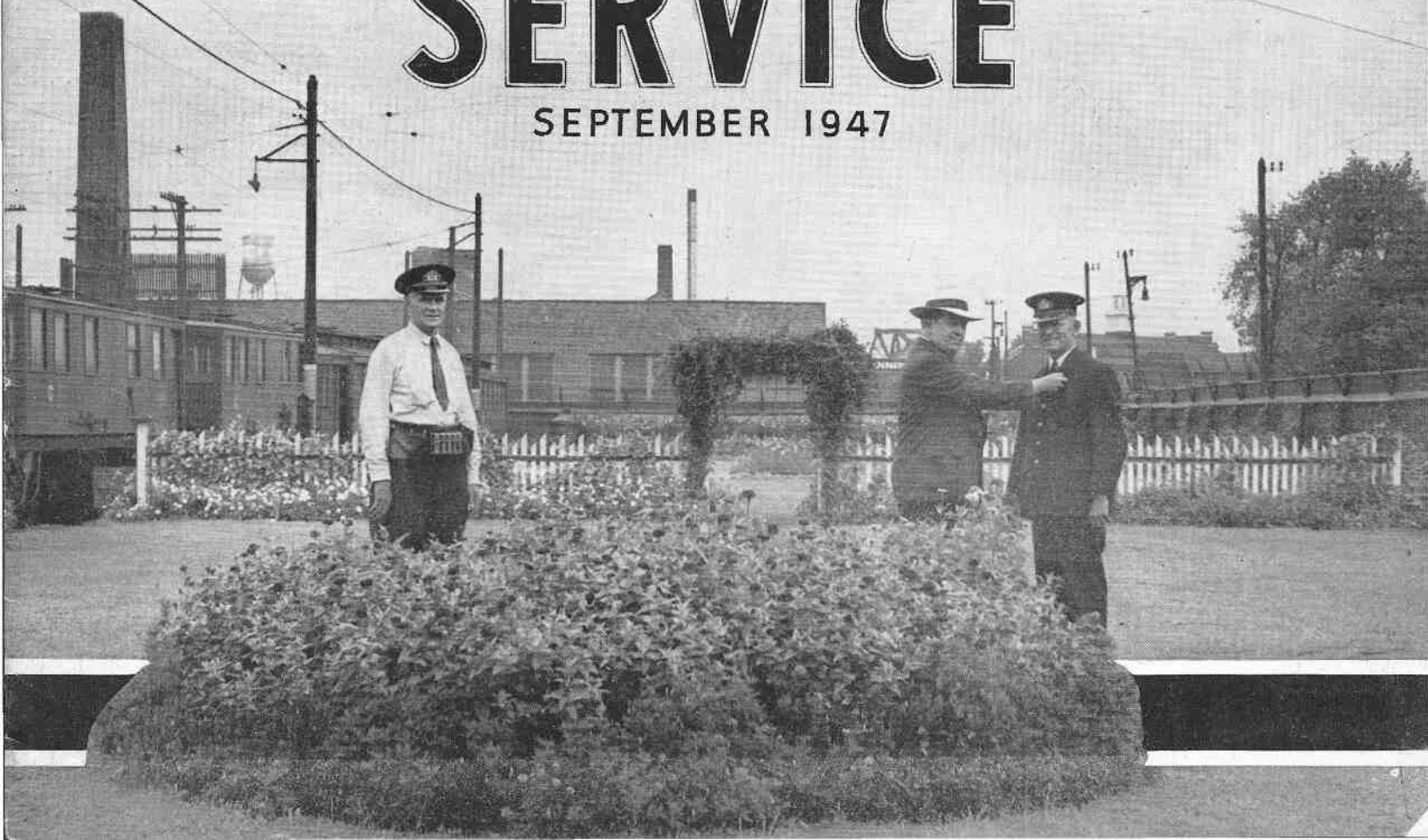


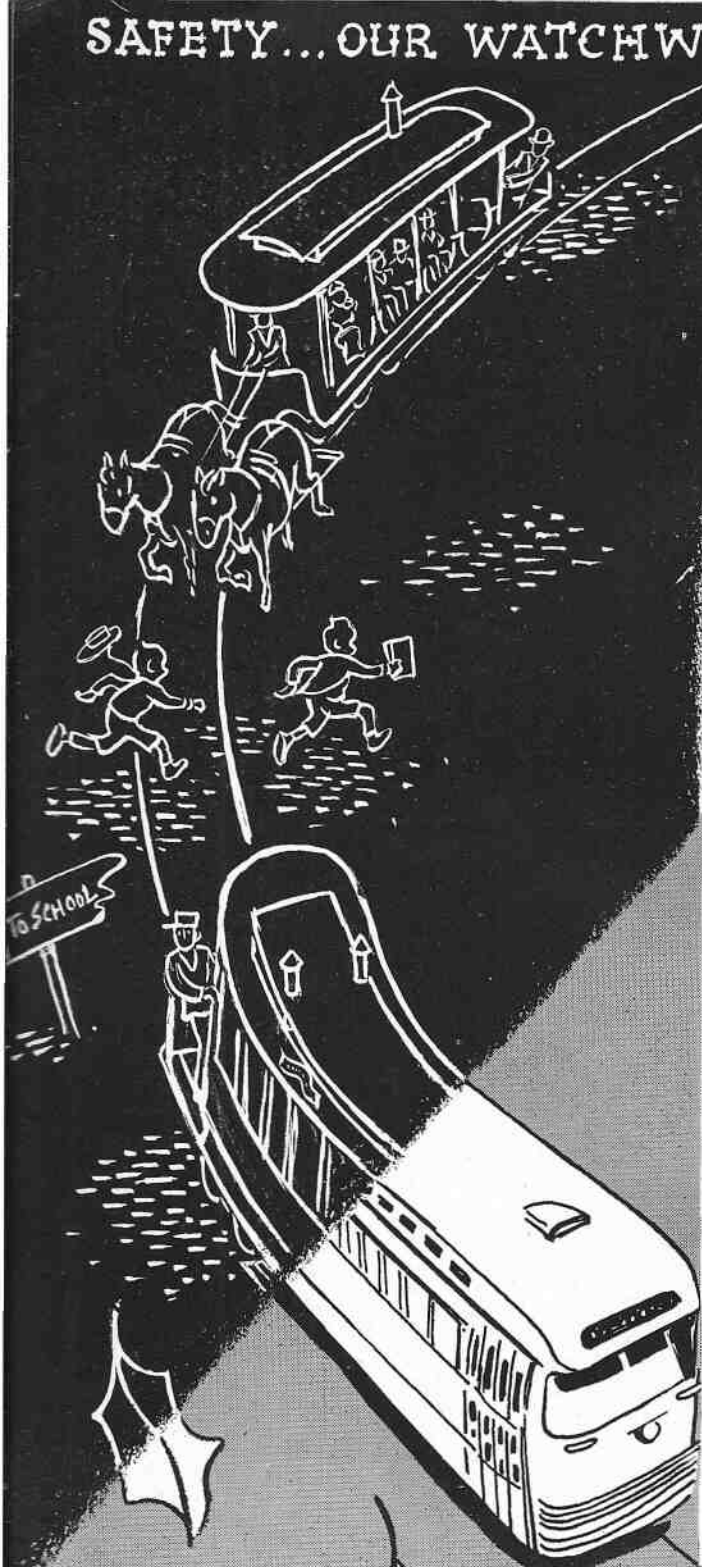


SURFACE SERVICE

SEPTEMBER 1947



SAFETY... OUR WATCHWORD!

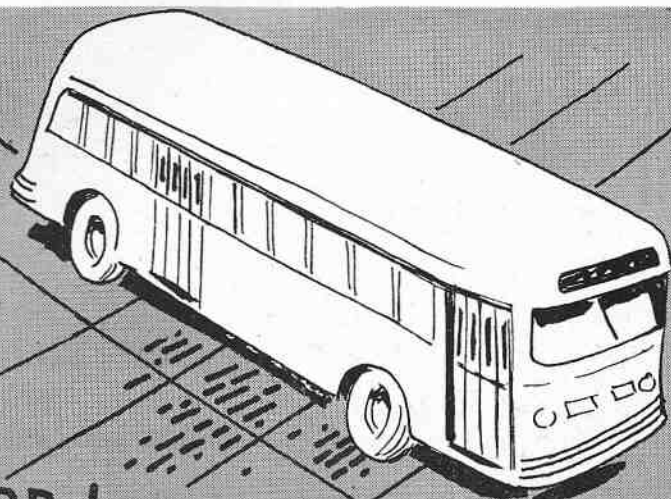


September—The month of transition. The month in which we pass from Summer with its heat, to Autumn with its warm days and cool invigorating nights—when we turn our thoughts from vacations to vocations. Behind us are the activities of summer, and just ahead, those of the Autumn. This is truly the month of change . . . Even as the seasons change, so all things change, and it would seem that the present day slogan is "Off with the old, on with the new." This trend is very noticeable in our own line of endeavor.

As the cable car took the place of the horse-car, and the trolley took the place of the cable, so the Surface-Liner and buses are replacing the more out-moded type of transportation. The service on the lines employing the new equipment has been speeded up and this has met with hearty approval of the riding public. However, additional speed requires extra precaution.

So now with the change from the old to the new, from summer to fall, and vacations to work-a-day, the watchword is still—"SAFETY" . . . Think it. Talk it. Practice it. It pays big dividends to our Company, our Public, and most important, to ourselves.

—"FURGIE"

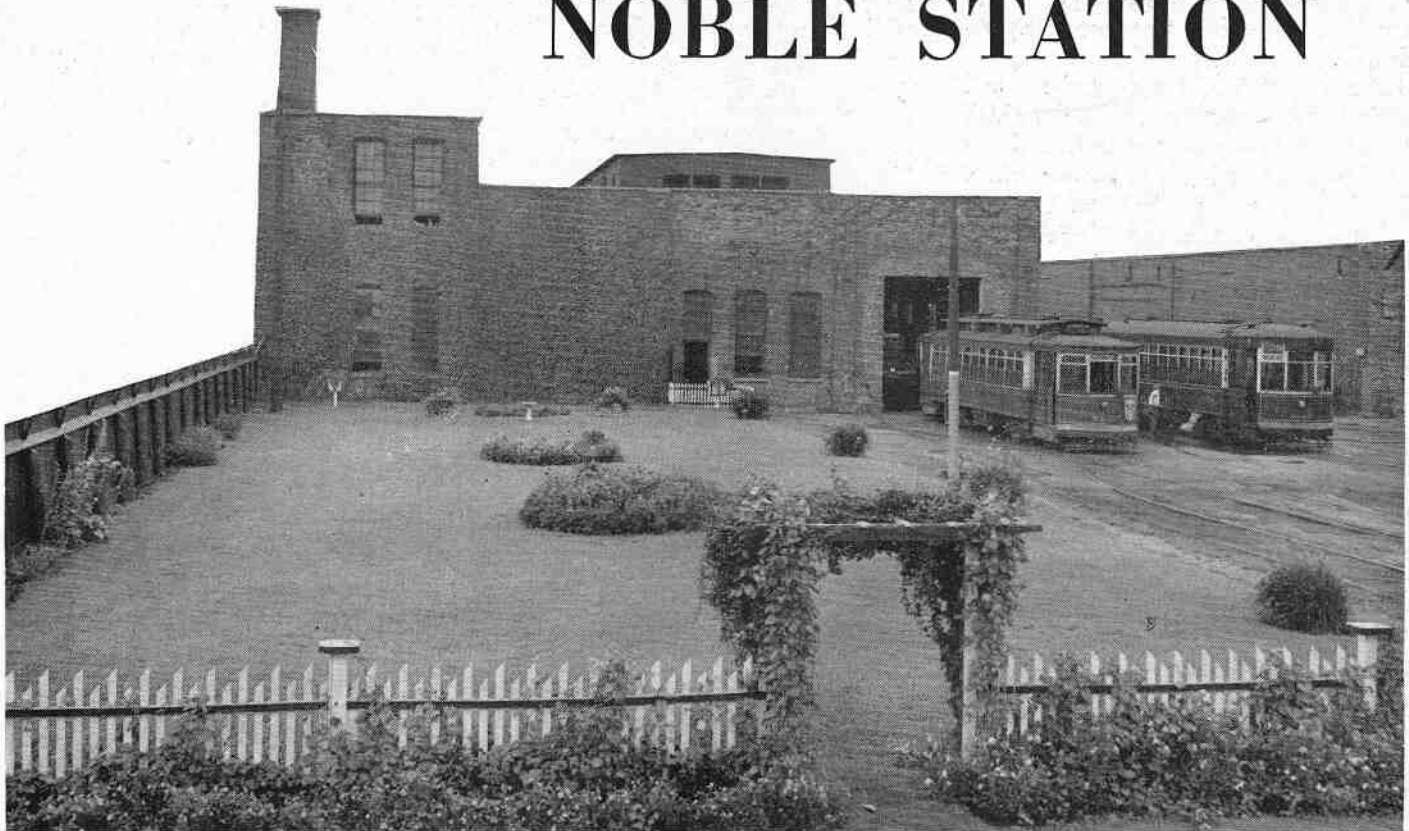


SAFETY... STILL OUR WATCHWORD!

BERP
MMME

The Passing of

NOBLE STATION



Behind the ivy-covered buildings at Noble Station are the open storage lot and the long - to - be - remembered flower garden.

ON AUGUST 31, Noble station at 1724 Cortland became the second of Chicago Surface Lines stations to be abandoned as part of the company's improvement program.

Originally built to accommodate horse cars, Noble is the smallest station of the system and could not be efficiently adapted to meet modern transportation needs. Earlier in the year the company's station at Division and Western was similarly abandoned. Division is now being used by the Carhouse and Garage department for repair and instruction purposes. It is contemplated that Noble will be used for storage.

The runs which have been handled from Noble have been transferred to various other stations as follows: Armitage Avenue one-man streetcar line to North Avenue station; Ashland, to Lincoln station; Elston Avenue to Elston station; Morgan-Racine one-man line to Blue Island. The Southport branch of

the Ashland streetcar line was abandoned at the same time and replaced with motor bus service operating from Devon.

Approximately 300 trainmen were affected by the closing of Noble and have been transferred to the various stations receiving the lines.

Noble station was built in 1886 by the Chicago West Division Railway company. It has an "old world" atmosphere which has withstood or is because of—radical alterations performed at various times in the past.

The original buildings consisted of a one and two story horsebarn, and a one and three story car barn, with a blacksmith shop in back. In 1893, with the advent of the electric trolley cars, the roof and second story were removed from the horse barn. The entrances on Hermitage were closed up and the barns were converted into an open air storage.

Much of the old horse-car track was never removed, however, and has been in continuous use.

The car barns were altered in 1911

FRONT COVER—A group of trainmen assemble in front of Noble's huge old-fashioned doors now closed to the active transportation business. In the garden Superintendent Elmer Balfanz says farewell to the station's two trainmen with the greatest seniority—Conductor Richard Kempkiak and Motorman Tom Corkel.

to add service and repair pits. A passageway was cut through the building to give access to the open storage lot and the blacksmith shop was completely removed.

The repair bays are very short, and with the huge wooden front doors, which have never been modernized, and the open storage and flower garden which can be glimpsed in the rear, give the effect of the entrance to a medieval castle. The station's garden has always been one of Chicago Surface Line's beauty spots. It is completely enclosed by high fences and buildings and has its own hothouse and seed beds. Back in the days of garden contests it won many prizes.

The closing of the station brings up many stories. Oldtimers recall that the trailer cars were stored on the second and third floors of the carbarn and had to be brought down each day on a lift.

Perhaps the biggest event in the life of the station was the attempted robbery which took place just 21 years ago in August. Three men and two girls attempted to get away with the day's receipts, amounting to several thousands of dollars, but were routed in a hectic ten minute gun battle with concealed police officers. Old bullet holes still are visible around the station and in some of the furniture.

Form Two New Routes From 4 Northside Lines

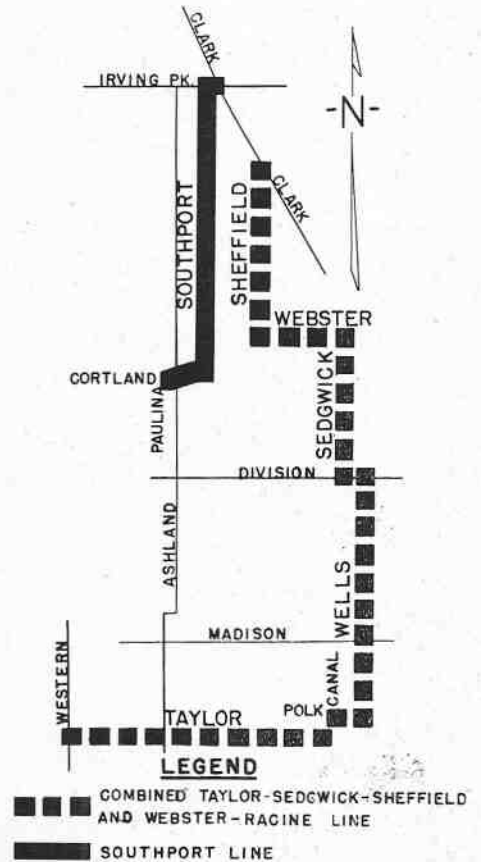
THE CONSOLIDATION of four northside streetcar lines to form two new routes, and the substitution of buses for streetcar service was announced by John E. Sullivan, chairman of the Joint Board of Management and Operation. The changes were effective August 31.

The Riverview-Larrabee and Lincoln-Wells lines were consolidated to form one streetcar line, while the Taylor-Sedgwick-Sheffield and Webster-Racine lines were combined into a new bus route. At the same time the Southport section of the Ashland Avenue streetcar line was converted to bus operation.

Starting at Rosehill drive on Ravenswood, the new combined Lincoln-Wells and Riverview-Larrabee route will provide service on Ravenswood, Balmoral, Damen, Lincoln, Larrabee, Chicago, Wells, Harrison, and Dearborn to Polk street.

The Taylor-Sedgwick-Sheffield buses will operate from Clark street on Sheffield, Webster, Sedgwick, Division, Wells, Polk, Canal, and Taylor to Western avenue.

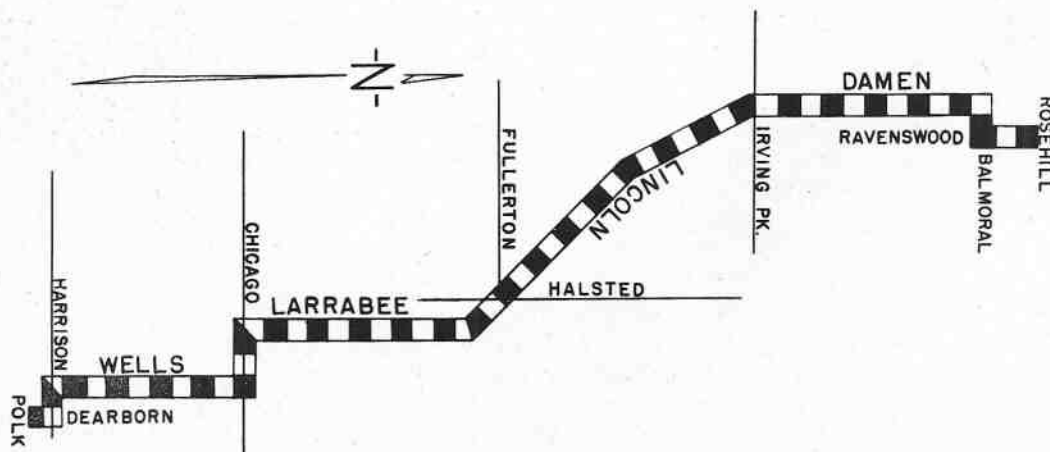
Service on Southport was formerly supplied by the Ashland-Southport line. The buses operate from Clark and Ir-



ing Park to Southport, to Cortland, and west to Paulina.

The bus substitutions were made possible at this time by the delivery of approximately 40 ACF Brill buses during the month of August.

The Chicago Surface Lines now has four bus lines supplying service to the loop area.



ABOVE—Routes of the two new bus lines. LEFT—New route of the combined Lincoln-Rosehill and Riverview-Larrabee lines.

Old Time Trolley Line Succumbs To Improvement

ONE OF THE "casualties" of CSL's improvement program this month was the little Webster-Racine line. With a round-trip of length of only 1.94 miles, the line was the shortest streetcar line on the system.

Run by old-timers, the Webster-Racine line was a real old time line, having had practically every type of equipment used by the street railway companies, at one time or another.

The route consisted of a single track running south on Racine from Fullerton to Webster, and east to Lincoln. At the elevated structure near Shef-


field there was a double-track so that two cars could pass.

According to oldtimers the Webster-Racine line was originally part of the loop for cars operating on Larabee. Later it was shortened and used for all kinds of experiments—gas motors, underground trolleys, etc. Motorman Ed Spengler, who has operated the line longer than anyone else around, claims, "It had everything on it at one time or another, from horse cars on up."

The original authorization for operating on Racine and Webster was given in an ordinance passed by the City Council on March 25, 1878. It provided for "an extension of the tracks of The North Chicago City Railway Company on Center and Sophia Streets and on Clybourne (sic.) Racine and Webster Avenues."

The permit was for a term of 20 years and specified that the fare should not exceed five cents. In order to guarantee that the public would be treated right, the ordinance further designated that only cars "constructed with all the latest improvements for the comfort and convenience of passengers shall be used."

But how short-sighted were those City Fathers when they specified that the cars "shall be operated by animal power, and not otherwise!"



PICTURE—Old-timers Jim Drinan (left) and Ed Spengler shake hands in farewell as their cars pass on one of the last runs of the Webster-Racine line.

OPERATOR EDWARD STEPNIKI—
Archer

It started to rain while I was at the transfer point of Archer and California, wrote Miss Evelyn Lloyd, c/o E. Nittis, M.D., 55 E. Washington. "This particular driver could have easily swung over Archer and on his merry way without bothering himself with people alighting from the Archer Express Bus. Instead he honked his horn, and waved us on into the bus out of the rain. This kind act of service was appreciated."

CONDUCTOR LAWRENCE POCHRON—
77th

"About two weeks ago I lost my purse on the bus. I noticed the loss after boarding a streetcar. I told the conductor of my predicament. He patiently explained the wisest procedure for me to follow, and then, from his own pocket, gave me

25c to insure my reaching home. He did this of his own accord and said he did not wish to be reimbursed. I might add that my purse was returned to me by the motorman of the trolley bus, with all contents intact," wrote Alice J. Ferris, 7549 S. Yates Avenue.

CONDUCTOR RAYMOND E. DOBSON—
77th

Miss Gertrude Allen, 1232 Barry Avenue, wrote: "I wish to commend your

These "ACTS OF SERVICE" Were Appreciated

conductor 2024 for his speed and efficiency in handling large crowds at busy intersections. However, he was never too busy to show courtesy wherever it was needed."

MOTORMAN JACOB FISCHBACH
AND CONDUCTOR CARL ELMER—
Devon

C. M. Nelson (address not given) wrote: "Conductor 2408 called all street names in I thought about the right way, answered inquiries courteously. Motorman 11273 was courteous. He didn't have that savage charge, did not clang his bell eight times to the block."

OPERATORS ROY V. MACK AND
RAYMOND C. WELLS—77th.

"Congratulations to Chicago Surface Lines on the inauguration today, of the new bus service on the Brandon-Brainerd-South Park Line. The operators who introduced this splendid new service to patrons were extremely courteous, helpful, efficient, and proud of their new buses. They wanted everybody to ride in their new buses. . . . I wish especially to commend operators 8610 and 13390. They should be given an award of merit for their doing a first class job for the company and for the public," wrote Renice A. Rockstroh, 10325 Avenue "G".

CONDUCTOR JOHN J. SWEENEY—
Devon

Walter A. Schmidt, 4349 N. Ashland wrote, "one night during the rush hour he pulled up to this stop where the usual mob was waiting and among them was an old lady about 60 years old. Why she didn't get trampled in the stampede, I don't know. The conductor I am referring to calmly told the people to take it easy. He got off the streetcar and helped the old lady on."

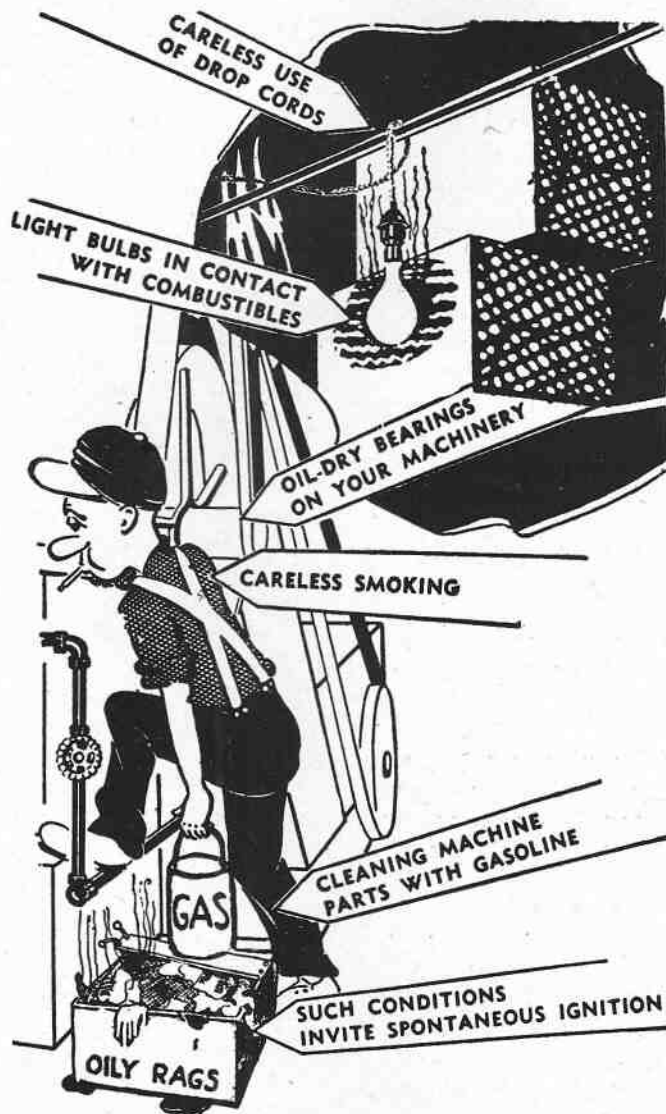


"GET THE DRAIN PLUG LOOSE YET, JOE?"

DON'T Go to BLAZES!

MORE THAN HALF the nation's fires occur in homes. About 7,000 people are burned to death, and about twice that number are injured every year in home fires. Yet, *most dwelling fires are preventable.*

The simplest explanation for this is that factories and business houses take precautions to prevent fires and are prepared to act in case a fire should break out. Whereas the average American home contains many hazards which invite fires, yet there has been little or no preparation to fight a fire.



**Don't Just Talk About the Danger of Fires—
Do Something About It!**

Fire Prevention Week is October 5-11 and during that week would be an appropriate time to thoroughly check your home or your apartment for fire hazards. Here are ten suggestions:

1. Check from room to room, from cellar to attic, inside and outside, for rubbish. Remove it promptly.

2. Oily rags and dustcloths, like rubbish, may ignite spontaneously. Burn them if practical; otherwise store them in closed metal containers. Paints should be kept covered.

3. Heating systems should be examined for cracks or other defects. Make sure no combustible material—including woodwork, is exposed to heat.

4. Keep ashes only in metal containers.

5. Replace frayed electric cords. See that lamp shades are a safe distance from electric light bulbs.

6. Do not use flammable cleaning fluids. Use great care with any flammable liquid brought into the home.

7. See that ample ash trays are available.

8. Train members of the family in careful smoking habits. Have your *smoke* before you go to bed.

9. Put matches in metal containers, out of reach of small children.

10. Put fire extinguishers where they will be readily accessible if a fire should break out. Be certain that they are properly charged.

These fire prevention factors apply in industry as well as at home. A serious dwelling fire could mean loss of life or a home. A serious industrial fire could mean loss of life or loss of work. It pays to be fire prevention conscious at all times.

IT TAKES ALL KINDS


QUESTION: WHY ARE SAVINGS BONDS RIGHT IN SEASON THIS MONTH?

MRS. HENPECK



IT'S PRESERVIN' TIME! AND BELIEVE ME THERE'S NO BETTER WAY THAN TO PRESERVE YOUR DOUGH FOR WHEN YOU'LL NEED IT MOST THAN THROUGH EASY, AUTOMATIC PAYROLL SAVINGS!

MR. SNOOP



YEP—DAYS ARE GETTIN' SHORTER! BUT NOT THE DOLLARS I'M STOWIN' AWAY IN PAYROLL SAVINGS BONDS—THEY'RE GETTIN' L-O-N-G-E-R ALL THE TIME!

MISS YOOHOO



WISH I WAS A KID AGAIN, STARTIN' BACK TO SCHOOL! IT'S WONDERFUL TO THINK HOW MANY OF 'EM WILL GO CLEAR ON THROUGH COLLEGE ON PAYROLL SAVINGS BONDS!

BAD TO VERSE



WINTER, SPRING OR ANY SEASON BUY SAVINGS BONDS FOR ANY REASON!

SUPPLY CAR CREW RECEIVES PRAISE

SENSING AN EMERGENCY and providing prompt assistance earned a commendation for Motorman Hugh Barclay and Trolley-tender Gasper Cirrindione, who operate a supply car for the utility division.

During their layover at Division and Western, the two men noticed that the conductor was ill on a streetcar which had stopped at the corner, and that the supervisor was in need of assistance. They quickly helped him get the conductor from the car and assisted in administering first aid.

The written commendation on their speedy assistance was later made by Supervisor Wm. Kennedy of District C.

CONDUCTORS SUCCESSFUL AS AMATEUR DETECTIVES

THREE CONDUCTORS recently demonstrated that Sherlock Holmes and the Northwest Mounties have nothing on them when it comes to chasing criminals. Conductors F. J. Justus (North), Martin Hornak (Limits), and Charles Busch (North), prevented possible injury to themselves and their passengers by using quick thinking and action. And they got their men.

THERE WERE only a few passengers on the streetcar when Conductor Hornak noticed a man lean over two sleeping passengers. He heard something snap and sensed that the man had stolen something. Hornak chased down the aisle, calling to the motorman not to open the door.

The man hurriedly denied everything, but failed to dispose of a wristwatch in his pocket, which was later identified at the police station by one of the passengers.

WHEN A PICKPOCKET met Conductor Justus, he really met justice. A passenger on the back platform missed his billfold, but it was discovered rolled up in the newspaper of another passenger. The thief immediately attempted to leave the car.

It was then that the "strong right arm of justice" came in handy. Conductor

Justus grabbed hold of the thief, and in spite of being dragged into the street, held the pickpocket until the police arrived.

* * *

THE POSSIBILITY of being held up twice by the same thief was too much for Conductor Busch to take.

Just a week after he had been held up on the cars, Busch noticed the same man about to board his car. Busch quickly gave his motorman the bell and hurried forward to tell him to keep going until they reached a telephone.

A hurried call to the dispatcher brought the police, and resulted in catching the thief—who later confessed to an additional streetcar robbery.

THE HEAT DIDN'T GET HIM DOWN

From Mrs. C. Zobel, 1705 North Menard avenue, came a letter of appreciation for Operator George S. Reid of the Lawrence garage. She had an opportunity to observe his actions under unusual circumstances and felt he met the test. Following are excerpts from her letter:

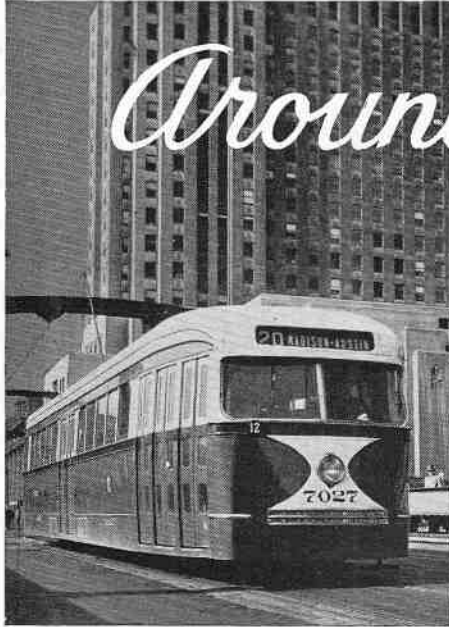
"**AS THE BUS** was ready to pull out this driver noticed a badly crippled individual standing on the sidewalk. He stopped the bus, opened the door and asked if he wanted to ride. Although it was difficult to understand the lad, this driver finally learned that he wanted to ride only two blocks. Driver 7238 made a special stop and helped the lad off the bus. The entire difficult situation was handled most diplomatically and pleasantly.

"Seated behind Reid was a young man carrying a white cane; when he alighted, the driver again got from the bus to help this unfortunate.

"At Chicago avenue a woman about 55 years of age, and obviously crippled by arthritis, had difficulty getting down from the high step of the bus. He got down from his seat again, helped her off, and over to the sidewalk.

"All this happened within the space of one and one-half miles, on a very hot evening, when driver 7238 must have been at least as hot as everyone else."

Around the Car Stations



HERE'S WHAT TED HAS THAT WE HAVEN'T

ARMITAGE

Thirty days hath September,
April, June and November,
All the rest have applesauce
Except your scribe, and he has MARIE.

THANKS a lot to the men and the wives of several others who attended my wedding. Believe me, I felt like a U. S. Senator at a Howard Hughes party.

Geo. (Ball Point) Demco is working on a new invention. It is a writing desk with the writing surface on the bottom. He says it is designed for underwriters.

Ray Wing, Art Malmquist, and Frank Chap all paid a visit to our retired motorman *Tom Benson*, who is now living in Michigan. . . . Others who have been on vacations recently are *Bill Brieske, Geo. Krehl Jr., Roy Croon, Sidney Duke* and *Eddie Smith*. . . . *Brieske* says he spent his vacation fishing at the pier. *Roy Croon*, fishing, period.

The Three Musketeers—*Prendergast, Godfrey* and *Mac*—are back on the job after their vacations. Now let's see which one is the biggest liar.

That famous gentleman follower of *Isaac Walton, Art Denton*, is making news as a fish-caller. He specializes in bass, pickerel and carp.

This is all for this time, as I am getting ready for California and other parts of the West Coast.—**TED SHUMON**

SEPTEMBER, 1947

SOLVE FISHING PROBLEMS WITH LAND-GOING FISH

BURNSIDE

THIS SUMMER, for the first time since the war, vacations went back to their pre-war status. Many of our co-workers surrendered to old man wanderlust and trekked to far distant places. *Division Superintendent Robt. T. Duffy* vacationed in Michigan, but didn't send us any fish. *Acting Superintendent Homer Carrick* motored to the West Coast, stopping en route at Grand Canyon, Painted Desert, and all the other points of interest. *Chief-Clerk William Frank* spent his summer with his son, the *Rev. W. F. Frank* in Idaho. *Supervisor John Carr* visited Detroit.

Receiver August Sahr put in his time clearing land and building a road to his future summer cottage at Steger Lake, Michigan. He reports that although he never wet a line, he had all the fish he could eat. He says the fish are so hungry up there that they come right up to the cabins to browse on the grass. When they do that, all Aggie has to do is grab them and prepare them for the pan. *Conductor A. E. Ferguson* motored around Lake Michigan and *Mike Lydon* visited relatives in New York. The other vacationers have not informed us of their wanderings.

We were surprised on a recent visit to the general office to find *K. J. Kien*, formerly a conductor at Burnside, working in the Purchasing Department.

The many friends of *Art J. Latourelle*, relief-clerk No. 3 at Burnside, were shocked to learn that he had met with a fatal accident while swimming at Cedar Lake, Aug. 17. He and a companion had sought the water to get relief from the heat when they were run down by a speed boat. The friend died almost at once and Art passed away on August 21. *George Blackington's* health has improved very much after his two months in California.

—“FURGIE”

FIVE-YEAR WAIT NETS TRIP TO GEORGIA

DEVON

CONDUCTOR *CHARLES T. EGGERT* waited five years to buy a new Studebaker but he eventually got it and took a 3,500-mile trip to North Carolina and Georgia for a vacation trip this summer.

Conductor Mike Size has returned from his trip. Mike and his wife, Mike's brother and his wife came back from Ireland by plane on August 19. Mike visited his 83 year old mother whom he had not seen since 1914. Mike told me the people there are very friendly and sociable, seem to have plenty of money and eat well. Mike met an elderly lady in Dublin who made the remark to him that he was different from the other Yanks whom she had seen in Ireland because he knew how to talk and didn't "guess" all the time the way the other boys did. We always suspected that Mike had the gift of gab.

Aelred Dean Geis, 18 year old son of *Motorman and Mrs. Anthony Geis*, graduated with high honors from Taft High School and was awarded a scholarship by Evans Scholarship Foundation through the Western Golf Association. He plans to enter Michigan State University at Lansing, Michigan.

The 96- and 98-degree heat wave hastened the death of two conductors—*Edwin T. Hughes* and *Victor N. Wehde*. These two boys passed away very suddenly August 20 and 21. Victor came over to Devon from Division station with Western Avenue. *Supervisor Ham* and a number of conductors were overcome with the heat last month.

We have 33 conductors and 33 motormen who came to us from Lincoln and Noble stations. They brought 48 bus runs with them.

Motorman Bernard Nelson has a new arrival in his family—*Peggy Anna Nelson*, weighing in at 6 pounds 14 ounces, on Aug. 1. . . . *Conductor Jimmy Kessner* became a grandpa on August 10.

Conductors Louis C. Christensen and *John Devane* are attending the Amalgamated Association of Street, Electric Railway and Motor Coach of America's International Convention in Los Angeles. Let's hope Louis and John aren't picked up for jay-walking in Hollywood and Los Angeles. They do that you know for crossing the street against the light. (And there are so many things to distract your attention in Hollywood.)

Motorman Alfred O. Peterson took a disability pension as of September 1.—**CHARLES SAKLEM**

KEDZIE HAILS NEW THIRST-QUENCHER

KEDZIE

WE ARE PROUD to report that once again every man in our depot has responded to the leadership of our friend, *Mr. George Dor-*

gan. When you visit Kedzie you will be treated to a nice cool drink of water dispensed through a "1947 Water Cooler," the compliments of each and every one of us. Does any other man have an idea that would help to make this second home of ours a bit more comfortable?

They tell me that *Red O'Connors* wedding and reception was a wonderful affair. "Shure an 'tis a worthy son you are me boy." We shall all remember and envy you that Coyne brand of home cooking.

OVERHEARD ON A MADISON STREET-CAR: "A pal of mine took a bath yesterday and found three suits of underwear. Evidently didn't know he had 'em on." You can call that a clean joke if you care to.

PORTRAITS—Ray Washburn attempting to comfort and console an elderly woman, a victim of the heat wave and suffering from loss of memory. "*Big Joe*" *Kennedy* inquiring of a new man, "Can I help you there, Buddy?"

Jim Daly reports that his 15 year old son now packs 230 pounds of solid muscle, but the athletic coach thinks the boy is too young for competitive football. Just you wait until that "Kid" grows up!

Marty Quinn was last heard from at the Mount Sinai Hospital with a busted leg.

Mel Scheiner reports that his little woman is doing fine and resting in the country. *Wally "How-are-you-feeling?" Lasek* finally wound up in the sick book. *Steve Repaski* wins the hard-luck championship of the barn. He showed up the other day with another bandage, this time around his wrist.

Please forgive me for not mentioning the loss of any "loved ones" because we wish to dedicate this space to helping every man forget his troubles.—**JIM McCABE**

WELCOME NEW MEN

IN TRANSFER

LAWNDALE

A FEW VACATION notes: *Night Superintendent Jack O'Connor* took over the day shift while *Superintendent Bill Herbert* was vacationing at Indian Springs. *Supervisor Jimmy Considine* replaced O'Connor temporarily. *Supervisor Henry Ehrlich* had his vacation in Missouri spoiled by the excessive heat, which ranged up around the 105 mark for most of the time.

The Gold-Dust twins separated for their vacations, *Johnny Jerman* going to Minnesota where the big fish and bigger fish stories come from, while *Frank "Crisco" Matre* rented a cottage at Twin Lakes.

We take another step in the march of progress with the conversion of the Taylor-Sedgwick-Sheffield line into a bus line. The new bus line was moved into Lawndale depot in part, the rest of the street going to Devon station. We welcome to Lawndale the following men who came here with the Taylor Street line: *E. Galde, E. O'Rourke, R. McVea,*

E. Ahearn, J. Naughton, I. Mikota, C. Sharkey, J. Fiala, F. Becvar, T. Taylor, C. Chamberlain, J. Ryan, W. Wilson, J. Smutny, E. Vhach, J. Klicman, N. Calabrese, C. Novak, J. Valenta, M. Kala, J. Gurga, J. Barta, J. Glass, A. Kostahis, P. Gunther, J. Nehr, C. Ruane, and C. Devine.—**BILL FEILER**



"I know it's a long way to commute to Chicago but we've got to live someplace, haven't we?"

MISFORTUNE FOLLOWS

VACATION PATH

LIMITS

IN CHECKING on some of the fellows who returned from vacations, we were told of the misfortune *George Schelkopf*, relief-receiver, had while visiting at Ashland, Wisconsin. He had to undergo an operation for appendicitis.

Conductor E. Benson had his vacation interrupted on account of the death of a brother. *Motorman Sparkey Roberts* reported having a wonderful time while visiting his wife's family on a farm in Minnesota and also seeing Minneapolis and St. Paul. *Supervisor E. Nolan* was contented in getting a few needed things done around the house. *Joseph Wronski* reported having a wonderful time at The Dells, Wis. His 13 year old daughter taught Joseph how to ride in a saddle and in return she was taught how to swim. Our *Janitor Barney Loftus* and family enjoyed a trip to Freeport, Penn., visiting a daughter, a newlywed.

Operator E. Osterman was made happy on Aug. 23 when a fine baby boy arrived to even up the score of 2 and 2 as the Ostermans now have 2 girls and 2 boys.

To make this column interesting, please send in your news items.—**C. E. RITTER**

GONE AGAIN—BACK

AGAIN; BUT WELCOME

LINCOLN

THE WELCOME MAT is out to all the men that came here from Noble depot. Some of these men are by no means new around here as some of you old timers know. They went to Noble a few years ago with Ashland Avenue not thinking they would come back here again with the same street. Just make yourself at home with the best bunch of trainmen in the system. And to you new men that have joined our ranks in the past few months, we also welcome you to the fold.

Motorman Ray Strossner is back to work after an illness that caused him to lose 30 pounds that he really didn't need. Speaking of losing weight, have you noticed *Conductor Edward Fitzpatrick* lately? He has really streamlined himself.

"Salt Car" *Clerk Bob Quetschke* is now the proud father of a baby boy, and, as it is with the rest of the new fathers, he is very proud. . . . *Conductor Roy Conklin* is also very proud to be a daddy to a five pound girl.

Now that *Conductor Mike Clarke* is back to work maybe he will tell us how it feels to lose an argument with an elevated post on Wells street.

Our chief-clerk is all set for his vacation. He just purchased a new outboard motor and intends to see the Great Lakes or bust.

That shining motorcycle you see in front of the depot belongs to *Conductor Art Timke*. He intends to beat Father Time out of a few hours on his days off.

Those of you who didn't get out to see our ball team perform, can see what you missed in the action pictures that appeared in last month's magazine.

Now that the bowling season is here again the boys would appreciate it if some of you would come out to see them on Friday nights at Twentieth Century alleys.—**LARRY HIPPERT**

A NOBLE "SO LONG, BUT NOT GOOD-BYE"

NOBLE

WELL, HERE IT IS, fellows—not "farewell," but just "so-long." Noble got its official orders to close Friday, August 8. Picking of depots started August 12 with North Avenue getting Armitage line, Devon getting Southport, Lincoln getting Ashland, Elston reclaiming Elston line, and last but not least, Morgan and Racine goes to Blue Island.

The general comment from the boys is: "Atomic," or "Just like losing one's home."

But I am sure, fellows, each one of you will fit into the depot that you picked with the

greatest of ease. For the past 20 years that I have worked and played among you I have come to know you as real brothers and fellow workers of the highest caliber, capable of any situation.

It would be an untruth for me to say that we are glad Noble depot is closing, because this is one of the oldest CSL depots, and its members are more closely knitted together

than the average depot. Our oldest active member is *Charles Kestler*, 10-27-'05, and our youngest member is *Chester A. Rojek*, 7-16-'47.

Mr. Balanz and *Mr. Thompson* wish each of you the very most in success and happiness at your new depot. It has been a pleasure to work with a swell bunch of fellows who always gave 100 per cent cooperation.

Noble's softball team will finish this season and stay together for the round robin play-off.

I want each of you sportsmen to know it's been an honor to be the manager of a swell bunch of fellows, and I shall look forward to meeting you again in our future ball games.—C. F. GREER

SOME THOUGHTS ON THE ART OF GETTING ALONG

69TH

THE GHOSTS have just returned from a hot vacation, and upon their return they discovered that the dead-line for the presentation of this column was only 24 hours away. Thus, lacking news, and with no knowledge of any happenings at the depot, we decided to present to you a few observations, with the hope that they be received in the spirit in which they are made. Here they are:

THE ART OF GETTING ALONG—Sooner or later, a trainman, if he is wise, discovers that transportation life is a mixture of good and bad ways, victory and defeat, give and take.

He learns that it doesn't pay to be a sensitive soul, that he must learn to let some things go over his head like water off a duck's back.

He learns that he who loses his temper usually loses.

He learns that all men have burnt toast for breakfast now and then, and that he should not take the other fellow's grouch too seriously.

He learns that carrying a chip on his shoulder is the easiest way to find trouble.

He learns that the quickest way to become unpopular is to forget the Golden Rule.

He learns that it doesn't matter so much who gets the credit as long as the company and the employes prosper.

He comes to realize that our great system could run perfectly well without him.

He learns that it doesn't do any harm to smile and say "Good Morning," even if it's raining.

He learns that most of the other trainmen are as ambitious as he is, and they have the brains that are as good or better, and that hard work and not cleverness is the secret of success.

He learns to sympathize with the younger fellows coming into our organization, because he remembers how bewildered he was when he first started.

He learns that no man ever got to first-base alone, and that it is only through cooperative effort that we move forward to better things.

He learns that folks aren't any harder to get along with in one place than in another and that "getting along" depends 98 per cent on his own behavior.—THE GHOSTS



A SCRIBE Takes a BRIDE

TED SHUMON, scribe of Armitage Depot, became the husband of Miss Marie Cordell, electromatic typist of the Traffic and Schedule Department, on August 16. The wedding was a double ring ceremony and was solemnized at the Avondale Methodist Church. . . . Ted was attractively attired in a two-piece blue serge suit, consisting of coat and pants. The coat was charmingly festooned with a white flower and maiden fern in the left lapel buttonhole. The pants were neatly pressed especially for the occasion, and he wore them with an air as if he little suspected that it would be the last time he would "wear the pants" in that family. Socks and necktie added just the right dash of color to compliment the effect. Shoes were genuine white leather with strings to match and were highly polished, giving a chic effect. . . . O yes, the bride was appropriately dressed also.* . . . The happy couple have now returned from a honeymoon trip to the west coast and both back on the job.—PEEPING TOM

(*EDITOR'S NOTE—Reliable sources report that the bride was gowned in pink crepe, trimmed in pink satin. Her corsage was of white roses, while her veil was held in place by a crown of artificial flowers.)



Final Standings on Softball

N. SECTION W L		S. SECTION W L	
North	13-2	Kedzie	10-2
Limits	12-3	Blue Island	8-4
Armitage	10-4	Archer Garage ..	6-3
Lincoln	6-8	West Shops	6-5
Noble	5-9	Archer	4-7
Devon	5-9	69th	3-9
Lawrence	4-10	Lawndale	2-9
Elston	2-12		

OUR REGULAR schedule is ended and we are all set for the championship playoffs and the Round Robin. Kedzie station will represent the South Section while North station will represent the North Section. The South Section title was decided in the last few weeks with Kedzie defeating Blue Island by the score of 9 to 4 to clinch the play-off berth. The North Section ended in a tie with the North Avenue and Limits, with a play-off being necessary. The play-off game was played at Welles Park before a capacity crowd of 500 with North defeating Limits by a score of 10-8.

The championship games were scheduled for Sunday, Sept. 7 and 14.

TODAY—Quite in contrast with the above oldtime photo is this picture of part of Noble's softball team today—Tom Keegan, Jim Bangiorno, Fred Norton, John Behof, Henry Thelin, Pete Lazzaro, Mascot Bob Thelin, and Manager Chuck Greer. Frank Partipilo was the captain.

Our teams did not fare so well in the Herald-American Tournament. Three of our teams fell by the wayside while our fourth went up to the third round.

North Avenue station was defeated by the Gas Co. (North Shop) 10 to 6 in a well-played game. Limits station was defeated by the Oak Mfg. Co. by the score of 12 to 2, and Kedzie station was defeated by the Veterans Administration Insurance by a score of 20 to 8. All these teams were eliminated in the first round. Our hopes rested in the boys from the Archer Garage—West Shops combination and they really played good ball.

OLD DAYS—With closing of Noble station this picture of an old time hard-ball team put in its appearance. All members of the team are still with CSL—Al Strohmeyer, Roman Dulaga, Clarence Harders, Charlie Miller, John Klidzke, Art Peterson, Herman Wendt, Al Neurauter, Richard Kempniak, Joe Schultz, Henry Myers, and A. Ipczycki.

They defeated Johnson Sutieve Corp. by a score of 7 to 3. Then they met and defeated J. J. Touvek Co. by a score of 13 to 7. They played A & P Warehouse and were defeated 6 to 3 and so our hopes went aglimmering for a play-off berth in the Herald-American Tournament.—WALTER ZELIS





CHAMPEEN—Because there was no ice around on his vacation, the Accounting Department's ice-skating champ, John Pope donned swimming trunks—just to keep up his reputation as the athletic type. The tale is told that he was assistant to a life saver (not the peppermint variety) for a week. This drawing by Eliot Hirsch greeted him on his return.

While enjoying her vacation *Tessie Koclanis* suddenly became ill and was rushed to the hospital. Now she no longer has her appendix.

A hearty welcome is extended to the following new clerks: *Shirley Guertin, Grace Sheehan, Pauline Lembachner, Helen O'Connor, and Madeline Bliss.* Also, *Typist Charline Thompson, and Statementmen Rocco Zazzara and George Pavlak.*

Audrey Johnson, who has gathered the news for our column, has resigned from her duties. We wish to extend our sincere appreciation for the work she has done so well in the past.—“M & M”

IF HE CAN'T BE BOSS

HE WON'T PLAY

77TH

A. *G. BURTON* was seen playing softball at 79th and Eberhart. He said he had worked up to be manager of the team. (All the other players are under nine years of age.)

We heard *Bus Operator J. H. Fisher* put in his application to go to Michigan to drive back a bus.

We wonder why *Extra Supervisor Tonn* carries two watches.

Supervisor Joe Brady said he could cover 75th street better if he had a motor-scooter with a shanty built on it.

Supervisor Vaughn makes the best hot dogs in town. If you don't think so just go to the P. T. A. meetings at 78th and Emerald.—**ROY V. MACK**

CUPID TIES SOME

KNOTS AT "600"

ACCIDENT INVESTIGATION

IN THE PAST cupid has been quite busy at "600." Our new apartment seeker: *Sam Fisher* and his beautiful bride, *Margo*, who took the vows July 3, 1947. . . . *Grace Bezdon* tied the knot with "Bud" *Hetman* on June 28, 1947. . . . *Shirley Lull* became *Mrs. Tom McCabe* on June 14, 1947. She was promoted to household duties and is no longer with us. . . . *Kay O'Connor* and *Joe Muscato* said "I do" on August 23, 1947, and are honeymooning in Niagara Falls.

SEPTEMBER, 1947

VACATIONERS RETURN

WELL-TANNED

ACCOUNTING

ROSEMARY KENNY and her husband *Pat* had an enjoyable vacation up in northern Wisconsin indulging in swimming, boating and other outdoor activities.

Ann Schwall, who left service Friday, August 29, was remembered with a farewell gift from her associates.

The oak color that *Lucille Schrom* is wearing is a give-away of how she spent her vacation in Long Lake, Illinois, and it is the envy of her girl friends in the office.

B. O. Ratner is back at his desk after an absence due to an operation.

Mary Louise Schaller and *Lyle T. Green* were married at 2 p. m. in the rectory of Our Lady Help of Christians Church on Sunday, August 31.

We extend sincere welcome and best wishes for success to *Kathlan O'Connor*.—**THOMAS F. COAN**

YES, SOMEONE DID

GO WEST!

ELECTRICAL

VACATIONS—*John Michnick*, superintendent of distribution, enjoyed fishing in Lake Michigan. . . . *William Becker*, superintendent of repairs and maintenance, vacationed at his

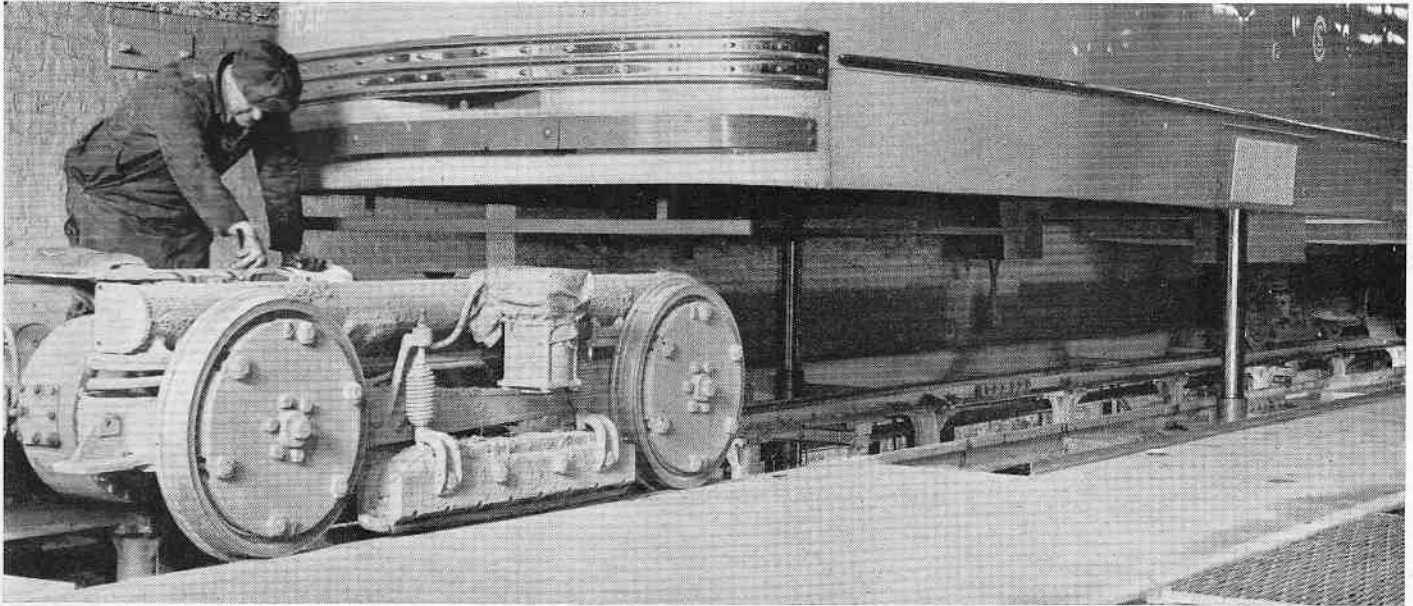
summer estate. . . . *Leo McKeever* of Grand and Leavitt returned with a good coat of tan. . . . *F. Dorsch*, operator at Van Buren, toured part of the country in a chartered bus with a group of Boy Scouts visiting Washington, D. C., Philadelphia, Atlantic City, Gettysburg and Charleston, Va. . . . *G. Vachet*, chief operator at Van Buren, enjoyed his stay at his summer home at Paddock, Wisconsin. . . . *Leo Davis*, chief operator at 82nd, motored to Canada, St. Joseph Islands, Mackinac Island. . . . *Eileen Cheney* chose to vacation in Chicago. Answering the question in the last issue "Didn't anyone go West?" Yes, your scribe did. Visited Denver, Colorado Springs, and motored to the summits of Mt. Evans and Pike's Peak. Threw some snowballs while folks back home sweltered in temperatures of 100 degrees or more.

Lorraine Siska of Grand and Leavitt was married to *Edward Nowak* of Chicago in a quiet but impressive ceremony on July 5 at St. Michael's Church. Lorraine made her vows in a pretty bride's suit, carrying a white prayer book and a beautiful bouquet of lilies-of-the-valley. A dinner was held at Nantucket's in Beverly Hills, after which the couple left for parts unknown.

"B" *Electrician, Norman Wallace* is back at work after being absent for some time due to an accident while at work.—**ANDY**



WEDDING BELLE—The lady with the orchid is *Bride Dolores Nelson* (West Shops), with her new husband, *Steve Unterfranz*, in front of Blessed Sacrament Church rectory.



CUPID HITS THE MARK AGAIN

MATERIALS & SUPPLIES

CHALK UP another bulls eye for Dan Cupid, *George Sweeney* has announced his engagement to *Dorothy Alberts*.

We're also wishing a quick recovery to *Frank Horn* who has been ill for much too long a time.

Who Went Where Dept.—*Art Carlson* toured the New England states and *Al Linn* cooled off in Winters, Wis. It would be simpler to ask *Al Mix* where he wasn't among the places to go in the Chicagoland area. *Ray Saiger's* garden profited by his vacation and another back porch tourist was *R. E. Buckley*. *Walt Passol's* vacation wasn't long enough for him to finish painting his house; what's the trouble, Walt, house too big or brush too small? *Jerry Page* got around to Cedar, Del Cardea, and Spectacle Lakes. He and *Swede Gavert* also spent a day at the races, but I doubt if all they spent was the day. *Grace Rubey* toured the Great Lakes and reports they all look alike. *Otto Hoger* relaxed and fished in Wisconsin, Michigan, and Indiana. *Earl Wilcox* returned from Wisconsin a very disgusted *Isaac Walton*.
—“D J” McMAHON

SWEDISH MODERN—According to *Mortorman Fritz Eck* (Devon), this is the latest thing in streetcars in Stockholm, Sweden. This is a rear-entrance car (the three doors at right). Note the different trolley pole and the fact that the car runs on the left hand tracks instead of the right.

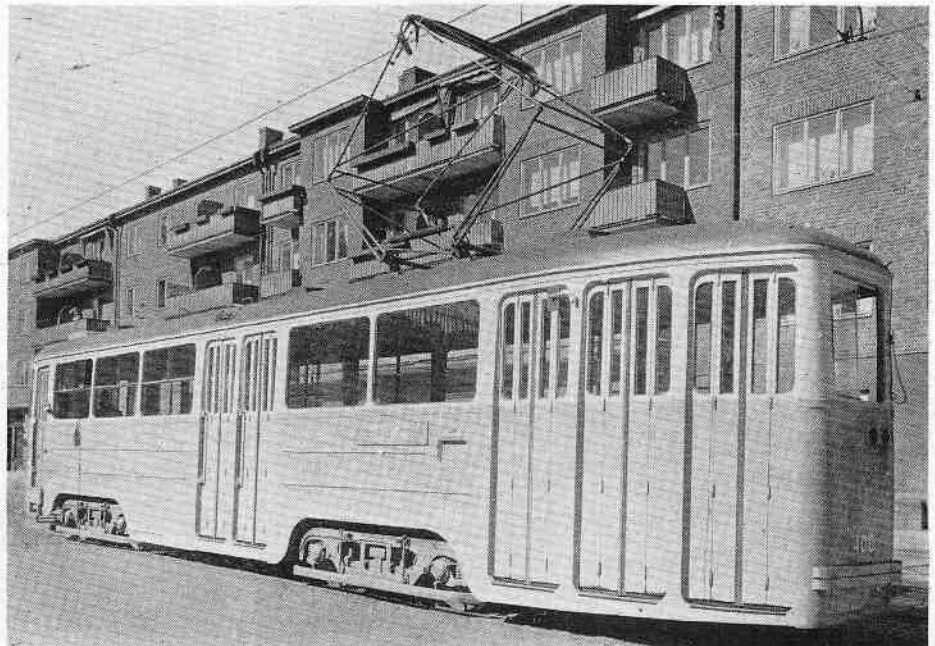
THE FOLKS SURE GET AROUND

SCHEDULE AND TRAFFIC

MARIE CORDELL, typist, has changed her name to *Marie Shuman* via the wedding route. See Armitage column written by her husband, *Ted Shuman*, for details. That tall, pipe-smoking traffic-checker often seen on the south side is none other than *Harry Bates*, husband of *Stella*, typist, in the Schedule Department. . . . Vacationists are reporting as follows: *Bill Wor-*

UP IN THE AIR—Something to be proud of is this modern jack set-up at 77th which raises the body of the car and permits the trucks to be rolled out for repair.

cester showing off his baby to the grandparents in Peoria. *Joe Sabol* in the cool spots of Canada. *Ted Cowgill* taking care of the beef supply on his ranch in Oregon. *Jake Summer* loafing at Hayward, Wis. *Clark Johnson* at Oconomowoc, Wis. *Wally Thomas* in some pictures from Three Lakes, Wis. . . . Madison, Wis., is a popular spot because *Dave Jacobs* and *Leon Kahn* both are enjoying the scenery



there. *Charles Pjaus* rested those aching feet of his in Chicago, and looks fine now that he is back at work. *Edward Hill* sure can take the hot weather as he traded cool Chicago for St. Louis. *Charles Lapp* and *John O'Connor* felt that the scenery in Chicago required their attention.—L. C. DUTTON

BOWLING SEASON IS OPENED

SOUTH SHOPS

MAIN TOPIC of conversation around the South Shop is bowling. The season got under way Sept. 2. The new president is *Frank Mollath* and elected to his same post of secretary-treasurer is *Dan Sherrard*.

On August 23, in a beautiful double ring ceremony, *Justine Mazeikis* became the bride of *Stanley Janasek*. They have taken a wedding trip to Canada.

Wedding bells also rang out for *Wilkie Colins* and *Al Samaska*.

VACATION NOTES: *Tom Thacker* spent his vacation visiting his folks in Iowa. . . . *Joe Bolech* took a fishing trip to Silver Lake, Wis. . . . At present *John Golden* is enjoying his leisure in California. . . . *Art and Dick Zajac* did a little farm work in Wisconsin. . . . *Al Moline* is having a grand time in Florida. *Tom Mullaney* and *Dennis O'Connor* did all their sight-seeing in good old Chicago. *Mike Rubey* took a complete trip around Lake Michigan.

Ed Rooks became the proud grandpop of twin girls that arrived at the home of his daughter.—ANNE M. YERICICH

WAS IT A BARGAIN OR JUST THE HEAT?

WAYS AND STRUCTURES

TRACK DIVISION—*George Sullivan* was seen buying a fur-lined war surplus flying suit just as the temperature in Chicago hit 100 degrees. George must be anticipating an early snowstorm.

Harry Safford is thinking of becoming a collector of pennies. Anybody who has some old worn out "cents" they don't need, please see friend (but-not-for-long) Safford.

During his vacation, *M. Milos*, southern division welder, joined up with the longest of all unions—Holy Matrimony.

We were sorry to hear of the death of *James Kovarik*, father of Central Division Welder, *Joseph Kovarik*.

Joseph Ruzich, general foreman in charge of welders, has again spent his vacation in his tomato patch at home.

On September 20 *Sylvester Smith* will exchange wedding vows with *Miss Geraldine Kasper* at Our Lady of Good Council Church.

Speaking of weddings: *There was a little boy whose favorite uncle was being married the following week, and the boy was questioning his mother about the wedding.* "Mother," he said, "they give them anything they want to eat the last day, don't they?"

UTILITY DIVISION: If you want a preview of the latest in men's haberdashery just watch *Chauffeur Edward Becker*. He is now sporting one of the newest double-duty pajama-striped dress shirts. Guess it saves Eddie lots of time in the morning.

What's this about *Chauffeur John Rafferty* spending his vacation visiting the islands—Blue Island, Rock Island and Goose Island?

Wisconsin's north woods served as a very pleasant vacation spot for *Anthony Anderson*, *Frank Becker, Sr.*, *Irving Straubling* and *John Hanus*.

August W. Rohde, employed in the Utility Division since 1901, passed away very suddenly August 5. The burial was at Lemont, Illinois, the place of his birth.

BUILDING DIVISION: *Frank Krautsak*, of the drafting department, is giving *John Retzler* competition with those nice "colorful" ties he has been wearing lately.—BETTY LHOTAK

ONE MARRIAGE, THREE BIRTHS IN AUGUST

WEST SHOPS

BY THE TIME this goes to press, *Miles Coleman*, Carhouse department, will have exchanged vows with *Virginia Kunz*.

One ring on Extension 31 hasn't been answered for quite some time, now, due to the fact that *Mr. Horning* has been home ill. Latest report received, he was feeling pretty well, but not well enough to return to work. A word of cheer, in the form of a card would be greatly appreciated, and might prove beneficial.

Mr. Stork is still flapping his wings over the West Shops, leaving a baby girl with the *August Richters*, carpenter shop, weighing in at seven pounds two ounces on August 8. Also another baby girl, *Jo Ann*, with the *William O'Briens*, bus overhaul. In congratulating, be sure you shake the hand of the right William O'Brien as we have two. The other one is in the truck shop and was blessed with a baby girl last month. *Martin Howard Porcelius* made his home with the *William (Pat) Porcelius*, truck shop, on August 8.

Let's put the welcome mat out to *Keith Palmer* and *Herby Herzfeldt*, who are doing a mighty fine job of carrying the mail. And to *John Caulfield* and *John Gilla*, we say good-bye again. It's hello and good-bye every summer for these two Johns, but we hope some time they'll be here to stay permanently.

Those on vacation included: *Carl Gerlach*, office, who left without a word as to what he intended doing. *Earl Larsen*, office, enjoyed his vacation with the family up in Williams Bay, Wis. *Mr. Ruppe* and *Mr. Murray*, carhouse department, spent their vacation back home with their folks. *Caroline Johnson*, office and *Eleanor Mozeris*, also of the office force, returned to work after an enjoyable vacation. He bought himself a home, so as a result, *Irving Ptashkin*, drafting room, had to spend the most of his vacation cleaning and painting the joint. *Ed Hess*, *Dan Reiss*, and *Jim McCoy* were among the missing for two weeks, also *Heinz Doering* stole away to the North Woods with his family and fully enjoyed his vacation. Now just so she won't think we didn't miss her for two weeks, we'll make mention of the fact that *Mildred Bonomo*, drafting room agent, spent a week of her vacation up in Cary, Ill.

Having referred to *John Burke's* summer cottage as an estate last month we've got him worried about his taxes being increased.—MARY CROSBY

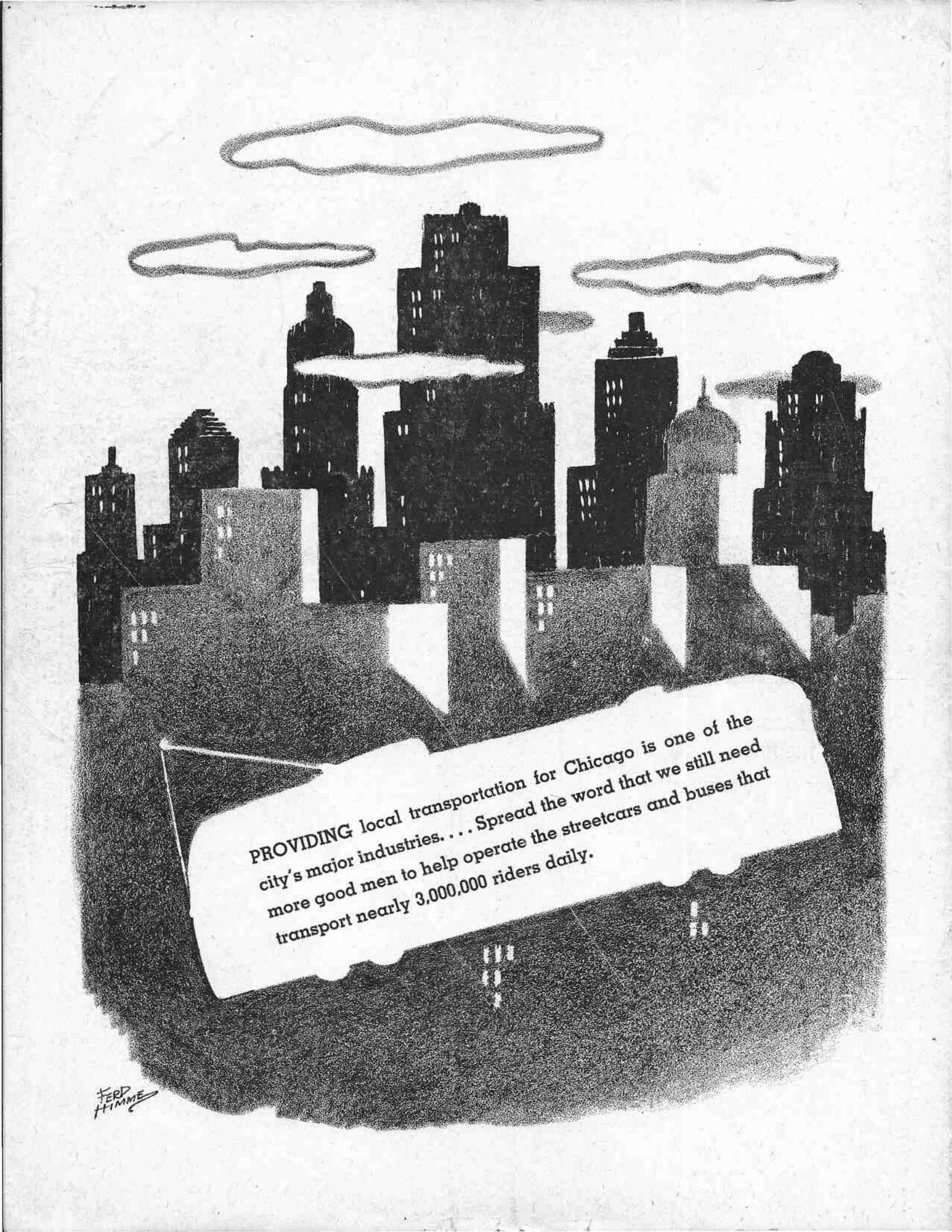
Barter & Exchange

LOST

TRIP SHEET HOLDER—Containing defective register card, riding card and army photos. Lost between 63rd and California and 78th and Western. Theodore Kuczero, Badge 4570, HUDson 4658.



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



PROVIDING local transportation for Chicago is one of the city's major industries. . . . Spread the word that we still need more good men to help operate the streetcars and buses that transport nearly 3,000,000 riders daily.

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