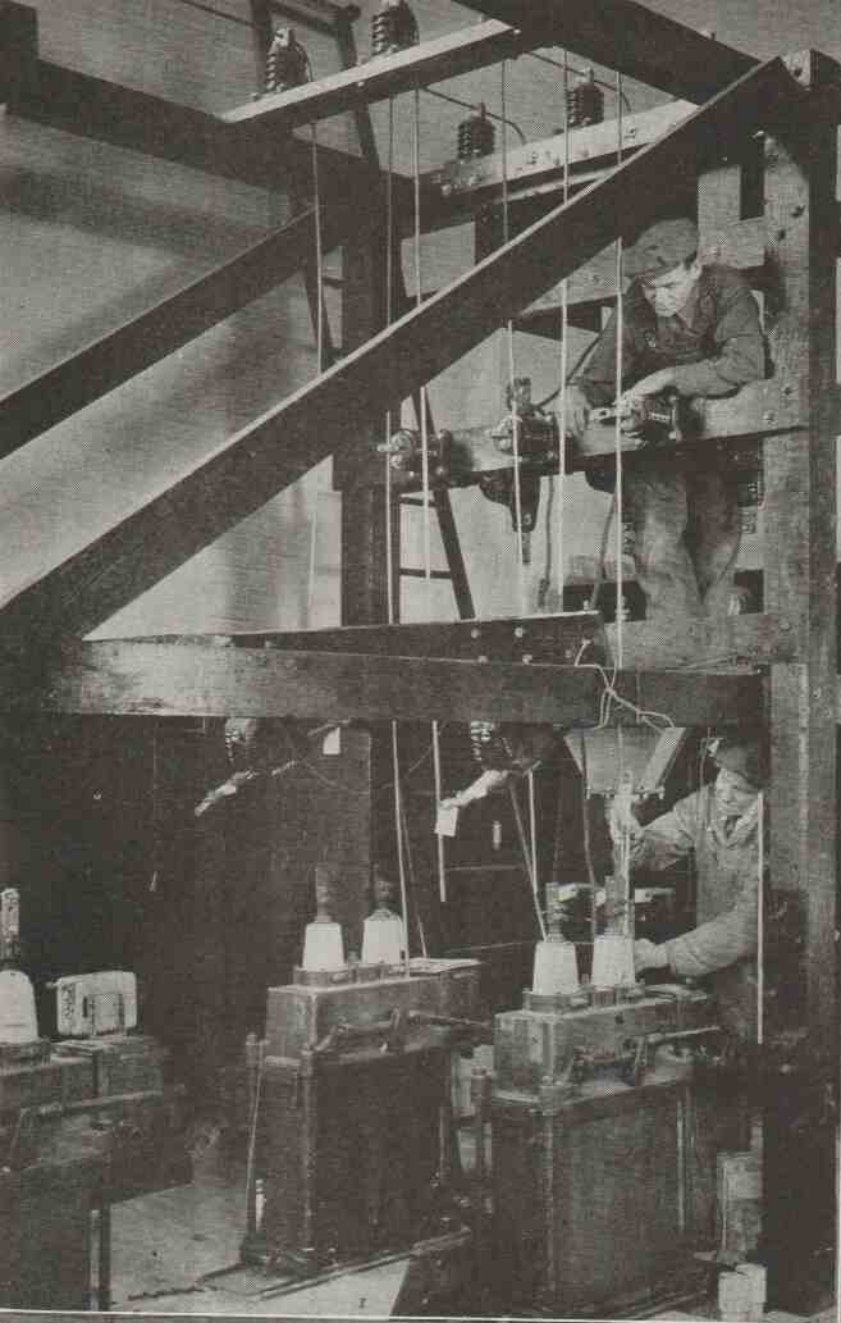


Surface Service


M A G A Z I N E

FEBRUARY, 1944




Sub-Station Gives 4 South Side Lines

A Shot in the Arm



Installing equipment on the high-voltage structure through which Commonwealth-Edison power enters our new sub-station are Electricians Art McDermott (top) and Carl Lindell.

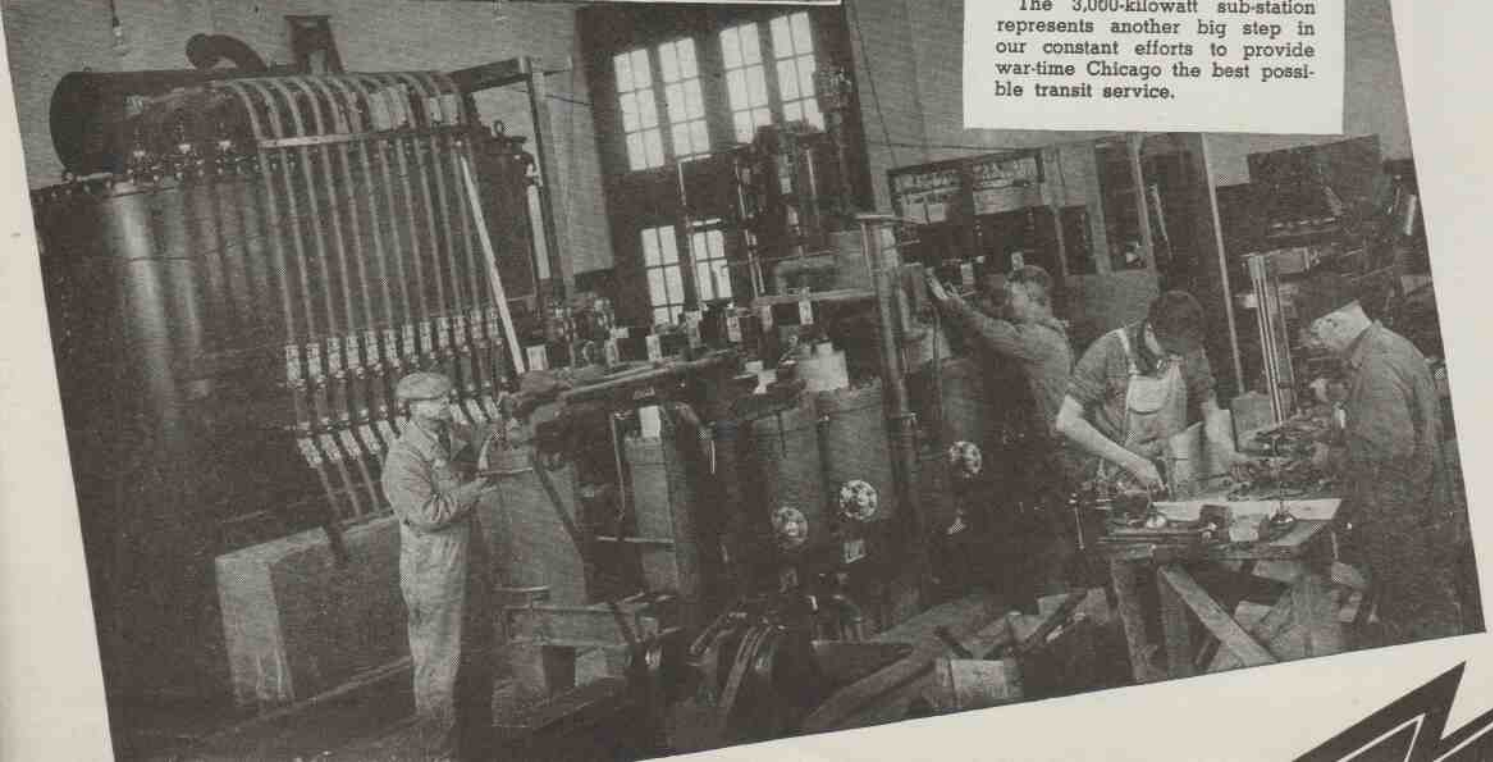
The new sub-station, which began operating February 8, gives a permanent shot in the arm to four of our South Side lines and speeds the daily trips of tens of thousands of our riders.

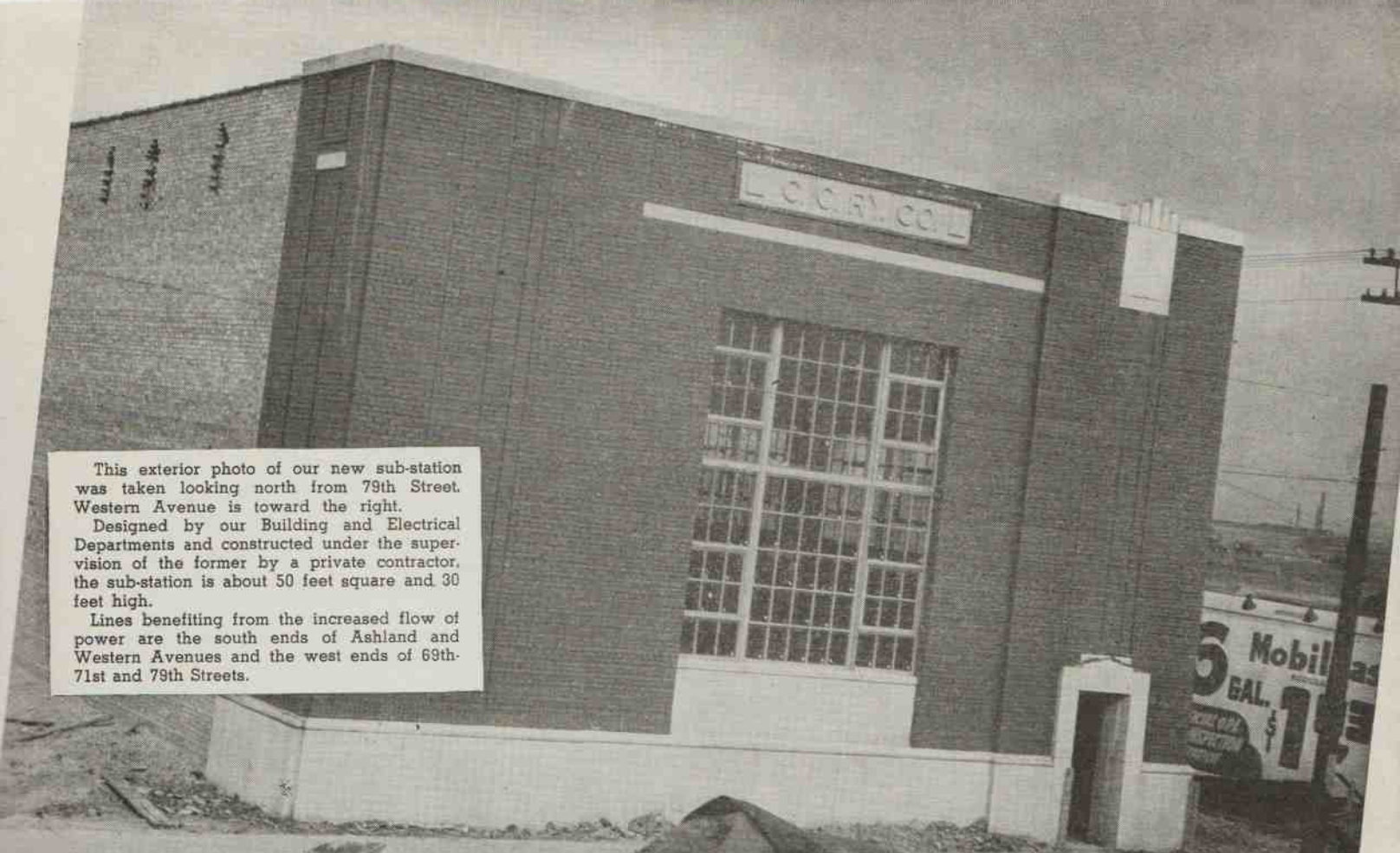


Here's how the interior of our new sub-station appeared when Electrical forces were finishing up the installation of equipment.

Both the giant transformer, which is also pictured on the front cover and the huge rectifier (center) are the latest word in sub-station equipment.

The 3,000-kilowatt sub-station represents another big step in our constant efforts to provide war-time Chicago the best possible transit service.





This exterior photo of our new sub-station was taken looking north from 79th Street. Western Avenue is toward the right.

Designed by our Building and Electrical Departments and constructed under the supervision of the former by a private contractor, the sub-station is about 50 feet square and 30 feet high.

Lines benefiting from the increased flow of power are the south ends of Ashland and Western Avenues and the west ends of 69th-71st and 79th Streets.

ALREADY SERVING as a permanent shot in the arm to four of our South Side lines and speeding the daily trips of tens of thousands of our riders is our new sub-station on 79th Street near Western Avenue, which began operating February 8.

Housing the latest word in electrical equipment, the 3,000-kilowatt sub-station represents another big step in our constant efforts to provide war-time Chicago with the best possible transit service.


Benefiting from the additional source of power are the south ends of Ashland and Western Avenue lines and the west ends of the 69th-71st and 79th Street lines.

No serious voltage deficiency had been apparent on these lines in pre-war years. But increased war riding brought about the lack by making necessary the operation of considerably more cars over the affected lines.

The attractive brick building which houses the sub-station was designed by our Building and Electrical Departments and built under the supervision of the former by a private contractor.

Ground was broken for the building September 4, and construction was finished December 7. Electrical forces moved in December 1 and began installing the sub-station equipment.

Pictured on the front cover, working on the cables leading from the new sub-station's oil-insulated, water-cooled transformer is Helper Syl Rolnicki.





U. S. Army Photo

THEY BUY BONDS AND RISK THEIR LIVES

Payday on this South Pacific island sees many of our troops investing in war bonds.

While none of us on the homefront are being asked to risk our lives for our country, we are being asked to join the 10% Club and to back up the Fourth War Loan.

Following are the names of the 25 chief groups of employees, ranked by the percentage of their number who are investing 10% or more of their wages in war bonds through the payroll savings plan.

Numbers following the names of those eight groups which showed progress last month indicate the number of places each advanced:

1. Lawrence, 2. Archer, 3. Cottage Grove, 4. Limits, 5. North Avenue, 6. Noble (1), 7. Kedzie, 8. Blue Island (1), 9. Burnside (2), 10. West Shops, 11. Armitage (1), 12. 77th Street (2), 13. Lawndale, 14. Electrical, 15. Lincoln (1), 16. Division (1), 17. Devon (2), 18. Car and Bus Repair, 19. Utility (1), 20. Building, 21. 69th Street, 22. South Shops, 23. Elston, 24. Material and Supplies, 25. Track.

WE ARE *Still* LOOKING For TROLLEY PILOTS!



INE MORE AID in our drive to enlist additional help in this colorful Be A Trolley Pilot car, our 12th war promotion vehicle, which was put into regular service on the Clark Street line last month.

While this "roving billboard" should prove helpful, employees are still being counted upon to send in to our employment office many more of their friends bearing employment introduction cards.

Exterior of the car, like that of the Be A Trolley Pilot bus, is painted in orange, green, black and white. All advertising space within the car is devoted to our shouts for more workers.



“He Did a Swell Job of Informing the Public”

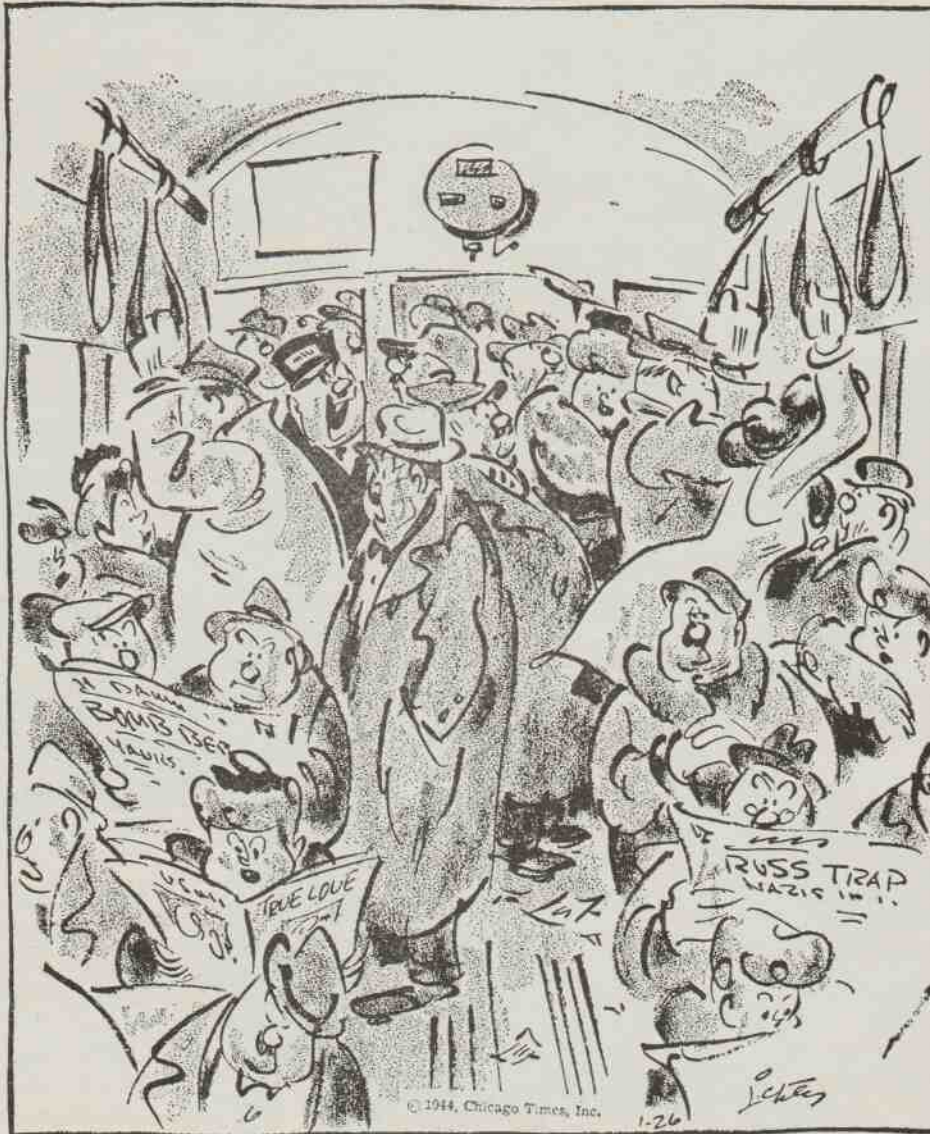
WHEN HE WAS notified that his southbound Wabash Avenue car, running on Clark Street because of a fire, should turn back to Wabash at Grand, Motorman Ed Burnett, Elston, told his riders. One of them, A. C. Haskell, who gave no address, wrote the words which serve this page as a headline. “You are to be complimented,” he continued, “on having such a man during these difficult days.”

“He would be a credit to any organization.” So wrote Miss Betty Healy, 5516 South Marshfield Avenue, of Conductor Bill Tock, Kedzie, whom she praised for his safety-mindedness, pleasant manner and all-around helpfulness toward his riders.

The speed and efficiency of an Illinois Street wreck wagon crew in clearing up a Loop blockade caused by an auto-

street car collision prompted Herbert E. Griffin, 20 North Wacker Drive, to write: “Your experts—I mean just that

—never made a false move, despite the fact it required a jack and three other tools to separate the auto and street car. In two minutes and 18 seconds,



“You people respond nobly to appeals. You buy bonds, collect salvage, give away your blood. Why can’t you please move to the opposite end of the car?”

by actual timing, they had opened traffic and made everyone happy.” Responsible for this praise were Chauff-

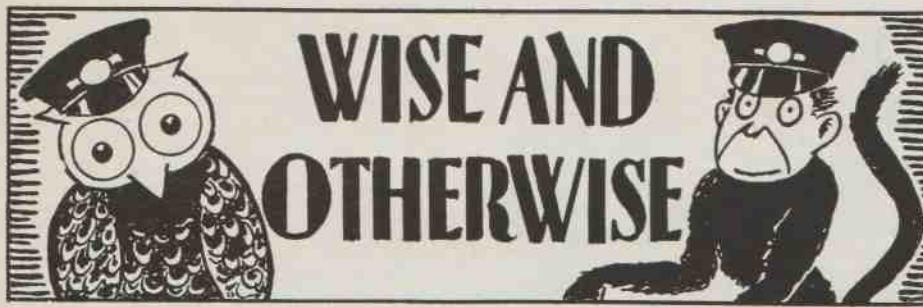
feur Oliver Johnson and Helper Leon Druwniakowski.

Impressed by the kindness and efficiency of Conductor Nick Lipinski, Limits, who helped her on and off his car and clearly called all stops, Mrs. E. Gleeson, 1217 West 97th Place, wrote: “When one is nearing 70, such service is especially gratifying. I know you have more like him.”

“I have been riding his line for a number of years. Many others also appreciate the wonderful service he gives.” So wrote Joseph Perrelli, 741 South Racine Avenue, in praising Operator Frank Pacula, Noble.

Because they went beyond strict duty to assist blind, crippled or aged riders, these trainmen won letters of praise last month: Motorman Martin Arseneau and Conductor Pete Walsh, Cottage Grove; Conductors Art Gross, Frank Hees and Johnny Niculai, Devon; Bus Operator Dick Bowler, Lawrence; Conductor Joe Gora, Noble; Conductor Ed Brown, North Avenue; Conductors Irv Ecklund

and Jim Walsh and Motorman Mike Joyce, 77th Street; and Conductor Tom Feeley, 69th Street.



GREETINGS, FRIENDS, how do you do?

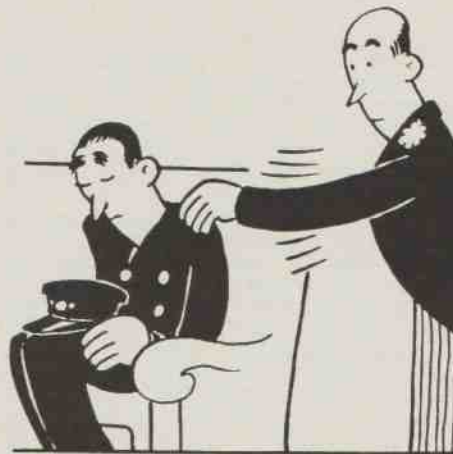
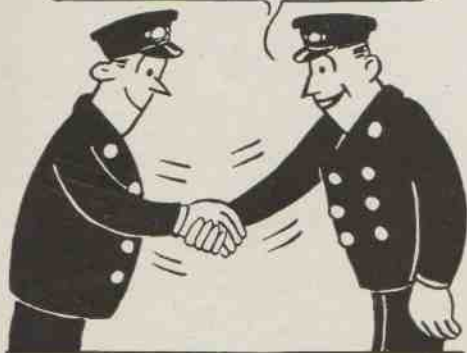
We'd like to introduce to you
Our frequent column, prose and verse,
Which starts off bad and then gets
worse.

The writers of this monthly blurb
Are folks of whom you've never heard.
We get around all over town,
And one's a sage, and one's a clown.
We'll choose as subjects for our rhyme
'Most anything at any time.
Our "poison pen" is apt to snare
'Most anybody, anywhere.

THE TOPIC WE shall first discuss
Concerns the whole durned lot of us.
Manpower shortage! You'll agree
It gets no better rapidly.
Yet service wants can't go unheeded.
We must supply them when they're
needed.

Those introduction cards enhance
Our chance to get some applicants.
Continue, please, their frequent use

YOU SURE DID ME A
FAVOR BACK IN '44



Send down your friends for interviews.
When normal times return, your
friend
Will thank you for it in the end.

THE SECOND TOPIC to adorn
Our column is a Sabbath morn
Occurrence in a church. It seems
One pew became a land of dreams.
A 69th Street man, John Newell,
Fell fast asleep. We know that you'll
Be glad to know he woke at last
As the collection plate was passed.
Down in his pocket John dug deep,
Although he still was half asleep.
And after struggling very hard
Produced his badge and riding card!

WE HEARD THE startled usher say
"I didn't bring my punch today."
So he passed quickly by, and then
John dropped right back to sleep
again.

RIGHT NOW that's all we have to
say
But we'll be back another day.
It's all in fun so don't feel hurt.
So long!—Frank Speaker and Goodrich
Durt.

Surface Service MAGAZINE

A Publication by and for Surface
Lines Employees

231 South LaSalle Street

CHICAGO 90

Vol. 20 February, 1943 No. 10

WILLIAM H. BROMAGE . . . Editor

DON R. COWELL . . . Associate Editor

Appoint C. A. Burns New Comptroller

THE JOINT BOARD of Manage-
ment and Operation has appointed



Charles A. Burns

Charles A. Burns
as comptroller.
The appoint-
ment, effective
February 1, filled
the vacancy cre-
ated by the retire-
ment of Charles
H. Allen.

Mr. Burns has
been connected
with Surface
Lines properties
since August,
1941, when he
was named auditor
for the receivers
of the South Side
lines, including
the Chicago City
Railway Company.
Prior to joining
the South Side
Lines, Mr. Burns
had been vice-
president of the
Sears-Community
State Bank and
had been active
in Indiana and
Illinois banking
affairs for many
years.



Blue Island

DUE TO A misunderstanding, Blue Island items failed to appear last month, so we shall add them on to this month's news.

We hope this new year will be a better and brighter one than the last, and we ask that everyone pull together and cooperate in every way to keep our cars operating as near full schedule as possible. In this way we will all be doing our part in bringing a speedy victorious ending of the war.

We extend our sincere wishes for speedy recovery to the son of Conductor Emil Vlach who was seriously wounded in the battle of Tarawa and was shipped to a Naval Hospital in the States.

Operator Rudolph Kadlec became a grandfather in December. Congratulations.

Our sympathy is extended to the following in their recent bereavements: Harry Salitre, the loss of his father; Tony Jaslowski, his mother-in-law; Operator Otto Klima, the loss of his mother-in-law, and Conductor James Brhel, his sister.

The following who have left us for the armed services have our best wishes: Arthur Conrad, John Dubovik, Gus Sabelny, Louis Burdzinski and Earl Stewart.

We were glad to see Motorman Albin Trembacz out and around again after having another seige of illness.

We welcome to our station Motormen E. Galli, William Denham and Arthur Kosicka all of whom joined us recently.—C. P. Starr.

Burnside

FEBRUARY, the short month. As we write this, the weather is more like April than mid-winter. If the weather man continues to dish out this brand of weather, we won't care if February does have an extra day squeezed in. It will give us just one more day to enjoy the balmy breezes. Also, it will give us one more day to work to beat the Axis and an extra day's pay to contribute to the Fourth War Loan.

Speaking of drives, our Be a Trolley Pilot campaign hasn't brought us all the men we need. We believe if every present employe of the C. S. L. will explain to his friends the advantages of employment with us, the steady work, free insurance and sick benefits, retirement arrangements and the system of seniority that is fostered by the biggest union local in the world, a sufficient number of men will seek employment with us to keep all our vehicles running and performing their vital war task.

At the annual meeting of the Burnside Credit Union, held early in January, President N. C. Schubert tendered his resignation, which was reluctantly accepted. Nick has been an officer of this organization since it started and has been a very fine president. However, he felt that his duties there were taking considerable of his time and he has also been very active in his American Legion Post of which he is present commander. He persuaded A. E. Ferguson, who has been vice president for several years, to assume the office of president. Bert has been an active vice president and knows the ropes, so we feel sure he will make good.

A commendation for the crew of run No. 338 Cottage Grove line, involving Motorman

Armitage

IN LAST MONTH'S issue we said Frank Zywczak had been inducted into service, but did not take into consideration the capriciousness of that old bird called the stork. It seems the stork and Frank's draft board teamed up and handed him an unexpected deferment—when they learned that his wife was confined in the hospital. Frank and his wife are now the proud parents of a fine big girl. Mother and dad are both doing nicely.

Edwin Miller also was scheduled to be inducted last month, but had some kind of a disagreement with his G-I Travel Bureau and is still on the job at Armitage.

Eddie Happs has been strutting around the barn for the past few weeks, like a bantam hen who has just laid her first egg. How come, Eddie? Is it a boy or a girl? Elucidate!

Last month we failed to mention that Charles Dedich is in the army. My apology, Charley; it won't happen again!

The face of that happy-go-lucky Irishman, Barney Walsh, is missing from Armitage these days. Uncle Sam beckoned to him and he is now training to be a general at Fort Sheridan.

A short time ago there was a saying around Armitage that "everything happens to Sammy." Well, it is still happening to him, for Sam Abbinati is now training to be an admiral at Great Lakes. Sammy and Barney both promise to give the "Watch On The Rhine" the works!

We extend our deepest sympathy to Walter Young, whose mother passed away December 22. Walter planed in from Fort Winfield Scott, San Francisco, for the funeral and stopped off at the barn to say hello. He was looking swell and spoke very highly of the Harbor Defense Unit of the Coast Artillery, to which he is attached.

We also extend our condolences to the family of Russell Quackenbush, who passed away on January 17. Motorman Quackenbush was one of our old-timers, having started on August 2, 1910.

Bill Keleher, who was selected by Uncle Sam several months ago to set the world on fire, was sent home for more matches. However, Bill tells us he got mad and quit when they wouldn't allow him to be colonel. Whatever the reason, it's okay with us. If Uncle Sam can't use him, we can. Fact is, we can use many more men.

Listen, men, here's a tip for you. You all

like to take a day off now and then, but find it pretty hard to do so at present, because of the lack of extra men. Why don't you get some of your friends who are not engaged in work essential to the war effort and take them down to Division and Clark. **WE NEED MEN**, and that's no idle gossip! What do you say?

Your scribe received a letter from Les Maringer, a Ph. M. 2/c, stationed in the Virgin Islands. He says a world of experience can be gained from his present job, and he is taking advantage of it. That's right, Les, one is never too old to learn. Look at Hitler!

Mike Novak writes from Frisco, describing the turntable still in use on Market Street cable cars. He also describes the motorman as standing in the middle of the car, instead of out on the front end. He also says that the cars start with a terrific jerk. Lots of our old-timers remember when the same thing prevailed here.

Mike and Leslie are both lonesome for news, and so are the rest of the boys. Get busy and drop them a few lines. If you don't write, you're wrong and that's right!

Tom Benson, now of Michigan, and Charlie Riggs, now of Indiana, paid visits to Armitage recently. Both retired a couple of years ago, and both claim to be feeling better than when they took their retirements. They looked as if they were telling the truth, too!

Ruphas Wainscott, now located at Fort George G. Mead in Maryland, paid us a visit during his ten-day furlough. He says tanks are nothing like the street cars long Milwaukee Avenue. We heartily agree with you, Ruphas!

The Armitage Credit Union held its annual meeting January 15 at the home of Bill Uhle. This organization is in mighty fine financial condition, thanks to the careful operation of its officers. Remember this has been the most critical year since the beginning of the organization, and it has come through in fine shape. Do you belong? If not, why not?

After the meeting, a fine luncheon was served by Mr. and Mrs. Uhle, which has heartily enjoyed by all present. The highlight of the party was the spontaneous singing of that famous fabricator of funny facts, fiction, fables and fairy tales, Al Karst.

All things must end some place and this is as good a place as any, but before we bid you good-bye, let us remind you again that a good buy is war bonds and stamps. The best buy of all comes from Treasury Hall.—Ted Shumon.

C. Milligan and Conductor H. Hunter, has some of our notice. It reads as follows: "Crew of above run to be complimented for their willingness to cooperate in making an extra trip on a foreign line when 59-61st Street was tied up and a car was needed to fill in. This crew did not hesitate at all when asked. Signed, "Tork, Supervisor Car, No. 3 Div. 1." This is the kind of cooperation that is really appreciated at all times!

We have heard a lot of stories about the fish that got away but here is, we believe, the prize excuse for not bringing any finny prize back from a vacation. It seems that Clerk Harry Swanson was vacationing with two friends some time back when Harry, so the story goes, landed what proved to be the only muskie of the whole trip. Now it is very difficult to divide one fish into three equal parts, so some one suggested the three match pennies, the odd man to get the fish. Well, anyway, that's Harry's story and he is going to stick to it!

Conductor Al Bowring, who has been on the sick list for the last several months, was at the depot recently. He has been discharged from Hines hospital where he had undergone treatment. He seemed to be much improved, and is anxious to get back to work as soon as possible. He expressed his appreciation to all his friends who so liberally donated to a fund to keep up his dues and buy the several gifts he received while in the hospital.

Have you seen the latest thing in local transportation? Well, if you happen to be around 93rd and Cottage Grove and see a pair of leather leggings astride a snorting steed and with his coat tail sticking straight out behind, that's Ernie Freel on his new (?) motorcycle.

We noticed awhile back that Radio Car No. 1 was laid up for repairs. On making some adroit inquiries, we learned that the front seat had been bent so far back that no one but Rudy Miller could sit therein and reach the wheel. Now that repairs have been made his fellow workers declare that if he pushes it back again they are going to purloin one of the concrete benches from a near-by park and install it in the car.—Furgie.

Cottage Grove

BECAUSE OUR news items were misplaced, we missed last month's issue. There were so many inquiries as to why there wasn't any news that in the future we'll make sure the news goes in—and on time.

Well, it looks like everyone in the depot is in I-A, including yours truly. At that rate, there won't be many of us left pretty soon. Motorman Garbret was inducted by the navy on January 26, and Conductor Thomas was inducted by the army.

To them and to any others whom we may have missed, we all wish the best of luck.

Motorman Bill Cavanaugh was married to the former Mary Gannon January 23 at St. Anne's Church. We wonder if Pryor and Eccles will have to find new golf partners now!

Our friend and newshound Lefty Kacheriees gives us this item about one of our pilots, Mickey Rochford. The other day Mickey was cruising down Indiana when suddenly the canopy blew and the Mick forgot to duck. He received a bruise on his forehead. His rear gunner, Ralph Layton,

thought there was a crash landing, and was getting ready to bail out. Where is your crash helmet, Mickey?

Conductor Mike Prendergast and "Squeaky Joe" Finnan are back with us, having been in the army for a spell. Welcome home, boys!

Carroll Jean Kennedy, 14-month-old daughter of Motorman E. J. Kennedy, is convalescing in the hospital from pneumonia. We are glad to hear of the little tot's recovery.

While on the subject of children, we should all be sure to make a contribution to the "March of Dimes." Most of us have children, and we are thankful to God for their health. There are many little tots who are suffering from that dreadful disease, infantile paralysis. Your dime will help make those little people shine again, so don't let them down!

Diana Jeanne Thorne, daughter of Motorman E. B. Thorne, will celebrate her fourth birthday on February 5. Her daddy's birthday is February 22, which is also the day that George Washington chose. "Yours truly" is on February 19.

Again we offer our thanks to Conductor Miller for his fine work in the making of our "day-off" calendar.

Congratulations to Ray Pryor for his fine work in getting out the runs. Ray is sure doing a big job and appreciates the cooperation of the men.

Don't forget we still need "pilots and rear gunners." Get some employment introduction cards from the clerks, and hand them out to your friends and neighbors.

The annual meeting of the Credit Union was held January 29 in the clubroom. We'll have more news about that in the next issue.—The Barrister.

Devon

DO YOU KNOW the meaning of the words "Be A Trolley Pilot?"

They mean transporting thousands and thousands of workers to their vital war industries every day, and making this war shorter every second that we pull together on our vital task.

The management is asking each of us to do his utmost to bring in more employes to help us keep 'em rolling. It will make your job easier if you ask every friend or relative to join our ranks to support and help us perform our vital job. Let's make sure the whole town hears our Be A Trolley Pilot slogan.

The Fourth War Loan is in full swing now, and trainmen of Devon are preparing themselves to do their best to help make this war loan another success.

Recent letters were received from Motorman E. V. Bennett and William A. Seifert, Jr. Bennett is in the navy. While awaiting a ship, he worked for a time as a motorman in Norfolk, Virginia. He said women had been operating the street cars, but they gave up. Volunteers from Uncle Sam's navy are showing them how it should be done. Imagine a sailor piloting a street car!

Bill Seifert is probably across the pond by now. He was in New York when he wrote.

The Devon Credit Union had its annual party January 15. O'Grady was chairman of entertainment and did a very nice job of it. Songs were sung by Joe Besely. Dancing and

refreshments followed. All officers were re-elected.

Laske, our bowling team captain, reports our crew is in first place by four games. That is due to the wonderful pin-topping of Laske, Ben Dahl, Paul Cerotzke and Art Moe. Keep it up, boys, for Devon!

Conductor Dewey Lee reports the arrival of a daughter, Linda. She was born December 30, weighing seven pounds. A little late for Santa, but just in time to welcome in the New Year.

We offer our condolences to the families of Motorman Lawrence Stencil, who died on January 23, and Motorman McFarland, who died January 8. He was retired on the pension list since August, 1944.—Ed Lukes.

Division

BE A TROLLEY Pilot! Be A Trolley Pilot! With those words singing in our ears day after day, it's safe to assume the Surface Lines is short of help. Most of our "introduction cards" were used up the first few weeks, and STILL they're clamoring for more. So let's back the attack with more recruits to our Surface Lines army.

To all the new men who have signed-up with us, WELCOME and put 'er there, men! Glad to have you with us. We know your stay with us will be a long and pleasant one.

Les Keag, our day repair foreman, was visited by his son on a furlough. Mighty fine lad, too!

Incidentally Uncle Sam called upon the following men to help shorten this war: Motormen A. Canova, navy; G. Voight, army; Conductors R. Jones, navy and G. Feldhaus, army.

He returned, with a "C. C. D.," Conductor R. Kaczproicz!

Among the various cards and letters received last month was one from Conductor Bill Heiser, now enjoying Florida's balmy weather at Camp Blanding.

Motorman Joe Davidson celebrated his 14th wedding anniversary and his first anniversary of employment at Division January 20. Joe had high hopes of getting off that day, but due to the manpower shortage, etc., he WORKED!

Sammy ("The Greek") Regas had his eighth anniversary during January, and Conductor Jack Hofer will have his seventeenth anniversary during February.

February, the month of Valentines, means birthdays for Catherine Osterberger, Kathryn Hanson, Ruth Ann Engleman, Gerald Guth, and Bob Wilmington.

Three of our motormen, David Leahy, Alvin Knutson and Bill Devitt, announced the arrival of potential WACS last month, and Motorman Charles Warnstedt is again a grandfather.

After almost a month's absence due to the extraction of a wisdom tooth, Pilot Paul Plant is back in the cockpit of his P-40 (40 passenger).

Although the inhalator squad worked over the prostrate body of Motorman Rudolph Wozeschke one cold January morning for quite some time, it was all in vain, for he passed away upon arriving at a nearby hospital. He was widely known as "Charley," and greeted everyone—Tom, Dick, or Harry—with a cheery "Hello, Charley!"

Did you know a sailor may never salute

while on the run? If he's in a hurry to get some place (when you gotta go, you gotta go) and encounters an officer, he must slow down to a walk before saluting, then he can start running again. If it's not too late! (More "Did You Know" next month.)

Conductors F. Pretzel, E. Koepke, L. Clarence and T. Sweeney, and Motormen C. Pendola, and C. Kunz are on our sick list. Here's hoping they'll be with us very shortly, for after all we are short of men.—Russ Warnstedt.

Lincoln

WE'RE SORRY we missed the last issue, but due to a misunderstanding of deadline date we were too late to make it.

We are well into '44 now and our showing in the 10% Club of war bond buyers isn't very hot. We were in 20th place in December, but managed to jump to 16th place in January. If you are not buying bonds on the payroll savings plan, please get in touch with your scribe or with one of the clerks in the office.

We extend our belated sympathy to Bob Christie in the death of his sister-in-law, and also to Mike Richards in the loss of his infant baby.

Vic Gundelach, who was the victim of an automobile accident and who was painfully injured, is now at home and will be for several weeks. Any of you fellows who get a

chance could cheer him up by going out to see him.

Leo Ramsey has just been discharged from the hospital after an appendectomy, and is now at home. We heard that he was chased out of the hospital so we gather that they had some beautiful nurses there.

Charlie Rapp's wife, whom many of you know, was seriously injured when she fell through the floor of the factory where she is employed. She is at St. Luke's hospital and would appreciate any visitors.

We had a few recent visitors, among whom was our old friend and clerk, Haddon Phillips. He is stationed in San Francisco, and has returned there. We were sorry to hear his mother has been seriously ill, and hope that she has an early recovery.

Another visitor was Conductor John Walther, who is in the navy. He said that so far he is only a dry-land sailor, but that he hopes to be put on one of Uncle Sam's new battleships.

George Mindak, Jr., also visited us. He sure is a strapping big fellow, and if he keeps growing will be a young giant. He had just returned from a cruise in the North Atlantic, and reported some very thrilling experiences.

George ("Pudgy") Mindak, our newshawk, reports the following:

It is reliably reported from Schiller Park that Frank Samp, who has a goat ranch, is trying to breed a "stinkless" goat. Wonder what the combination is?

Among the many victims of the recent epidemic of the "what's it," a combination of flu and old age, were Bill Goodall, E. R.

Anderson, Pete Porten, Harry Phillips and many others. All are now reported in the "pink," after spending a few days in bed.

When Charlie Kerr takes a postman's holiday on his day off, he rides the Damen Avenue line and really demands super-service. Maybe it's only old age creeping up on him. Better get some vitamin pills, Charlie!

Well, well, well. Joe ("Chicken Coop") Schaller a proud grandpa. And twins! Congratulations, and we are still waiting for the cigars!

Frank O'Connor, our smiling and tireless instructor, reports that one of our new men, Simpson, was highly commended by a lady passenger on the smooth operation of his car while he was still a student. Nice going, Simpson; keep up the good work!

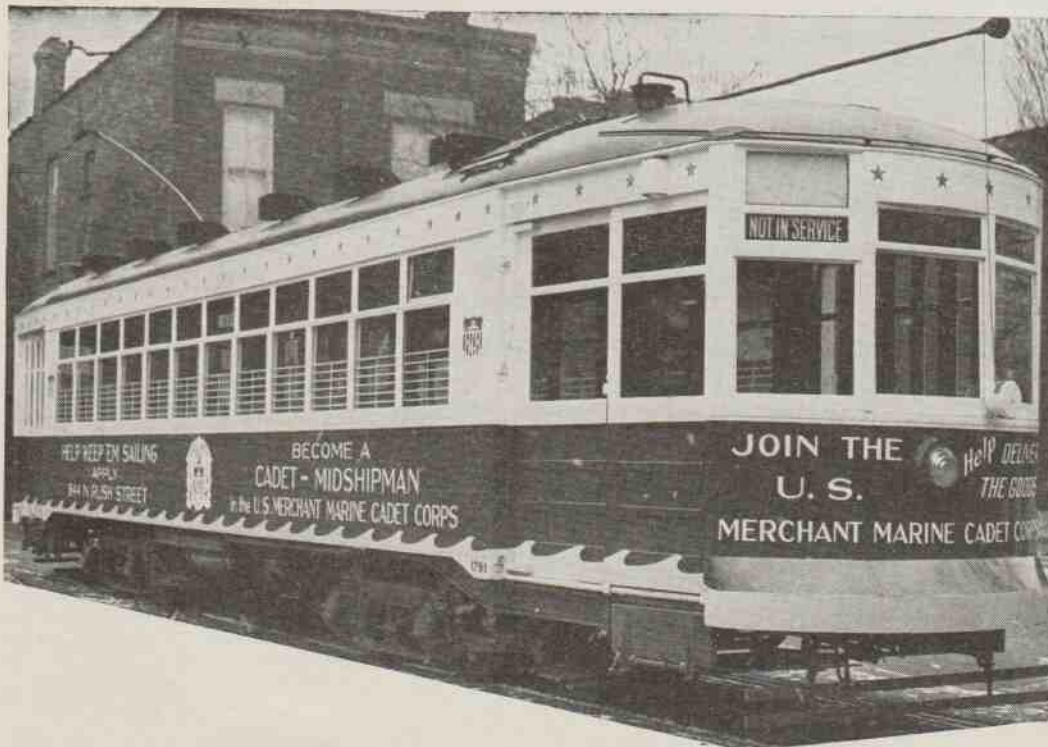
The big bird with the big bill has been seen flying around the domicile of Max ("Messenger Boy") Loewnein. Best of luck, Max!

Walter ("Gramps") Grotzke says the reason we are not hiring women conductors is that male passengers would probably want to go too far for eight cents!

Ray ("Sinatra") Simon, our crooner song publisher, has composed a new song, the title of which goes something like, "Mother, don't worry about the wood, father's coming home with a load on!" He says he is trying to get tenor Irv Metzger to put it over for him.

Don't forget to see your Credit Union when you are in need of a loan. Get acquainted with the convenience of repaying your loan right in the depot.—Ed Hutton.

ELEVENTH "ROVING BILLBOARD" BOOSTS MERCHANT MARINE



This specially-painted red, white and blue car, designed to promote enlistments in the Merchant Marine Cadet Corps, was placed in regular service last month.

Eleventh in our series of colorful war promotion vehicles, the Merchant Marine car has already been succeeded by a 12th "roving billboard," the Be A Trolley Pilot car shown on page 5.

Among the dozen war promotion vehicles have been three war bond cars, six promoting enlistments in branches of the armed forces, one promoting the Community Fund, and the bus and street car advertising our own Be A Trolley Pilot campaign.

Noble

AS THE FOURTH War Loan gets into swing, let's do our part and put Noble in the winning position.

We have received a letter from the Commissioner of Internal Revenue in regards to payment of the 1943 income tax. Kindly watch the bulletin board as to when the chief clerk will give you your earnings and the withholding tax returns.

Uncle Sam has reached out his hand and taken Joseph Pernice into the army. Hope reveille will not be hard on you, Joel!

The Proud Fathers' Club has added a new member, Martin Rill. A seven pound three ounce girl was born January 18. Mother and daughter are doing nicely.

Our hats are off to the promptness of Motorman John Rackoczy. He is supposed to pull out of the depot at 2:21 p. m., but he recently came down and pulled his car out at 12:18 p. m. Upon discovering his conductor was not aboard, he pulled the car back into the depot and went home and washed his dog. Not knowing the meaning of this sudden change, the dog took a bite at his hand. Well, John, if you hadn't thought the front door bell was the alarm clock, everything would have been all right!

Private Arthur Raben paid us a visit the other day. The Army Air Corps surely has done wonders for him. Incidentally, Art was the one who was flying around the Rose Bowl game in California. Art was watching the playing from the plastic blister of a B-17 bomber.

When the Noble Credit Union held its annual meeting, everybody enjoyed himself immensely. Thank you, Mr. Brietzke, for the fine way in which you handled the organization during the last year.

The new overnight bag that J. Machnick has been sporting recently is a WAC campaign bag. Hope you left out the cosmetics, John!

We received a card from Norman Lovely, who is still in boot training at Camp Peary, Williamsburg, Virginia. Norm is looking for some mail from all you boys.

Sergeant Harold Larsen wrote he is still stationed in Africa. Harold sent everyone at Noble his regards and best wishes for a Happy New Year!

Our belated sympathy goes out to the following families: Mrs. Michael Nosalik and family and Mrs. George Gersch and family, in the loss of their husbands; Andrew and Mrs. Schoffen, in the loss of Mr. Schoffen's father, and to Eugene Dillon and Anthony Mingo, in the loss of their wives.—Charles Karcak.

North Avenue

ANOTHER month has rolled by and the C. S. L. is doing its best to keep 'em rolling. But we still are in need of more men to operate our cars and buses. If every one of us here would try this month to bring some new member into our ranks, we would not only be helping the Surface Lines but also ourselves. If we had enough men to get all our runs on the street, it would make the load lighter for all of us.

Our heartfelt sympathy goes out to the

family of the late Johnny Mandelka, one of our old-timers who passed away last month—and to Conductor Art Hauk in the loss of his father.

Uncle Sam was the winner and North Avenue the loser when clerks Bill Pinasco and John Simko were inducted by the navy last month. Trainmen who entered military service last month were as follows: Motormen John Ritt, Thomas Maxwell, Douglas Hallberg, Robert Luckman, and Conductors William Mitchell, Robert Miller, Thomas Quinn, George McLellan, George Petersen, Leo Giovannelli, James Lusnia, James Quillinan, Jerome McCann, Joseph Puh, Dominic LoGalbo, Morven Rubins and Stephen Mann. The best of luck to all of you, boys!

We had a few visitors from the armed forces last month, and they all looked in the pink. Among them were Ray Riegard, Les Keag and Robert Garrou, all from the army, and Phil Jordan and Jack Mostyn from the navy.

Well, we finally got our stork derby started again. Motorman Ted Bocknik's wife presented him with a baby girl January 18. They named her Judith Elaine. Conductor C. Rozen is the proud papa of a fine baby boy, born January 23. And Motorman L. Judah was presented a boy December 11. Congratulations to all you fellows, and don't forget we smoke Van Dykes!

There is only one fellow here at North Avenue who never likes to see payday roll around. He's Chief Clerk Robert O'Connor. Comes the revolution, eh, Bob?

Congratulations to Supervisors Harry Dillon and Charley Campbell and to the clerks and trainmen who cooperated with them in getting those runs out every day. Keep up the good work, boys!

Roy ("Fleetwood") Burgbacher has just been promoted to transfer clerk. He told us that he is going to work real hard, and that someday he may be as great a clerk as Leroy ("Dagwood") Kettering.

It's a good thing that the Government has lifted the ban on corsets and two-way stretchers. Now James J. ("Butterball") Corbett may be able to get in behind the wheel of his bus. The corset he had borrowed from Clerk Jimmy Talent had just about worn out.

You fellows deserve a vote of praise for the way in which you responded to the Fourth War Loan Drive.

But don't let it end there! Let's continue to put every dime and dollar that we can possibly spare into war bonds.

Keep 'Em Rolling.—J. J. Hill.

Seventy-Seventh

THE FOURTH WAR LOAN is under way and our Minutemen are on the march again. These modern sentinels of liberty will ask you to give every spare dollar you can find to help meet the quota. This drive represents our section of the front line. The quota is our objective. The orders are clear

and understood. We can carry them out gallantly and courageously like any regiment at the front, or we can falter and fail. We are sure none of us would want it said that our section of the line gave way. Help us hold up our end. The boys at the front are holding up theirs.

The leathernecks from Guadalcanal had a new objective. It was in the air when Art Olson's youngster down there intimated they were polishing up the firearms. Pop didn't hear from him again for some time. When the devil-dogs pounced on Cape Gloucester, Art was suspicious that Junior was in on the show. The lad's picture in a local paper brought Ollie right out of his chair. What a thrill! Junior is only six foot two, and what a marine!!

Ex-Co-Pilot and tail gunner, Lee Stoval put in 38 months of plastering the enemy from Africa all the way to New Guinea.

His pursuit squadron saw action on the final phases of the African campaign and went on to help break the axle in the Axis chariot retreating into Italy. Wounded and returned to civil life, he is one of our newest conductors. Now he is a trolley pilot and a tail gunner on a street car, where, we assume he has already found out, it can get just as hot as it does up in the air.

Most service men say, "Thank you" for their free ride. One leatherneck lieutenant was particularly grateful. In fact, the lieutenant was so gracious and appreciative as to be almost effeminate, but it was all right. The lieutenant was decidedly female and red-headed, and we can understand now why men like to join the marines!

We've heard of the golfing Scots, but its our first experience with the bowling Scots. Clerk Walter Scott, sir, is one of that clan, and something to be proud of, too, because on bowling night Walt and mother and father and the whole family bowl. And chivalry still reigns. Outnumbered six to two by five sisters and mother, the male Scots make sure to see that the majority wins.

Cass Watterson is a sweeper with a technique. He puts everything into his work and recently that included Jim Donohue. Jim appreciates conscientiousness, but believes all sweepers should wear tail lights.

Contemporary connotation of the phrase "missing the bus" would imply that Ray Wells was . . . well, you know what. But that's not true. Ray did miss the bus, the last one, and was he on a spot. Had to sit on a bench till six in the morning. Only solution would be to move Blue Island closer to Chicago, or just let him go home in the bus he drives!

The credit union elected the following officers for the coming term: J. J. Mahon, president; A. H. Kuelbs, vice president; A. H. Feltz, treasurer, and J. W. Cassidy, clerk. Two "A. H.'s" and two "Johns" ought to make nice doubles for the harness, which reminds us to mention that most of us don't appreciate the fine contribution these men make in hard work to maintain a worthy enterprise. Congrats, and good luck!

Word comes from an old and beloved member of our outfit, one whose years of service reads like an epic. Billy Storey sends greetings from Coloma, Michigan, where he is taking it easy.

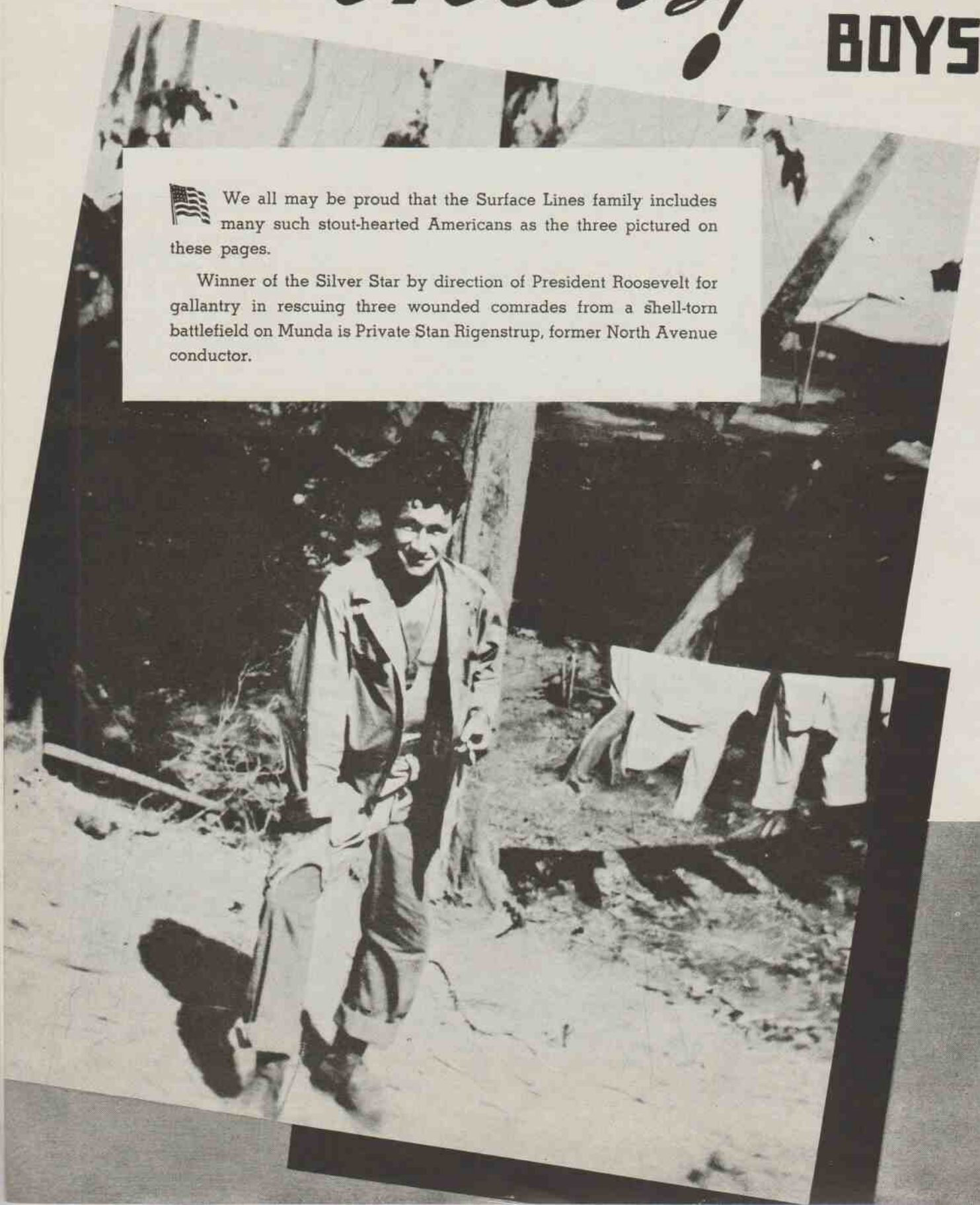
Morris Swartzburg has been hospitalized now for six months and his many friends
(Continued on page 14, column 1)

Cheers! ^{For} THE BOYS




We all may be proud that the Surface Lines family includes many such stout-hearted Americans as the three pictured on these pages.

Winner of the Silver Star by direction of President Roosevelt for gallantry in rescuing three wounded comrades from a shell-torn battlefield on Munda is Private Stan Rigenstrup, former North Avenue conductor.



...For HOME FOLKS, TOO!

 Parents of a radioman lost with the destroyer *Borie* in November, Motorman and Mrs. Stanley Behnke, Division, look over an escape lung which their son, Frank, had earlier captured from a German submarine captain.

Motorman Morgan Grude, Division snapped this photo. Picture of the Silver Star winner was taken by a fellow soldier on Munda.





DEPARTMENTS and DIVISIONS

Accident Investigation and Legal

CONGRATULATIONS, Carl and Alice Midland. It's a girl, Marcia Marie, born January 6, at St. Anne's Hospital, weighing eight pounds two ounces.

Sympathy is extended to the family of James Heckman, retired, former witness clerk,

here wish him a speedy recovery.

Sympathy is extended to the following men because of recent deaths in their families: Conductor W. L. Schomburg (now in service), his father; Conductor James and Motorman Edward O'Shaughnessy, their mother; Conductor Hugh O'Donnell, his wife, and Conductor R. T. Hintz, his mother.—Walt Story.

Sixty-Ninth

CONDUCTOR OWEN TOAL decided to retire this month. The old pinochle games will probably lose their spice with Owen gone. We will wish him the best of luck, and hope he has lots of time that he can still spend at the old game in the club room.

Speaking of our club, all members are reminded to be on the lookout for the meeting notice some time next month at which time there will be an election of officers. Keep your eyes out for some good nominations for officers.

We have been hearing regularly from our boys who are in the armed services, and we surely are well represented. Our boys are in all branches of the services, and greetings come from practically every place on the map.

There are some bright spots in being drafted. We received word from Conductor Richard Summers that at last he had realized his life's ambition—a trip to California.

We had a recent visit from Motorman G. Youpel, who is now in the armed forces. He was home on furlough, after paying a visit to the island of Attu.

We also had word from Instructor Peyton who is now sojourning in the blue uniform of the navy down in Hawaii. He reports he is feeling fine, and is quite a bit thinner now.

Any of you who have an interesting bit of news for the magazine are hereby asked to bring it in to the clerk. As these are very busy times, it will help a great deal and be appreciated.—Arthur Lipphardt.

who passed away at his California home.

Former Stenographer John O'Neill, now an apprentice seaman, is stationed at Farragut, Idaho. Sailor O'Neill left us January 16. Good sailing, John, on the plains of Idaho.

Former Investigator Edwin Hayes stopped in to say hello on January 11. He was on his way to Mitchell Field where he expects to be assigned as a "tail gunner." Eddie doesn't wear them, but he has earned many-medals for proficiency during his training at Aerial Gunnery Schools in Florida, Mississippi, Colorado and California. He will have a tough assignment, but we are looking for him to come through with flying colors. Happy landings!

Welcome is extended to Clerk V. D. Thornton and Statementman James J. Killackey. Hope you enjoy working with us.

The Credit Union held its annual meeting January 15 at 600 Washington Boulevard. The members voted a 2% dividend to be paid on all shares for 1943.

Mr. Colgan was re-elected president for another year; Mr. Hoskins was elected the new treasurer; Mr. Comiano was elected secretary for another year. Mr. Fisher was appointed to the credit committee for another two-year term and Miss Kanies, Miss Gorske and Miss Pass were elected members of the supervisory committee for a one year term.—Audrey.

Accounting

CONGRATULATIONS and much happiness is our wish for B. O. Ratner who was married January 1.

The following employes celebrated birthdays last month: Loretta Klonowski, Arline Towler, Marion Gustafson, Henrietta Fabbri and Delia Jennings.

We extend a hearty welcome to Shirley R. Lundgren, Dorothy B. Robinet, Naomi E. Bohlin, Alex Schmidt, James R. Taylor and John E. Marino, all recent newcomers.

Rita M. Blotteaux, represented by the 36th star on our service flag, has left us to join the Waves. Before reporting for duty at Hunter College, New York City, New York, she was presented a farewell gift by her friends in the department. Rita was married January 15 to Private Stanley Cigielski at Moline.

James Paulus from Fort Worth, Texas; Russell Riesche from Montgomery, Alabama; James Condon from Camp Adair, Oregon, and Raymond Backlund from Southern Pines, North Carolina, visited us last month.

Word from Stockholm, Sweden, has it that William Malmberg is enjoying good health and likes his duties. He sends his best re-

gards, and hopes some day to be able to tell us of his experiences.

Our deep sympathy goes out to Mrs. Olive Battersby and John Pope in the recent deaths of their sister and father, respectively.—Thomas F. Coan.

Car and Bus Repair

COTTAGE GROVE: A letter was received from Seaman John Boyce, former stock clerk, now stationed at the University of Tennessee where he is preparing to be a pilot. Johnny seems to be enjoying Southern hospitality.

We are looking forward to a visit from Seaman Alex Dyokas, our navy man in Idaho, who is about due for a furlough. We're also hoping to see Car Placer Dave Hagins who is now roaming the Seven Seas with Uncle Sam's navy.

All these boys would like to hear from us, so why not get their addresses off the bulletin board and write them a few lines!

77TH STREET: Messrs. Koclonis, Ball, McFall, Nacivouslis, Ricciardone and Schultz are the new men at our station. A hearty welcome, boys!

Among our servicemen who visited us recently were William Moore, Jr., former storeroom clerk, from Crierger Field, Washington; Pat Faherty, from Camp McCoy, Wisconsin; Bob McGrath, from Camp Ellis, Illinois, and Tony Arendt's son, who is in the navy, and was a former armature room employe. These boys are all in the pink, and a credit to our armed forces.

Fred Adduce writes from Camp Roberts, California, stating that he is in the Electrical Division and much interested in his work. He would like to hear from the Bus Garage boys. Ken Landeck writes from England and tells us that he had a pleasant holiday season, and is being well taken care of.

We had several more of our boys enter military service last month. Night Assistant Foreman Al Suma entered the navy on January 22; Victor Cristoforo, our storeroom clerk, joined the navy on January 18, and Jerry Anderson, a bus repairman, also is doing his share with the navy. Our best wishes go with you, boys!

To Peter Lukas, J. Quail, Gus Stavredes and William Moore, we wish speedy recoveries.

Sympathy is extended to Paul Hodul and family, in the recent death of his father, and to the family of Tony Serepenas and Toefil Yerkin, who passed away recently.

Electrical

JAMES COLMAN spent several days in the hospital after undergoing a major operation. Best wishes for a speedy recovery, and we will be looking forward to seeing you back on the job.

Thomas Johnson of 63rd Street Sub-Station recently met with an automobile accident while in Joliet. He is laid up in a Joliet hospital. Details of his injury have not been learned to date. We hope your illness will be short, Tom.

Patrick Quigley of Grand and Leavitt is recuperating at West Suburban Hospital after going through a major operation. Pat is doing as well as can be expected, and we are all pulling for his speedy recovery.

Ivan Jacobson of the Line Department paid

us a recent visit at Grand and Leavitt. Though he didn't see all the boys, he asked to be remembered to them. He sure looked fine in the navy blue uniform.

Congratulations are in order for George Clark, Earl Essington, Art Sandberg and John Michnick on their recent promotions. The bulletin explains all.—Billy.

Engineering

BUILDING: Fred Borg, formerly employed as a structural engineer in this department, passed away on January 24 at the age of 85. Born in Sweden and graduated from a technical university there, he entered the employ of the Chicago Railways Company in 1910 and continued with the Chicago Surface Lines until his retirement in December, 1941. An able and conscientious employe, he was well liked by his fellow workers.

Eugene T. Frank, formerly stationary engineer in this department, was promoted to Chief Motor Machinist's Mate in the U. S. navy. Prior to the war, Gene served six years with the Marines.

Pete Marren, plumber's helper, reports from Camp Claiborne, Louisiana, where he is learning how to lay 120 miles of four-inch pipe to supply gasoline to air bases.

Private Don Miller, our jovial tracer, sent a clever Christmas card from England where he is serving with the air forces.

TRACK: N. R. Alexander received the accolade in that Noble Order of Grandfathers on December 2 by virtue of twins, a boy and girl, born to Lieutenant (j.g.) and Mrs. Robert B. Alexander. Mr. Alexander dutifully paced the hospital floor on that great day, proudly substituting for his son who at that moment was pacing the bridge of one of Uncle Sam's ships on the broad Atlantic. The cigars were enjoyed by all of us.

Dorothy Peterson was married on January 29 to Edward Hanson, navy radio operator, at Norfolk, West Virginia, where he is stationed. Dorothy sends her thanks for the gifts received from her friends at Clark and Division.

Captain John Holmberg dropped in for a visit while on furlough. We certainly enjoyed seeing you, John!

D. McCauley and J. Nette, who were honorably discharged from the army, are back on the job. Welcome home, boys!

George Sullivan is taking daily exercises in an effort to get in condition while awaiting his call from Uncle Sam.

Our best wishes go to J. Thomas, J. Cocanate, D. Granucci, B. Messina, C. Rinaldi, J. Bellafore, J. Zito and P. Marino, who have joined Uncle Sam's armed forces.

John O'Connor is now in the marines, and is training in California.

Our sympathy is extended to the families of A. Di Gaudio, G. Ruzic, and K. Latushko, who passed away recently.

UTILITY: Mr. and Mrs. Anthony Nolan announce the birth of a baby girl, born December 24. The little lady was named Carol Ann. Congratulations.

Edward Kendzierski has been released from military service, and is back at work.

Joe Waters, Paul Hoger and John Leonard are still on the sick list. We wish them speedy recoveries.

Our sympathy is extended to Rudy Mau,

on the death of his mother.

Our sincere congratulations to Tommy and Mrs. Rice on their 25th wedding anniversary.

General Office

SYMPATHY IS extended to C. B. Heath, Insurance, on the loss of his mother January 16.

Welcome is extended to the two new girls in the Insurance Department. They are Lila A. Kiesig and Helen A. Kasmanskac. Hope you like working with us, girls!

Recent callers were Lieutenant Bill Ashley, Insurance; Sergeant Larry Gurioli and Private George Macak, Purchasing, and Ensign Al Spasojevich, Material and Supplies. Drop in again, boys; it was good seeing you!

Lieutenant Evan J. McIlraith, son of Staff Engineer E. J. McIlraith, has been awarded the Silver Star, third highest honor given by the army, for gallantry in action September 9, during the Fifth Army invasion of Italy.

Thomas Collopy, Transportation, recently joined the Marines. He is taking his training in San Diego. Good luck, Tom!

The Purchasing Department was really hit hard by Dan Cupid since the last issue of SURFACE SERVICE. Gladys Montgomery started things off by announcing her engagement to Major Bernard R. Muldoon of Springfield, Illinois. Major Muldoon, who is now stationed at Elgin Field, Florida, was awarded the distinguished flying cross and the air medal with three oak leaf clusters for service overseas with the army air forces.

Rita Hulquist became engaged to Private Robert Stack, who is a Flight Engineer at Smyrna Air Base, Smyrna, Tennessee.

Claire Kappen was married to Joseph Heckathorn, U. S. N., at Holy Angels Church on January 27. The bride was very attractive in a aqua marine dress with brown accessories and a pink camellia corsage.

Arthur Huber is the new addition in the Transportation Department. Hope you like the gang, Art!

Correction, please. Bernice Burns' fiance's name should have been Robert G. Whiteman.—Carol Schultze and Eileen Gualano.

Materials and Supplies

ENSIGN ALEX SPASOJEVICH called on all of his old friends here while he was home on furlough recently. He looked well, and has all of his original enthusiasm for flying. Good luck, Alex!

Lieutenant and Mrs. William Kreil were in Chicago last month also. Bill was glad to be back after several months in Oregon. By the way, belated congratulations, Bill, and best wishes to both of you!

We welcome Eldora Freeberg, the new typist at the West Shops, and hope that she will enjoy working with us.—Mary Goulden.

Schedule and Traffic

LIEUTENANT COLONEL and Mrs. Clayton Steele announce the arrival of their new daughter at their home on January 16. Our sincerest congratulations!

Cupid scores again! Doris Yandel and Cor-

poral George Hartz decided that there was no use in waiting longer, and on January 8 they exchanged matrimonial vows at St. Mathew's Episcopal Church. We extend our best wishes, and may your married life be a long and blissful one.

Letters from our servicemen include word from Walter Thomas, Gene Lukes, Al Pisors, Glen Crump, Bernie Kincannon and Edward Thompson. Gene Lukes, who reports "Wounded in action," is now receiving hospital care in North Africa for his injured arm. We hope that before the printer finishes this, Gene will have fully recovered.—L. C. Dutton.

South Shops

RECENT SERVICEMEN visitors were Tom Coates, Bob Arendt, Al Samoska, Tony Rose and Frank May. All of our boys except Tony are navy men; Tom is with the Sea-Bees and Frank with the Coast Guard. Tony is with the army, and was in on a furlough from North Africa. The other boys, excepting Frank, had finished their boot training and are now ready for regular assignments. It was certainly nice to see you, fellows, and we all wish you the very best of luck!

We recently received a letter from Stanley Malochleb, Machine Department, who is now with the Fifth Army in Italy. He says hello to the boys back here. We also received a letter from George Petryna, Machine Department, now in California. He also wants to be remembered to all the boys, and to thank the Surface Lines for the \$10 Christmas present he received.

While Bud Tiggelaar, formerly of Motor Repair, was in on furlough in November he forsook the ranks of the bachelors, and was married on November 23. We offer our sincere congratulations to the bride and groom.

Our condolences to Harry Cada, Car Wiring Department, upon the recent death of his son.—Elsie S. Frank.

West Shops

TEN PAINTERS made a contribution toward the war effort by being blood donors last month. Good going, boys!

Two of our servicemen visited us recently. Ed Zimmer was home on leave from Puerto Rico, and Ed Evans from San Diego, California. Both boys looked grand, and it was swell to see them.

Ed O'Bid came in to the West Shops to bid us good-bye when he left us to join the marines. Good luck, Ed!

Our new office recruit this month was Betty Churchill, and we hope she likes it here! Betty succeeds Harold Ebeling who has been transferred to the Accounting Department. We hope Harold enjoys his new work at the Downtown Office.

Sergeant Walter Hager wrote his thanks to the Surface Lines for the \$10 money order sent all our servicemen. "I don't know who I can write to in acknowledgement," he said, "but I think it was pretty swell of the Surface Lines to remember the fellows in the service."—Mildred Habeger.

What About Tomorrow?

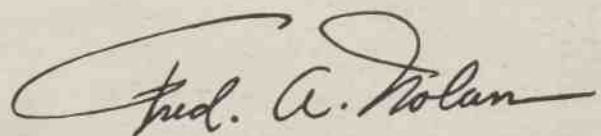
WAR-TIME gasoline and tire restrictions have brought us thousands of new riders — folks we hope will continue to be regular customers after the war. Whether or not we keep them depends on the service we give them now.

FEW ACTS of carelessness or discourtesy irritate would-be riders like pass-ups. We all know they're against the rules. But, even more important, they're against plain common sense!

THESE RIDERS not only are our business of the present, but also of the future. Their fares are the only source of revenue for the payment of wages, vacations and insurance.

PASSING UP these people is passing up opportunities for the future.

OUR WAR-TIME peak in riding already seems to have been reached. It's the war job and to the post-war interests of every last one of us to see our riders get the kind of service **NOW** that will keep them with us **TOMORROW!**



General Manager