



PAY AS YOU
ENTER
STEP LIVELY

Surface
Service
MAGAZINE

JULY, 1944



I WAS IN THERE PITCHING

At Siege of Guadalcanal

A MEMBER OF the first group of marines to smack Guadalcanal told Magazine Correspondent Ted Shumon, Armitage, that when he landed a big Seabee from the Surface Lines was already hauling ammunition in a captured Jap truck, which had C. S. L. insignias painted all over it.

"You oughta check up on that big guy," he enthused. "He'd make a swell story."

Well, we did; and, when you read the accompanying article, we're sure you'll agree that he did!

"THE SURFACE LINES was right in there pitching during the early days at Guadalcanal!

"One of my jobs during that hectic period was to haul ammunition and gas in a captured Jap truck, which resembled an

American-made Chevrolet.

Paints C. S. L. Insignia on Truck

"With a bucket of red paint, I decorated the sides of the truck with the C. S. L. in

signia, and the doors with such phrases as 'Pay As You Enter,' and 'Step Lively, Please.'

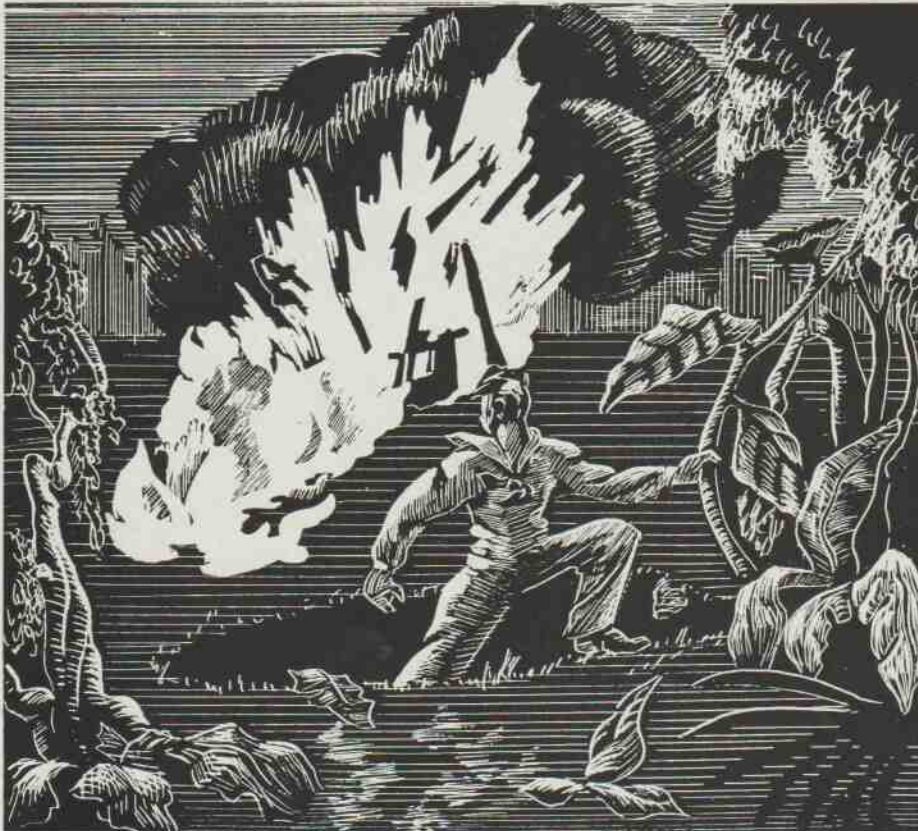
"You can't imagine how far the jaws of sailors and marines from Chicago would drop when I drove up. They all would climb aboard to shake hands and talk, and I'd let those who wanted something to read go through the stack of SURFACE SERVICE issues which I kept under the seat. Even though none of them had ever worked with us, the magazines seemed to strike them like letters from home."

So wrote Baker 3/c John Hillinger, former North Avenue bus operator and an employe since 1936. Back in the States now and stationed at the Charleston Navy Yard in South Carolina, John, a member of the Seabees, spent four months in Guadalcanal during the bitterest fighting there, then went on to New Zealand.

The *Charleston Evening Post* recently

Raising up, John saw a river of flaming fuel streaming toward him.

"I got out of there in a hurry," he recalls.





"I'd let those who wanted something to read go through the stack of **SURFACE SERVICE** issues which I kept under the seat."

for army airmen, survivors of ship sinkings, etc.

Fuel Dump Hit; Marine Runs

John experienced his closest call, the Charleston paper reported, when a Jap bomb exploded a fuel dump near the foxhole where he lay. A marine plunged into the foxhole on top of him when the bombing began. A few seconds after the fuel dump was hit the marine jumped up and ran.

Raising up, John saw a river of flaming

told how John was presented a citation from the Navy Department in recognition of his services at Guadalcanal. There, besides doubling as a truck driver, John helped his fellow Seabee bakers turn out up to 1,000 loaves of bread a day by hand.

Share Oven With Other Unit

With one lone oven, which they shared with another navy unit on an every-other-day basis, they managed to supply bread not only for their own battalion, but also

"Either those New Zealand conductorettes were darn good looking or I had spent too much time in the islands!"





"You can't imagine how the jaws of sailors and marines from Chicago would drop when I drove up!"

then were coming in infrequently, and trucks were checked all the way from the beach to food dumps so a load couldn't go (purposely) to a wrong destination."

Leaves for New Zealand

After leaving Guadalcanal for New Zealand, John spent some time in Auckland, its capital.

"Street cars in Auckland," he wrote,"

(Continued on page 10, column 1)

fuel streaming toward him.

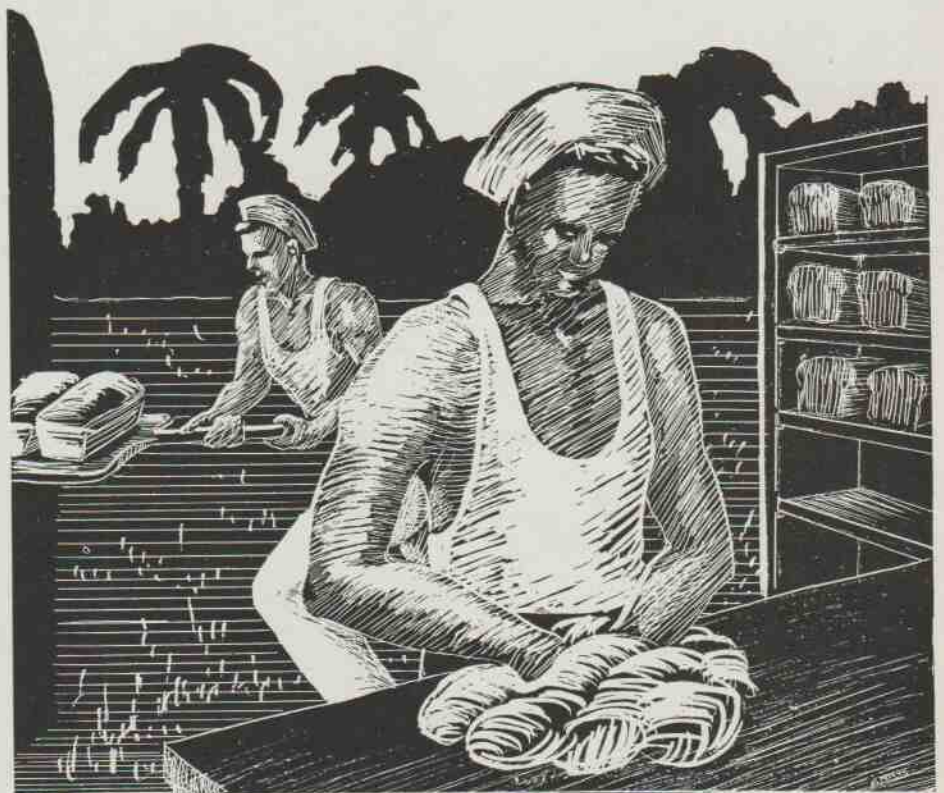
"I got out of there in a hurry," he recalls. "I ran and swam across a river."

Dodges Bombs, Not Time Points

"Driving that captured Jap truck," John continued in his recent letter, "and dodging enemy bombers and strafers certainly was a change from driving a bus on Central Avenue and dodging the time points.

"There was a time, however, when the checkers were out, and we had to hit the right points all along the way. Supply ships

Besides doubling as a truck driver, John helped his fellow Seabee bakers turn out up to 1,000 loaves of bread a day by hand.



Fifth War Loan Spurs Payroll

Savings Boosts

SPURRED ON BY the Fifth War Loan, 52 more Surface Lines employees joined the 10% Club of war bond buyers last month while many more boosted their bond saving nearer to the 10% mark.

North Avenue employees crowded into third place during the month by turning in 18 new over-10% allotments. Other

groups which climbed a step higher in the ratings were Noble and Armitage.

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 our payroll savings plan.

Numbers following the names of those three groups which showed progress last

month indicate the number of positions by which each bettered itself:

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



EVERY PAYDAY IS BOND DAY AT LAWRENCE

The way the boys at Lawrence Garage tell it there's no accident about their group consistently holding the lead in the 10% Club war bond race.

With ceremonies each payday of which Barnum and Bailey could be proud, war bond minutemen here have succeeded in charming

most of their group into boosting their payroll savings for bonds to 10% or more.

Here, assisted by the Lawrence Avenue Symphonic and Barrelhouse Blues Society, the two boys at the desk rake in increased payroll authorization forms.

19



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AMERICAN TRANSIT SAFETY AWARDS

Certificate of Honorable Mention

AWARDED TO

Chicago Surface Lines

CHICAGO, ILLINOIS

IN RECOGNITION OF ITS ACHIEVEMENT IN TRAFFIC AND
PASSENGER SAFETY AMONG TRANSIT COMPANIES OF THE
UNITED STATES AND CANADA SERVING URBAN
POPULATIONS OF 600,000 OR OVER

SURFACE LINES RUNNER-UP IN SAFETY CONTEST

The Chicago Surface Lines was runner-up in the safety competition for 1943 operations among American and Canadian transit companies serving populations of 600,000 and more.

Reproduced above is the certificate granted us, citing our "achieve-

ment in traffic and passenger safety."

In 1942, the Surface Lines received the top award in this American Transit Association contest; and, so far this year, our record is better than in either 1942 or 1943.

"Please Give Him a Pat on the Back for Us!"

EXPLAINING THAT many of his firm's employes ride our Peterson Avenue route and have commented to him on the kindness and courtesy of Bus Operator Lee Bergstrom, Lawrence, Personnel Manager Leland W. Koch, Bastian-Blessing Company, wrote the words which serve this page as a headline.

Because he "seemed interested in folks

riding his car," Conductor John T. Flynn, 77th Street, won a letter of praise from Frank Mason, 3537 Carroll Avenue, who further wrote: "His smooth and unassuming performance sparkled!"

Pleased at the smooth starts and stops of Operator Bill Leahy, Archer, George Weyth, who gave no address, wrote: "He

really knows his business!"

Termining Conductor Carl Anderson, North Avenue "the most cheerful and considerate Surface Lines employe I have ever confronted," Leonard Swiatkowski, 846 Mozart Street, wrote lauding him.

Unable to board our cars without assistance, S. R. Chon, who gave no address, wrote praising the kind helpfulness of all these conductors: Ed Dalton, Carl Dandy, John Downey, Frank Glynn, Carter Hurita, Ansgar Lindquist, Carl Menser, Carroll Olmsted, Burnside; Charles Eckel, Walter Eckel, Joe Goblet, Oscar Martin, Alphouse Mathews, John McKeon, Ed Moore, James Simon, Eugene Sullivan, Peter Walsh, Bill Werner, Cottage Grove; Florian Kadaj, Kedzie; Bohumel Stack, Lawrence; Joe Michelson, Lincoln; and Ed Kadlubowski and Anton Popelka, 69th Street.

Impressed by the efficiency, good humor and unflinching patience of Conductor Emil Trilk, Archer, Mrs. Lillian Morgan, 4016 South Ellis Avenue, wrote: "Even though exceptionally busy, he called all stops distinctly, assisted riders on and off, and answered all questions politely."

After they had taken time to help aged or crippled riders in boarding and alighting from their cars, these trainmen received letters of praise last month: Conductor Pete Whitman, Archer; Operator Pat McCartan, Burnside; Conductor Howard Morris, Cottage Grove; Conductor Ed Goettert, Devon; and Conductor Art Anderson, No. 2, Elston.

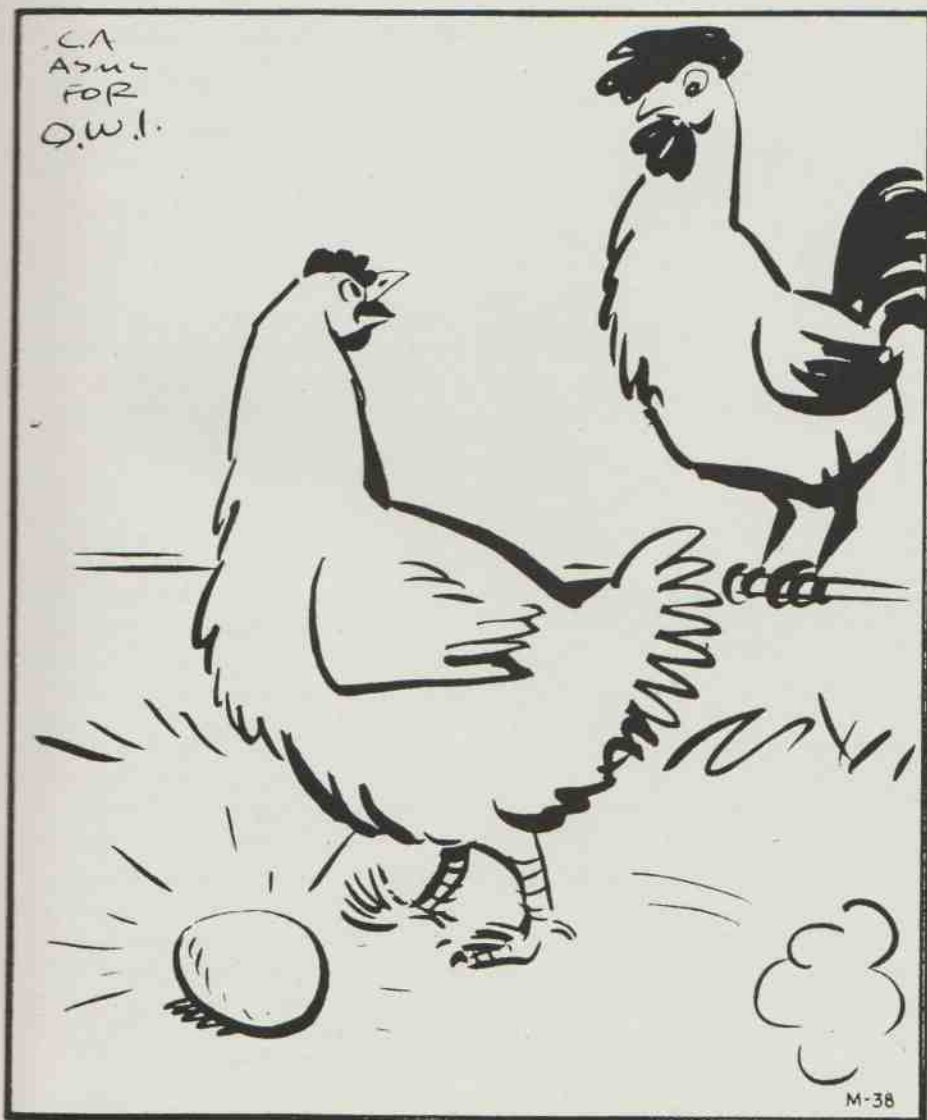
Death Takes Raymond Callahan, Assistant Sub-Station Head

RAYMOND G. CALLAHAN, assistant superintendent of sub-stations in the Electrical Department since 1936, died suddenly June 28, following a brief illness.

A Surface Lines employe since 1912, with time out for coast guard service in World War I, most of his Surface Lines career was spent as a testing engineer in our Electrical Department.

Ray, as he was known by his co-workers, will long be remembered for the many devices he instituted to make sub-station operation safer and more continuous.

Surviving are his wife, Anna Marie, three sisters and two brothers.



"This is one job you men won't want back after the war!"



Surface Service MAGAZINE

A Publication by and for Chicago
Surface Lines Employees

231 South LaSalle Street

CHICAGO 90

Vol. 21 July, 1944 No. 3

WILLIAM H. BROMAGE *Editor*

DON R. COWELL *Associate Editor*

TWO MONTHS ago I managed to slip into this column by writing some news three months old—probably wouldn't have made the grade then if I hadn't dressed the whole thing up in rhyme. Now that



my next batch of "scoops" are old enough to be ancient history Mr. Speaker has graciously allowed me to use the column again. What a pal!

WELL, FIRST OFF, we have a little story about Dispatcher Kenneth Williams which has been awaiting publication for some time. It seems that Kenneth went visiting out at Burnside one day and, in a reckless moment, asked Ernie Freel for a ride on his 1910 motorcycle.

Ernie was happy to accommodate him and away they went down 95th Street. Mr. Williams bounced around like a rubber ball and inside of five minutes was begging to be let off. He later insisted that he did 90 miles per hour on that back seat, 45 miles forward and the other 45 up and down.

MOTORMAN and Mrs. Frank Barker of 69th had the misfortune to be in a clothing store just across the street from the depot when it was held up. As the

patrons were being herded into a back room, Frank managed to hide his wife's handbag in a pile of odd trousers.

After everyone had been properly frisked and the holdup artists had left with their loot, Frank started tearing the pile of trousers apart. This brought a howl of protest from the manager.

"I'm looking for my wife's purse," explained Frank.

"Well, you won't find it in my pants!" roared the manager.

"Oh yes I will," Frank replied.

And he did!

As sort of an anti-climax, Frank had to play the part of a stick-up man in a home-



talent play that night. Most of the audience knew of Frank's afternoon experience, and to say that his performance was hindered by hecklers would be putting it mildly. He literally stopped the show every time he appeared.

A COUPLE of months ago Supervisor Jim Harrison of Kedzie was observed riding around in Car 9 with a dog for com-

pany. So many people have been asking Jim about it that he has asked us to explain the whole thing so he won't be bothered with any more questions.

Well, it seems that on the first pay day in May Jim cashed his check in a fish market and stuffed into his pocket a roll of bills which smelled like a box of smoked herring. When he reached home, he pulled his handkerchief out of the same pocket and bills flew in all directions. One of the twenties landed near his dog, which took one sniff, pronounced it good and swallowed the bill. Right then and there pandemonium broke loose in the Harrison household. A veterinary was summoned and everything possible was done to induce the dog to vomit, all to no effect.

So for the next few days the dog rode around in the front seat of the squad car with Jim. When someone asked him why the canine company, Jim replied, "In case that pooch decides to cough up that twenty, I want him right here with me, not out in some alley!"

THAT'S ALL until I can gather up another load.—Goodrich Durt.

John O'Connell Succumbs to Illness

JOHAN B. O'CONNELL, assistant superintendent of transportation for the last 14 years, died June 16, following several months of illness. He was 46 years old.

The Surface Lines lost one of its most popular and able younger executives in the untimely death of Mr. O'Connell. He was known to thousands of trainmen and other employees within the organization, and had



John B. O'Connell

established himself as an expert on local transportation through his activities in the industry.

Mr. O'Connell was born in Chicago, January 6, 1898, the son of the late John

O'Connell, well-known Chicago police captain. He served as a chief electrician in the U. S. Navy during World War I. For a short period after the war he worked as an electrician, and later as a licensed engineer on merchant ships.

Subsequently he entered the University of Illinois and was graduated in electrical engineering in 1923. He worked with the Pennsylvania Railroad and the Public Service Company of Northern Illinois be-

L. G. Anderson Named Superintendent of Shops

LEWIS G. ANDERSON, former superintendent of rolling stock, shops and bus maintenance for the Indianapolis Railways, joined the Surface Lines June 5 as superintendent of shops.

An electrical engineering graduate of Ohio State University in 1927 and a shops employe at Indianapolis since 1932, Mr. Anderson brings a

wealth of experience to his new job of supervising the activities of both West and South Shops.

Married and the father of a son, he served as a transportation engineer with the General Electric Company for five years before joining the Indianapolis Railways.



Lewis G. Anderson



FIRST GIRL DEPOT CORRESPONDENT

Listening attentively for suggestions on the gathering and writing of monthly news items for this magazine is Dorothy Musial, clerk, 77th Street, first girl depot correspondent in the 21-year history of SURFACE SERVICE.

Giving out with helpful suggestions is former Correspondent Walt Story, who resigned from the magazine staff in May, following eight years of service.

Determined to devote more time to his family, Walt pulled out of several other activities at the same time he relinquished his magazine duties. Dorothy's first column appeared in the June issue.

fore joining the Surface Lines in October, 1924, as a student engineer.

For three years he worked in various departments, serving as a Track Department employe, motorman, depot clerk, car repairer and schedulemaker. In 1927, he was made division superintendent at North Avenue, and was appointed Assistant Superintendent, March 1, 1930.

Mr. O'Connell is survived by his wife, Elizabeth; two children, John and Mary; three sisters and one brother.

Heart Attack Fatal to Rudy Rumatz

RUDOLPH J. RUMATZ, acting division superintendent, Western Division, Track Department, since July, 1942, died suddenly June 28, following a heart attack.

A Surface Lines employe since 1912 and a naval veteran of World War I, his first job was that of a water boy for Track crews.

Fifty years old, he served in various Track Department capacities before his appointment as acting division superintendent.

Surface Lines Post of the American Legion, of which he was a member, took part in his funeral services. Mr. Rumatz leaves his wife, Marie, mother, two sisters and a brother.



Rudolph J. Rumatz

Guadalcanal

(Continued from page 4)

aren't as big as ours and the front and back platforms are small. But they carry the loads. Neither front or back platforms have doors, and passengers alight as they desire.

"New Zealand trainmen seem well acquainted with the Surface Lines, having heard of us as the best in the world. One motorman I talked to visited Chicago

some years ago just to see our system.

"As far as service goes, the Auckland system is as good as most in the States. Cars have special fares for servicemen, and transit employes are so accommodating to members of the United States armed forces that natives sometimes write in to the newspapers to complain of the preference given Americans.

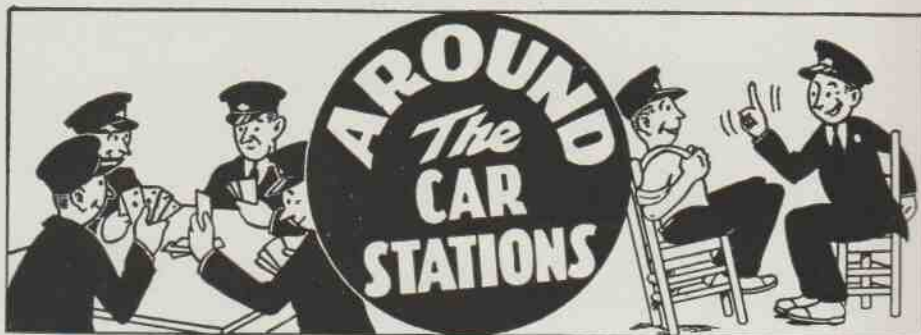
"When I once asked one of the conductorettes about their boarding and alighting accidents, with no platform doors, she

explained that riders aren't supposed to get off while cars are in motion. The same applies to boarding.

"Speaking of accidents, if an Auckland motorman is unfortunate enough to kill someone in a smash-up, he is charged with manslaughter.

"Auckland motormen, by the way, probably pick runs according to the pin-up girls they would most like to work with.

"Either most of those New Zealand conductorettes were darn good looking or I spent too much time in the islands!"



Armitage

IT IS WITH deep regret that we report the death of Conductor Denis Noonan, who came to work on the cars on April 1, 1904, and passed away May 28. He had taken his pension only a couple of months prior to his death. He leaves many friends at Armitage, and our deepest sympathy is extended to his family.

We have found out the why of that big smile on the face of Conductor Walter Hill. It's a boy, born in May. This makes two boys for Walter. We hope he brings them over to the barn, for we can still use more conductors. Congratulations to both you and your wife, Walter!

This department is wondering what Walter Grapentine was doing running his street car up and down Irving Park Boulevard a couple of days last month. Is it because you couldn't find enough work on Milwaukee Avenue? Or is there some special attraction on that over-rated alley?

The so-called fishermen of Armitage are tipping their hats to Motorman Elmer Kaudson these days. Elmer took a little trip to one of Wisconsin's many lakes, and came back with some 14 or 15 pike, several wall-eyed pike and a 14-pound muskie. That's one way of beating the meat rationing. Keep up the good work, Elmer.

How many of you men noticed that D-Day in Europe was also D-Day on the Chicago Surface Lines? Yep, group D was off that day. This coincidence should be an incentive for buying more bonds.

Some time ago Conductor Joe Schultz purchased a dachshund. That's a dog, which is a half a dog high and a dog and a half long. The pur-

pose of this was so the entire family could pet the dog at the same time. However, we have been reliably informed that he shot the dog because it kept the screen door open too long.

That handsome sailor who has been seen several times across the street from Armitage Depot is Harry Eisenlohr, son of Motorman Harry Eisenlohr, who was home for 30 days after many months in the Pacific. He is an aviation machinist's mate on one of Uncle Sam's far-flung island air fields somewhere in the South Pacific.

His dad, a veteran of World War No. 1, is doing his part in this war by buying a flock of war bonds. Mrs. Eisenlohr does her part by doing all her housework, selling war bonds and stamps nearly every afternoon, and doing secretarial work many evenings each week for the Women's Auxiliary of the Surface Lines Post of the American Legion, of which she is a past president. Orchids to this swell American family!

Have you noticed the red ribbon that Motorman Clyde Schroepe is sporting these days? Said ribbon signifies he is now a member of that fast growing Gallon Club of the Red Cross Blood Bank. He recently donated his eighth pint. How many have you given?

Did any of you men read 77th's column in the June issue of SURFACE SERVICE? It was written by a lady scribe. We should all give the little girl a great big hand and welcome her to the Order of Scribbling Scribes. Keep up the good work, Dorothy!

At this writing, Big Bill Rhowedder is trying to obtain a mustache on the installment plan. A little down each week.

Al Broach, our giant 90-pound conductor, had



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WILL YOU HELP LICK THIS PROBLEM?

THIS WON'T MEAN MUCH UNTIL YOU HOLD THE PAGE UP TO THE LIGHT AND READ THROUGH IT!

a birthday a couple of weeks ago, but says he ain't talking. Al has been up no'th so long he is beginning to talk like a republican.

Conductor John Rukowski has received orders from his G.I. travel bureau, and is now training to be an admiral in Uncle Sam's Navy.

Since last issue we have had enjoyable visits from Bart Bartholomae, Gus Lemar, Harry Henriksen, and our sea-going cowboy Gene Muir. Harry Henriksen is recovering from a broken arm which had him in dry dock for 28 days.

Welcome letters have been received from Sam Abannanti, Frank Gries, Len Hayes, Charles Dedich, Mike Novak, Roy Shafer and Howard Paetzke. All are doing fine, and enjoying excellent health.

Not having received our usual batch of letters from George Thompson this last month, leads us to believe he is seeing some actual service. He is with an airborne unit of a division which, according to the newspapers, has been doing its share in the invasion.

Well, fellas, this is station T-E-D signing off, but tune in to the same spot, the same time next

month and we will have an all-service revue for you.—Ted Shumon.

Burnside

JULY. THIS month is crowded with important events. Vacations, Independence Day, conventions, picnics, etc. The Republican Convention just past and the Democratic Convention soon to come show that the real American spirit exists on the home front as well as on the battle front.

Politicians, making stirring speeches, paint a rosy picture of the future. And why not? We here in America have the greatest ideals and opportunities of any people in the world today. We can now look ahead with confidence to the day when our victorious armies will have won the war and secured the peace.

We on the home front must not fall behind in patriotic effort. We who are either too young or too old must back the attack by subscribing to the very limit in the Fifth War Loan.

We of the Surface Lines family have suf-

fered an inestimable loss in the passing of Assistant Superintendent of Transportation J. B. O'Connell. In the years he had been with us, he had made many friends who join us in offering our sympathy to his bereaved family. He was a man of proven worth and principals and his loss is one to the community as well as to those with whom he was associated. To his successor, Tom O'Connor, we offer our best wishes.

We were also saddened by the sudden death of Supervisor John Jones, who was struck by lightning while on duty at 93rd and Cottage Grove Avenue. He was a fine man, a good friend and was well liked by all who knew him. To his wife and daughters, we extend our sincere condolence and sympathy.

The stork was busy around Burnside last month. Cigars have been passed by Conductor Kocolowski, a girl, and Motorman Meekma, who announced the arrival of Junior.

We understand that Dispatcher Williams, who lives out here near the Prairie Farmer Station, is having considerable trouble with the rabbits who are eating off the beans in his victory garden. One of our squad cars is said to have intercepted his short-wave S.O.S. to a cousin back home in the Smokies to send up a couple of near-side shootin' irons, with powder horn and ramrods, also a hound dawg or two to help put an end to the varmints.

When the management sent us to help with the handling of the crowds at the recent Republican Convention, we were told that we would have the opportunity to see all the biggest men in the country. Well, we saw Mr. Dewey, Mr. Bricker, Mr. Hoover and his honor Mr. Kelly. But when we looked across the street and saw our own H. E. Harris, our cup was full and running over.—Furgie.

Devon

DOES ANYONE know why Casanova of Broadway picked a run on Clark Street this pick? Lucky Henrickson is the one we mean. Could it be because of that bright bow tie he is wearing, which he received for his birthday from a certain miss? Or could it be that he is afraid to wear it on State Street?

Letters were received last month from Herbert Hildebrandt who is stationed in Battle Creek, Michigan, and one from E. V. Bennett. They sure would like to hear from you boys.

Not much news this time, fellows. A few notes dropped in the silver box in the trainroom would help out when you have something of interest.

When any of the minutemen approach you on war bonds, the thing to do is buy more.—Ed Lukes.

Division

THE BEST NEWS we have to offer this month concerns the return to work of Patty, our car placer. He was just released from the hospital where he was laid up on account of the leg injury he received when some careless motorist ran him

down while he was on duty in front of the depot. Welcome back, Patty!

That's a nice looking honor roll that was put up in the depot recently. It contains the name of every C. S. L. member in the armed forces, and a star for those who have given their lives. Buy bonds—Buy more than before!

Conductor Gabe Lipsitz visited Mayo Brothers Hospital recently for a physical check-up.

Motorman Ed Zakrzewski's small daughter recently got her arm caught in the wringer of a washing machine. Before help could arrive, her arm was so badly crushed it required 16 stitches. Well, doctors have to be paid, too, you know, and that is the other side of the "Iron Man's" doubling up and finishing up—although Motorman Charles Clark is running a very close second.

Motorman Jacob Pandow was answering to the name of "Carl" last month.

Motorman Vaughn Schaffer and his wife ride their bicycles almost daily along the banks of the Desplaines River. He claims it is very good exercise!

Conductor "Pat" Kane (no relation to Conductor "Sugar" Kane) is acting as supervisor during their vacation period.

After serving two years as a conny, Ray Johnson has switched to the other end. (Maybe he likes to be UP IN FRONT!) His son, Tommy, will be two years old July 27.

Elmer Badin, Jack Fournier, Sherwin Lipsitz, Robert Jones, and Motorman Fijaks' son are the other young men having birthdays during July.

Motormen Glenn Hopkins, Walt Cichy, Alvin Sachs, Ed Zakrzewski, Harry Boldt, and Frank Hachmeister have anniversaries. "Hach's" daughter, Dolores, now 17, occasionally acts as his chauffeur(ess).

Conductor Lyle Pritchard's son, Norman, graduated from school last month and daddy almost "missed" there was so little time left after the exercises. In fact, he did come down to work with two different patterned socks on, he hurried so fast!

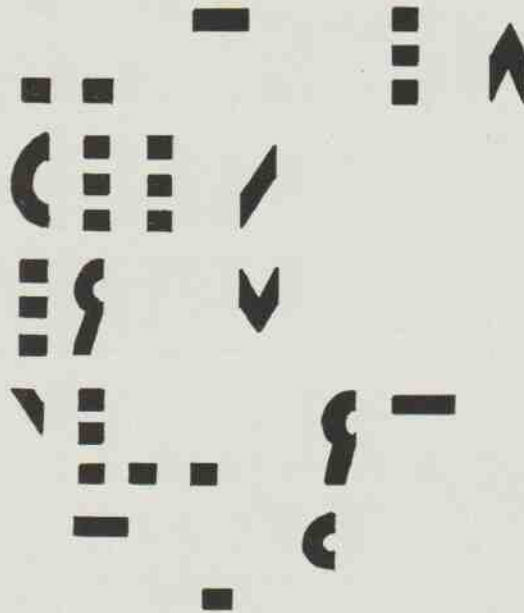
Four of our old-timers have passed away since our last issue—Motorman Joseph Gaherty and A. Jensen and Conductors Frank Pretzel and John Mullens. These fine men will be missed by all of us. Jensen's son-in-law is Conductor Tony Gloppe, who aspires someday to be a scribe.

It is with deep regret that we heard Motorman M. Purchla's son, a second lieutenant, was shot down and critically hurt while flying over Italy. Another reason why we should buy bonds. Buy more than before!

Last month it was "Yogi," this time it's "Wieboldts".

DON'T—DON'T—DON'T miss next month's issue of the SURFACE SERVICE MAGAZINE. It will be devoted exclusively to our buddies in the armed forces, and there will be pictures galore—Might even be one from Division in, too.

Did you know that a warrant officer is always called "mister," and an army nurse "miss," regardless of her rank. But, brother, what they call the sergeant!—Russ Warnstedt.



Lawrence

FINE WORK, Lee Borgstrom, may you get more letters of commendation for outstanding service, such as you recently received.

George Wickman was here to see us the other day and he sure looks fine. Drop in again, George.

Glad to hear that the son of Larry Mount is well on the road to recovery after having his tonsils removed.

We extend our sympathy to Nick Trumbull in the loss of his father. Also to Bob Stack who lost his mother.

Now we know how John Anderson keeps his passengers in such good humor. Have you ever noticed that big smile of his? Ed Nassar says it takes 64 muscles to frown and only 16 to smile. Let's all try the easy way.

We have heard rumors of a ball game between Mike Cunningham's mechanics and the drivers. Let's hear more about it. See Larry ("Candy Kid") Mount.

Best of luck to Marty Durham who has left us for sunny California.

Heard that Ray Gray and "Money Bags" Smith were made honorary captains in the R. O. T. C. How about it, boys? True or false?

John ("Tall Tales") Suralski broke down the other day and gave us his recipe. Here it is: "Take one glass of home brew. Add one strictly fresh country egg. Mix well. Drink. Go to bed, and wake up with more stories."

Welcome back to Harley Holsted and Jim Cross who have been off sick.

Wonder who gave Tush that mouth organ? Now Ed Hendrickson has to give him transfers to count. After hearing some of the music, we

are inclined to agree that he should count transfers.

Cullom Moran was here Wednesday, just out of "boot" at Great Lakes. He says it beats working for a living, but we noticed a gleam in his eye as he said it.

The minute man committee wishes to take this opportunity to thank every man for the splendid response to the Fifth War Loan drive.

We are nearing that coveted 10% for our depot. Just a little more, boys, and we are in. So keep up the good work.

Don't forget to see that your scribe gets all the news so that all may know what is going on around here.—John Lane.

Noble

FRANK AND MRS. Fisher's wedding went over with a big bang. There were about 20 couples who attended the wedding from Noble. Someone let the air out of Bruno Micheal's tire, and the culprit wore a pair of gray trousers. The only one who wore gray trousers that night was Jacob Kolasa.

Daniel Larisey took the part of a Scotch Highlander. Frank Novak danced till his shoes were worn thin. Blackhawk Stanley pinched hit for the groom and passed out cigars.

The Republican Convention sure had a lot of Northwest Side resident homeowners present. The reason for this was that Ed Wolski, acting supervisor, was dishing out the free passes.

Who was the trainman who so nobly assisted the Chicago Police Department the other morning in the paddy wagon? Seems that there was a man found in a drunken stupor on the street, and this trainman happened along so they gave him a lift to work.

Private James Sullivan paid us a visit the other day. Jim surely looks good, and he claims he feels fine. When did you ever feel any different, Jim?

Any trainmen who are off August 1 should get in touch with John Rakoczy, as John will be moving that day and he has no one to take care of his Peke dog. This dog is very fond of North Star dog food. In other words be careful of your hands.

We wish Mrs. Malcolm Lyons a speedy recovery from her recent operation. She is now convalescing at the Edgewater Hospital.

The pair of wings that Georgie Johnson is wearing on his cap were not won the hard way. Some poor soldier must have been asleep on his car, and now Georgie is going around claiming a victory over the people on Armitage Avenue.

Barney Malecki, Lawrence Pawlak and Jacob Rusnak can tell you of the experience they had with a boat on Fox Lake the other day. Seems that the boys had a little too much Polish Klobasi for lunch, then felt that they needed a 30-foot rope for an anchor.

If any of you trainmen happen to see Operator A. Koehn walking up and down Ashland Avenue after dark, don't pay any attention to it. Koehn has picked a night car and is traveling up and down the avenue copying the names of the streets.

If any of your passengers want to expectorate out of the windows, kindly make sure that the windows are open first. Seems as though there was some trouble on Elston Avenue when a passenger tried it and the window was closed. The car washers at Noble sure do a thorough window-cleaning job on the cars. Kindly notify the passengers of this.

Anybody in the market for any screen wire may get in touch with Andy ("Devine") Iverson. Ivy bought so much screen that his wife finally put her foot down and said that they didn't need a backstop for the breakfast table.

Our three and one-half foot relief clerk, Clyde Thomma, is starting on his vacation and wants to know if J. Oleszewski has any old trousers that will fit him. Oleszewski is two and one-half feet high. These two boys are thinking of going on a tour as the two giant midgets.

E. Steckel was looking to get reservations on the Corn King Limited for points west in Missouri, but was told that it was impossible to do so. If any one has a hand car kindly get in touch with Ernest, otherwise Ernie vowed he will ride the rods out there.

The loud talking and shouting in the depot the other night was none other than Charles Greer and Iverson arguing about how many transfers and how many trip sheets each run got. Seems that these two boys gave all the transfers out before all the runs were filled.

That is all for this time. Hope that the box on the wall will not just collect dust, let it collect news.—Charles Karcak.

North Avenue

WE WERE ALL sorry to hear about the death of John B. O'Connell, assistant superin-

tendent of transportation, who passed away last month. Mr. O'Connell, who was a former superintendent here, was well liked by all the men. Our deepest sympathy is extended to his family.

We are glad to hear that Operator Henry Pass's wife is recovering from a serious operation. Henry is very thankful to the men who went to her assistance with blood donations.

Anytime you fellows feel like spending an enjoyable evening for free, drop over to James J. ("Butterball") Corbett's residence. He wines and dines you and even lets you take home a few dollars from the penny ante game. For details see your scribe.

Our sympathy goes out to Conductor William Heyman in the loss of his mother and to Operator Elmer Good in the loss of his mother-in-law.

We have three great lovers here at North: Supervisor John ("Irish") Jacoby, Clerk Jimmie O'Brien and Clerk Emmett MacMorrow. Boy, can these guys slay them!

Things must be bad in a certain operator's house when his wife has to stand out in front of the depot, selling doughnuts to the boys. You'll never live that one down, Gus!

Operator Harry Whitney, the great oil magnate, picked over on Laramie Avenue. He says that he goes faster in one block on Laramie than he did all day on Austin.

Motorman Charlie Radke's son, who is in the marines, dropped into the depot to visit the boys while on furlough from the South Pacific, where he saw plenty of action.

Supervisor Frank Beautow's brother, who is also with the marines, stopped by to say hello. He sure looked like a million bucks. We wish these fellows all the luck in the world when they go back into combat.

We had a nice letter from our old pal, Clerk Bill Pinasco, who is in the navy, and doing right nice for himself, getting one rating after another. Keep up the good work, Bill. Who knows some day it might be Admiral Bill!

Well, fellows, the Fifth War Loan drive has so far been a huge success. Thanks to all who signed up for additional payroll savings and to all those who purchased cash bonds.

But let's not end there. Those boys over there are going to need every dime and dollar that you and we can spare to furnish equipment to beat those Japrats.

Keep 'em rolling!—J. J. Hill.

Seventy-Seventh

THE CONTRIBUTION box we have set up in the trainroom has been a success. Keep up the good work, boys!

South Division Superintendent H. A. Harris, calling from the telephone booth at 77th Street, intended to phone 69th Street Depot. His fear of not being able to squeeze out of the booth, caused him to forget the number he wanted and in the confusion he asked for Vincennes 7110, the 77th Street phone number!

Pfc. A. Stockwall, son of A. D. Stockwall, was married in military fashion on June 10.

Bernice Rolander, daughter of C. J. Rolander,

was married on June 20. Refreshments were served to a very large party. Her husband is in the army air forces.

Will "Grandpa" Conrath ever stop talking about his grandchild?

A. J. Lester can't understand how it is possible for a lady's stocking to be running while the lady is seated.

Won't somebody please tell G. Brown that the flood is over. Ever since June 12 when the streets were flooded, Brown has been walking around with his pants rolled up to his knees and his shoes and socks in his hand.

Marty Grady and his fiancée, Miss Joslyn, were seen shopping for furniture at 63rd and Halsted. When is the happy day, Marty?

Tom McGuire spends his leisure hours eying the bathing beauties at the 75th Street Beach, with a very wolfish gleam in his eye!

"Moon" Clausen possesses a pencil a yard long which is the envy of every trainman. Ask him to show it to you.

Ted Dexter, commonly known as the "potato-patch suburbanite," says he will be glad when he is able to get a tractor. He is tired of getting up at three o'clock to chase his horse out of the neighbor's cornfield, and he feels certain the tractor will not stray away.

Congratulations are extended to Assistant Superintendent Angelo Tagler and Martin Grady, who celebrated their birthdays this month.

We were visited by the following servicemen last month: Private J. D. Phelps, Corporal, J. E. Sutter, Corporal T. Harris, Pfc. H. McGuire, Corporal M. Sherlock, Private W. L. Schomberg, Electrician J. C. Groble and Machinist's Mate R. E. Hedgren. They all look very sharp and send their regards to all their old friends.

Have you ever had the pleasure of hearing Peter Munson sing to the accompaniment of Rudy Nelson's violin playing?

Motorman G. W. Lindberg is laid up at the Jackson Park Hospital. He just underwent a throat operation. Here's hoping for a speedy recovery, George.

Best wishes to E. J. Ruth, who became the proud daddy of a future trolley pilot during the week of the 26th. Yes, a sweet baby boy.

Our sympathy goes out to the families of Bus Operator M. K. Richardson and Motorman J. J. Williams, who passed away last month, and to the following men because of recent deaths in their families: Instructor E. F. Tyrey, his mother-in-law; H. O. Lawbaugh, his father; C. C. Hathaway, No. 2, his wife; T. McGrath, his brother, and Paul Payne, whose son Owen, was killed in action.

Ben Franklin said, "We deserve liberty only as long as we are willing to sacrifice something for it!" Let's not forget the boys who are paying the supreme sacrifice. Back them up. Buy war bonds and more war bonds, and, equally important, save them.—Dorothy Musial.

Sixty-Ninth

AT OUR LAST club meeting an election of officers was held and the following were elected: H. J. Eichten, president, and L. Lyons,

vice president. Also elected were these directors: E. Michaels, L. David, S. Zuchowski, W. C. Murphy, A. W. Berg, G. Robinson, and E. F. Gross.

All our pool tables have been recovered, and club members are requested by the officers to remember club equipment is your own property and to treat it as such.

A recent visitor from the armed forces was Supervisor Roy Wittendorf. He is stationed down South, and looks to be in the pink of condition. He reports the army is okay, but says he would sooner be standing on the corner at 64th and Harper watching the cars go by.

A letter was received from W. P. Bahnaman, who is with the navy in New Guinea. He asks to be remembered to all the cowboys at 69th Street because he wants to keep in your good

graces in case he may be following some of you on good old 69th Street when he gets back.

He also states that he has a former conductor, R. E. Brown from 77th Street as a buddy. They have quite a time talking over street car days, and have taken a street car ride in every city that they passed through while in the States, which included a ride on the old cable cars in Frisco. He says there is nothing like a street car ride to keep from getting lonesome.

B. Kurowski and A. Willman have returned after serving with the armed forces. Both state that they are happy to be back.

The reason we had no news in the last issue of the magazine was that we had no news! Don't forget to pass along any items you have to the clerk.—Arthur Liphardt.

his vote in favor of our methods, and sends his greetings to all Accounting Department employes who are in military service, wherever they may be.

As we go to press, we are looking forward to the speedy recoveries of Ann O'Connor, who is convalescing in the Garfield Park Hospital, and of Violet McDonald, who is ill at home.

To Eileen Donovan who recently received a new assignment, we wish all kinds of good luck; and to newcomers Ruth M. Hughes, Sara Stapp, Stuart Tikulski, Arthur Shannon, Josephine Boerdeke, Mary Turley, Lorraine Faulk, Irene Wenke and William Dowling, we extend a hearty welcome.

Cupid visited us last month and chose Betty Rademacher as his target. Her friends are offering best wishes upon her engagement to Phillip Kemmer.—Thomas F. Coan.



Accident Investigation and Legal

WELCOME IS extended to Clerks Patricia Crowley and Patricia Woodward who joined us recently. It's nice also having Bill Hoskins back for the summer.

Former Legal Investigator Bill Brown is back in the city again, and is an instructor in technical subjects at the Government school in Armour Institute.

Frank Barker paid us a visit this month. Frank has received his commission as a lieutenant in the R.C.A.F. Congratulations. He is waiting now for a transfer to the A.A.F.

Private Joseph T. Mancal was in on his first furlough. He's looking fine and tells us that he is a bandsman in the Air Corps at Lemoore, California.

Private Sol Garro was in looking mighty trim. In fact, he's got his "girlish figger" back. Of course, he isn't at all proud of that good looking youngster, who answers to the name of "Joe," who accompanied his dad on his visit. Nice seeing you, Sol!

Through a story in the *Times* and *American* we learn that Corporal Howard W. Symmes, former statementman, "jumped into France five hours before dawn on D Day." Paratrooper Howie Symmes really seems to be going places. Best of luck, Howie!

Clerk Robert Chamberlain passed away on June 25, after a long illness. Our sympathy goes out to his mother.

The D.A.I. Ramblers had a picnic and baseball game at Ryans Woods June 17. Everybody had a

grand time and, of course, the Ramblers won the game.

Lois Schmude, Accident Prevention Department, received a beautiful diamond from Pfc. Vern Swan, who is now enrolled in the Medical School at Northwestern University. The wedding date has not been set, but if they follow the custom of others in our department wedding bells will be ringing in the very near future.—Audrey.

Accounting

THEIR MANY friends and associates in the department extend congratulations for a long life of happiness and contentment to Helen Kazragis and Leo J. Danisevich who were married June 24 at St. George's Church. They were presented with an electric clock by their co-workers.

To William Kennedy who left us to join the staff of Radio Station WHMA in Anniston, Alabama, we wish all kinds of good luck.

Our deepest sympathy is extended to Mrs. Lucy Winkler in the loss of her mother.

Birthday greetings were extended last month to Emily Sluka, Sophie Danielson, June Noren, Dorothy Abt, Lillian Haske and Libbie Kraty and Doris Brown.

Word from Stockholm, Sweden, mentions that William Malmberg is enjoying good health and is looking forward to the day in the very near future when we will all be together again. He makes some interesting comparisons of street railway transportation facilities and operating practices there with ours in Chicago. He casts

Car and Bus Repair

ARCHER: Aug Wessal returned from his vacation all burned up, but with no fish. He vacationed down around Danville.

A. Spuders spent his vacation up at Michigan Lake.

We are all glad to see E. Eyer, day foreman, back on the job after a brief illness.

We offer our deep sympathy to R. Jones and J. Lombardo in the loss of their mother-in-law and father-in-law, respectively.

77TH STREET: Al Suma, who has been in Uncle Sam's Navy, has received a medical discharge and is back with us at his old post as night assistant foreman.

William Cook, bus repairman, is back with us again after making several tough trips across the Atlantic as a member of the merchant marine. We are happy to see you boys back.

F. Fisher, bus repairman, and P. Koclanis, night cleaner, have been off sick. We wish you boys speedy recoveries, and hope you will be back with us soon.

Newcomers are Moriarty, McGuire and Crosek. You are mighty welcome here, boys, and we hope that you will enjoy your new duties.

Bob McClelland, bus repairman, who was in an automobile accident, is convalescing in St. George's Hospital with a bruised head. His condition is reported favorable and we are looking forward to having him back soon.

We received letters from two of our former co-workers who are now under Uncle Sam's wing, Seaman V. Cristofaro, who is on an oil tanker and Pfc. P. Faherty, who is stationed somewhere in England. We were glad to hear from you, boys.

We extend our sympathy to Bus Repairman M. Schultz, whose father passed away recently.

Electrical

WILLIAM WENDE, who has been confined to the Hines Hospital for over a month and has undergone a second operation, is doing fine. He may be home when you read this. A speedy recovery, Bill.

Charles Stahle, lineman, met with a serious accident while on the job last month. He is reported as much improved and is now at home,

3352 Neenah Avenue. A speedy recovery is our wish for you, Charley.

The entire department mourns the loss of Raymond Callahan, assistant superintendent of substations, who died suddenly on June 28 at Grand and Leavitt, following his arrival for work. A heart attack was the cause. Ray was 53 years old, and had been an employe for 32 years. He was very active with club activities, and was well known throughout the Surface Lines. Our heartfelt sympathy is extended to his wife.

Henry Richter spent his vacation with his daughter at Fort Wayne, Indiana.

John William Jones, superintendent of substations, has been very sick for some time. We wish him a speedy recovery.—Billy.

General Office

PURCHASING DEPARTMENT this month is confining its space to news of its men in service. Four Purchasing men are overseas, and one in this country.

Private George Macak now in field artillery up in God's Country (Colorado Springs to us) spent a few days in the hospital. Why, with the wonderful climate and all to inspire good health? Something to do with mules. One of them caught our Georgie, caught him snoopin' just a wee bit too close and landed him in the sick ward. He's none the worse for wear and tear, thank goodness!

Lieutenant Colonel E. W. Horning, former assistant purchasing agent, is now residing in Merry Ol' England, afternoon tea and everything do you s'pose? Three more of our boys are down toward the Land O' the Rising Sun. Private W. Boberg and Private Phil Waechter were last heard from while crossing the briny deep. We recently had a long letter from Staff Sergeant L. Gurioli, who described his trip across from Alpha to Omega and then some!

The welcome mat is rolled out for the following employes: Bill Tyrrell and Ed LeFevour, Executive; Joan Peacock, Insurance; and Dorothy Hanrahan and Eddie ("Babe") Coates, Purchasing.

Birthday greetings were extended last month to Viola Pichler, Legal; Charlie Batterson, Radio Room; Ida Lee Heaney, Switchboard; and Carol Schultze, Public Relations.

A recent vacationer was Gladys Montgomery. She spent part of it down on a farm in Streator, Illinois.

Our sympathy is extended to the family of J. B. O'Connell, assistant superintendent of transportation, who died June 16.

The stork flew over the home of Francis Knautz, Transportation, last month and dropped a nine-pound bundle of happiness. The blessed event was a boy.—Alice Hlinka and Eileen Gualano.

Material and Supplies

TECHNICAL SERGEANT James Korte, who was reported missing on a mission over Germany a few weeks ago, has been listed as a prisoner of war. We rejoice with his relatives in the news of his safety, and our sincere hope is that it will soon be possible for him to be freed from the enemy.

Two of our former stock clerks, James Grimes

and Frank Friedl, who are now serving in the navy, had a reunion in Hawaii last month. When Frank, who is stationed there, saw Jimmy's boat come in, he went on board and located him. They spent the rest of the day talking over old times, and exchanging news of their former buddies at the South Shops.

Sergeant Norbert Middendorf is now stationed in Africa, and reports that conditions wouldn't be so bad if he just had some means of keeping the flies away. Any suggestions will be gratefully received.

Dick Schultze was home on furlough last month. In spite of having to follow a heavy program of entertainment, he found time to drop in to see his friends downtown. We were glad to see you, Dick, and want to report that we thought you were looking tops.

Where did those wings that Grace Rohner is wearing come from? Although Grace claims that she "hates men" we are inclined to believe that she didn't find them in a Crackerjack box. How about it, Gracie?

We wish to extend a welcome to Dorothea Chapleau, who has succeeded Carl Ericson as clerk in our downtown office. Carl has been transferred to Grand & Leavitt. We hope he is enjoying his work there.—Mary Goulden.

Schedule and Traffic

CORPORAL BERNIE KINCANON reports that from now on June 3 is a red letter day on his calendar since that day marks his marriage to Mary Rurnke. We wish the newlyweds much happiness through many years of married life.

Our sick list included Luanna Beierwalter, George Bryan and Max Kipping. It is our hope that before the printer finishes with this, they will all be back at their desks.

We extend a welcoming hand to Annamae Grady, typist, who joined up with our department recently.

Lieutenant (jg) Bill Marston spent a couple of

hours visiting the gang. Bill is a real sailor now and likes Uncle Sam's Navy very well.

Al Pisors and Ed Thompson were among those who favored us with letters recently. All the boys in service like to receive letters at mail call, so keep writing to them. They enjoy any sort of news from home.—L. C. Dutton.

South Shops

WHAT WE at the South Shops need is a strong bowling team for the fall and winter. So don't fail to register with Mike Rubey, Machine Shop. The sooner the better.

It is a pleasure to take our welcome mat out of storage and extend it to Marcella Crossen, who joined our office force last month.

The stork visited the home of Arthur Jellema, Tin Shop, June 27, and left an eight-pound baby boy. Congratulations.

Belated birthday greetings are in order for John F. Biehl, production clerk, who celebrated his birthday June 20.

Frank May and Bob Motis paid us a surprise visit last month. Both boys are a picture of health. Incidentally, Bob has been promoted to the rank of captain.

After 28 years of faithful service E. H. Torluecke retired July 1. Good luck, Ed.

Our recent vacationists were J. N. Canavan, W. A. Goering, and Mrs. Stoffle. It is rumored that Tony Koneel is quite an artist in his line. He spent his vacation applying a coat of paint to his new home.

After hearing three distinguished guests, one a veteran of two wars, speak at the war bond rally, sales soared higher than a kite. Have you done your share? You know only through YOUR efforts here on the home front will your loved ones come back from the battlefield.—Justine Mazeikis.

Modern Father Goose

By Berton Braley

*There was a man in our town who bought a bond, and then
He took it to the Treasury and cashed it in again.
I don't know what he thought it was he needed money for,
I do know that a cashed-in-bond won't help win the war.*

Courtesy Writers' War Board

On Our Safety Award

SURFACE LINES men are to be congratulated on the winning of an American Transit Association safety award for 1943 operations.

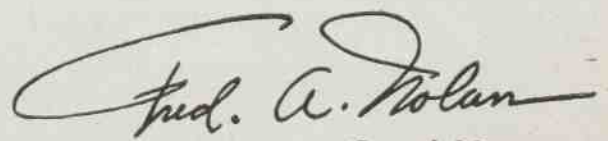
A REPRODUCTION of the award is shown on page 6.

IT STATES the certificate is granted to the Surface Lines "in recognition of its achievement in traffic and passenger safety among transit companies of the United States and Canada serving populations over 600,000."

THE SURFACE LINES placed second among the large cities. It would have been pleasant, of course, to have repeated the 1942 experience of winning first place, but failing that, it is gratifying to be selected as we were.

ACCIDENT PREVENTION always has been an important part of training and retraining in the transit industry, not only because of the cost, but from the humanitarian standpoint as well. An accident prevented means a life saved or injury avoided.

TODAY, accident prevention has an added significance. Accidents avoided mean manpower conserved—manpower to help win this war.


General Manager