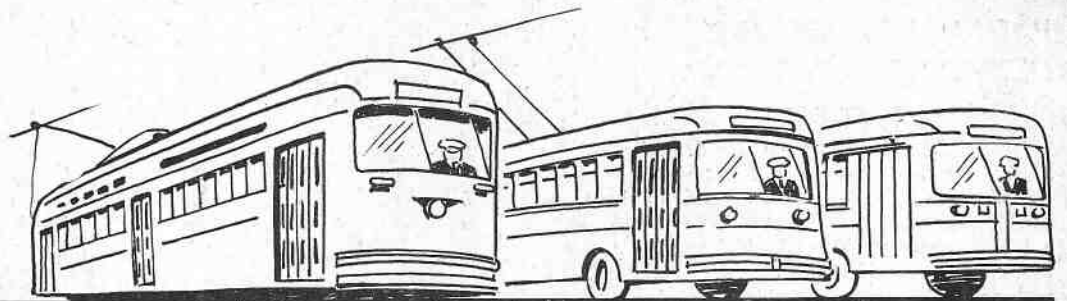
THE CHICAGO SURFACE LINES IS THE LARGEST SURFACE TRANSPORTATION SYSTEM UNDER SINGLE MANAGEMENT IN THE UNITED STATES



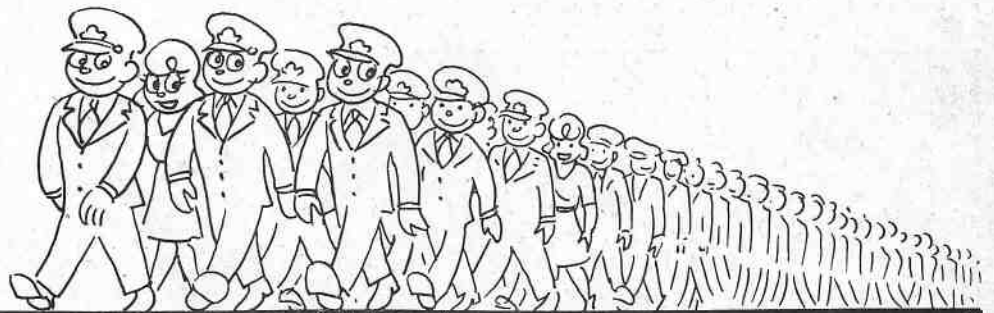
IT PROVIDES TRANSPORTATION SERVICE TO CHICAGOANS ON APPROXIMATELY 1,400 SINGLE WAY MILES OF TRACK AND BUS ROUTES....



... USING SOME 3,500 STREETCARS AND BUSES....



... AND PROVIDING EMPLOYMENT FOR APPROXIMATELY 17,000 PEOPLE !



Ferd Himme

YOUR COMPANY IS VITAL TO YOUR COMMUNITY !