

Surface
SERVICE
JUNE 1947

SIX HUNDRED YEARS OF SERVICE AND STILL AT IT!

Twelve Employees on Active List Have Better Than 50 Years of Service Each

AFTER MORE THAN 50 years of working for Chicago's transit industry, twelve CSL employes are still actively contributing to the riding comfort of the city's daily riders. The total years of service for this group of men amounts to better than 600 years.

Included in this group of active old-timers are: *Briefwriter Clarence Guilliams*, Accident Investigation; *Car Cleaner John McMahon*, Carhouse and Garage; *Janitor Patrick Griffin* and *Chief Operator Wm. Sebraska*, Electrical; *Foreman Wm. Goering*, Shops; from Transportation: *Motorman Henry Pauly*, Armitage; *Motorman Orrin Ross*, Cottage Grove; *Janitor Jeremiah O'Connor*, Cottage Grove; and *Motorman John Cavanaugh*, Blue Island. *Assistant Treasurer M. V. Morton*, Treasury; *Superintendent of Utility Division T. J. Blakely*; and *Construction Foreman Larry Dorich* of Track Division.

As of the end of the fiscal year, January 31, 1947, 394 employes had better than 40 years of service apiece. This represented an increase of 34 employes over last year.

Following is a list of these individuals, by departments, years of service, and then alphabetically.

Accident Investigation and Legal

Clarence W. Guilliams, 54 years; Carl Bodenstedt, 47; Julius Lellinger, M. H. Ryan and J. F. McCarthy, 43.

Electrical

Patrick J. Griffin, 53 years; William D. Sebraska, 51; Oscar Ohman, 49; Arnt Sorenson, 47; William Becker, 46; Harry Burke, 46; Fred Schurke, 45; William Schenck, and John Griffin, 44; Stephen Gecan, 43; William Stokes, 42; Thomas Walsh, Daniel Darcy, Harry Lauer, Walter Hart, Archie Smith and William Broderick, 41; Paul Baumgart and James Elliott, 40.

Executive

F. L. Hupp, 44 years; J. V. Sullivan, 43; and W. Pasche, 42.

Treasury

M. V. Morton, 55 years, and J. Norton, 43.

COVER

Pictured on the cover is a group of Chicago Surface Lines' real old-timers. Each of these individuals has more than 50 years of service, and each holds the greatest seniority in his department. Top Row: Wm. Goering, Shops; Henry Pauly, Transportation; M. V. Morton, Treasury. Center: T. J. Blakely, Way and Structures. Bottom Row: Patrick Griffin, Electrical; John McMahon, Carhouse and Garage; and Clarence Guilliams, Accident Investigation.

Carhouses

August Lund, and John McMahon, 50 years; Joseph Bolton, 49; James Logan, 46; Simon Lileikis and William Krueger, 45; Fred Simon and Allan Bollinger, 43; Walter Goddard, Noah Moss and Anthony Genutis, 41; David Condon, Peter Gestautes, August Enarson, Joseph Komskis, Joseph Mannella, Joseph Matz, William Norakes, John Nuisl, Leonard Waicikowski and Simon Waicekaskis, 40.

Materials and Supplies

F. C. Nagel, 45 years, and M. Davidson, 40.

Shops Department

William Goering, 53 years; Harry Johnson, 48; Carl Erdmann and John Sake, 47; Henry Schippers, 44; Walter Knobelsdorf, 42; Edward Rooks, 41; Charles Strnad and William Maslauskas, 40.

Way and Structures

T. J. Blakely, 56 years; L. Dorich, 50; E. W. Anger, 48; N. G. Janke, 47; L. Fragrasso, S. Milos, J. Pascalo and W. Quinlan, 46; T. Dugo, A. Johnson and A. W. Rohde, 45; C. Johnson and J. Ruzich, 44; F. Cardello, A. H. Janke, 43; T. H. Lynch, A. Micetic, E. Nelson, G. Peterson, J. Preto, J. Cuculich, 42 years; M. J. Griffin, F. Imburgia, and T. M. Stiglich, 41; T. Bennett, C. J. Callahan, J. Celestino, J. Favicchio, J. Ljubenkov, T. Lombardo, S. Russo, J. Spitali, and J. L. Waters, 40.

Transportation

63 Year Men: Terence Kennedy.
61 Year Men: W. J. Storey.
60 Year Men: H. H. Eichhorn.
59 Year Men: Michael Miles and Peter Nelson.
58 Year Men: Henry Fossum and James H. Keester.

57 Year Men: Thomas Durkin, John Grady and Thomas King.

56 Year Men: August Benson, Olaf Johnson, Charles H. McKeil, William J. Moloney and Maurice Walsh.

54 Year Men: Godfrey Koth, Patrick Lavelle, Carl O. Longquist, Henry Pauly, David J. Reid and John Simon.

53 Year Men: Wilfred A. Bessette, Leslie E. Cotton, William T. Jones, James Noonan and Orrin N. Ross.

52 Year Men: James E. Borne, John P. McCauley and Jeremiah O'Connor.

51 Year Men: John Cavanaugh, William Roach, John Sturm and Joseph R. Wall.

50 Year Men: Martin Scanlon.

49 Year Men: Adolph Burkhart, Nick Nebels and Samuel Rasmussen.

48 Year Men: Claude C. Cricks and William Harrington.

47 Year Men: Clinton A. Downey, Bernard Hanley, Frank M. Miller, Jeremiah O'Connell and Llewellyn E. Rich.

46 Year Men: Juno Anderson, Arthur W. Bishop, Edward J. Church, Benjamin Crawford, Charles H. Johnson, John Lloyd, William Mohrlock, Walter F. Pearson and Phillip Proesel.

45 Year Men: George E. Brown, John A. Fitzgerald, Floyd J. Frank, John H. Johnson, Albert Moore, Alexander Murray, Henry Peters, Patrick Rafter, Charles B. Schwartz, William Spackman and Edward E. Spengler.

44 Year Men: Thomas Barry, William Buchner, James Burns, William H. Buthman, Emil Carlson, Michael Gordon, Patrick J. Hennessy, Charles F. Holloway, Louis H. Karnett, John F. Manson, Olaf B. Olson, John W. Reibly, Charles A. Sargent, Herman E. Schmidt, Edward Simons, Nels L. Thorson and John Wirth.

43 Year Men: John H. Beck, Alexander Bombicino, Paul Buege, Thomas Dunn, Gustav A. Egmer, Randolph P. Ellerbeck, George Gallaway, Peter Grant, John O. Green, William A. Hall, Ora A. Hatch, Charles Holtberg, Allen H. Jackson, Joseph Johnson, Bernard C. Jonas, Frank J. Kearns, Henry Ketter, Ludwig C. Lewerenz, Eugene McKenna, Patrick J. Murray, Patrick J. O'Connor, Daniel F. Parker, Hagen Paulsen, Frank M. Perry, Fred E. Smith, Thomas C. Sullivan, John J. Trinen, William Zech and Herman W. Ziehm.

42 Year Men: Michael Austin, Morton Baker, Richard J. Barry, Frederick M. Bartlett, T. J. Bresnahan, Thomas Brosnan, John Coughlin, Frank Courtney, Florence M. Cronin, James Daley, George Faul, Edward H. Gaede, Harvey A. Johnston, Otto A. Kaeseberg, Joseph J. Kehoe, William P. Kelleher, Thomas J. Kells, David Kennedy, Edmund Kennedy, Joseph Kenney, Theodore C. Korman, Harry W. Leach, Gustav Manson, John H. Meyers, Walter Miller, Andrew O'Shea, Alfred

W. Pearce, Thomas Pierce, Rudolph Schultz, Filbert J. Smith, Christopher Todd, John G. Volk, Carl G. Wallin, Robert J. White and Anton Zeidler.

41 Year Men: Elmer Balfanz, Otto W. Bischoff, Arthur C. Bohn, Richard A. Born, John W. Bowe, George Brady, Raymond A. Calp, John Carlin, Patrick Carlin, Frank Carmichael, Harold B. Clemens, Frank J. Conway, William Cryder, Joseph S. Cuchna, Stephen Derenski, Eugene Devine, Maurice Donahue, James Fahey, Matthew J. Farrell, Fred S. Frederick, Peter J. Graham, Albert F. Grohn, Albert Hammergren, Nicholas J. Hanson, Morris Hirsch, John Holland, Ben Johnson, John Kennelly, Charles M. Kestler, William J. Leahy, Arthur J. Lester, Ludwig L. Liden, Bartholomew Maloney, James McFarlane, Thomas McHugh, Patrick J. McMahon, Owen McVerry, Michael Monaghan, Noah J. Moss, Daniel J. O'Connor, Michael O'Rourke, William J. Perry, Christ E. Peterson, William Quinn, Jacob Raffel, William Riel, John Riley, Edward J. Ryan, Arthur H. Scanlon, Henry E. Schultz, Emerson C. Springer, Alexander L. Szamocki, Emil M. Varbelow, Ernest E. Victorson, Harry Wellman, Daniel Whitenach and Henry Wigard.

40 Year Men: William Adamezyk, John Beisiegel, James Bernard, Curtis P. Best, William Bogda, John Bonfield, Joseph Bover, Ben A. Burgett, John Burke, John Carroll, John E. Clark, Albert L. Chappell, Michael C. Collins, Thomas D. Corkle,

William Dignan, George H. Draut, Frank Dreckman, William J. Egan, John F. Eichstraedt, Charles A. Ellis, Patrick Fahey, James Farrell, Richard Ferwerda, Richard Fischer, John Frafkan, Frank Fram, David Frawley, Fred J. Geiger, John Godfrey, James Granahan, George F. Grass, James C. Groundwater, David Gustafson, Charles A. Gylling, Hans Hansen, Irwin H. Hanson, Claude Haynes, Joseph Heckler, Thomas F. Henehan, Frank Hennig, Frank J. Herold, Charles M. Horstman, John Hurley, Carl Joerger, Hartig Johnson, Henry Jurgensen, James Kenny, John P. Kerrigan, James Kirby, George Klopke, Nicholas Kulhanek, Edward Lafferty, Emil L. Lefebber, Patrick Leonard, John A. Lidberg, Patrick Lynch, William Madigan, Deenis Maloney, Terrence W. McMahon, Michael McNellis, Andrew H. Minning, James Moriarty, John A. Mulcahey, Lawrence Mulrooney, William Murphy, George Nash, Charles Nelson, Hugh O'Connor, James O'Kane, Edward O'Rourke, George Parashas, Roy Patrick, August F. Peterson, Clarence Peterson, Mossie P. Peterson, Fred Rapp, William J. Reichwein, Jr., Frank M. Roche, Felix A. Rohde, Albert R. Sabey, John J. Sanders, Arthur Sandquist, Charles Schmock, William A. Schocker, Louis Seeman, Simon Shannon, John Sheehy, Jackson Smith, Alfred D. Stockwell, John A. Swanson, Charles E. Tanner, William A. Wacholz, James Wallace, Patrick S. Ward, Paul Wensloff, Michael B. White and Patrick J. Woods.



DAPPER DANS—Back in 1911 this was a group of trim trainmen from the Division station, according to Walter Holderness (Lincoln). At that time Holderness was an earnest young conductor (left front row), while Mr. Joe Kehoe (second from right, rear) was a union board member. Others in the picture have not been identified.

INQUIRING REPORTER

THE QUESTION: *What is your idea of an ideal Vacation?*

THE PLACE: *Noble Station.*..... **REPORTER:** *C. Greer*

CONDUCTOR THOMAS CORKLE—
“Just to get away from the every day things and routine of every day work and spend it in some quiet place.”

CONDUCTOR I. LORENTSEN and **MOTORMAN ANDY WENDT**—They both agree that to get away from the things one does daily, and to do something special that one long-wished to do.

MOTORMAN HENRY SIMON—“To get a cottage on some nice lake and take the family and enjoy bathing, fishing, and all those outdoor sports one desires.”

MOTORMAN C. JACOBS and **MOTORMAN PETE LAZZARO**—Seem to be of one accord and agree that a trip to California would be ideal.

CONDUCTOR ROMAN DALAGUE—“To take the little wife and family away from the drudgery of the kitchen and every day house work. And I have just the spot, a cabin on a nice lake.”

MOTORMAN NICHLOS RAFFAE, **MOTORMAN FRED HARDT**, and **CONDUCTOR JAMES L. CAPLINGER**—“One word explains the whole thing: **FISHING**, anytime, anywhere, and any place, from sun up to sun down.”

CLERK ART ECKER, and **CHIEF CLERK FRED MURBARGER**—“A motor trip through the west. A visit to the national parks in that part of the country and any visit to new places of interest.”

CONDUCTOR CHARLES SCHULTZ—“I would like to make a trip to the Hawaiian Islands.”

MOTORMAN EMIL KLOEPPER—“Travel to new places, and see new things that one has always wanted to visit and see.”

CONDUCTOR RICHARD NORTON—“A vacation spent on the farm in Michigan would be ideal.”

CONDUCTOR FRANK FISHER—“A vacation is a period of time for a working man to enjoy the fruits of his labor, and to do things he has wanted to do.”



Pete Lazzaro



Nick Raffae



Richard Norton



Frank Fisher

TWO ATTEND NORTH-WESTERN MOTOR SAFETY COURSE

WHEN the Northwestern University Traffic Institute conducted a five-day course on motor fleet operation and safety recently, Relief District Superintendent Tom Moore and Superintendent E. G. Nassar, Lawrence Garage, attended as Chicago Surface Lines representatives.

Outstanding safety men from over the country appeared as instructors and there was a free exchange of the latest ideas in safety training and operation. This is the second year that Chicago Surface Lines has participated in this annual institute.

In Memoriam

A List of Recent Deaths Among Employees.

ARTHUR J. LESTER, 63, motorman from 77th, died 4-21-47, after an illness of eleven days. Upon his death his service with the company amounted to 43 years.

WILLIAM A. WEITH, 59, doorman from Division, died 4-22-47. He had been with the company 29 years.

SAMUEL LAMONT, 70, janitor at Kedzie, passed away 4-22-47, after a short illness from coronary thrombosis. Upon his death he had 28 years of service with the company.

DANIEL HEFFERNAN, 61, janitor from Kedzie, died 4-25-47. He had 29 years of service with the company upon his death.

FRANK SCHILLER, 56, from Lawrence, died 4-29-47. He had 24 years of service with the CSL. His death was caused from chronic heart trouble.

HUGH HEGARTY, 46, car cleaner from North, died 5-5-47. At the time of his death his service with the company amounted to four years. Death was due to heart failure.

HENRY FOSSUM, 88, conductor from North, died 5-11-47. He had been inactive since 10-7-37. Upon his death he had 59 years of service with CSL.

JOHN STOLARZ, 83, car washer from West Shops, died 5-5-47. His service with the company amounted to 20 years.

ALEX TWARDY, 65, repairman from Lincoln, died 5-6-47. He had been with the company 25 years.

KARL V. HALLDIN, 82, machinist from South Shops, died 5-12-47. He came with the CSL 22 years ago.

JOHN VERARDI, 57, carpenter at West Shops, died while on duty 5-16-47. Upon his death he had 18 years of service.

WILLIAM WASSNER, 64, conductor from 77th, died 5-17-47. He had 30 years of service with the company.

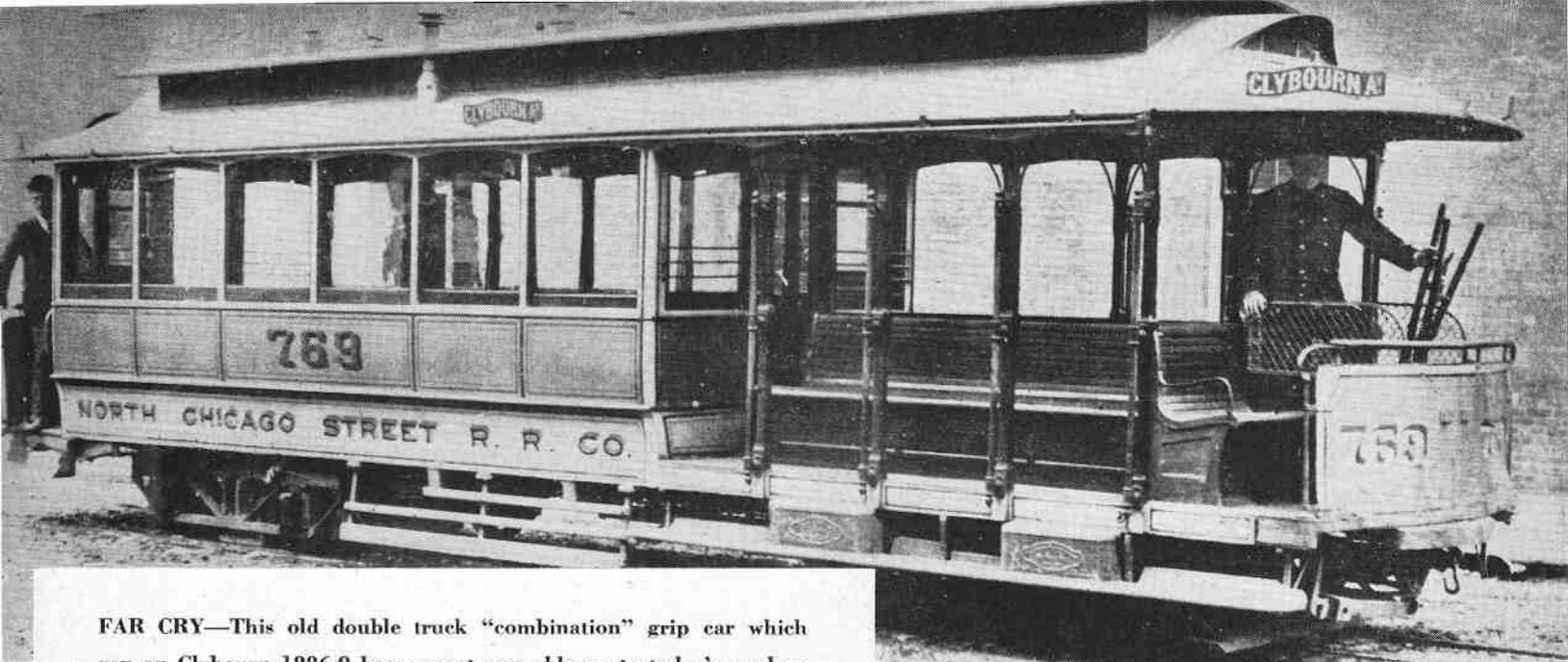
ALFRED MANGIANTINI, 37, machinist from West Shops, died 5-17-47. He had two years of service with the company.

STANLEY PRUS, 61, repairman from North, died 5-18-47. He had been with the company 34 years.

FRANK DRECKMAN, 60, motorman from North, died 5-17-47, after an illness of a year. His service with the company amounted to 41 years.

JAMES J. BARTLETT, 53, motorman from Limits and former clerk in employment, passed away 5-19-47. Upon his death he had 28 years with the CSL.

WESLEY WRIGHT, 65, receiver from Lincoln, died on 5-20-47. He had 19 years of service.



FAR CRY—This old double truck “combination” grip car which ran on Clybourn 1886-9 bears scant resemblance to today’s modern comfortable buses which have been installed on CSL’s new downtown bus lines.

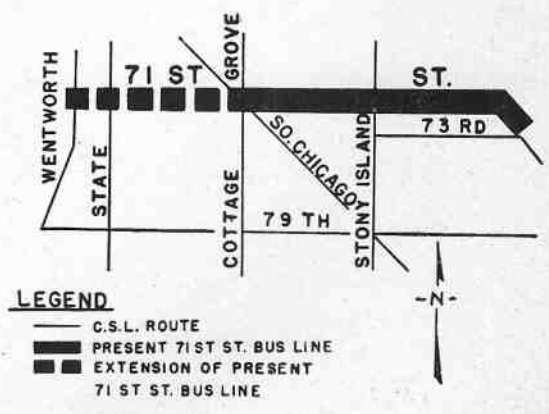


SPRING is the traditional time for change. “Off with the old, and on with the new” seems to be the slogan for those months. And the past few weeks with Chicago Surface Lines has borne this slogan out.

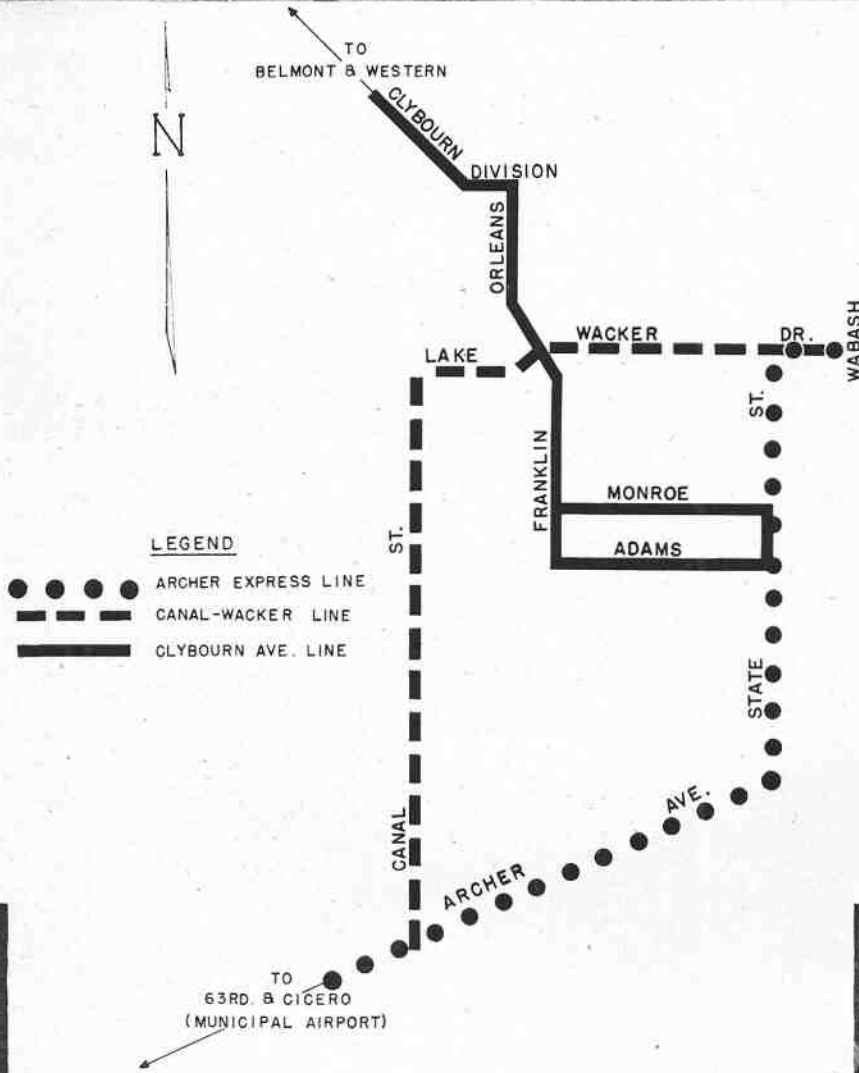
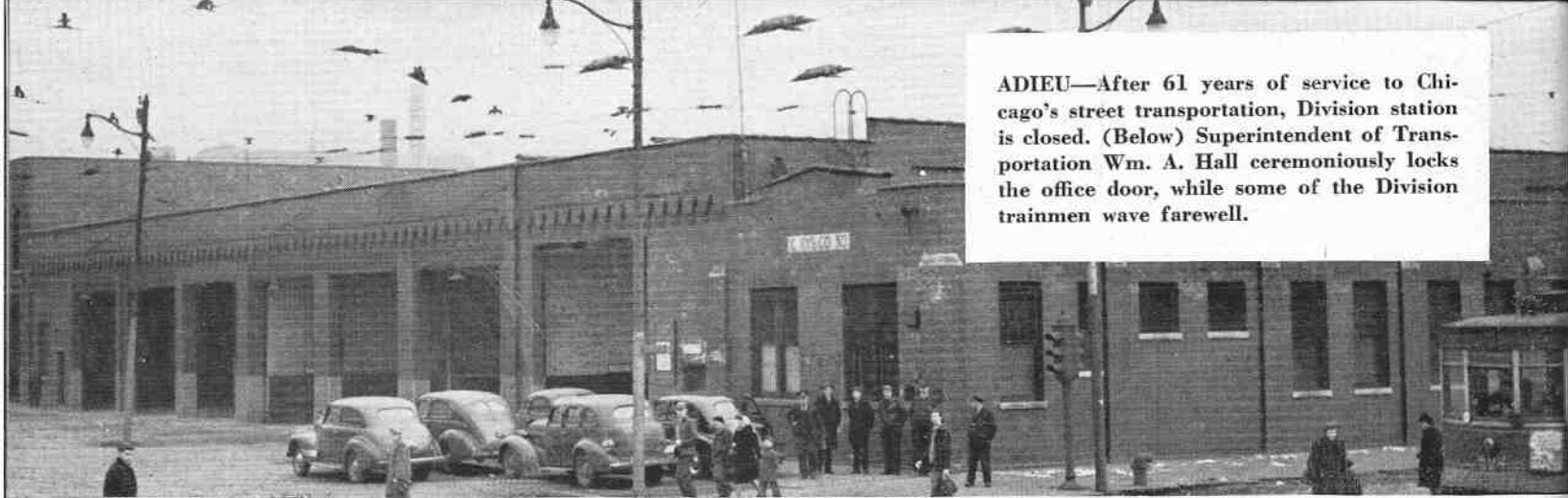
Perhaps the most radical change during the last 30 days involved the closing of the Division station (SURFACE SERVICE, April, 1947). On Sunday, May 4, streetcar operation from that location was discontinued and the various lines involved were transferred to other stations.

Part of this change required the conversion of the Clybourn avenue line from streetcar to bus service. This line, one of the oldest in the city, was started with horse cars in 1869, between Division and North avenue. It was extended to Cortland in 1871, to Fullerton in 1883, and to Belmont in 1888. It operated as a horsecar line until 1891 and as a cable car line from then until 1906 when it was electrified.

Thirty of the company’s new 44 passenger buses inaugurated the new serv-



ADIEU—After 61 years of service to Chicago's street transportation, Division station is closed. (Below) Superintendent of Transportation Wm. A. Hall ceremoniously locks the office door, while some of the Division trainmen wave farewell.



ice on the line, replacing the 23 streetcars. At the same time the downtown routing was changed to operate on Orleans and Franklin instead of Wells. The Riverview-Larrabee line was transferred to Wells instead of Dearborn in the loop area to compensate for the removal of the Clybourn cars.

Buses have become increasingly important in CSL service. Chicago Surface Line's third downtown bus route was installed on May 8. The Canal-Wacker bus line provides a direct, all-day service from Canal and Archer, on the near southwest side, to Wacker and Wabash, on the near northside, via Canal, Lake, and Wacker drive.

Other changes during the month included: the removal of the 21st-Fulton one-man car line; the extension of bus service on 71st street, substituting buses for the one-man cars between Cottage Grove and Vincennes; and the extension of the 87th.

LEFT — Routes of CSL's three downtown bus lines.



THE *Cream* OF THE CROP

THE FOLLOWING is a collection of the most outstanding commendations received from our CSL riders during the past weeks.

MOTORMAN NICHOLAS PREVENAS—CONDUCTOR WALTER OLSZEWSKI—Elston

"A middle aged woman was in a fainting stupor and slumped in her seat. The motorman and conductor surely did all in their power to revive this woman. Finally the woman was revived and they got a cab which they helped her into and she went home. I was greatly impressed by these two young men as they certainly displayed lovely character and a feeling for humanity," wrote Mrs. O. W. Nelson, 1847 Belle Plaine.

OPERATOR CHARLES GREER—Noble

"His conduct is exemplary; he has a smile for everyone. He is pleasant, and looks out for the welfare of each passenger," wrote Lillian Cohrs, 3266 Cortland.

MOTORMAN THEODORE SMITH—77th

Mrs. Nable, 1040 E. 80th wrote "that she wishes to commend Theodore Smith, for smooth handling of the streetcar, also for being courteous and considerate of passengers."

CONDUCTOR JOHN SWEENEY—Devon

Mrs. E. J. Stowers, 736 Barry wrote "although all the passengers had boarded the car and the doors had been closed before I even reached the car, the doors swung open and though I do not remember if the conductor said anything, his genuine smile and courteous unhurried but efficient manner made me feel welcome. I heard this conductor ask a lady if she would see that three small girls were put safely on the right streetcar. I was very pleased to note his concern for the children."

OPERATOR DANIEL MASTERSON—Archer

A letter of praise was in order according to Miss Odessa B. Morse, 730 E. 51st, "for his being both calm and polite over the insulting remarks of an automobile driver who had parked his car in the street." Miss Morse was impressed by the manner in which the operator controlled himself.

CONDUCTOR ROY ALMOND—Limits

"Kind, courteous, quick, and responsive with bus transfers, he handled the crowds in such an efficient manner and with a smile, that he deserves credit," wrote Mrs. Frances Ulrich (address not given).

MOTORMAN HENRY PAULEY—Armitage

Mr. R. J. Turner (address not given) states a man's hat, anchored too lightly upon his head, was caught in the wind and rolled partially under the streetcar. Pauley stopped the car so the hat could be retrieved.

Gentlemen of Distinction*

By HERB GRAFFIS

SOME FELLOWS for whom I'd like to put in a few kind words are the streetcar conductors. Of all the people who have to put up with the public I think the streetcar conductors do the easiest and most graceful job.

There are some surly heels among them, of course, but considering the trying nature of their job and the fact that they are not paid so much they are made immune to the financial worries the rest of us have, the fellows on the cars do a right nice job.

If all the rest of us would learn the saving grace of humor as most of the streetcar men have, we'd save ourselves a lot of nervous indigestion. I heard a conductor on a State streetcar tell off a guy yesterday so the guy had to laugh and do a bit of thinking.

AN ELDERLY fat woman was getting off the rear platform and on the wrong side of the upright pipe so she prevented others from getting on. This fellow who was getting on grumbled about the old woman "not having enough sense to know how to get off a car" and did some other groaning that didn't help the situation any.

The conductor very calmly grinned at the complaining customer and said, "Bub, if you were as crippled as that old lady you'd be damn glad to be able to fly through a window on this car." I watched

the old woman shuffle trying to make the curb without being run down by an auto and so did the fellow who'd been doing the beefing.

The man who had complained turned to me and remarked, "Well, he was right and I was wrong, so that's that." That showed me one of our fellow citizens had received a graceful little lesson in thoughtfulness that was going to make the rest of his day brighter. He was a nice enough fellow but, like the rest of us, too easily irritated.

I WAS on a Van Buren streetcar when a woman yelled from the curb to the conductor, "Does this car go to Halsted street?" The conductor replied with gay courtesy, "Yes, lady, but it only runs up to the curb to get passengers on Mondays, Wednesdays and Fridays."

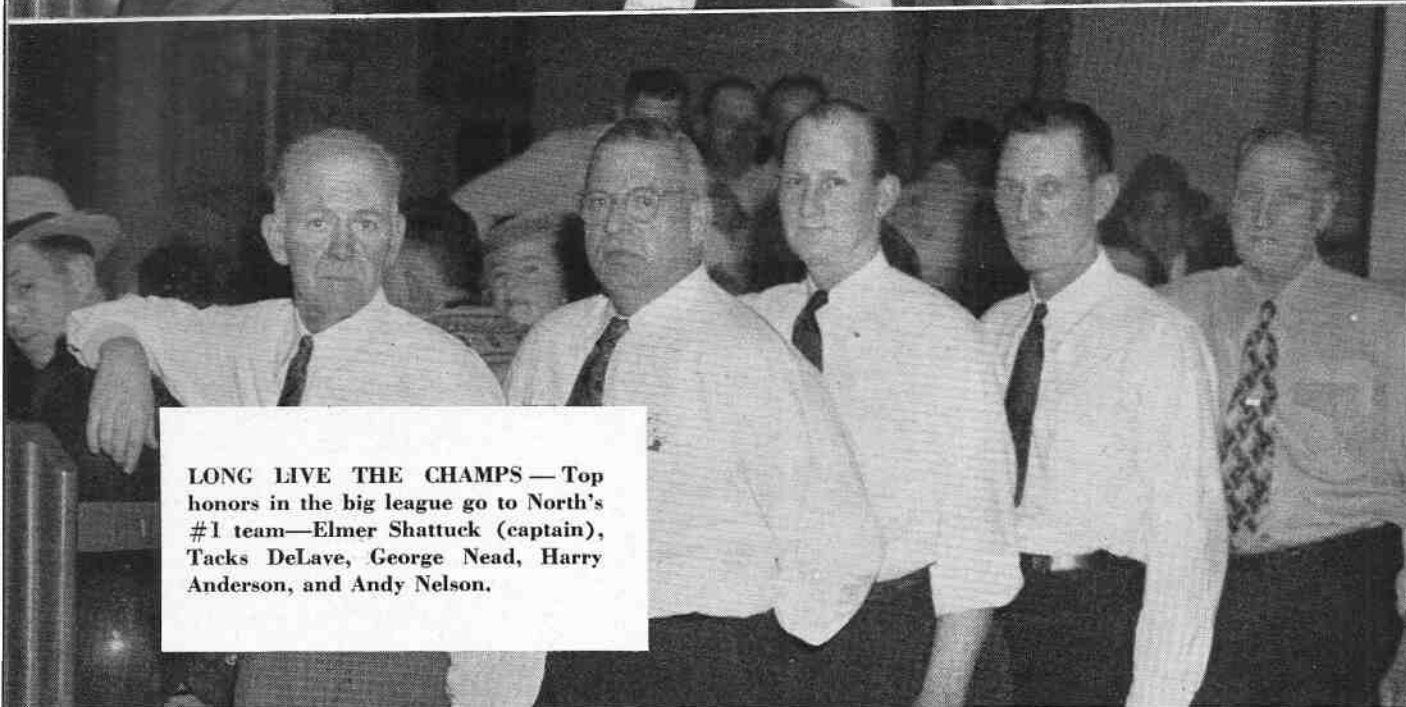
During a rush hour on Clark street, with the car jammed, a fellow with a huge load of packages was trying to get aboard. The conductor did the impossible in getting the packed passengers to co-operate in taking another burdened mortal in with them. He just yelled out, "Come on folks, give the horse and wagon a break." The passengers laughed and helped the man get on.

The poise of most of the conductors and the way they keep the public from beating them down makes them "gentlemen of distinction" in my book.

*REPRINTED COURTESY OF THE CHICAGO TIMES



THEY LAUGHED WORST—Cheerful losers in the CSL Bowling League were last year's champs from 77th — Alex Schnieder, Art Katter, Walter Harrison, James O'Shaughnessy, and Pete Flaherty.



LONG LIVE THE CHAMPS — Top honors in the big league go to North's #1 team—Elmer Shattuck (captain), Tacks DeLave, George Nead, Harry Anderson, and Andy Nelson.

North Avenue New Champs

THE CHAMPIONSHIP game of the Surface Lines Bowling League, between 77th of the South Division and North of the North Division, has now been finished. The W. A. Hall Bowling Trophy goes to North Avenue. Seventy-seventh was the champion a year ago.

Never has there been such a close contest. The scores were low, but it was anybody's chance to win, up to the last game. The championship play-offs were rolled on strange alleys by both teams. The first three games were bowled at Bruck's alleys. Seventy-seventh won the first game and North took the other two. North's total: 2630. Seventy-seventh's: 2562. This gave the northsiders a 68 pin lead.

The second series was rolled at the Milford alleys. Here the tables were turned—77th won the first two games, and the final went to North, who became the new champions as the southsiders could only pick up 12 pins. North won by 56 pins. The final totals: North, 5060; 77th, 5004.

Highlights were provided on the 77th team by *Schnieder*, with 1090, and *Harrison*, with 1048. North leaders were *Shattuck*, 1049, and *Nead*, 1023. Shattuck had the high game of 210.

Winning bowling championships is not new for the North team as they have taken the crown six different seasons in their division and several times in the play-offs.—*TACKS DeLAVE*.

WHERE MEN ARE MEN—Bowling honors out West in the Shops League went to the Paint Shop Team, with members Ted Pietrus, Al Blake, Louis Spolec, George Hamilton, and Harry Rowlett.

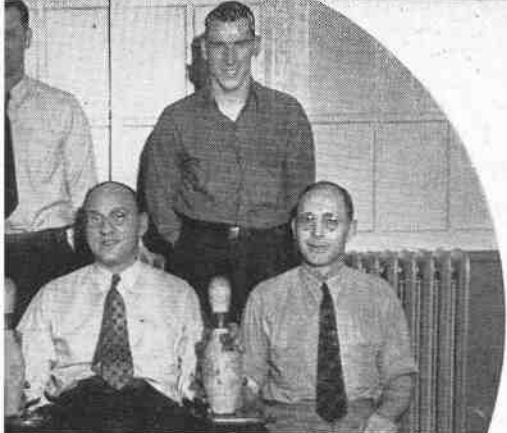


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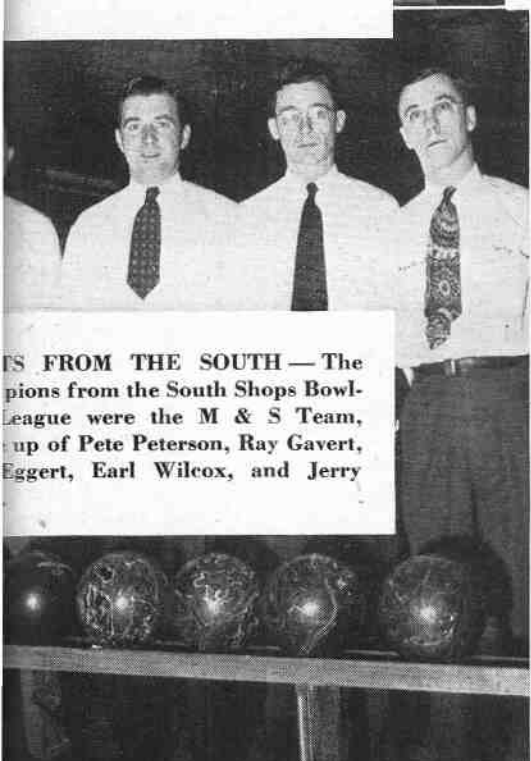


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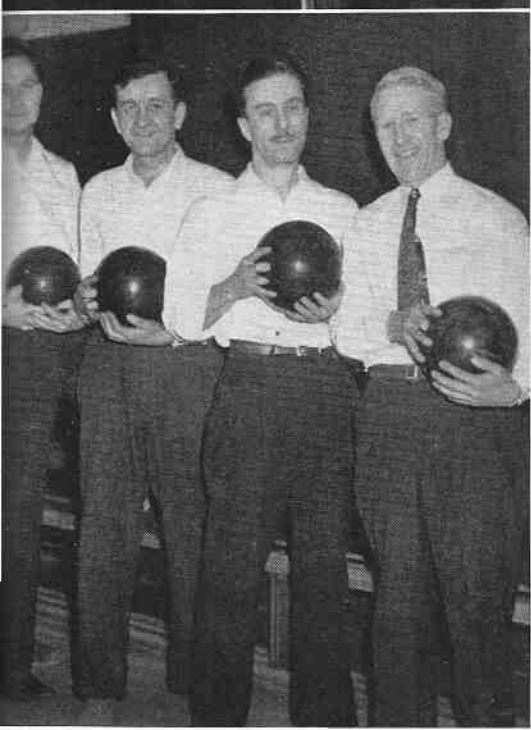




FOR-ALL — Top bowlers from two Shops formed teams for a off, with these South Shops top-ers winning — Frank Mollath, rd Bulak, John Sommers, and (ing) Max Kuchan, and Frank



TS FROM THE SOUTH — The pions from the South Shops Bowl-League were the M & S Team, up of Pete Peterson, Ray Gavert, Eggert, Earl Wilcox, and Jerry



They Didn't Fall*

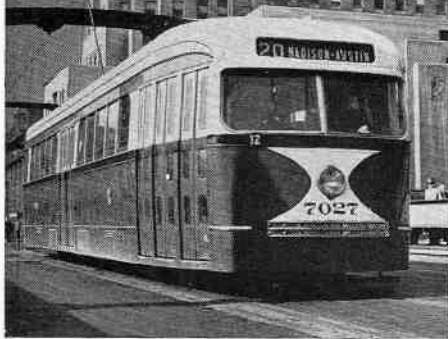
Safety-First Pays Off

THE CARHOUSE AND GARAGE DEPARTMENT was awarded a Safety Plaque by the Greater Chicago Safety Council recently because of their outstanding rate of decrease in employe accidents during the last six months of 1946. They showed the greatest improvement in the group of companies with which they compete. . . . This award was won largely through a decrease in the number of falling accidents. During the previous six months the department had a run of accidents in which the repairmen fell into the pits, or fell when alighting from cars and buses. . . . In order to win another award, the department is now emphasizing the proper technique in using wrenches.

CHAUFFEURS IN THE UTILITY DIVISION of the Way and Structures Department also rang the safety bell during the last six months of 1946 and earned an award from the Greater Chicago Safety Council. They had the lowest number of collision accidents of any fleet drivers in their competition group. . . . It is estimated that Chicago street traffic has increased 31 per cent during the past year. Therefore the winning of this award is particularly commendable.

*—Les Bernard, Rudy Dorner, Thomas Roche, Joe Barkauskas, and Stanley Kajpust of the Kedzie repair admire the safety award plaque.

Around the Car Stations



JUNE HOLDS NO ROSES FOR TRANSIT MEN BURNSIDE

JUNE! The month of roses, brides and the first little touch of sunburn. Happy throngs with picnic baskets and blankets headed for parks, playgrounds and beaches. All these go to spell a very busy time for the transportation properties. Coupled with this, having youngsters from four to forty playing ball, hop-scotch and what-have-you in the street, will keep drivers of both cars and buses on the alert so as not to spoil the day or let an accident occur to cast a cloud over the fun. . . *Supervisor Homer Carrick* made a very enjoyable trip to the West coast in May, visiting old friends and relatives en route. . . Belated congratulations to *Supervisor Russel Lull* who was seen lately passing out the expensive cigars. (We didn't get one.) The occasion was the arrival of a son. Mamma and baby doing nicely. . . Our depot is all agog over the prospect of more lines going buses. South Chicago is the latest to go to 77th. We can offer congratulations to the gang at that depot as they are getting some of CSL's finest. To those who are transferring, we can just say—"Good luck and we'll be missin you."—**FURGIE.**

GOOD THINGS MUST COME TO AN END COTTAGE GROVE

BACK in 1927 *Motorman Bill Mitchell* became the proud owner of a new Studebaker. Throughout the years as she stood so majestically in front of the depot, every trainman got to know her. "The Queen Mary" they called her. Recently as Bill was driving "The Queen Mary" to the depot, she stopped and refused to go any further. What makes Bill feel so badly is that the salesman who sold him the car said that with a little care, the automobile would last a long time. "I've learned my lesson" Bill laments "I'll never be fooled by a fast talking salesman again."

Operator J. L. Burke signing in his car was confronted by one of the boys from the "Heckler's Club." "What are you doing, Joe, drawing pictures?" asked the Heckler. "No," replied Joe, "it so happens I know how to spell more than just OK."

A chap riding with *Operator McPolin* on his way to the Surface Lines Employment Office, was very much concerned about his family's future. He asked Bill: "Do you think I'm making a smart move?" "Well," retorted Mack, "I'll tell you, lad. In the twenty-nine years I've been with the company this country has had good times and hard times, but I've as yet to see that paymaster's window fail to open on payday. I own a fine home and have given each of my four children a college education. Does that answer your question?"

Let's be Uniform—In Uniform—**THE LAMP-LITER.**

CELEBRATE SILVER ANNIVERSARY

DEVON

ONE SUNDAY while waiting for the passengers to load in the loop for the Cubs-Brooklyn game, I was asked how I liked to work the new cars on Clark. The man introduced himself as James S. Hearons, sales manager from Battle Creek, Michigan. His firm makes the Clark P.C.C. streetcar noiseless trucks for the transit industry. He was very interested in how the riding public and car men like the noiseless trucks and brakes.

We have an additional 14 repairmen that came over from Division. Four of our repair shop men were on the sick list during the month of May: *J. Tabola; Mike O'Malley; Gustafson* and *Jimmy Doyle*. "Small-fry" *Jim-tracks* and injured his hand. *Motorman Dave my Doyle* tried to push a truck off the car *Hager* was at Edgewater Hospital and *Motorman P. Cahill* was also sick last month.

Joe Reder had some big doings at his home on May 3. His only daughter was married. . . *Conductor Ray Matern* has worked for the CSL 24 years and on June 1 celebrated his silver wedding anniversary. . . *Herb Wilson* mentioned that it only took 12 hours and 44 minutes to fly to Ireland. I wonder if when the going gets tough and they are behind schedule, can the pilot start "breezing" them to gain time? Well, Herb, you can do that on Western Avenue but you always touch terra firma there.

Come out to see Devon play softball at Chase Park. Watch for the announcements.

If you have any news for our magazine, please put it in the mail box on the Southwest wall. Let's keep Devon alive.—**CHARLES SAKLEM.**

LAU BECOMES FATHER OF SIXTEEN

KEDZIE

AGAIN I QUOTE (I just gotta quote this guy Kipling)—"If you can watch the things you gave your life to, broken, and stoop and build 'em up with worn-out tools—You'll be a man, my son." Kipling must have been a good man. Sure hope he don't mind being quoted. . . *George Dorgan* returned to the inner sanctum and looks well after his sojourn in the hospital. His return released *Miles Harrington* to take up his duties as chief clerk at North. . . *Mrs. Dressler*, mother of the fighting Dresslers and wife of *Art Dressler*, Class-A troubleshooter in Kedzie repair, is in the hospital critically ill and in need of blood donors. Donors will be accepted over a period of two months. Information may be had in the of-

HOMESTEAD FOR SALE (IT'S A BIRD)

ARMITAGE

THIS ISSUE of the SURFACE SERVICE is dedicated to twelve old timers whose combined service add up to more than six hundred years. That's a lot of years in any language. . . We at Armitage offer our sincere sympathy to *Motorman Jim Johnson* whose father passed away on April 26. . . *Repairman Patrick O'Connor* has been transferred to North Ave. Pat's place is being filled by *Clarence Nugent*. . . If you want to give something away, the easiest thing to part with is a comb, which reminds us that we have a new chief clerk in the person of *Gene Peterson*, the man with the high, wide open forehead. Gene should feel right at home at Armitage and we are all glad to welcome you back.

Summer is really here, regardless of the weather. *Motorman Christ Peterson* has been seen with a paint brush, bringing his various real estate holdings up to standard. If you know any birds who are looking for a place to homestead, Christ is the bird to see. He has a lot of houses on hand or will build one to your specifications. . . *Conductor "Swanee" Swanson* is one who has always called a spade a spade till he struck his finger with one a short time ago. He is now trying to encourage the growth of a new finger nail on his left hand. . . After seeing that beautiful necktie on *Bert Heineman*, we know where the inspiration came from that song "O What a Beautiful Awning." . . *George Demco* is demonstrating his latest ball point pen. He calls it a "Pigpen," because it writes under mud and nowhere else.

I see by the papers that ship painters are now getting porthole to porthole pay.

Your scribe's lady friend "of the moment" asked him what was wrong with the alphabet. Your scribe answered, "U and I are too far apart." Boy, did I stick my neck out. She is now wearing a hunk of crystalized carbon on her third finger, left hand. Every time I open my big oral cavity I stick my oxford in it.—**TED SHUMON.**

fice. . . . *Dan Shanahan's* wife has returned from the hospital and is doing nicely after a major operation.

In case you fellows want to know where who has gone: *Tom Cooke, Bob Healy, George Singer* and *Otto Jurew* stay at Kedzie. *Joe Smith* to Lincoln. *Jack Hester* and *Jim (Uncle Willy) O'Brien* to North. *Jim Keenon* is night chief at Lawndale and *Cornelius (Red) O'Connor* is at Blue Island. *Bill Phillips* is at Harrison and Laffin with the Fire Department. We wish him success. To the new clerks: (We needn't welcome *Jerry Blake* because this is his home), *Chief Clerk Charley Starr, Mike Cusack, Sy Gloss, Joe Costello, Ed Earhart* (maybe he knows where *Amelia* got lost), our old friend, *Walt (Rangatang) Daly*, and *John Wise*, we extend a hearty welcome and pledge our complete co-operation.

Comes *Stan Lau*, tripping lightly into civilian life to resume the pursuit of his hobby of raising tropical fish. Mr. and Mrs. Guppy were presented to him as a gift, and on the same day of presentation he returned from his efforts on Kedzie to find the Guppies cramped for space in their little bowl of water. Septuplets had come to the Guppies. Two hours later Stan's Golden Chinese Fantails were cruising around their bowl with a convoy of nine little slanteyed fantails. Stan went to bed that night exhausted from his ichthyological efforts.

Could it be that *Louis Pappas* bought that whip at the circus for himself, or for his young one whom he was carrying when he boarded the Madison car after attending a performance at the Circus. *Pete Guarinellox* is curious as to whether *Louis* took the little one to the circus so he could see it himself. . . . Cymbals, sirens, bells, innumerable noises and general uproar of celebration made the walls of the *Wally Matel's* residence re-echo with the celebration of their fifteenth wedding anniversary on June 11. . . . The great white-feathered fellow hesitated at the home of *Harold Graham* and nestled little *Douglas*, weighing in at seven pounds, in the arms of his mother. *Douglas* was born on his granpa's birthday, who was born on Chicago's Birthday. (Graham didn't tell me when Chicago was born and I didn't want to pry too deeply into the baby's personal affairs).

Everybody on Van Buren street waits for *George Mauser's* car. *George* wears part of the *Aurora Borealis* around his neck differently each day and the patrons want to see which part he's going to wear.

Joe Boyle (the shadow and one-man dreadnaught, recently of the U. S. Navy) is the new chairman of the Credit Union Supervisory Committee.

May all your Trips be untroubled, safe and give you a feeling of a job well done.

Thanks to all of you for everything you've done for my family and myself. You're a grand bunch of fellows.—*JOE SMITH.*

WHAT SMELLS?—JUST A FISH STORY

LAWNDALE

NOW IS THE TIME of the year when the fish stories start smelling up the atmosphere. *Louie Nagle* and *George Christie* tell this one on *Charlie Zander*: *George, Charlie* and *Louie* were fishing at Fox Lake, *George* and *Charlie* fishing from the top of a bridge while *Louie* was in a boat underneath. *Louie* caught a good sized croppie then had the happy thought to put it on *George's* hook. *George* saw what was happening so he pulled up the fish, displayed it proudly to *Charlie*, then threw it down to *Louie* and told him to put it in the bag. *Louie* put it back on *George's* hook. The process was repeated. And repeated. *Charlie* begged *George* to trade places with him. *George* did and *Louie* also moved his boat to the other side of the bridge, and they continued to catch the same fish. *Charlie* didn't find out until much later the gag that had been played on him. We will not repeat his comment.

Conductor Dan Denneby was operated on last month and is coming along in fine shape. . . . *Ray Simon*, now chief clerk at Blue Island, took *Receiver Mike Callahan's* place for a few days, which was a pleasant surprise to all the friends *Ray* made when he worked at Lawndale. . . . *Bill McMahon's* wife had her picture in all the daily papers, when she won a pie-making contest. The picture showed her presenting the pie to *Mayor Kennelly*. No wonder *Bill* looks so satisfied and well fed! . . . *Eddie Callahan* came home with 40 pounds of books, the pocket size, which caused his wife to moan that she would never get any work out of him now. Incidentally, my wife got rid of 40 pounds of pocket-size books the same day! . . . *Operator Dick Halligan* is now driving a Packard Clipper, a beautiful job. . . . *Conductor Lou Boss's* nephew, *Tony Trankina*, now singing with *Lou Breese's* orchestra is being given a screen test—*BILL FEILER.*

IT'S BETTER WITH YOUR SHOES OFF

LAWRENCE

MR. AND MRS. *GEORGE KAUFMAN* celebrated their 25th wedding anniversary on Saturday, May 24. Several friends from Lawrence and Elston were present to help celebrate the occasion. . . . *Eddie Cron* was having trouble playing the outfield during softball practice without spike shoes. *Jim Musyinski* a talented manager solved the problem by having *Ed* take off his shoes and play barefooted, now *Jim* doesn't want to buy spikes for the other members of the team. . . . *Freddie Cochrane* was given a rare surprise when his friend *Smiling Bill Mahoney*, former Kedzie depot motorman, drove him to the Municipal Airport. When the big skyliner

landed, on board was *Freddie's* eighty-year old mother who flew here from the Old Sod to visit her children! . . . Vacation days are here and everybody has a favorite sport we have top rate fishermen, golfers, farmers, and yachtsmen so we ought to get a few good pictures. Just take that good shot, have two developed and give us one for the magazine.

Will Freeman the (Squire of Edgebrook) has a busy morning session with *Tom Callon* at



END-MAN—Believe it or not, this is *Conductor Jack Hughes* (Armitage) extolling "When the Bells in the Lighthouse Ring!" The occasion was a minstrel show in which *Jack* shared billing with *Tom Brown* of the famous *Brown Brothers Saxophone Sextet.*

FOR HEAVEN'S SAKE

PULL THAT POLE!



**In replacing a fuse young Maguire
Let the trolley pole stay on the wire.
But the jolt that he got
Struck him down on the spot,
Now he sings in a Heavenly choir.**

Cazola Restaurant every morning. Will is remodeling his home and Tom is his consulting engineer. From what I hear it's quite a project.

John Daly was raving about the good team the Brookman Bearcats have this year. They are counting the days until they meet the Nassar Gas Jockeys. Well, time will tell John.—MICKEY LOFTUS.

REGISTER-READING HAD

A LITTLE SALT IN IT

LINCOLN

WITH the recent moving about of the clerks we now have with us Chief Clerk Freddie Meyers from Lawrence, Haddon Phillips who is by no means new around here along with Bob Qutschke. Also in the change come C. Newhaus, W. Oquist, S. Girard, F. Pasche and Joe Smith, who comes from Kedzie where he was a conductor for almost six years.

This Bob Qutschke, wasn't around here many days when he undertook the job of reading registers. In so doing he jumped on one of the salt cars and was very much perturbed in not finding a register on it!

It seems as though the conductors are looking for a cut in their income tax deduction as Conductors Lester, Carlson and Luedecker all became proud papas recently.

Our Night Janitor L. Martin is in the market for a new or slightly used car. So if you can help him out please do.—LARRY HIPPERT.

WHO DID THE DIRT TO MR. STORK?

NOBLE

MAY was a red letter month for us at Noble. Albert Remack, Bill Leahy and Tony Arniri, left us knowing we had in them real friends. In their place we have, Fred Murbarger, chief clerk, No. 2 Clerk A. Ecker, Relief Receiver Nick Hadon.

Noble's softball team will practice every Monday and Friday morning at 10:00 o'clock at Paulina and Bloomingdale. So any of you fellows who think you are good at this game, come on out and help us bring in a winner. On Wednesday of each week the league game will be played. Watch the softball bulletin board for future developments of your team.

Somebody must have clipped the wings of "Mr. Stork"—not a single visit this month unless of course the boys are keeping secrets?

Now that vacations are in full swing, don't forget to send in those postcards and pictures, and all the other interesting items you may come across while visiting new places or old places.

So don't forget, fellows, it's a hit that most always scores the winning run and a smile is a hit every time.—C. F. GREER.

STAND BACK! LET THE CRAVAT PASS BY

77TH

BUS OPERATOR J. S. APPLE came down to pick his vacation the other evening; he was sporting a tie so loud you could hear it all over the depot. J. H. Fisher, bus operator, was admiring the cravat and was asking where he had obtained such a nice loud neck piece. Our friend Apple hung his head and said not to tell anyone, but he had borrowed it from his son.

E. J. Henry, our janitor, was washing windows last week and a good job he was doing. When his work was completed he stepped back to gaze at his labor and put his foot into the middle of a bucket of water.

Relief Clerk Bill Burk wears his cowboy boots to the depot when he wants to get them shined for free. So Clerk McGuire is taking up a collection to buy him some polish of his own.

It is said S. McPolin is selling piggy banks in his spare time. One of our readers (Bill Ruhle) would like to know if you have any for sale slightly used.

Supervisor Instructor Luebeck said he learned how to twist the controller when he was a little boy on his mother's coffee grinder.

Men Wanted at 77th Depot—would like to get a softball team started. Boys with Sundays off or Day car Sundays, that would like to play see Ernie Feltz. Come on out boys and give it a try.—ROY V. MACK.

FOOTBALL TECHNIQUE STANDS IN GOOD STEAD

69TH

PLAY BALL! That familiar sound is heard again at 64th and Racine, our home grounds, as 69th softball team invades the diamonds of the CSL League. Manager P. Spoo expects to have a successful season, and everyone at the depot is behind him to make his wish come true. The dates and the teams our boys will battle are as follows: May 25, West Shops; June 4, Lawndale; June 11, Blue Island; June 18, Kedzie; June 22, Archer Garage; July 9, Archer; July 13, West Shops; July 23, Lawndale; July 30, Blue Island; August 6, Kedzie; August 10, Archer Garage; August 27, Archer. . . . The sight-checking machine was at 69th recently. With skirts as short as the women wear now, a good eyesight is a nice thing to have. . . .

The Carnegie Medal ought to be bestowed this year upon Motorman M. O'Callaghan for his gallantry in action. Matt stopped an intruder recently from molesting girl-employees in a nearby business place by tossing the lug through a plate-glass window. . . . The warrior you saw on that beautiful white horse leading the Polish parade on May 4 was none other than our own Motorman Stanley

Zukowski. You looked like Teddy Roosevelt entering Manila way back in 1898, Stanley! . . . The vacation period for 1947-48 has started, and ambassadors from 69th are already crowding the highways and summer resorts all over God's country. . . . Motorman V. Hansen spent his vacation visiting Iowa to see how tall the corn was, then dropped in on President Truman and both houses of Congress at Washington, D. C. and found out that our republic was still going strong. From there he slipped to Quantico, Va. and got acquainted with the gallant U. S. Marines, then to Cincinnati, Ohio, whose historical river was very muddy at the time. On to Kentucky and its mint juleps, and to the famous Churchill Downs. He reports having a wonderful time. . . . A tip to all one-man operators. Summer is here and kids will soon crowd the beaches. Keep the rear windows of your cars closed at all times, and never leave any tools there with which these kids can play and cause you plenty of trouble. . . . Mr. Gillespie and Mr. Tocci extend a cordial welcome to all our new trainmen who have come to us within the past few weeks. Here at 69th you'll find a real bunch of fellows to work with, cooperative and helpful at all times. May your stay here be pleasant and of long duration.—THE GHOSTS.

GRANDFATHERS HOLD SPOTLIGHT

ACCOUNTING

OUR deepest sympathy is extended to Miss Nonie Morris, Miss Lillian Oesterreich in their bereavement and to Michael J. Ryan in the loss of his wife. . . . We are looking forward to the rapid recovery and welcome return of Mrs. Johann Bosnak and Charles Pacelli. The department extends a hearty welcome to Julia Willem and Vincent Donohue as the latest addition to our personnel. . . . Congratulations and best wishes to Martha Eileen Bernard and Rocco C. Iacullo who were married on Sunday, May 25, at St. Bernard's Church.

Your correspondent, who is now a grandfather, wishes to announce the birth of James Gerald McIntyre to his daughter Eileen, formerly of the Insurance Department, on Tuesday, May 20, at the Loretto Hospital. . . . Not to be outdone is Art Johnson, who is a proud grandfather for the second time.

Emily Sluka and Betty Du Bois returned recently from their vacation. They spent their time at Miami Beach, Florida, and then flew to Havana, Cuba.—THOMAS COAN.

"TWO-HOOK" JACKSON LANDS A BIG ONE

ELECTRICAL

TO ARTHUR SANDBERG of the downtown office we extend our heartfelt sympathy in the loss of his father who passed away on May 6. Former employe James M. Urquhart died of a heart attack on May 8. . . .

Fred Mariane is back on the job after a recent operation. . . . Peter Janke who was injured when a manhole cover fell on his leg, is back to work—lucky boy! . . . Congratulations to Oscar Ohman, line foreman, on the completion of fifty years service with the company. Oscar started to work with us on May 18, 1897 and is still going strong.

Our first fish story of the season begins with Carl Jackson. Carl was fishing at Port Washington, Wisconsin, and caught (says he) a twenty-two pound Muskie. He used two hooks to bring it in, but it was worth it. . . Nick Woitowich of Grand and Leavitt enjoyed his vacation in Chicago.

We extend a hearty welcome to Burchard Gibbs who has recently joined the office force in the Line Department. . . . Vacations are all over for Substation Operators W. Moran—Van Buren St., C. Mulbrandon—Blue Island, N. Rolnicki—Lill Ave., R. Birk—Western Ave., Apprentices T. Wyncott, R. Przybysz and J. Murphy. . . . Ernest Anderson carpenter at Grand and Leavitt returned to work May 23. Ernie has been off sick since February 4.—ANDY.

COMINGS & GOINGS-ON

DOWNTOWN

GENERAL OFFICE

Mr. Stork paid Eileen Coan McIntyre (formerly Insurance) a visit last month and left on her doorstep a six pound 12 ounce bouncing boy. They call him James Gerald. . . . We welcome into the Purchasing department Margaret Kells and Kingsley Keim and say "Goodbye" to Elvira Granta who has left for a new position. . . . Bernice Burns Whiteman (formerly Executive) dropped in to say hello to the "old gang" last month. She and her husband are living in LaCrosse, Wisconsin, and came to Chicago for a week's visit.—BRENDA AND COBINA.

EMPLOYMENT DEPARTMENT: The former Frances Scarpelli became Mrs. Joseph J. Marszalek in a beautiful wedding ceremony. . . . Ida Fischbach exchanged "I do's" with Clyde C. Hathaway of the 77th Station. Mrs. Hathaway, by the way, left us May 16, to become a "loving housewife." . . . William Boggs, our fingerprint clerk, bade us farewell on May 16. In his place we welcome Elliott H. McMahon, formerly of Archer.—G. KAMIS.

PISORS OBTAIN HEIR

FOR FAMILY FORTUNE

SCHEDULE & TRAFFIC

HEADLINE NEWS: Mr. and Mrs. Al Pisors proudly announce the arrival of Robert Scott Pisors at Swedish Covenant Hospital on May 26. The new heir to the family fortune is a fine big boy weighing in at eight pounds three ounces. Mother and baby are doing fine, and it is needless to mention that Al is doing fine, also thanks for the candy and cigars. . .

Anyone noticing that well-traveled look on Bill Devereux's face must remember that Bill

just took a journey to Dubuque, Iowa to visit with his daughter Sister Mary Williamette at St. Joseph's Convent. . . . Our sick list is worthy of mention. Tony Zigament is confined to the hospital, but latest reports are that he is recovering rapidly and we hope that his recovery speeds up some more. Charlie Pfaus is up and around even though the old feet and legs aren't what they used to be. Keep up the treatments Charlie and remember that we are all pulling for you.—L. C. DUTTON

SOUTH SHOPS PUFFED

OVER VICTORY

SOUTH SHOPS

THE SOUTH SHOPS is very proud of its bowlers who won the shop championship from the West Shops and now have in their possession the trophy. Max Kuchan, Frank May, John Sommers, Dick Bulak and Frank Mollath came through with flying colors. . . . Margaret Kuchan, formerly of the Machine Shop, and Bill Schultz exchanged marriage vows on May 17 at St. Jerome's church.

Harry Sapp, car wiring, and Emil Krauledis machine shop, were two proud fathers who recently gave their daughters in marriage. . . . George Clark is among the first to take his vacation and is touring the south. At present he is enjoying the sunshine in Florida. . . .



HOLD THE WHISTLES—This luscious creature with the wierd little friends is not a Powers model, but 77th's Operator Rudy Nelson and his son and daughter on the way to a costume party.

Our former general foreman, Howard Alton, was taken to his eternal rest on March 4, 1947. Since he retired in 1942, he has made his home in California.

Joe Bolech and Max Kuchan spent their vacations at home.—ANNE M. YERICICH.

HE SHOULD HAVE USED

OUR WANT ADS

WAY & STRUCTURES

TRACK DIVISION: Tom McCarthy, division superintendent of the northern division, is happy again since his pet dog, which was lost for three weeks, was found on the street only a block from Racine and Center store-room by Art Steers. . . . We are glad to welcome back the following men who were home some time due to illness: Bob Meanovich, section foreman; J. Adams, messenger; and Steve Polich, foreman.

*The ground is wet,
The drain is draining;
Umbrellas up. I bet
It's raining.*

Paul Antonovich, assistant foreman, is in the Alexian Brothers Hospital where he might have to undergo an eye operation.

UTILITY DIVISION: When you see Eddie Becker, chauffeur, proudly driving by in his own new 1950 Duesenberg, you'll know he finally got tired of waiting for a new car at the bottom of the customer's waiting list and broke down and put \$5.00 extra underneath the table.

The boys at Grand and Leavitt were asking John (Skuffy) Jones what he was going to do on his vacation. His answer was that on Monday, Tuesday and Wednesday, he won't do anything. On Thursday, Friday and Saturday he is going to rest, and on Sunday he would be getting ready to do nothing on Monday, Tuesday and Wednesday again.

Sympathy to A. Daker, chauffeur, in the loss of his brother.

FLASH: I'm waiting to hear from all members of the various Wreck Truck Stations who may have some news for this column.

Connie Callahan, chauffeur, is home due to illness. He would be glad to hear from some of the boys, so don't forget to drop in to see him.

BUILDING DIVISION: Sincere sympathy is extended to Bruno Roskuszka, painter, in the death of his mother.—BETTY LHOTAK.

THAT GLEAM IN THE WEST

IS ANOTHER SPARKLER

WEST SHOPS

BETTY WIRTH is back among us again after taking time out to have her tonsils removed. . . . Jo Klock now has a "sparkle" in her eye and a "sparkler" on that certain finger. The lucky young man is Fred Ryczyn.

SURFACE SERVICE

... Vacations are starting fast and furious. *Ann Arszak* is spending hers in and around Chicago. ... *Carl Schultz*, bus garage foreman, is spending his vacation moving into his new home.

Have you noticed the beautiful sultan *Ella Rall* is sporting around lately?

Now that the baseball season is here and our baseball team has been reorganized, we'd like your moral support.—MARY CROSBY.

Off the Trolley

Inflation hasn't reduced the juce value of a kiss.

* * *

IT'S FRIENDSHIP!—Operator *George Daubs*, veteran of Okinawa and now a bus operator from Limits, was the subject of an enthusiastic article in a recent *Booster*, a northside neighborhood paper. Praising the installation of the Belmont bus extension, the article stated "Perhaps the congeniality of the customers is due in part to Mr. Daubs' sunny disposition. He hands out transfers, makes change, has a friendly word for the youngsters and radiates an aura of good will." ... The entire operating force of the Foster line was praised by the *Jefferson Park Times* in a recent issue. Many of the men were interviewed and individually commended. Speaks well for the Lawrence Garage bunch.

* * *

VETERAN—Oldest bowler in the CSL League is *Tacks DeLave* of North. He has been on every championship team from North and has used the same ball for 25 years.

* * *

For every woman who complains that marriage is a 'shell' there's a man who insists that it's a shell-out.

Barter and Exchange

FOR SALE

BABY BUGGY English Coach \$10.00. GAS STOVE in good condition \$10.00. COAL HEATER hot water \$5.00. Motorman *N. Mootz* (Elston), 3940 N. St. Louis Ave., KEYstone 2612.

PICTURE QUIZ: Which one of these people gives the right reason for buying U.S. Bonds?

(ANSWER BELOW)



1. Easy to save! "I'm putting my money into U.S. Bonds because it's the easiest way for me to save. So far, I've saved over \$500!"



2. Plans for the future! "Ten years from now, the money I'll get for my U.S. Bonds will help to send my kids to college, or buy our family a new home."



3. Rainy day! "Maybe a rainy day's coming for me. Maybe it isn't. But I'm buying all the U.S. Bonds I can through my Payroll Savings Plan."

THE ANSWER

Every one of these people gives the "right" reason—because there's more than one right reason for buying U.S. Bonds.

Whichever way you buy them—through Payroll Savings, or your local bank or post office—U.S. Bonds are the best investment you can make!

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

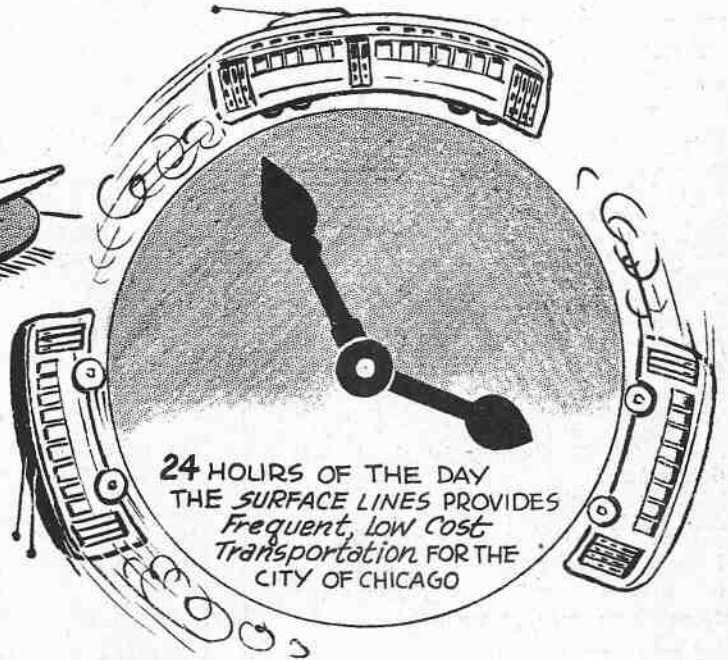


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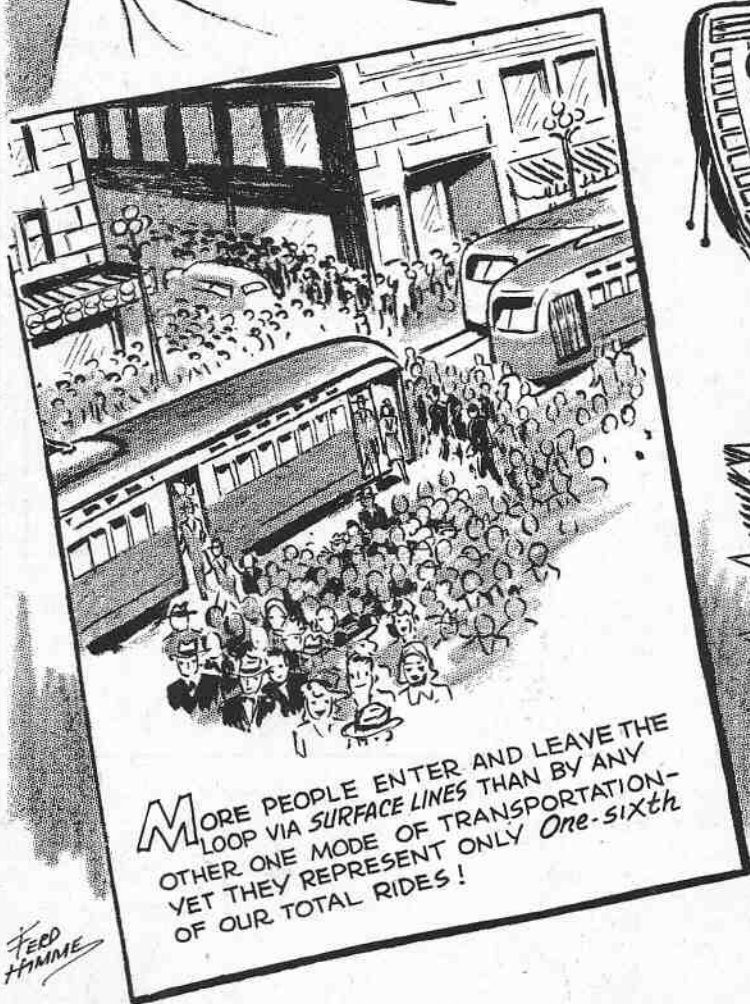
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 OF ELECTRICITY IN THE MIDDLE WEST!



24 HOURS OF THE DAY
 THE *SURFACE LINES* PROVIDES
Frequent, low cost
 Transportation FOR THE
 CITY OF CHICAGO



MORE PEOPLE ENTER AND LEAVE THE
 LOOP VIA *SURFACE LINES* THAN BY ANY
 OTHER ONE MODE OF TRANSPORTATION—
 YET THEY REPRESENT ONLY *One-sixth*
 OF OUR TOTAL RIDES!

FRED
 HAMME



THE TOTAL REVENUE AND
 TRANSFER RIDES ON *SURFACE*
 LINES IS ALMOST **5,000,000 DAILY!**

YOUR · COMPANY · IS · VITAL · TO · YOUR · COMMUNITY