



Surface Service

APRIL, 1947

IN SPRING —

"A Young Man's Fancy --"

*Lightly Turns to Love . . . So We Ask:
How Did You Propose to Your Wife?*



Matthew O'Callaghan

MOTORMAN MATTHEW J. O'CALLAGHAN—"I was working on a parking lot twenty hours a day, and had very little time to see her. One day I picked up enough courage to tell her that if she wanted to see me oftener she'd have to marry me. She did."

CONDUCTOR EUGENE L. WRIGHT—"We had been skating at White City several times. One night I asked her if she would like to skate with me for life, and she answered with a surprisingly 'definitely so' smile. What a kid!!"

MOTORMAN PRINCE H. CAMERON—"I was an usher in church and she was a Sunday School teacher. I saw her after services one Sunday and asked her to have a soda with me. While we were sitting at the soda fountain I popped the proposal to her."



Prince H. Cameron

CONDUCTOR EDW. F. HENKES—"I had been going with her for quite awhile, so I thought it was time that I should pop the question. I bought a diamond ring, and while sitting together on a couch I asked her if she'd like to try a ring on her finger, which she did. While she admired it, I asked her to marry me."

CONDUCTOR EDMUND S. BAKER—"While selling vacuum cleaners I stopped at her sister's house to make a sale. She was staying there. This particular day she seemed prettier and sweeter than ever, so very nonchalantly I told her that I wanted to marry her and she accepted."

MOTORMAN FORREST H. SMITH—"After having gone together for several months I was still afraid to propose to her. So on Sunday, I bluntly asked her. She replied: 'It's about time you asked me, I was afraid you'd never do it.' Thus the tension ended."

RECEIVER ELMER F. GOBEILLE—"After seeing a good show we stopped in a waffle shop, and while sitting in a candle-light booth eating waffles and listening to soft music I mustered up enough nerve to ask her to marry me. She accepted, and I still like waffles."



Elmer F. Gobeille

THE INQUIRING REPORTER

Asked at 69th Station
By The Office Force



George Malik

MOTORMAN GEORGE MALIK—"I proposed to her at the home of a prominent Beverly Hills family where she was employed. I told her that I didn't want her to work anymore, and to marry me. But I was mistaken on that work feature."

CONDUCTOR LEONARD D. ARMALIS—"I made a date, and managed to steal a kiss from her, after which I made a hasty proposal, which she promptly accepted."

CONDUCTOR PATRICK J. O'Rourke—"We met while on a furlough from the service. I kept corresponding with her after leaving for overseas duty, and she was persistently in my mind. So one night I got up and wrote her a letter of proposal. An emphatic affirmative reply soon reached me."



Patrick O'Rourke

SURFACE SERVICE



A farewell committee of Chicago Surface Lines officials and members of the Wabash Avenue District Association met one of the last cars to use Garland Court as a regular day-time terminal.

Reroute Three Lines In Loop

Change Helps Decrease Traffic Congestion

RECENTLY three Chicago Surface Lines downtown streetcar lines were rerouted in the loop area in the interest of speeding the movement of transit and other vehicles through the loop. According to John E. Sullivan, chairman of the Joint Board of Management and Operation, the change results in a net reduction of more than 500 streetcar turns daily in the downtown district.

The change was made as a result of a proposal submitted to the Illinois Commerce Commission by CSL, and was labeled by the Commission as an important step in reducing downtown traffic congestion.

First lines to be changed were the Lincoln-Indiana and Cottage Grove routes. Scheduled for change early in April was the State-Lake line.

Among the principal benefits was the elimination of almost all the turns made at the Garland Court loop, which was used as a turn-around for Cottage Grove cars. These turns, comprising a loop around Wabash, Washington, Garland Court, and Randolph have been a cause of considerable traffic congestion, particularly during rush hours.

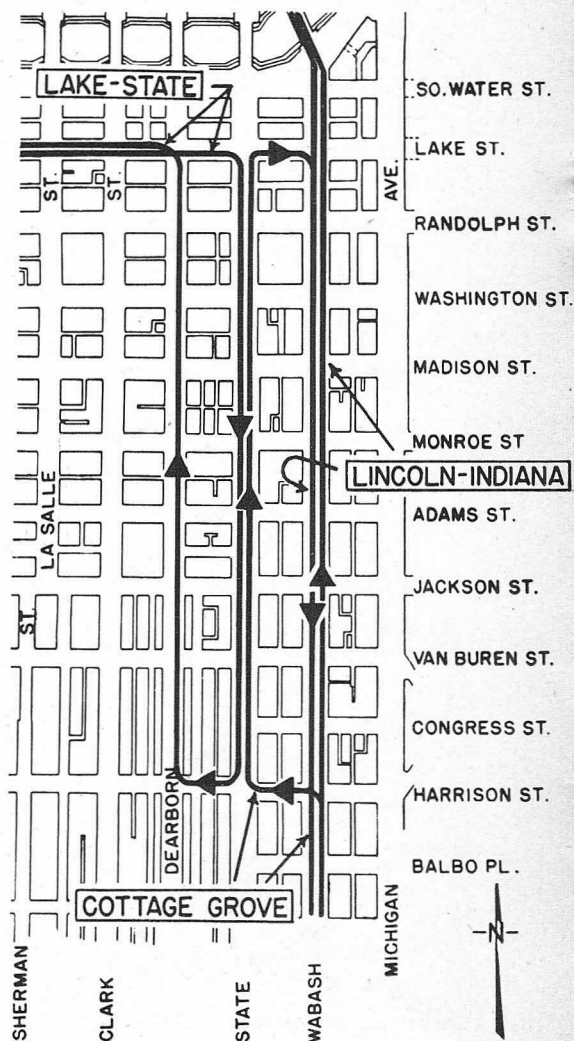
Instead of operating both north and south in Wabash to and from the Garland Court loop, the Cottage Grove cars now go west in Harrison to State, north in State to Lake, east in Lake to Wabash, and south in Wabash.

The Lincoln-Indiana cars, which previously operated south on Wabash and north on State street now operate both directions on Wabash.

Instead of operating south on State street to 18th, the rerouting calls for the Lake-State line to turn west on Harrison to Dearborn, north on Dearborn to Lake, and then west on Lake.

Chicago Surface Lines engineers who developed this plan point out an improvement in streetcar speed as well as considerable reduction of interference with other street traffic.

The new routing provides for the elimination of some 500 streetcar turns daily in the downtown district.



"Oh Say, Can You See"

CSL Installs Sight-Screener Machine

To Test Vision of All Employees

GOOD SIGHT is essential to the well-being comfort and health of all individuals. In addition, it is a highly important factor in any accident prevention campaign. For these reasons the Chicago Surface Lines has obtained the use of three American Optical Sight-Screener Machines for testing the visual effectiveness of its employees.

Once a standard part of the safety program, eye tests had to be discontinued during the war period due to shortage of doctors and trained personnel. These are the first general eye examinations to be held at CSL since 1941, although tests have always been included in the employment examination.

According to *Dr. A. A. Small*, medical director, the AO Sight Screener

does not take the place of a regular examination by an eye doctor, but is a particularly effective method of revealing whether or not an individual would be benefited by a complete eye examination. Although the test requires only about three minutes, in that interval it checks near and far vision, depth perception, and muscular weakness.

The individual looks into the machine and reads the various characters while the attendant changes the panels. If an individual is accustomed to wearing glasses he wears them during the test. The attendant records the answers on a coded card which is forwarded to the Insurance Department for interpretation by the company's medical staff.

Afterwards the employee is advised as to the results of the test—if vision is

satisfactory, or if there is need for treatment, or if eye-strain is present. If further examination is indicated the individual can go to his own oculist. If he does not have his own eye doctor he can consult one of the four specialists with whom CSL has arranged for group rates. If glasses should be recommended, two large optical companies have agreed to reduce their regular charges for CSL employees.

The employees of the Transportation Department, starting with Division, and Burnside stations, are being tested first, but all departments will eventually be covered.

BILLY SCHENCK TACKLES JOB OF RETIRING

EVER SINCE Foreman of Electricians "Billy" Schenck, came with the surface lines he has "specialized in specialties." Now, 25 years later, he has tackled the speciality of retiring.

Aside from his regular work as an electrician, Billy Schenck has managed to handle such things as running an electric fountain which the company installed in Lincoln Park to promote riding on the cable cars; operating by hand the projection machine for the early movies; and keeping in repair the clock which stood in the old tower on the Clark and Division building.

In 1911 he was made a Class A electrician. It was a few years later that the employees club was organized and he made a name for himself as stage-craft and lighting expert.

Born in 1882, William Schenck is a native Chicagoan. As a child he hung around the power house at Washington and Western, where, he says, he most likely got the idea of working with transportation.

Various methods of transportation have always interested him. At the age of 14 he built a chute-the-chutes, selling

Motorman Robert E. Judge (Division), the first trainman to be tested peers into the sight-screener machine while Attendant Edward Coman records his answers.



The Passenger Speaks

OPERATOR JAMES RAINES—Archer

"I extend my sincerest thanks for saving either my life or limb due to his snap judgment and driving in an emergency. I commute six days a week to the loop and back on your buses and I like the feeling of safety I receive for my eight cents fare," wrote Mrs. Walter T. Kopeck (address not given).

CONDUCTOR JAMES SMILEY and MOTORMAN WILLIAM ROPER—Cottage Grove.

"On a stormy, snowy day these two employees waited for a stop light in order that two women could reach the awaiting streetcar. The conductor showed his courtesy also in assisting the elderly woman on to the car," wrote Miss Dorothy Lieber, 5316 Kimbark.

rides to neighboring children for a penny. He also had a run-in with police because of a circular advertising: "Come see the dare-devil go down the chutes with a bicycle!" (Note that it says *with*, not *on*, the bike!) Shortly after that he experimented with a flying machine, and jumped from the roof of a three-story building—with a parachute that didn't open.

The last of his transportation experiments was the construction of a "horseless carriage," which he claims was the first auto with the radiator above the floor boards.

That was in 1903, the same year he decided to marry the girl next door and settle down. In 1937, Billy Schenck, was made Foreman of Electricians, the title he held to the end of his employment. That his retirement will be no quiet affair is demonstrated by the fact that he and his wife have already gotten in a trip to Florida since his retirement on March 1. Headquarters for their active life are at their home at 1955 Balmoral.

CONDUCTOR BENJAMIN RUTLEDGE—77th

Wrote Mr. and Mrs. J. McGrath, (address not given): "His voice is friendly and pleasant to hear. My wife refers to him as the man with the million dollar smile."

OPERATOR MAX RUGER—Devon

Miss Marie W. Boettcher, 1535 E. 60 Street wrote that Ruger "is worthy of admiration due to his cheerful manner and his ready smile, under any circumstance. And the way he handles a disgruntled crowd is a pleasure indeed. His work is precise and speed one sees very little, also accurate with not a motion wasted."

CONDUCTOR LEO ZARUBA—Kedzie

Mr. Willard Shively (address not given) wrote "The conductor noticed me across the street, stopped the car, and waited for me to get in . . . His kindness, continuing after I was on, was even more pleasing than getting me to my destination quicker."

OPERATOR FRANCIS MALONEY—Lawndale

"He kept his head and was careful when several passing cars had cut him off on slippery pavement, besides that he was courteous to the passengers boarding the bus," wrote Miss Francis O'Shea, 3414 Evergreen.

MOTORMAN PATRICK LYNN—Division

"While waiting in the fast-freezing rain to cross the street in order to catch my streetcar. I had all doubts that I would be able to catch it, but the motor-

(Continued on Page 6)



Division Station Closes May 1; Re-assign Routes, 450 Men

ON MAY 1 the station at Division and Western is scheduled to close after 61 years of service to Chicago's street transportation. Some 450 men and four routes will be affected by the change.

This is part of the company's overall improvement plan, which calls for the abandoning of some locations and the creation of some new stations. Many of the smaller stations, originally designed for horse cars cannot be operated economically, nor be adapted to the needs of modern equipment. Therefore it will be found necessary to consolidate some stations and eventually to construct in new locations.

Division station is being closed at this time because of the conversion to bus operation on certain lines, the arrival of new equipment, and certain extensions which are contemplated.

Four routes are affected by closing this station. The Clybourn Avenue line is to be transferred to Limits station and operated as a bus line. The Western Avenue runs which presently operate from Division will be operated out of Devon. That part of Division-State-Van Buren and the Division-Downtown lines now operating from Division will be transferred to Kedzie station.

This will, of course, necessitate the transferring of all trainmen at Division to one of the three stations to which the

lines are being transferred. The men are picking the station to which they wish to go, in accordance with their seniority, and up to the number that can be accommodated at the different stations.

The original station at Western and Division was constructed in 1886 by the Chicago, West Division Railway company. It consisted of two buildings—a one story car barn and a two-story horse stable, with a hayloft occupying the second story.

In 1904 the one-story building was partially destroyed by fire, but was immediately rebuilt. Electrification of the building had been completed by 1906. In 1908 when the two-story building was no longer needed as a horse stable, the floor boards were removed from the second story and the building was remodeled to accommodate two more bays.

Extensive remodeling took place in 1930 when Western avenue was widened. Bay One was removed from the one-story building, and to compensate, a new bay was added at the east of the two-story building.

At present no immediate disposition of the property is contemplated. The Carhouse and Garage Department will continue to use a portion of the building, and the remainder will be used for storage.

The Passenger (Continued from Page 5)

man seeing that I had trouble in crossing motioned that he would wait for me. He waited six seconds for me and it gave me pleasure to recognize his courteous service," wrote Mr. H. G. Fergus, 650 W. Lake.

CONDUCTOR ALBERT THOENSING
—North

Frances Santeen, 2320 N. Oak Park: "while attempting to get past a heavy embankment of snow. . . . The conductor got off the car and helped me

over and on to the streetcar. This was an act of extreme courtesy on the part of your employee as I am lame, and it meant a lot to me."

MOTORMAN PATRICK McHUGH —
Lincoln

"I was impressed by the precise stop the motorman made in bringing the rear platform to a point where a blind man could board, instead of walking through the slush. I also noticed that in approaching on-coming passengers he did the same. I know this was appreciated by everyone," wrote Mr. Herbert J. Smith, Lakeview Lumber Co.

BEHIND THE SCENES

With CSL's Improve-
ment Program

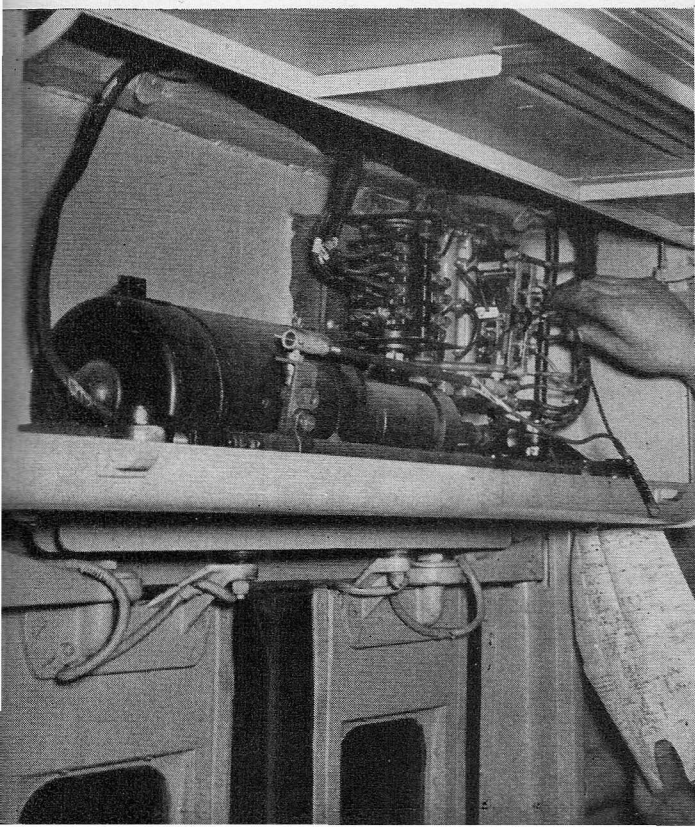
A Picture Story of
Changes in the Carhouse
and Garage Department



←

1. Devon's new inspection bay for the CSL Surface-Liners is clean, warm, well-lighted and ventilated. Fluorescent lighting fixtures in the pit direct illumination where it is most needed. Four stationary jacks are used to raise the car body so that the wheels clear the rails, making it possible for the repairmen to easily rotate the wheels, drive shafts and motors for a thorough inspection of all component parts, or to permit the removal of the trucks.

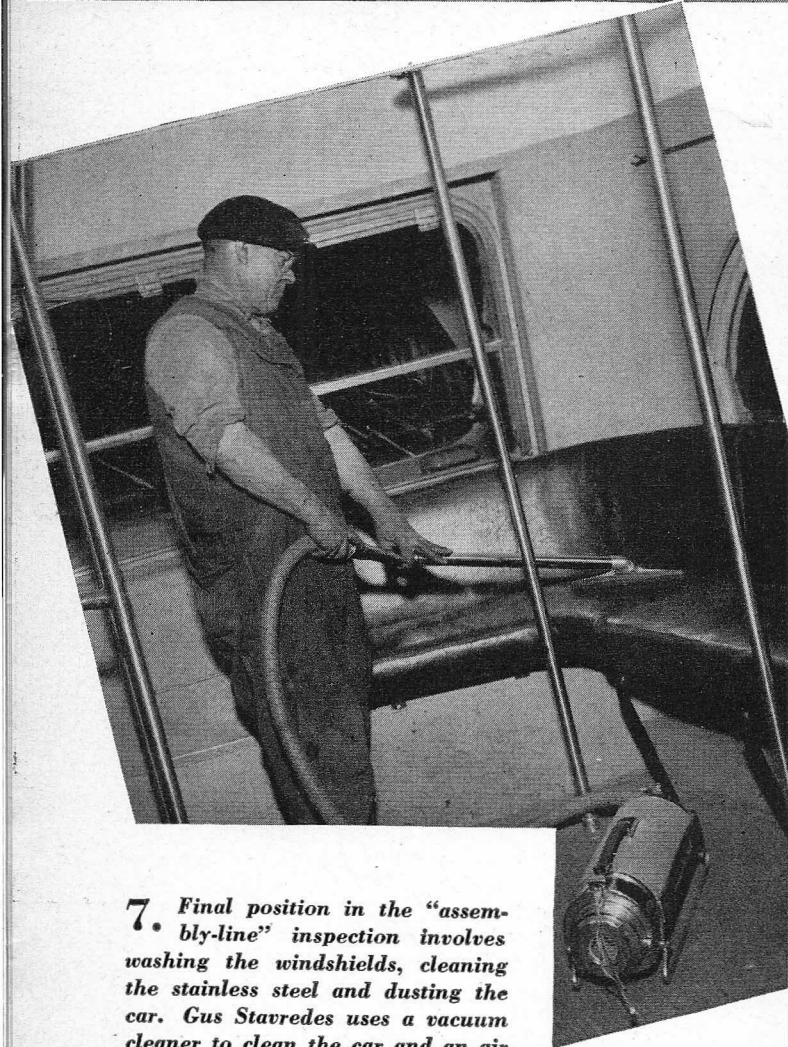
2. With the inspection bay at 77th now complete, two types of inspections are made. The "A" verifies that all controls are operating and requires about a half-day. The "B" inspection takes two days per vehicle and involves a thorough check for mechanical defects. During a "B" check-up, Thomas McDonald uses a blue print and a 32-volt test light to check the continuity of circuits.



3. Assembly-line technique is used for inspections. The first position handles trolley, body, and window inspection. New innovation is this platform at Devon. Repairman pulls the trolley pole over onto the platform where he can work in comfort.



4. Seated comfortably on a small stool, Jay Dalton makes a thorough check of the master controller. Here, under the car, is located the ABR relay (diaphragm in the center), nicknamed "the Brain," which controls the acceleration and deceleration of the vehicle. The two small doors over Dalton's head control the heat in the car.



7. Final position in the "assembly-line" inspection involves washing the windshields, cleaning the stainless steel and dusting the car. Gus Stavredes uses a vacuum cleaner to clean the car and an air blower to remove dust from difficult spots.



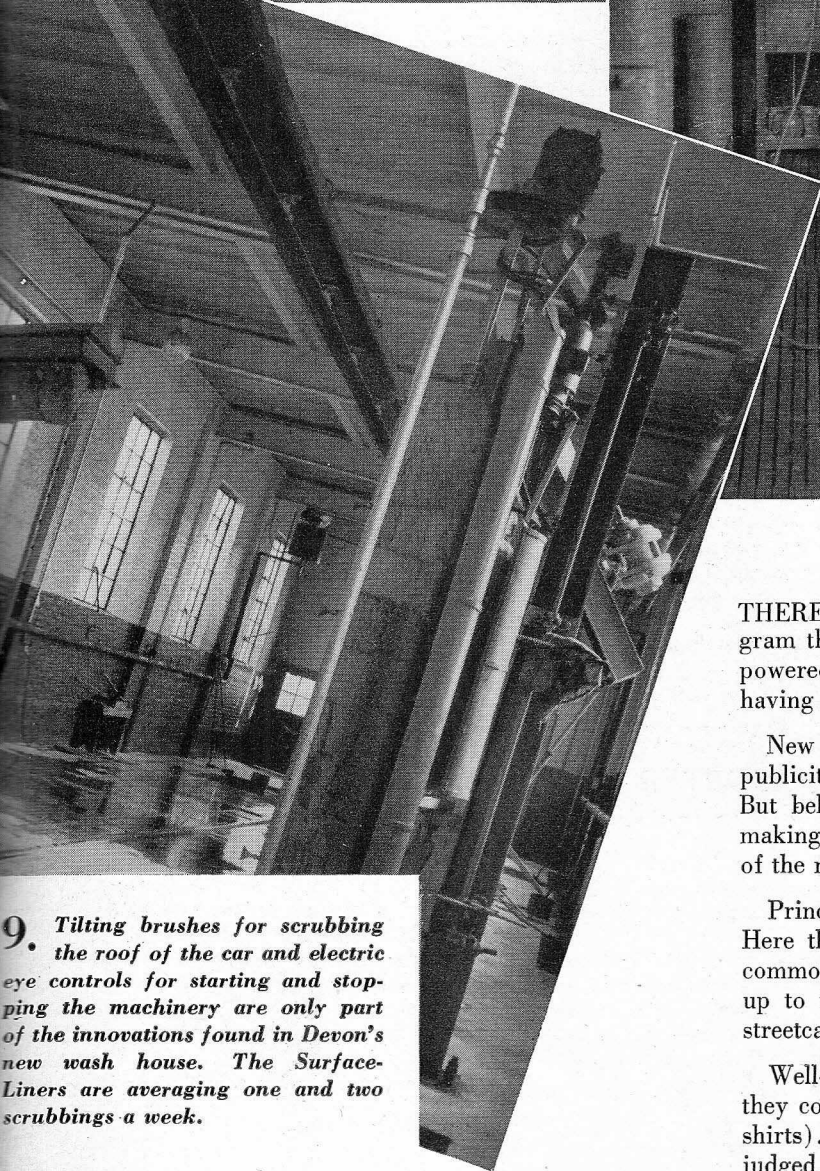
8. Each man at a repair position indicates on the inspection card the work which he has done and is held responsible for it. Here Assistant Foreman James Hopkins gives final approval on the work which has been done, indicating that the car is ready to be turned over to the Transportation department and go out on the street.

PHOTOS BY FRED CHOUINARD



5. New to streetcar repair work is the *torquometer* used here by Patrick Murphy to apply a specified tension to the actuator clock spring which controls the operation of the drum brakes. Pits are of such a depth that the average man can stand upright in most places. Racks for the storage of parts are built in at convenient locations and are set up off the floor to facilitate cleaning.

6. All grease points on the *Surface-Liners* are provided with *alemite* fittings, permitting high-pressure greasing instead of the "packing" method necessary on the ordinary cars. While the hypoid gears are being drained and re-filled, "Ziggy" Uniek applies to the trucks one of the five types of lubricants used on the cars. Tool cabinet in background is portable and can be wheeled to any location in the pit



9. Tilting brushes for scrubbing the roof of the car and electric eye controls for starting and stopping the machinery are only part of the innovations found in Devon's new wash house. The *Surface-Liners* are averaging one and two scrubblings a week.

BEHIND THE SCENES

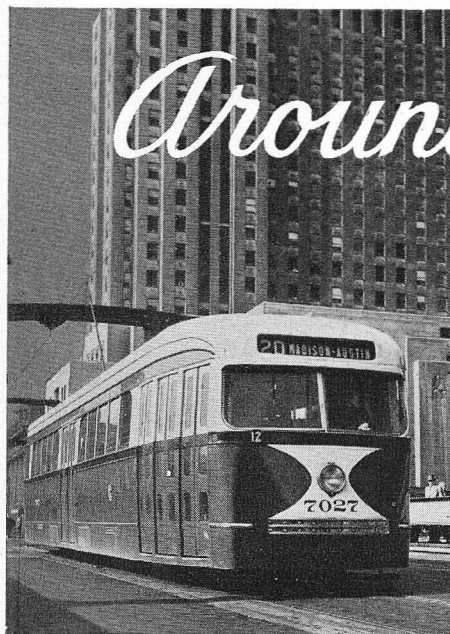
THERE IS MORE to Chicago Surface Lines' improvement program than meets the eye. Flashy, smooth streetcars, and new high-powered buses are only the outward signs of a change which is having far-reaching effects throughout the system.

New bus routes and conversions from streetcar service receive publicity in the papers and are the aspects which the public applauds. But behind the scenes the Carhouse and Garage departments are making changes in its physical setup just as radical as the design of the new equipment.

Principle changes have been made at Devon and 77th stations. Here the most modern repair equipment has been installed to accommodate the new PCC streetcars. An assembly line has been set up to facilitate inspections. The result: one of the most modern streetcar repair departments in the country.

Well-lighted, ventilated and warm, these repair pits are so clean they could be staffed by men in white shirts (if they could buy the shirts). Here, the volume of a man's work certainly never could be judged by the amount of dirt on his face and clothes.

Around the Car Stations



INCOME TAX BLUES HAVE HAPPY AFTERMATH ARMITAGE

NOW that the month of March has gone and the income tax blues are fading into a very pale yellow, some of the men are beginning to smile over their refund checks. Our genial *Gene Muir* is laughing out loud and well he may. Gene hit the jack pot in refunds. Gene says he put it all right in his vacation fund. He is seriously contemplating a visit to the Thousand Islands and expects to stay a week at each one.

I see by the papers that *John Mac Hale* has recovered the use of his right hand again after so many months' disuse. We were all glad to see his column again in the *Union Leader*, short as it was. . . . In the spring a young man's fancy lightly turns to thoughts of baseball. The "BB" bug is sure buzzing around Armitage. *Geo. Krehl, Jr.* is counting the days till the Sox open at home. . . . If anyone is looking for a red hot game of checkers, let him drop around and see our champion checker player, *Eddie Smith*. He takes on all comers, at any time, any place, for money, marbles or chalk. . . . I see where the Supreme Court of Georgia has ruled that "Two Heads are not better than one."

It has been reported that *Joe Schultz* has a new dachshund, but this one won't keep the screen door open so long going in and out, for which his Missus is very happy. . . . Your scribe has noticed several Armitage men fondly gazing at seed store windows. We wonder why? It has also been reported that *Roy Croon* has been very busy lately, sharpening up his old fish hooks and oiling up his reels. We don't know why, for he never brings back any proof of his so-called prowess.—TED SHUMON.

ALERT REPAIRMAN SAVES TRAINMAN'S LUNCH

BURNSIDE

APRIL! Spring, Tra La! The cold north wind has left, the snow and ice have left, and the trees are leaving. At last we may hope for the realization of that often repeated wish for blue skies, bird songs and balmy breezes.

Talk about co-operation, co-ordination, quick thinking and action—To *Repairman Art Wakefield* of Archer, goes the chromium-plated suspenders this month. It happened like this. *Motorman Emil Steinert* of Burnside, delivered a car to Archer on his way home recently. Soon after he had started away, Art, a very thorough young man, found a lunch box in the car with Steinert's number on it. Art called the squad car, which overtook Steinert and returned the bucket before the owner even missed it. That's real CSL service for you.

Much joy is reported at the home of *Conductor F. F. Beckman*. A fine, bouncing boy arrived during Daddy's first week of employment as a CSL trainman. Mamma and baby reported doing nicely.

Sorry to report that *Conductor Bob Karolich* and *Motorman Joe Winn* are spending some time in the hospital. Also that *Motorman Jim Cashman* is still on crutches. Even a short visit to these members will prove time well spent and will be greatly appreciated.

We learned that retired *Conductor Fred Berg* still has in his possession the first badge that was issued by the Calumet Electric Ry. Co. 'The old Yellow Line.' Perhaps some more of the old timers have other items of interest, if so, please let us know, as we are sure the folks would be interested in hearing about them.—"FURGIE."

HERE'S A CHANCE TO BECOME A REPORTER

COTTAGE GROVE

OUR COLUMN has been on the sidelines at times, but we know in our midst there must be some capable writers. Won't someone approach *Percy Atkinson*, our chief clerk, and volunteer to act as reporter so that our members in more or less remote areas may be kept abreast of developments.

Bill Burgemmer advises that *Pat Vaughn* will be back to work most any day now. You know, there's never a dull moment around when this famous Cottage Grove minstrel team entertains us with their favorite numbers.

. . . . Another appealing duet was heard recently, *Dutch Berger* and *Jack Shea*. Jack, incidentally, is one of our newer motormen. *Ramon Williams*, was the pianist, and very talented, too. . . . *Bill Bowen* is back from Texas, fully recovered, fit as a fiddle.

John Conry, whom we know as a very well-read man, is about to write a book on "How To Get the Very Best In the Way of Enjoyment Out of Each 24 Hours." Retired street-car men and firemen take note!—GALE HRUSKA.

ARRIVAL OF STORK MARKS FIRST DAY OF SPRING

DEVON

THERE WERE a lot of new faces added at Devon during the two months I was home sick and off the cars. A hearty welcome to all the new men.

Conductor J. Holohan, who worked a night car on Clark street for many years, is going to take his pension in April. . . . *Supervisor Vic Lauletta*, celebrated the first day of spring, March 21, by welcoming a brand new baby daughter.

On March 15, *Supervisor-Inspector Rudy Maas*, had a class of instruction for the new cars. In this class with us was *Clerk William Rooney* from the main office.—CHARLES SAKLEM.

WANT TO TALK ABOUT YOUR OPERATION?

KEDZIE

GERMS—phooey! Especially the species that gets hold both sides of your chest and squeezes until you find yourself with an inconvenient shortage of breath.

The evening the above-mentioned pests declared a fiesta in the lower recesses of my respiratory system, *Ruthy* called the Doc. He called eight hospitals and found out the rooms and beds were trying to find room. All the ambulances were out because it was raining and they wanted to get a free wash job. (And I always wanted to ride in one, even if I was unconscious.) When the doctor found out the facilities that would pay hospitalization were busy he came charging into the bedroom with a javelin ten feet long, equipped with a plunger in the shaft and a point of sharpness, which he gouged into my tender person, and shoving the plunger into the shaft which spasticated my nerves. Six times he came and practiced throwing his

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javelin and after the sixth time I decided I'd better look alive. I was getting tired of perforations. (Have you heard about my operation? Now that I've told you, I'll listen to yours anytime.)

Joe Manion, Bill Haumesser, with an orchard of citrus fruit, Paul Fidanze, my boy, with his razor and soap (and did I need it after ten days—the shave not the soap).—Thanks to all of you.

To cap all of this, Ed Schneider brought his gracious wife, Estelle, and two fine boys, Earl and "Butch." He brought his projector and entertained with pictures—even a "Mickey Mouse." 'Twas a swell evening.

A little daughter had a happy landing in the Art Coopers' household. Mrs. Cooper is up and around. This happy incident was shadowed by the death of Art's aunt on the same day. . . . On April 19, the credit unions of the land will hold their convention in Chicago. (In honor of Ted Heffernan's, Kedzie C.U. treasurer, birthday?) . . . Although Ben Tausch is holding forth in the general office payroll department, he still makes with efficiency as clerk of the Credit Union. . . . Mrs. John Harrington, who was confined to the hospital for a serious operation, is taking care of John and the children again.

Patrick John Kenny, six pounds, is now residing at the J. Kenny home. Mother is doing fine and pappy is as well as can be expected. . . . Angelo Russo, (a "turn-coat"—conductor turned motorman) thought he was leading a double life. But when he went to his mother-in-law and father-in-law to tell them of his secret marriage to their daughter, they said they knew all about it. Now Angelo has a place to stay. . . . Paul Fidanze bought a new pair of shoes and carried his old shoes on his afternoon effort. When he was relieved in the evening, two packages were under Paul's arm. The second package contained rubbers which Paul said were lying beside his package when he completed the last trip. Could be the boot buzzard had delivered the little fellows while Paul was engrossed in minding his business!

It must have been a destitute mother who left triplets on the door step of Larry Shields' domicile. They were so new they didn't have their eyes open. He gave two of them to friends and kept one of them for himself. There will be no search for the mother inasmuch as the little cocker-spaniel has wiggled himself into first place in the family.

Jim Reynolds didn't win the checker tournament. Illinois Champ Bob Martin tied him and they tossed a coin for winner. Reynolds lost.

I'll be watching you in person when you get this.—JOE SMITH.

HOARD OF SOFTBALLS TO HELP TEAM

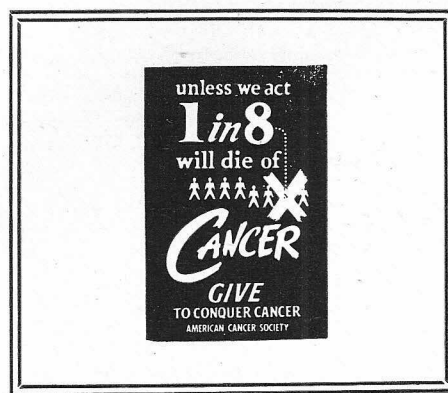
LAWRENCE

RAY GRAY, resorted to the old-fashioned type of advertising, forsaking the radio and speech-making platform. Ray was seen

standing at the six points, transferring on his way home. On his back was pinned a huge sign. Whoever Ray supports in his politics would have been impressed at the revival of this old custom.

Jim Musczinski is all hopped up about the coming ball season. Jim has already hoarded a dozen softballs so the scarcity won't affect our team. Watch for the meeting announcement as soon as the snow leaves the ground. . . . A host of transferees at the Montrose "L" will miss W. Freeman, who had to pass on the job of loading, due to the illness of his wife.

The V.F.W. installation and dance was a huge success and very highly attended by all friends and members from Lawrence. The invitation to Charter members is still open. See Clyde Brennwald or Joe Haggerty.



Larry Conway left Avondale (Little Siberia) on a dog sled and at this date has not been heard from at North avenue. Admiral Cunningham has broadcast for search planes to look for Larry on the way. . . . George Stillwell stopped at Walgreen's and bought a dollars worth of mothballs to store away his little blue tam. That little number is a part of George's uniform when piloting R-52.—MICKEY LOFTUS.

BELMONT OPERATORS RECEIVE PRAISE LIMITS

THE NEW Belmont avenue bus route has created some interesting comment. One of our riders on the route noted that the operators seemed exceptionally cheerful, and appeared to enjoy their work. He wished to know if these men were especially picked for the route. One of the fellows had this to say: Sure, it's a lot of fun, just like making circles in the snow. We make a circle when we get to Sheridan road and then again we circle around Clark and Wilton streets.

It's amusing to notice that the stork isn't losing interest among the boys at Limits. Clarence Shipp was one of the not-forgotten as an eight-pound girl was left at his home on March 7. Conductor Van Eyeck's home was

blessed with a boy on March 5. Also a bundle was left at the home of John Nolan.

It was good to see our old friend John Lidberg, back on the job after an absence of seven weeks.

We extend sympathy to A. Mazzitelli, and W. Burleson, in the loss of their brothers.—CHARLES E. RITTER.

TRAVELER FINDS ROOST AT LAST

LINCOLN

"WORLD TRAVELER returns to fold" in the person of Conductor Barney Becker. He was not satisfied to travel the world over with the navy. When he returned to work he was one of the unfortunates to be caught in the housing shortage. So his last address was around 79th and Karlov avenue, taking him well over four hours to go and come to our depot. But lady luck has smiled on him after these many months. He has finally found an apartment just two blocks from the depot, and he promises to have a great housewarming as soon as he is settled.

We have all heard the phrase of "Just like mother makes" used as a radio commercial but in this case it happens to be true . . . in reference to the pies Harry Fiester's wife bakes.

It is with deepest regret that I have to inform you that John (Jack) Tierney, passed away March 19. Most of you old timers will remember him, as he was the "Happy go lucky" boy of Fullerton Avenue. Our sympathy goes to his family last residing in Deming, New Mexico. He went there for recuperation but never was able to return to our ranks. Congratulations to Conductor Timke, and the Mrs. in their first addition to their family. It was a boy—another trainman I suppose, eh Timmie!!!

All the friends of Ed Zoge, wish him the best of luck on his vacation, which we all hope will never end seeing that he was just placed on the pension roll. Don't forget to drop around and see us once in awhile, Ed.

Glad to see Chief Clerk Bill Calgon, back on the job after his sojourn in the West Suburban hospital where he underwent an operation.—LARRY HIPPERT.

RICHARD'S FRIEND IS AT THAT DOOR AGAIN

NOBLE

THAT OLD-TIMER Art Peterson, has a new wrinkle to "Open the Door, Richard." She says: "Sho nuff man I'se hyar at dis same corner ever mornin. So come on Honey Chile Richard, open dat door and let me in." She says, "I just lov's dat man." A little secret, boys, old Art is looking for a new pick, and soon.

Brother Micheals, you can put your new snow-suit away for the season and your friends will be able to recognize you when they meet you on the street.

Charles (Buckeye) Vanek, was seen sporting a brand new car one bright Sunday evening this month. When he was asked about the new addition to his family. He just pulled out the old bull duram sack and said, "Roll your own, fellows. No cigars this time."

A tall story comes our way about the biggest little man at Noble Depot he is none other than *Johnnie (Kid) Olsewski*. He started out as a conductor but he couldn't reach high enough to transfer the register from one end to the other at terminals, so he was then made a motorman. Now all Johnnie gets razzed about is his sitting down and standing up at the same time. The tall story is that he is now a property owner. And it seems that he is partial to the "canine" family. "Kind'a puttin' on the dog eh, Johnnie?"

That old bird "Mr. Stork," is still on the wing. *Mr. and Mrs. Walton*, were visited on February 25 with a bundle of sunshine in the form of *Master Robert David Walton*, weighing in at eight pounds seven ounces, and a winner. Then just to keep things on an even base he visited *Mrs. Slagter*, with six pounds thirteen ounces of loveliness, *Miss Sharyn Lee Slagter*. Congratulation folks, also to *Uncle Harold*.—C. F. GREER.

A HINT FROM MARCH DRIVE LIKE A LAMB

NORTH

IF NO ONE had told me, and if my grocer hadn't given me a calendar, I would never know it was Spring. Just lately we had, as you all know, a snowstorm that would do December justice. Speaking of Spring or the lack of it, reminds me that I was promised a poem by *Tom Slenka*, a conductor who leans toward the literary. At this writing I am still without the poem. Maybe it's just as well.

Charles Lamb's, name always reminds me of what March should go out like. Lamb is an operator on Diversey and from the reports I get from the men working Diversey he does all right by his riders and the men both behind and ahead of him. . . . *Relief-receiver Sylvester (Senator) Glass*, has just returned from Florida. He lingered at Lauderdale, Florida; saw the east coast and the west coast. He tells me, through a deep tan, that trip was most enjoyable. I went on a trip once, but Gary gets monotonous after awhile. Not to be outdone by the "Senator." *Operator Joseph McNiff* has just returned from Phoenix, Arizona.

Twin have come to North avenue but not the kind you think, smarty. They are the new twin coaches now operating on Division street. They're very long, in fact *Operator Ervin Brest*, tells me that when you walk from the front to the back you've half a trip done. All kidding aside, they are ultra-ultra, and I am telling all the men I think will pick there that Division is the busiest street out of our depot, but they keep picking there anyhow and I finish up on Central avenue.

I arrived at the window the other day to report for my run, such as it is, and found a

long line there. Upon investigation I discovered *Clerk Edward Dawson* agog at what "Cy" Glass was telling him about the ties and shirts he saw while in Florida. Loud shirts and ties being strictly in *Clerk McFadden's* department, Dawson verified the Florida reports with "Mac" and found that they were not only true but he had these very shirts and cravats in his sound proof closet.

Since I mentioned in these columns that *Ralph Stockman* and *Jerry Hayes* are the inventors of the vibrolip, I have had many requests to explain just what the instrument is like. Well, I'll explain it this way. If you wish to imitate the above and it turns out that you will never succeed you will find yourself with a damp tie.

I would like, at this time, to tell all the guys who were looking for that flat I needed so badly that I have found a place to live. Of course, when the man who owns the place wants to take his car out, we all have to get up and stand against the wall. But after he's gone, the place is ours. See you in the train-room, fellows, and don't forget, I can't keep on making up this stuff—someday I'm going to have to print a fact.—WALTER LINDBERG.

WHAT'S A PASSENGER TO YOU?

69TH

DID ANY of you ever analyze the relationship that exists between us and our patrons? Perhaps we have all realized at times that they are the people who make our paydays possible, but they are more than that. Listen to what an unknown writer has to say about them: "A passenger is the most important person to our Company, whether on the car or by contact by mail or phone. A passenger is not dependent on us—we are dependent on him. A passenger is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

The skimpy news bag. . . . Our sincere good wishes go to *Art Ormand* on his appointment as foreman of the repair department at 77th. The boys at 69th will always remember you, Art. . . . We also welcome to 69th our good friend, *Joe Gamen* who takes over the job of headman downstairs. Be careful of the steep promenade, Joe. . . . *Supervisor Sammy Genandar* is in the market for an umbrella with a strong handle and heavy steel point. As soon as the spring showers start coming down, Sammy will use the umbrella as a shelter as well as a switchhook. . . . On St. Patrick's Day, *Clerk Frank Rooney* was in a Cottage Grove restaurant for lunch, and noticed a sign reading "watch your coat and hat" and while so preoccupied someone swiped his butter and rolls. . . . *Conductor W. K. Mobley* became a proud papa of a baby girl on February 23, and on the 26th, *Operator L. Balanow* also stuck his chest out when a baby girl arrived at his

home. . . . If the crew who worked the big plow on Western avenue on March 24, uncovered a dime at 91st street, please return it to *Receiver Elmer Gobeille*, and it will make him very happy. . . . Perk up with the arrival of spring time.—Smile and smile and CHICAGO will ride with you!—THE GHOSTS.

THAT EASTER RABBIT SURE GETS AROUND

77TH

SUPERVISOR RED YOST received his Easter basket with all the trimmings: a small scoop shovel, with duck eggs and candy eggs wrapped in cellophane and a greeting card "Loving Regards" from *Supervisor Olson*, who is at 51st and Halsted.

Motorman G. R. Johnson received his check from the paymaster; he walked over to the table to sign his check and started to blot it, but missed he blotter by a foot and a half. Could it be he had the money jitters?

J. E. Schieve, recently from Burnside, had made out a report and as he was going into the office, he went head on into a post that happened to be jay-walking.

Jeanne Ecklund, daughter of *Conductor I. W. Ecklund*, received her nurse's cap at the Cook County hospital, Thursday evening, March 1. Good luck, and best wishes, Jeanne.

Some of our boys stick out their chest when they come down to the depot and say they are now a daddy; but *Motorman H. M. Ringo* has the honor of being a proud father of twins. *Dominic*, six pounds, and *Teena*, five pounds, 11 ounces. Mother and babies doing fine.

Congratulations are also in order for *Conductor and Mrs. W. E. Cox*. *Richard James* was born on March 20 weighing seven pounds, thirteen ounces.

The boys are taking up a collection to purchase a pillow so *Charlie Holloway* can take a nap while he is turning in his money after his day's work.

We are informed that *Supervisor Joe Brady* has a few calcimine brushes to loan out. We also hear that Joe won a radio quiz—something about Roy Rogers' horse, Trigger.—ROY V. MACK.

MANY EMPLOYE CHANGES IN DEPARTMENT

ACCIDENT INVESTIGATION

THE WELCOME mat is out for the following new employees: Claimants Reception *Clerk Richard Mecker*, Messenger *Richard Torp*, Vault *Clerk Ella Vrzak*, who transferred from the APD, *Statementman William Corbett*, who transferred back from the Accounting Department, and *Typist Kathleen Slattery*.

Sympathy of the department is expressed to *Attorney Raymond F. Kelly* whose father passed away.—AUDREY.



CONGRATS AND WELCOME FILL THE MONTH

ACCOUNTING

CONGRATULATIONS and best wishes are extended to *Mary Kavanagh* of this department who was married to *Eugene McCambridge* on Saturday, April 12, 1947 at St. Mel's church. . . . The department extends a hearty welcome to *Louise Hagen*, *Loretta Sochowski* and *John Wiesolek* as the latest addition to our personnel. . . . To *Fannie J. Lipuma*, who has been transferred to the Purchasing Department, we wish all kinds of good luck. . . . *Ruth Johnson* is proudly displaying a lovely diamond and has announced her engagement to *Gunnar Anderson*. Her many friends are offering best wishes.—THOMAS F. COAN.

FRUIT - BASKET - UPSET STIRS THE OFFICE

GENERAL OFFICE

COULD IT BE spring fever that is to blame for the fruit-basket-upset condition prevailing in the General Office??? *Eleanor Mozeris* (Insurance) transferred to West Shops. . . . *Bill* (Horace Greeley) *Ashley* (Insurance) left to go to California, and *Ed Donahue* transferred from M & S to take his place. The two new girls in the Insurance Department are *Rose Marie Grippo* and *Ethel Wiley*. . . . *Mrs. Anna Marie Callahan* (Purchasing) was sent off to her new position with a Harding's Presidential Grill Special and the "Purchasing-Pot-Luck" luncheons and gifts. Coming into the Purchasing Department from the Accounting is *Fay Lipuma*. . . . Best wishes go to *Dorothy Peacock* as she leave CSL, and to *Jane Mitchell Garrity* as she takes over for Dorothy "up front". . . . Sympathy goes to *Joe Higgins*

(Insurance) in the death of his mother. . . . *Charline Thompson's* little harbinger of spring was baby *Charles J.*, who weighed in at eight pounds, seven ounces. . . . Due apologies to *Peggy* (Insurance) for making her a *Callahan* instead of a *McCarthy*. Hope we didn't worry her boyfriend.—BRENDA & COBINA.

YOU CAN'T KNOW THE MAN BY HIS GLASSES

MATERIAL & SUPPLIES

"GREGORY PECK" JENSEN is currently sporting smoked glasses, and we're wondering if all the movies he's seen have taken effect, and our boy Eng has gone "Hollywood." . . . "Rog" Justice is being accused of using wax pins the way he's melting them down during the bowling league's current season. Nice going, fella, and continued success. . . . During the past month we welcomed to the fold *Dagmar McNamara* and *Bruno Cukla*, and bid a reluctant good-by to *Ed Donahue*, who transferred to the Insurance Department.

*A girl can be gay in a classy coupe,
In a taxi they all can be jolly.
But the girl that's worth while
Is the girl who can smile,
When you're taking her home in a trolley.*

—"DJ" CHAPLEAU.

NOTICE! THEY'VE FOUND PLACES TO MOVE!

SCHEDULE & TRAFFIC

GENE LUKES has been reporting regularly on the fine climate he has enjoyed all winter in Arizona. The latest communication indicates that he will be back at his desk about the time the printer finishes this. . . . *Charlotte King* is the name of that new typist who recently joined the department.

This is "Me, Myself, and I," according to Motorman Walter Uhlemann (Noble). Even if it is a sample of his trick photography, we still think the fellow with the knife won—but how could he lose? For they're all one and the same.

. . . We understand that spring moving is now in progress. *Frank Irvine* is changing his place of abode and will now be strictly a west-sider. *Al Pisors* is still getting that new place of his in shape to be occupied.

The sick list for this department has been pretty high, but we see most of them have recovered from their bouts with flu germs and are now back among us.

This department joins in wishing *Dorothy Peacock* much success in her new field of endeavor.—L. C. DUTTON.

SHOP'S EX-REPORTER SPORTS DIAMOND

SOUTH SHOPS

HUBBA! HUBBA! That Easter bonnet *Evelyn Clark* has is really something. Very pretty indeed. . . . Memo to *Frank De Witt*: Where did you get all the bubble gum? He sure looks cute blowing all those great big bubbles.

Our former scribe, *Justine Mazeikis*, is wearing a lovely diamond. The lucky fellow is *Stanley Janasek* of the motor repair. Our heartiest congratulations, Justine and Stan.

Frank Parise of the line department married Miss Evelyn E. Bologna recently. They spent their honeymoon in St. Petersburg, Florida.



WHO WILL WIN AT SOUTH SHOPS?



The bowling in the South Shops League has been hot and heavy this year. Although the M&S team has been holding first place pretty steadily, their championship still is not assured. The Utility department team pictured above held the championship last year. At the present time they are giving the "Volts" team some serious competition for second place. Left to right, Gordon Barr, Wilbur Meyers, Johnnie Meehan, Captain Ed Sonders, and Jack Sargent (an upholsterer who snuck in somehow).

What's this we hear about *Bud Tiggelaar* wanting to borrow a babushka? Let us in on the secret Bud. . . . Our deepest sympathy to *John Golden* upon the recent death of his mother.

Bob Adair's bowling is really something to marvel at. We hear tell he bowled a 680 series.

Ray Ellerbeck really showed us what he could do to those bowling pins by bowling a 568 series.

At this writing the stores department is in first place with the Volts in second place. —PHANTOM REPORTER.

ALL THAT GREEN IS NOT GOLD

WAY & STRUCTURES

TRACK DIVISION—Don't be fooled by the "greenbacks" *S. Smith* is flashing around. It's illegal and very tender happy cabbage, just simple simoleons, A-C or D-C Current-cy" printed by *Charlie McCarthy* as an advertisement of his Hollywood Show. As printed on

Charlie's lettuce—"if you try to pass this bill, allow yourself plenty of time—at least 20 years."

Little Miss *Dorothy Ann Sullivan* made her appearance at the home of *George Sullivan* on March 12.

The boys at Racine and Center want to know if *D. E. McCauley's* initials stand for "dog exerciser," as he seems to spend much of his spare time doing just that.

A COLD POEM

*Sprig has cub as you cad see,
Witer left its bark od bee.
My wish for subber is to be—
Able to speak bore fluently.*

UTILITY DIVISION—Wreck-auto Helper *Charles McLean* who is off duty because of illness has just returned from a visit with his son in California. The change in climate must have done Charlie some good because he looks fine. . . . *Motorman Hugh Barclay's* young son signed up for Army service a short time ago and is now serving with the Armed Forces in Korea as an MP.

The boys at 39th & Wallace Garage have reported seeing *Van Johnson* (or his double) walking around the garage with sun glasses as a disguise.

Our sympathy is extended to *William P. Smith* and family in the loss of their mother.

Joe Westman was really touched off last week after reading in one of the local newspapers that somebody is infringing on his patent of using steam pipes under the sidewalks to keep them clean in the winter months. All the boys wanted to know how Joe thought of such a wonderful invention and he told them that he broke his only shovel and he had to do some fast thinking in order to keep the ice and snow off the sidewalks. So from the latest report, Joe and his attorney, *Johnny Jones*, will go to Washington if things like this go any further.—BETTY LHOTAK.

GROOM WITH "SHINER" HAS DOUBTFUL APPEAL

WEST SHOPS

PHIL BOYLE and "*Scotty*" *Robbie* put on quite a performance at lunch-time on St. Patrick's Day with their bag-pipes, marching through the shops with *Bill O' Brien* in the lead. It was St. Patrick's Day, but the league of nations all joined in the parade. . . . Last month's tribute was paid to the painters and supervisors, and this month it goes without a doubt to the electricians. Congratulations *Joe, Syl* and *Mac* for a wonderful piece of work here in the Truck Shop. . . . Spring is here, so they say, and the baseball season is just around the corner, so we wish to remind last year's players and any prospective ones to watch for any bulletins regarding the dates of the practice games.

What would you think of a certain young fellow, *Norman Rogers*, armature room, who had to have a sliver removed from his nose (of all places), and who received a black eye when part of a chain hoist switch in the armature room gave way and dropped in his direction. After all, I think he should be a little more careful, considering the fact that he's planning to "middle-aisle it" sometime in June. What bride would relish the thought of her groom waiting at the altar with a couple of black eyes? . . . We are regretfully saying good-bye to *Eda Laube*, but at the same time we're saying "Hello" to *Eleanor Mozeris* who has been transferred here from the Insurance Department. Eleanor is succeeding Eda and we sincerely hope she'll like it here.

The baseball season may be just around the corner, but the bowlers of the West Shops are still going strong and if you don't believe me, you're invited to come over and see for yourself. If you've never been over to Cascades Bowling Alleys on a Tuesday evening, you're denying yourself a pleasant evening. *Woss* of the bus garage holds the highest average of the men, and the paint shop, so far, has the winning team. As for

SURFACE SERVICE

Off The Trolley



the Girls' League, they're running into a little difficulty, with the teams being tied and Jean Panek and Betty Wirth vying for the highest average.

A baby girl arrived at the home of Mr. and Mrs. Joseph Butkus, Machine Shop, making mamma and daddy very happy. . . . Old Man Stork has been kept rather busy leaving another baby girl, Shirley Pelep, making Jake Symczyk (paint shop) a very proud grandfather. . . . The "Welcome Mat" is laid to James Madden, typist, our newest member in the office.—MARY CROSBY.

Barter and Exchange

FOR SALE

JOHNSON SEA HORSE—2½ H. P.—Brand New—\$115.00. Call D. A. I.—State 9250 and ask for Mr. H. A. Praiter.

WANTED

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

BABY CRIB—6 yr. size, used, good condition. Call Regent 2313, Wm. Unwin (M&S).

The photo of Lincoln Park by Louis C. Williams which appears on the cover reminds us that we'll know when inflation is over—when the price of toy balloons drops from a quarter back to a nickel.

* * *

A "Salute" in the Sun, recently, called attention to the March of Dimes campaign staged by Edith Bennett, daughter of Alva Bennett, (Kedzie). Herself a polio victim, she led a group of 45 of her friends in the campaign which netted \$1,110.00.

* * *

During April a drive for funds is being staged by the American Cancer Society to help wage the fight against that dreaded illness. One in every eight deaths is caused by cancer,—which, incidentally, is not a "disease," not contagious, and not inherited (altho the tendency to develop cancer may be). At least one-third of the 17,000,000 Americans now doomed to die of cancer could be saved if the disease were detected in time and proper treatment given.

* * *

A possible solution for some of our traffic problems may be found in the records about Louis XV of France. It was then fashionable for society women to drive their own carriages in the crowded streets of Paris. Their inexperience in driving made them a menace to traffic. To stop the custom, the King issued an ordinance forbidding women under 30 years of age to drive carriages. All women immediately stopped driving—since none would admit that she was over 30!

* * *

A dog has many friends—because his tail wags instead of his tongue.

When you come right down to it, this business of choosing friends is a serious business. It is a good idea to be friendly with everyone, but your close worthy friends should be chosen with care. From your close friends you choose your life partner, your business contacts. . . . If you associate with intemperate folk, you're likely to become intemperate yourself.

* * *

Governor Dwight Green recently wrote Conductor Chas. Saklem (Surface Service Reporter from Devon) thanking him for traffic control suggestions he had made. Highest praise, however, came when the Governor gave a talk embodying some of Saklem's material.

* * *

Nothing is so smug as the expression on a non-smoker's face when he comments that the careless use of matches, cigarettes, and other smokers materials caused 22% of all the blazes in Chicago last year.

* * *

We're still pondering this remark overheard on a CSL bus—One woman queried: "Why is it that bus drivers always seem to be more polite than conductors?"

* * *

As Clara Staska of the Surface Lines Legion Post Auxiliary was going thru the wards at Vaughn General Hospital recently, she struck up a conversation with one veteran paralyzed from the hips down—only to discover he was CSL man Chester F. Ketter, (Devon) who has been hospitalized ever since his discharge from service!



A PUBLICATION BY AND FOR
CHICAGO SURFACE LINES EMPLOYEES

231 South LaSalle Street, Chicago 90

William H. Bromage.....Editor

John H. Fisher.....Associate Editor

HE DIDN'T BELIEVE IN SIGNS -



A MOTORMAN WHO WAS NAMED HOLLY
WAS SADLY RELATING HIS FOLLY...

"I RAN INTO WATER
WHEN I SHOULDN'T OUGHTER;
I MUSTA BEEN OFFA MY TROLLEY !!?*"

FERD
HIMME

* P.S. IT'S WISE TO CHECK CURB "WATER LEVEL" MARKINGS AT FLOODED UNDERPASSES BEFORE PROCEEDING