



U.S.A.



2,000 TO THE WAR FRONTS



C.S.L.



16,000
ON THE HOME FRONT

ALL

FIGHTING FOR VICTORY

*Surface
Service*

MAGAZINE

OCTOBER, 1944

Saved For
V-E DAY!



**TALK TO
NEXT STOP!
LET'S KEEP GOING!**

SOON AFTER the announcement of V-E (Victory in Europe) Day, the dash and ceiling card posters reproduced here will be displayed on our street cars and buses.

Because the effect which these blue and yellow posters should create would be hurt by imitation, employees can help by keeping mum about them.

On the big day when these cards appear, C. S. L. employees, who throughout the war have delivered the folks who deliver the goods, can be proud of their role in helping to hasten Hitler's downfall.

**WE "KNOCKED THE SOX
OFF" HITLER!**

Now **LET'S ALL PITCH IN
AND FINISH THE JAPS**



John E. Sullivan Is Appointed Chairman of Joint Board

JOHN E. SULLIVAN, vice-president and treasurer of the Surface Lines, has been appointed chairman of the Joint Board of Management and Operation.

The appointment was made last month by Judge Michael L. Igoe of the United States District Court in an order ending the equity receivership of the companies and placing them in bankruptcy.

Order Also Names Trustees

The order named trustees and provided for the continued operation of the system under a Joint Board of Operation.

The trustees are Thomas J. Friel and Charles C. Renshaw for the Chicago Railways Company and Edward J. Fleming and Charles H. Albers for the Chicago City Railway Company and the Calumet and South Chicago Railway Company.

The four trustees with Mr. Sullivan constitute the new Joint Board, with Mr. Sullivan as chairman. The new board assumed the duties and powers of the previous board on October 1.

Mr. Sullivan was born in Chicago on July 5, 1890, and was educated in Chicago schools. His first position was with the Hibernian Banking Association. At 22, he became a state bank examiner and stayed in that work until 1919 when he entered the commercial banking business.

Was Officer of Loop Bank

In that year he started in the Credit Department of the Foreman National Bank and subsequently became a vice president of that institution, remaining until it merged with the First National Bank in 1931.

From 1931 until joining the Surface Lines, Mr. Sullivan was active in financial reorganization work, including serving as receiver for the Garfield State Bank.

Mr. Sullivan joined the Surface Lines in 1941, becoming chief financial officer and treasurer in April of that year. On



John E. Sullivan

April 1, 1943, he was appointed vice president, also retaining the duties of treasurer.

Mr. Sullivan has two sons, both serving with the armed forces. The older, Captain John E. Sullivan, Jr., is now in this country, recovering from injuries sustained in foreign service. The younger, Ensign William F., is on sea duty and has taken part in invasion operations in the Mediterranean area.

The bankruptcy action of the Federal Court was taken on petitions filed under Chapter X of the Chandler Act.

Discussing possible sale of the properties and reorganization proceedings the Court, in an opinion accompanying the order, said, in part:

"The provisions . . . are broad enough to enable the court to utilize the foreclosure decrees as a step in carrying out a reorganization plan. I am of the opinion that there will be no more delay in Chapter X proceedings than there would be in

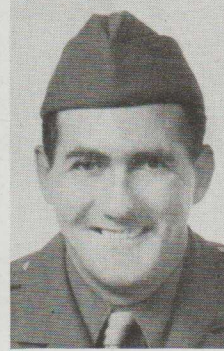
the procedure suggested in the equity cases if that procedure were found to be without substantial objections. On the contrary, I am satisfied that the reorganization will be expedited if the Chapter X procedure is adopted, and that under that procedure reorganization can be accomplished either with or without the consummation of the City's proposals for municipal ownership.

"Benefit Should Not Be Lost"

"Steps under the direction of the Court in the Chapter X proceedings to obtain action by the security owners on proposals by the City should be accompanied by action on the part of the City to extend the time for acceptance of the 1941 ordinance. The benefit of the great efforts which were expended in the preparation of that ordinance and the underlying legislation should not be lost if the City's proposal for municipal ownership should fail either at the hands of the voters or in the courts or by the action of the investment bankers. Alternate plans should be presented for consideration so that the cases may be terminated even though the proposed sale to the City is not consummated.

"Past experience has shown that the preparation and advancement of a unification plan should be in disinterested hands. That work necessarily involves the adjustment of claims of conflicting interests and is in the nature of an arbitration. While representatives of interested parties may submit plans of their own, they are disqualified to act as disinterested arbiters. A plan should be framed under the supervision of a competent director or directors who have no interest either on the side of the Elevated or the Surface Lines. The Court will consider the matter with the trustees of both Elevated and Surface Lines in order that the proceedings may be expedited in every possible way."

THEIR DEATHS BRING TO 15 THE C. S. L. GOLD STARS



Pvt. Bernard Fitzgibbon Pvt. Henry May S 2/c Joseph Ford Pvt. Ray Mollet Pvt. Andrew Buerger Pfc. Edward Chuhak

News of the deaths in action of six more Surface Lines servicemen was received last month.

Four of the men pictured above were killed in France, while the fifth lost his life against the Japs in Burma and the sixth was killed at Kiska in the Aleutians.

Average age of the 15 Surface Lines men who have lost their lives in this war is 29.8 years.

Private Bernard Fitzgibbon, former motorman, 69th Street, was killed in action in France on August 4. An employe for nearly two years and a soldier for only nine months, he was 34 years old. He leaves a wife, infant daughter, five brothers and three sisters.

Private Henry J. May, former apprentice, Armature Room, West Shops, was killed in action in France on August 9. Twenty-three years old, he had been an employe for nearly four years and a soldier for two. His father, the late Jack May, formerly worked at West Shops, where a brother, Edward an armature winder, is now employed. Surviving are his mother, three sisters and one other brother.

Seaman Second Class Joseph Ford, former messenger, Track De-

partment, has been reported killed on Kiska in the Aleutians. Twenty-two years old, he was reported missing on August 29, 1943, and last month was reported killed in action. He leaves his mother and father, Motorman Vincent P. Ford, Kedzie.

Private Ray Mollet, former Kedzie conductor, was killed in action July 28 in the Myitkyina district of Burma. Thirty-four years old, he was an employe since 1937 and a soldier for just eight days more than a year. He is the only C. S. L. employe to lose his life in the Burma-India theater. He leaves a wife and parents.

Private Andrew Buerger, former conductor, Archer, was killed in action in France on August 30. An employe since 1936, a soldier for two years, and a former member of the Archer softball team, he was 32 years old. Surviving are his mother, father, sister and brother.

Private First Class Edward Chuhak, former conductor, North Avenue, was killed in action in France August 21. An employe for three years and a soldier for 14 months, he was 32 years old. Surviving are his parents and a brother who is overseas with the army.

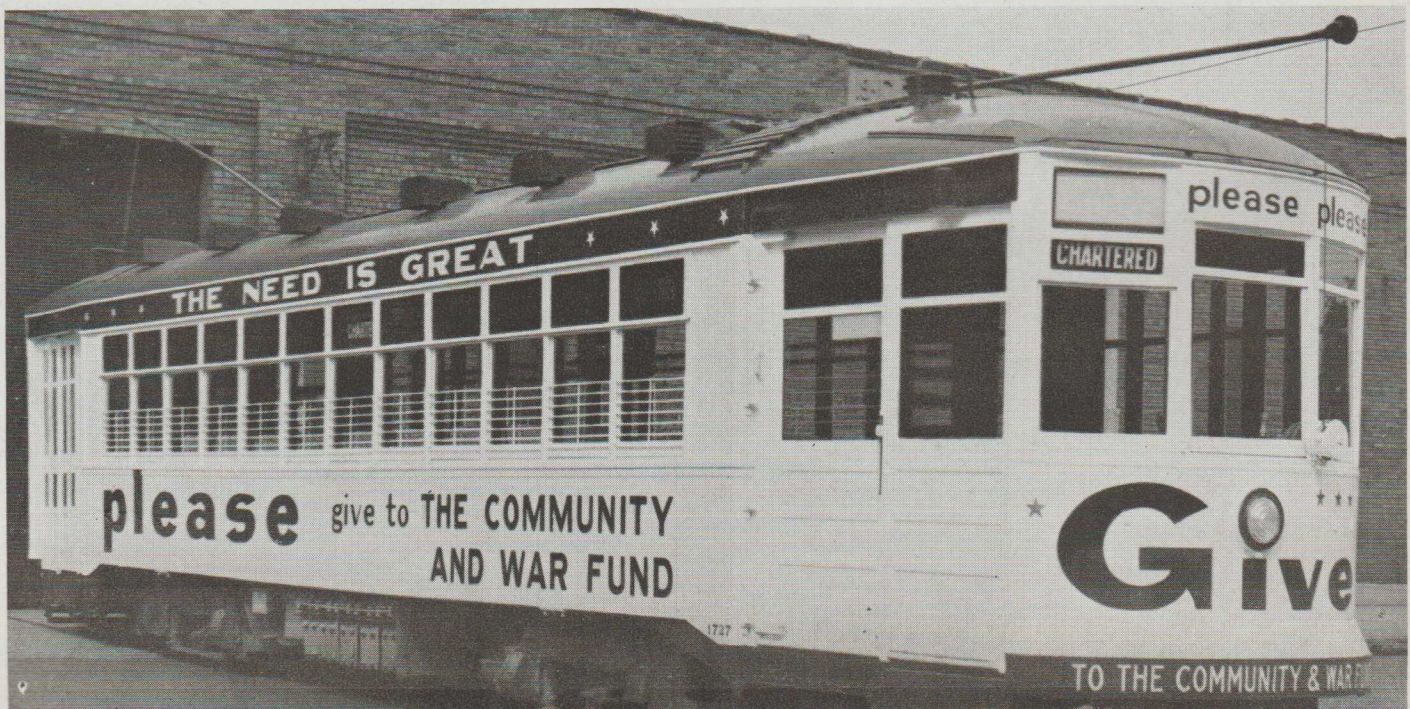
"ROVING BILLBOARD" FOR COMMUNITY FUND ALREADY IN OPERATION

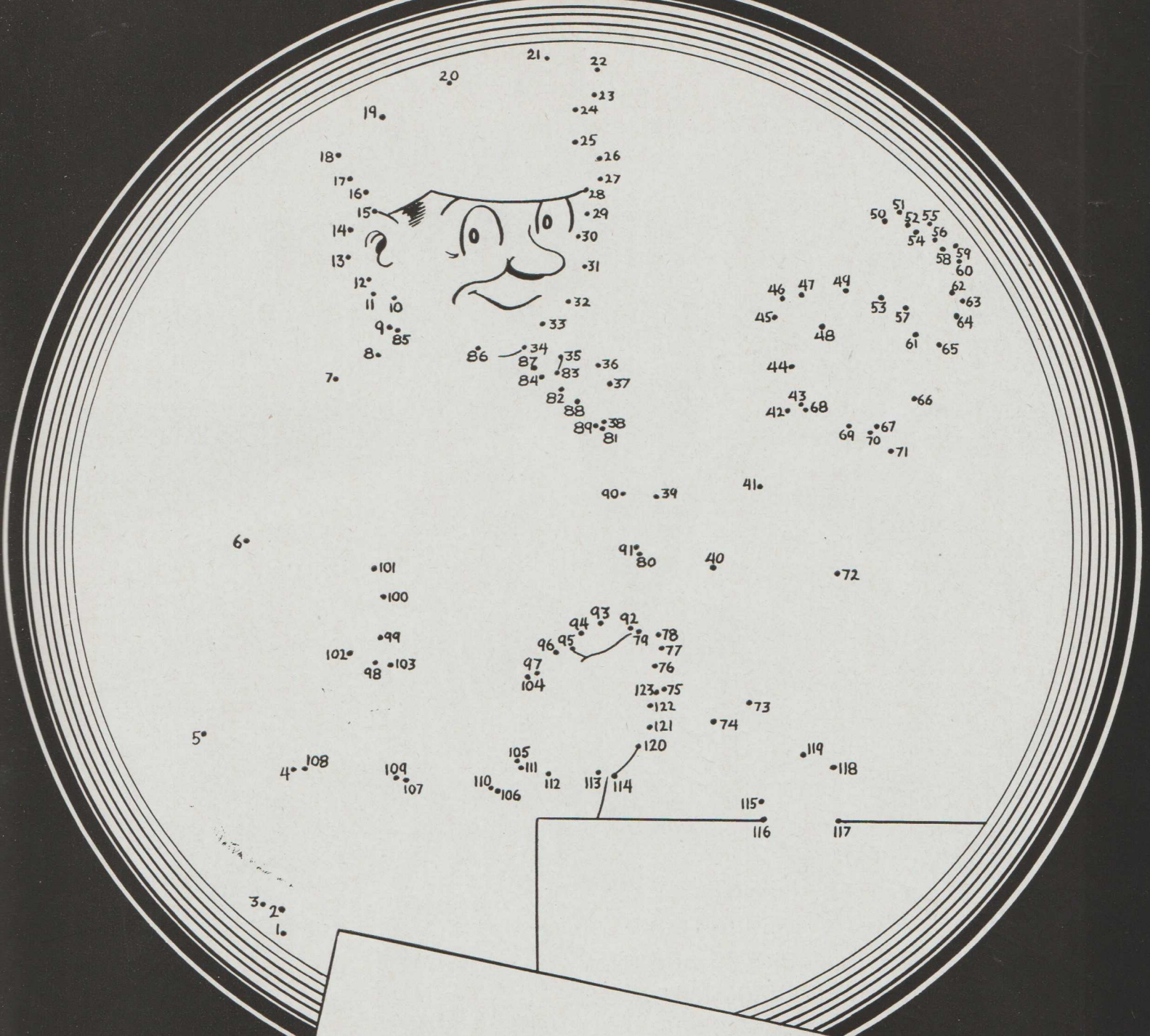
Put into regular operation last month was this specially decorated "roving billboard," which plugs the Community Fund Drive. It is the 20th vehicle which we have decorated since Pearl Harbor.

Subscription forms for the current drive, which again this year

serves the needy on both the home and battle fronts, already have been distributed to all Surface Lines departments and divisions.

Employes who have not yet received their forms may request them from their superiors.





YOU SOLVED puzzles such as this, you'll remember, when you were a kid.
Start at Dot No. 1 and draw a line to No. 2, then No. 3, etc.
When finished, you'll have a picture of what we need more of!

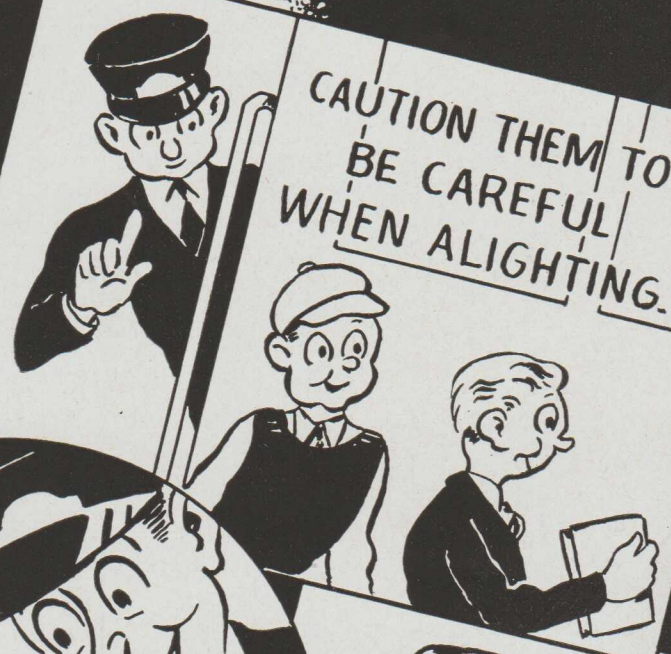
HOW TO KEEP SCHOOL KIDS OUT OF YOUR HAIR AND PREVENT THEIR BEING HURT



REMEMBER, YOU WERE A KID YOURSELF ONCE - DON'T GET IMPATIENT.



CAUTION THEM TO BE CAREFUL WHEN ALIGHTING.



BE FRIENDLY. THEY RESPOND MORE TO KINDNESS THAN TO WHIP CRACKING!



BE ON THE ALERT - ESPECIALLY IN SCHOOL ZONES!



DON'T LET THEIR CHATTER ANNOY YOU - TOO MUCH.



Crippled Rider Praises 18 Helpful Trainmen

BECAUSE SHE is crippled and needs help in boarding and alighting, Miss Sadie R. Chon, 4932 Lake Park Avenue, wrote to commend 18 trainmen who have recently gone out of their way to assist her. Those lauded were: Conductor Rudy Leonard, Archer; Conductor Ed Vrhel, Blue Island; Conductors Art Overton, George Page, Frank Reynolds and John Wilson and Motormen John Donovan and Phil Vaillancourt, Burnside; Conductors

Len Grant, Felix Gratton, Gene Keegan, Rudy Kopowitz and Vernon Parly and Motormen Andy McFadden and Walt Schweinfurth, Cottage Grove; Motorman Joe Lambert, Kedzie; Conductor Pat O'Connor, Limits; and Conductor Sam Fleming, 69th Street.

"It's a Pleasure to Watch Him Work"

"He is tops, and I often stand on the

back platform just for the pleasure of watching him work." So wrote George Hoekstra, 10050 South Racine Avenue, of Conductor Nick Lipinski, Limits. Continuing, Mr. Hoekstra commented on Nick's neat appearance, his courtesy, his special care for the crippled and the aged and on his attentiveness to stop calling.

Pleased by the courtesy of Conductor Bill Dooley, North Avenue, who took time to help a mother with three small children through heavy traffic to the curb, Miss Florence Rodgers, 1655 North Long Avenue, wrote lauding him.

After he waited for them while they ran from a street car to catch his bus, then went out of his way to be courteous and helpful toward other riders, William C. Reich, 11141 South Union Avenue, wrote praising Operator John Greenhill, 77th Street.

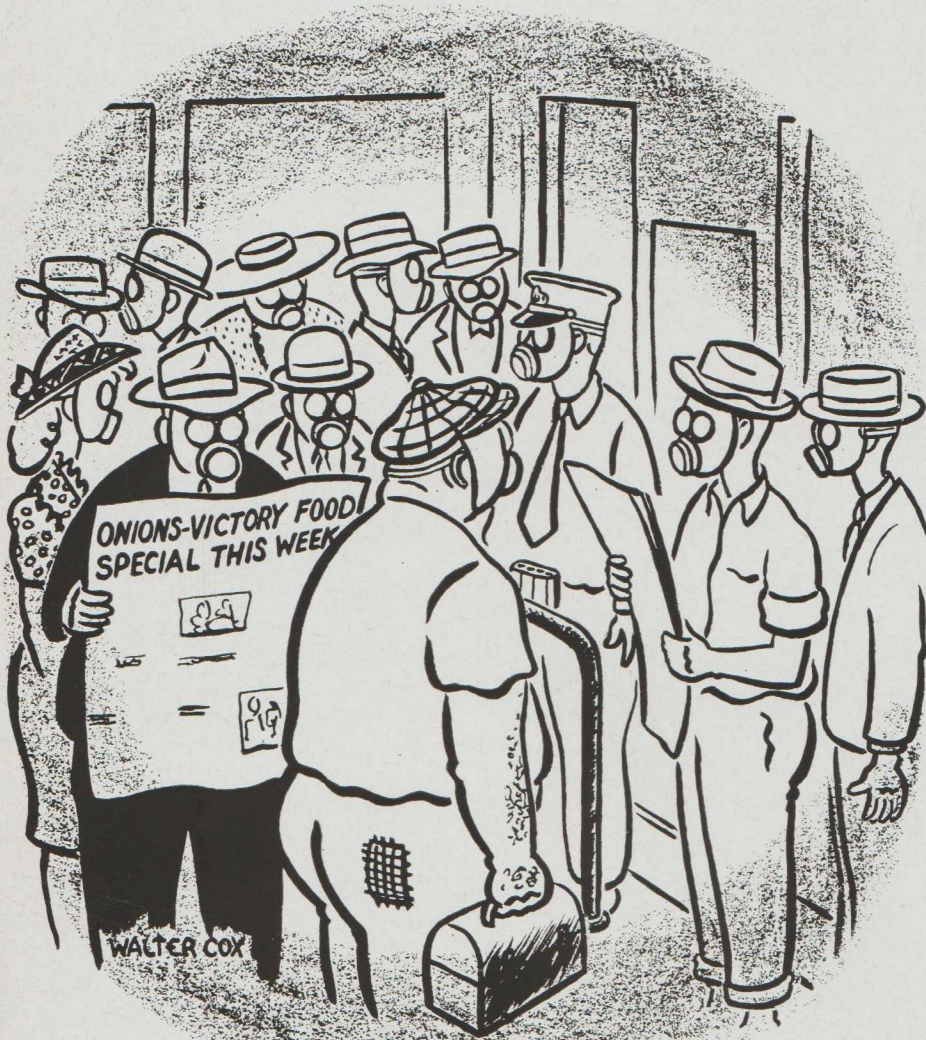
Lauds Courteous Conductor

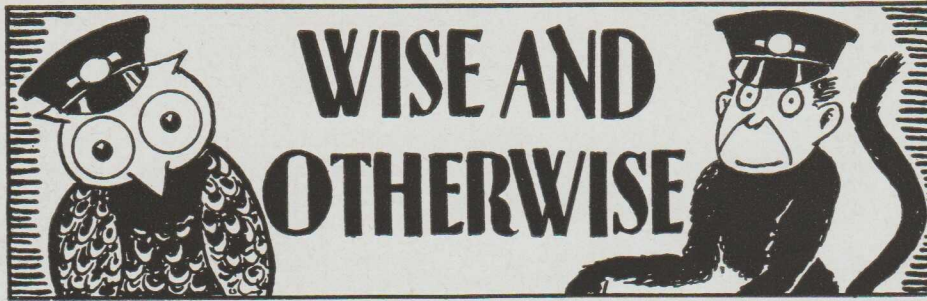
"I have been riding his car for several years. It's a pleasure to see the courteous and efficient manner in which he deals with his riders." So wrote Miss Ann Walrabenstein, 7552 South Park Avenue, of Conductor Dick Bermingham, Lawn-dale.

The alertness and helpfulness of Conductor Bill Fahey, Kedzie, in spying, then assisting to a seat a feeble and elderly woman who seemed in danger of falling brought a letter of praise from Harry Powell, 4149 West Madison Street.

Pleased by the helpful friendliness of eight conductors with whom she rode last month, Miss Fannie Stein, 1354 East 47th Place, wrote praising Leon Ejka and Bill Iasielo, Archer; Charley Marks, Burnside; Bill Buergermeier, Cottage Grove; John Hennessy, Elston; Art Kennedy, Kedzie; Frank Schrack, Lawndale; and John Walsh, 77th Street.

Because they promptly turned over to our Lost and Found valuables which riders had left on their cars, these six trainmen received letters of praise last month from owners of the valuables: Conductors Joe Merth, Hjalmar Swanson and Paul Thavis, Burnside; Conductor Pete Goulding, Lincoln; Conductor John Burke, 77th Street; and Conductor Tom Neville, 69th Street.





Surface Service MAGAZINE

A Publication by and for Chicago Surface Lines Employees

231 South LaSalle Street

CHICAGO 90

Vol. 21 October, 1944 No. 6

WILLIAM H. BROMAGE *Editor*

DON R. COWELL *Associate Editor*

NOW THAT we have last month's song writing out of our system, perhaps we'll have time to give you some real news.

Our first story concerns none other than Stuart Sim, our smiling North Side district superintendent. Dating 'way back to the time of the Republican National Convention last June, it probably wouldn't have occurred at all if tickets to the con-



vention hadn't been so scarce.

Regardless of their scarcity, a certain Beverly Hills congressman had plenty and when he found one of his friends, Instructor Tony Evan, working in front of the stadium, he promptly presented him with a ticket so that Mrs. Egan might attend the next day and hear Mr. Hoover.

He neglected to inform Tony that this was a very special lady's ticket which would admit the bearer into a section of very choice seats reserved for congressmen's wives.

Mrs. Egan couldn't attend so Tony, not wishing to waste the ticket, handed it

over to his superior, Chief Instructor Thomas Moore. Mr. Moore didn't have time to go either so he turned the ducat over to Stuart Sim, who was wildly eager to attend. As Mr. Sim was ushered to his place, he was a bit puzzled by the broad smiles of the attendants; but he assumed that he was merely being mistaken for some senator so he smiled right back just as broadly.

When he arrived at his seat and found it to be right in the center of a whole feminine contingent, he understood the smiles. His face turned a beautiful shade of crimson, and he lost no time in finding another seat in a less conspicuous part of the house.

Now we'll leave the Chicago Stadium and go over to Soldier Field for our second item. It was the night of the Music Festival and, as is customary at such events, supervision was provided by the instruction force. While the program was in progress, a number of these boys adjourned to the restaurant at Wabash and Roosevelt for light refreshments. Among those present were Clarence (Butch) Luebeck and John (Spare-Ribs) Kner, who



hung their coats side by side and proceeded to dine.

At this point, we must explain that Luebeck is just a wee bit on the portly side while Knerr is so thin that he doesn't dare to drink red pop on a hot day because it makes him look like a thermometer.

When they finished eating, Clarence grabbed John's coat by mistake. The evening was getting chilly so he tried to ease into it. He managed to get it on after quite a struggle, but there didn't seem to be enough to it and Butch was quite mystified.

"Haven't worn this all summer," he remarked to his amused co-workers. "I must have put on a lot of weight since then!"

He continued to twist and stretch into the coat, which promptly split all the way up the back.

Just at that moment Knerr discovered that Luebeck was popping out of the wrong coat, and his wails of anguish soared above all the music in Soldier Field.

We understand that Butch squared everything by promising John a new overcoat for Christmas.—Goodrich Durt.



Armitage

WE OF ARMITAGE were very sorry to learn of the death of a former conductor, Adam Rohr. Adam came to Armitage on February 16, 1923, and passed away last month. He had been in ill health since March, 1943. Our deepest sympathy to his wife and many friends.

Conductors Shoemaker and Adamczyk have both left Armitage for other jobs with the Surface Lines. Good luck to you both!

Motormen Kohanski, Busksch and Moler have retired, and taken their well-earned pensions. Our best wishes for a long and happy life go with them.

Former Conductor Joe Conkey, who retired a couple of years ago and went to live in California, was a welcome visitor at Armitage in the early part of September. Joe wants to say hello to his many friends at this barn. He was looking mighty fine, and said he felt like a million.

Former Motorman Tom Benson was also a welcome visitor on September 10. Tom has been living in Michigan since his retirement a couple of years ago. He looks like he is good for another 50 years. We hope so anyway.

Your scribe has received that long-looked-for letter from former Receiver Bill Boland. Bill is with a finance outfit in New Guinea. He says it's not to be compared with Milwaukee Avenue. Another long-looked-for letter arrived from Gus Lemar. He is now in France. Other letters have been received from Sam Rini, Sam Abbinanti, Eddie Arnold, Roy Shafer, Ray Fisher and George Thompson. All are in fine shape and rarin' to go.

A little German-born boy, now in Saipan, wrote your scribe saying that the best seller in Japan now is "Guam With the Wind." Another friend wrote from France that "the way the Nazi armies are scattering, their blitz look more like blotz."

Sammy Abbinanti came in for one day, from the Naval Training Station at Minneapolis. Having lost four front teeth recently, Sammy was in to have them replaced with store teeth so he can bite into Red's bargain biscuits when he comes back home to stay.

While on patrol at Saipan after the island had been taken, Marine Pfc. Herbert (Red) Preuter, a former conductor at Armitage, was wounded by shrapnel in his chest and left arm and received a compound fracture of his right leg from the explosion of a hand grenade. Red had crawled into a cave to capture some hiding Japanese when he detected something moving. He called to

warn those with him, but was unable to escape before the grenade went off.

This news was contained in a letter which his chaplain wrote to Herbert's father. Herbert had been a conductor at Armitage for six years before he enlisted in September, 1942.

John Higgins was home on a short furlough, and dropped in to say hello to his many friends. John was looking swell. Don't know if it is the result of his army life or the wife he has acquired since he has been away.

Barney Walsh and Roy Shafer were both home on furloughs, and dropped in at Armitage for a visit with friends, of which they both have many.

Heard on the car: One passenger told another that the allied army which reaches Frankfurt first is bound to be the wiener. We think so, too.—Ted Shumon.

Burnside

OCTOBER, THE glorious month, when nature outdoes herself in displaying all the glorious colors of Autumn. Wherever you may go, the beautiful tints of the aging leaves greet your eye on every side.

Now leaves may be a thing of beauty to nature lovers, but they're just a pain in the neck to motormen and operators. Nothing irks a street car man more than to apply the brakes and find that the leaves on the rail keep the car gliding along.

Charles P. ("Packy") Moran, son of Motorman Pat Moran and well known to most of us at Burnside, was home on leave from the navy recently. He is a member of the ground crew of the "Skull and Cross Bones Corsair" group, which was credited with destroying 154 Jap planes while stationed at Bougainville.

Operator Fred Elliott returned from a military furlough, and started back to work on September 25. Shortly after Pearl Harbor, Uncle Sam decided he needed him to do some special work in a defense plant, just outside of Chicago, so we had to loan him to the Government for a while. Welcome back, Fred; the old place hasn't been quite the same since you went away!

If anybody has a hankering for fried chicken fixed in genuine southern style, see our Assistant Superintendent R. N. Miller. He can give you all the latest dope on the subject.

We saw Supervisor Mike Hickey standing in

the sun one chilly morning recently, gazing into space with that far-away look in his eyes, and it sounded as if he was humming "Back Home Again In Indiana." We wondered if he was thinking of good old 39th Street.

It is with regret that we note the passing of Operator Clifford L. Kleckner, who died September 18. He had been with us a good many years, and had made friends of all who knew him. Although he had been ailing for some time, he worked right up till three days before the end. To his bereaved family and friends, we offer deepest sympathy.

We also extend heartfelt condolences to Motorman Dave O'Connell and his family in the loss of their wife and mother, who was laid to rest on September 16.—Furgie.

Cottage Grove

ONCE MORE we will try to keep Cottage Grove in the news. Our depot has been absent from the magazine due to the fact that we could not get any items.

Now surely there must be something going on that would make good news! It's not possible that there aren't any new arrivals! Someone must be holding out.

If you guys don't give us news, we'll use some of our bum jokes. Now you wouldn't want that to happen, would you?

With the month of October comes the football season and some real bowling. And, of course, the day of the month on which all the kids have their fun, Hallowe'en; and let's not forget it's pumpkin pie time. Yes, sir, another year is almost at end.

We almost forgot to mention that we saw John Kenny, former motorman of our depot, who was recently home on a furlough after seeing action all over Italy.

John looks good, and said it felt swell to be back in the U. S. A. When he stopped at the depot, not many of the boys were around so he asked to be remembered to those he missed.

One of John's biggest joys in being home seemed to be that his cute two-year-old daughter, Mary, recognized him when he arrived.

John reports the Japanazis seem to be on the run. If we at home keep up our war bond purchases, John and all the other boys soon will be home with their families for keeps.

Well, that's all for now. Our barn men are making a suggestion box into which we hope you'll all drop some news tips for next month's issue.—C. A. Comiskey.

Division

CONGRATULATIONS TO: Conductor Anthony Hartowicz, who was installed as commander of Surface Lines Post, No. 146, of the American Legion, on September 9. May we extend our sincere wishes for a successful term for you, Tony!

Conductor and Mrs. John Augustine on their

10th wedding anniversary.

Mrs. Raymond Brzeczek on her birthday. May you celebrate many more.

SERVICE MEN: Motorman Harry Ginter, who paid us a visit a short time ago, is over in England.

Conductor Art Hameline, who also paid us a visit recently, is now stationed at Fort Meade.

We also saw James Garry. He is in the navy, you know.

Bill Tierney's son, Sergeant Edward Tierney, has been stationed in Italy for over a year.

Paul Bartell's son, Howard, has received a bronze star for heroic achievement in action somewhere in France.

JUST FOR FUN: Memo to the ball team manager: Try to get Whitey Szymelfjnik to join our team before Bill Terry gets him. He was after him in '39 to play for the New York Giants.

If Tony and George will see the collector that was at Riverview Park all summer, he can get them an annual pass for the miniature railroad for the next season. Then they will not have to use the badge.

Red Staton got trimmed for five games the other day by none other than Jim Regan—five straight! Couldn't you talk him out of them, Red?

In answer to many requests as to what was in the box that our friend Tom left on the Diversey bus, we'll tell you all at once to save time.

The box contained one beautiful golden oriole (boy, it was a beaut). This bird is very rare and hard to catch, but was captured that morning by Tom, who catches 'em bare handed and never misses. Just look at his hands and fingers! Ah, Tom, that reminds us, you have an apt pupil in John B. M. He has hands just like yours and he catches on ever so quick. A few lessons from you, and he will be as good as you are. When your fingers get stiff, he can carry on for you.

We have a man at our depot who can give you the lowdown on all kinds of birds—that is, if you care to have 'it.

Happy birthday to the children: Eleanor Wienert, Danny Zakrzewski, Jim Garry, Jr., and Richard Bezczek.

Winter is around the corner. You all know, Bob.

Vic Volenec is a grandpa. He has a new granddaughter.—F. Shippy.

Lawrence

HELLO GANG: Here we are with the latest news we have been able to gather with your help.

Congratulations to our old friend, Lawrence Reilly, formerly of North Avenue. He has just been "appointed superintendent of Shops and Equipment for the West Towns Railway Company. We can sincerely say that our loss is their gain. Best of luck, Larry, and don't forget to drop in to see us whenever possible.

Congratulations to Willard Gill and Mrs. Gill. It is a new baby boy at their home. Mother and son are doing fine.

Also proud of a new baby boy is "Silent Bob"

McLaughlin. Maybe he will start talking about it. Don't be so reticent, Bob, and where are the cigars?

Frank Allen is very proud of his son who is in the marines, and a fine looking man he is. Frank, Jr., has ranked among the first three in all examinations so far. May he help lead us to final victory.

Well, it is now Sergeant Lippman, and we are sure that he won those stripes on his merits. Formerly of Ardmore Garage, he is somewhere in England or maybe France, at this writing. Best of luck, Emil, and hurry back.

EXTRA! EXTRA! The Doctor's have finally diagnosed the malady that has been attacking Senator Kaitschuc. They call it perfumitis; the scent of perfume makes the sufferer ill. Shame on you, Barney; the lovely ladies must wear perfume. Just open the window and you won't be bothered so much.

Best of luck to Bill Smith who has left the service on account of ill health. He met with a very bad accident in the army from which he has never fully recovered.

Best of luck to Art Tibbetts who is also leaving us to raise turkeys down near Freemont, Ohio. Art has not been in the best of health since undergoing a serious operation last summer. We hope the farm will help you, Art; and don't forget your buddies when you get down there.

Pfc. Joe Bellamy was home on furlough recently, due to the death of his sister. Our sincere sympathy to you, Joe, and may your next furlough be under happier circumstances. Drop in and see us next time, Joe.

Patrick Joseph McCarthy was seen trying on glasses the other day on Irving Park Road. Be sure to get bifocals, Pat; they are much the best.

Have Harley ("Hat and Shoes") Holsted and Ed Thacher told you about the wire they saw from General Eisenhower? We hear that Instructor Anders has this wire.

What was Eddie Mathias doing with that armful of wood at Irving Park and Central the other day? Getting ready for winter, Eddie?

Otto Carlson gets his butter and cream at Narragansett and Montrose. Is that why all the pep, Otto?

Has anyone here heard any stories about the farm the boss was vacationing on? If so, let us hear them.

You have all seen the fine letter we received from George Wickman, we think. Write soon again, George, as we all enjoyed this one very much.

We also received a card from C. Wagner, who is back from England and is now en route to a new base for Lockheed Aircraft. Best of luck, Wagner.

"Money Bags" Smith nearly tore the trainroom apart the other day, we hear. It seems that he was short \$5. The men finally got things straightened out again. Be more careful, Smitty.

Many thanks for all the items of interest which were dropped in the box, boys. Keep up the good work and we will see that they are printed.—John Lane.

Lincoln

ONE OF OUR old-timers sends us word he is unable to get around very well and would like to have some of his friends visit him. He is T. Manthies, former motorman, and he lives at 5629 North Karlov Avenue.

Sergeant Russ Gunderson, our former clerk, sends us word from France that he received the servicemen's issue of *SURFACE SERVICE MAGAZINE* and enjoyed seeing his picture published.

Herman Gehrman celebrated his golden wedding anniversary on October 7, and about 200 people attended, mostly relatives. The doings were held at the Viking Temple. Herman is our former watchman, who took his pension a short time ago. Congratulations to the happy couple.

Paul Schoenfeldt and his wife also celebrated an anniversary, their 25th, on June 6, and about seventy-five friends and relatives attended.

We wish to extend our deepest sympathy to Conductor Walt Olson, in the loss of his mother; also to Harry Burke, in the loss of his father.

One of our old-timers, Conductor Adolph Benson, who has been on pension for some time, passed away last month. Our deepest sympathy is extended to his family.

Motorman Ernie Schultz had an unfortunate accident the other day while painting his home. He fell and broke his arm, and will be off work for some time. We all wish you a speedy recovery, Ernie!

We received a letter from Jim Marinou the other day, and he stated he is anchored off the coast of Africa and has really been seeing the world.

We received word some time ago that Sverre Johnson was wounded in action, but we have not heard any of the details.

John Presser claims that he holds the record for being the least "movingest" man here. He has moved only once in the last 50 years.

George "Pudgy" Mindak reports that:

Oscar Moser is starting a flea circus. He is starting from scratch.

Carl Sandberg asked his wife what she wanted for his birthday, and she said "not being reminded of it!"

Elmer Riedel says he is so busy lately that he wears two pair of pants. One forwards and one backwards, as he doesn't know whether he's coming or going.—Ed Hutten.

Noble

OUR BROWN PANTS mystery has been solved by the sleuths of Noble Depot. Nicholas Grimaldi borrowed them from the new transfer clerk. When Nick started home, the pants wanted to go northwest on Elston and Nick wanted to go South to Grand Avenue. He then found out that they did not belong to him. The next day the transfer man resigned. Tough luck, Nick. We hope you do better when the new man comes.

Harold Griebel is out getting bids for riders

to Fox Lake in his newly reconditioned auto. The only difference is the hub caps are painted white. It still costs 10 gallons of gas to get there.

Edmond Broderick was given the Silver Shell-lacked Plaque for being on time. It seems that Edmond has a little bit of trouble getting a car on North Avenue, where trainmen appear not to believe he works for the C. S. L.

Now that your scribe is back from his training at Fort Sheridan with the Illinois Reserve Militia, he is glad the army did not take him in, for he did not like getting up at 5:45 a.m.

A happy birthday was observed by Mrs. Roselyn Janczura, wife of Repairman Joseph Janczura, on September 15.

The depot was bedecked with flowers when

Private Harry Smith came down to pay us a visit. The uniform was neat and trim, and so was Harry, who looked just like one of the officers. Harry wants to know what you fellows do with your spare time. He says his mailbox is always open for a few letters.

We just had welcome news from one of our former conductors, John Campbell, Jr., through his old motorman, George Braham, to the effect that Jack had just been promoted to the rank of captain and company commander of his outfit in France.

Jack was a second lieutenant when the invasion started, and he certainly is moving fast. He was wounded in action, but has rejoined his unit and

now holds the Combat Infantryman's Badge, Purple Heart and Bronze Star.

When queried, Brother Braham had this to say about Jack's successes. "I always said he was the best d--n conductor in the C. S. L., and now I say he's the best d--n soldier in France!" Coming from Braham, that's just about tops in the way of compliments.

The son-in-law of Motorman Peter Grant, No. 1, has come up the hard way in this man's army. Lieutenant Colonel Henry C. Lane, born in Chicago, went to the University of Illinois for an education, and after four long years was seen walking out of the place with a sheepskin under his arm. While there, he worked his way through school, performing odd jobs such as being part of a circus trapeze act, waiting on tables in a sorority house and selling Good Humors.

That shifty looking individual walking north on Milwaukee Avenue around August 24 has been identified as Brother George Kuznick. George was working for the Acme Doorknob Shakers Union. The flashlight and night stick were used to see if any of the doorknobs were loose.

Brother Edward Larke was recently seen twirling a damsel around the dance floor of the Narodni Sin, a banquet hall on the Northwest Side. The Bohemian bakery was just up Edward's alley, and he claims he never ate so much at one time.

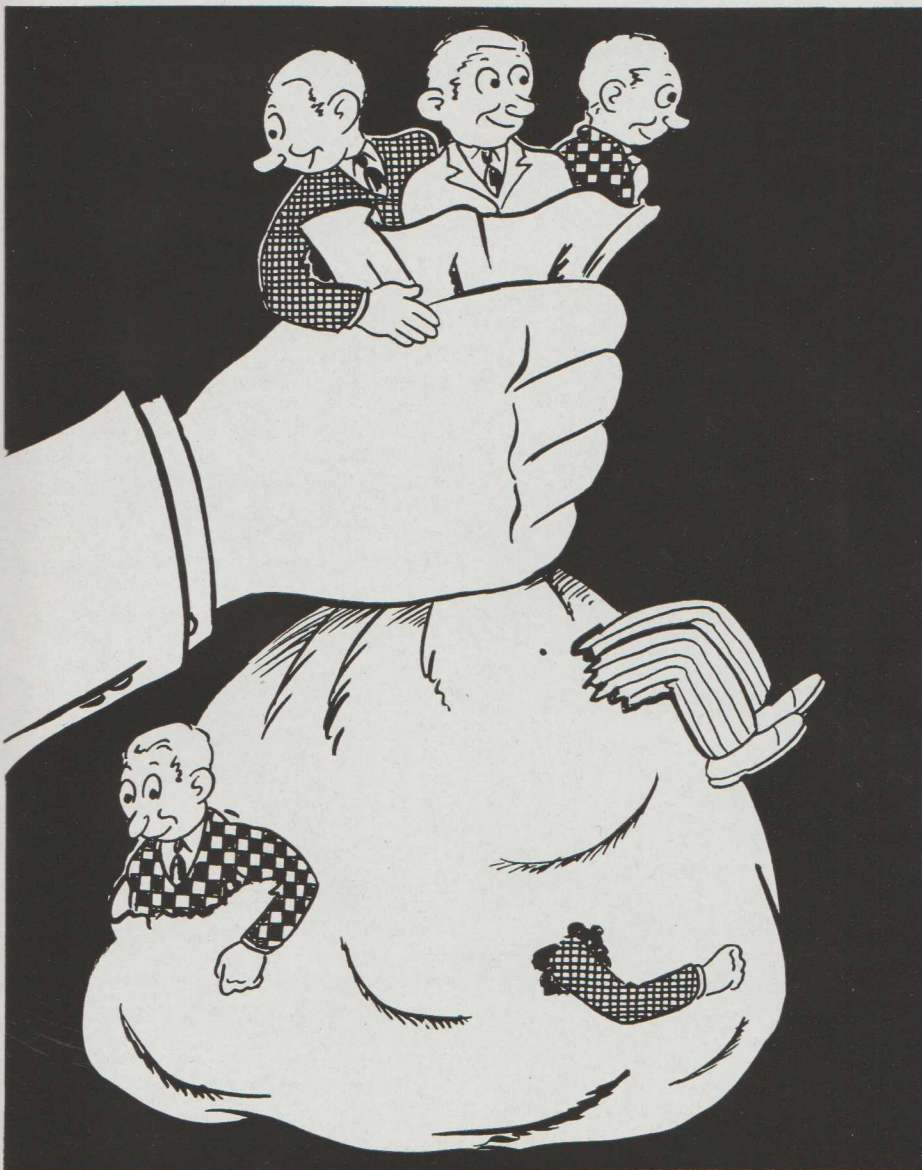
Brother Frank Fisher has been put on the spot by his newly wedded bride. This comes to me as an unconfirmed report that Mrs. Fisher takes all the loose change from his trousers, and now Brother Frank must mooch cigarettes. Trying to get on the best side of his fair damsel, Brother Frank now buys flowers and candy, trying to get his change back.

The Noble Bowling League takes this time to thank you fellows for the generous way you have contributed to the league. Harold Griebel, the manager, said that he will give any man some fine pointers about bowling.

Our deepest sympathy is extended to the families of Joseph Rohr, whose brother has passed away, and Newton Myers, whose mother passed away.—Charles Karcak.

North Avenue

THE FOLLOWING news item was received just a wee bit too late for last month's write-up. It seems Mr. Brookman and Mr. Bailey, while vacationing in Wisconsin, came across a large tobacco field. The tobacco grower, being a generous lad, told them to help themselves to some of the choice leaves. (So they tell us, but we wonder!) Well, to make a long story short, after drying the leaves and rolling them up into nice fat cigars, they each had a big box full. When Mr. Brookman returned from his vacation, he passed the cigars around to all the boys. But after checking with a few of the lads from Lawrence Garage, we find they weren't so lucky. Probably just an oversight, on Mr. Bailey's part. We're sure if all you fellows from Lawrence



Have you bagged your share of trolley pilots lately? Remember we still need more help!

drop in to see Jack, he will be only too glad to pass them around.

We were very sorry to learn that two of our former trainmen were killed in action last month: Edward Chuhak, former conductor, and Vincent Smith, former motorman. Chuhak was inducted

into the army June 24, 1943. Smith was inducted into the navy, April 22, 1942. We extend our deepest sympathy to both of their families. We will try to gather more information on these two gold star men for next month's items.

Overheard in the train room the other day:

"All we need to win this war is Superman, Dick Tracy and the Yerkes Brothers!"

Any Friday night any of you fellows feels like spending an enjoyable evening, drop over to the bowling alleys at 3300 North Cicero Avenue and give the boys from North a hand. We're sure

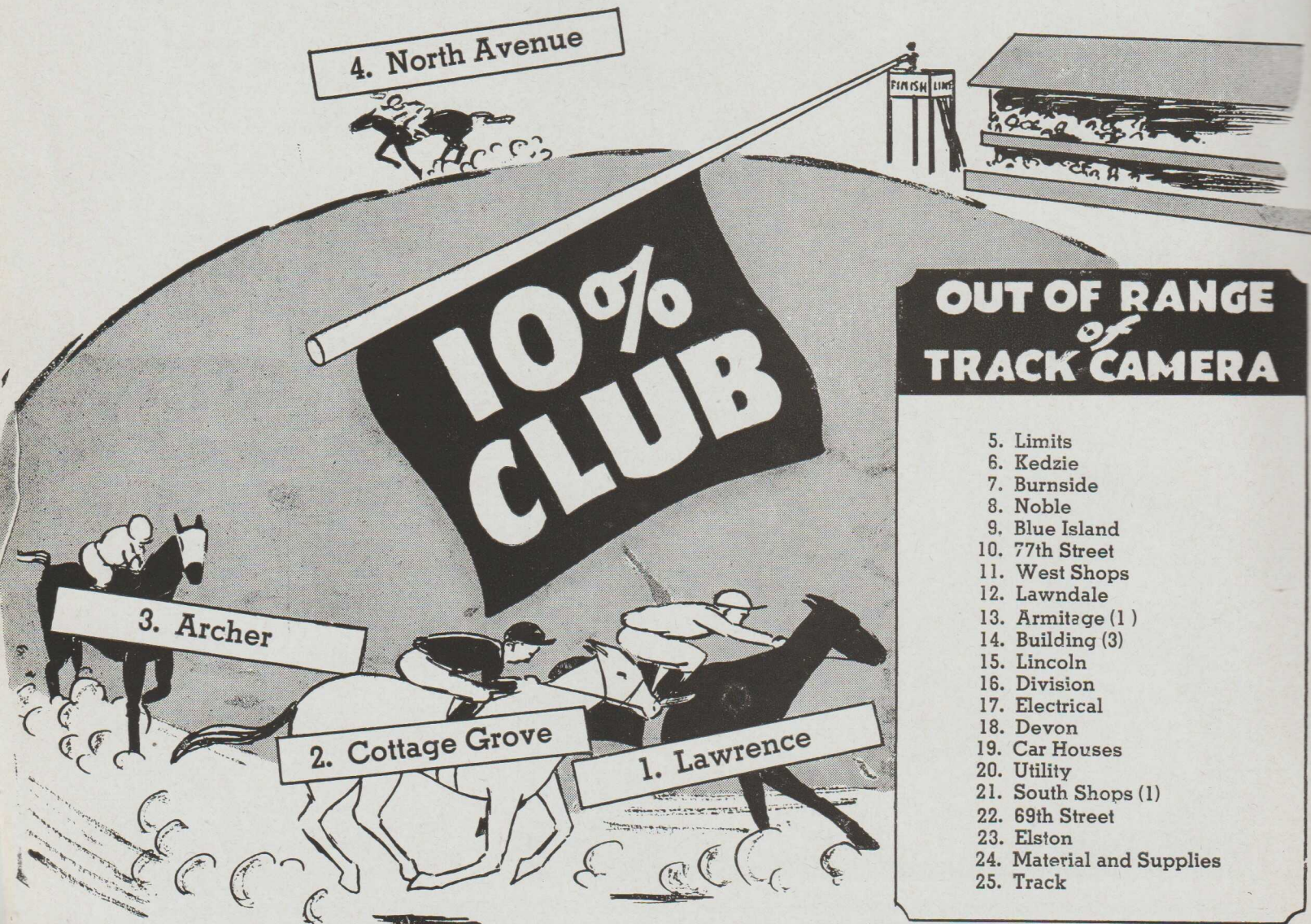
GROVE BOYS CLING TO 2ND PLACE IN WAR BOND RACE

COTTAGE GROVE trainmen, who took over the hotly contested second place in the 10% Club war bond race during August, successfully defended their position from the third-place Archer and fourth-place North Avenue delegations.

With the Sixth War Loan Drive soon to get under way and the final punch being readied for Germany, it is hoped that

all 25 groups of employees listed below will boost the proportion of their total wages being invested each month in war bonds.

Numbers following the names of those groups which showed progress last month indicate the number of positions by which each bettered itself:



OUT OF RANGE of TRACK CAMERA

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

you'll see some first-class bowlers, including the great Tacks De Lave, Ted Bochnik, Cupie Christensen, Ray Swital, Ed Kramer, Herb Callahan and many others.

Our deepest sympathy is extended to Conductor Walter Cizik's family in the loss of their new-born baby, and to Motorman Bill Dempsey in the loss of his sister.

Quite a few letters were received from our servicemen last month, and are posted on the bulletin board. Thy nearly all wind up the same way, "Please drop me a line!" So get busy, fellows, sit down this very night and drop a line to one of our buddies. They'd sure appreciate it.

A couple more of our old-timers decided it was time to take their pensions and hung up their tags for the last time. They were Motorman William Tetrow and Motorman Dan Daly. Best luck to both of you, fellows, for you've earned a rest.

The Sixth War Loan drive starts this month, boys, and we would like to get as many new members to join our 10% Club as possible. So here's the system: see Mr. Corbett and he will fix you up with a nice run on your day off; or, if you feel like working a finish-up, see Supervisor Jacoby and he will be glad to accommodate you. Then sink the extra cash you earn into war bonds. (See, nothing to it, fellows.) So come on, guys, let's all pull together and really put North Avenue on top!—J. J. Hill.

Seventy-Seventh

NOVEMBER 3 will be the big day; 8 p.m. the time; and the L & A Club Hall the place. All trainmen are cordially invited to attend an interesting lecture and demonstration given by the Illinois Bell Telephone Company on non-dial calls, local toll calls, and many other interesting features. There will be a switchboard set up on the stage, and, confidentially, boys, the operators will be of the feminine gender. Bring your family and friends to this event. Admission will be free.

When H. F. Sandstrom, motorman at this depot, received a letter from his son, now stationed "Somewhere in France," it brought back memories of the days he spent there during World War I. While still in the reminiscing mood, he brought out his souvenirs of the last world war. A picture of Sandstrom and his souvenirs will be found in next issue.

While J. F. McKiernan's wife was away on a trip, he spent his evening cleaning out his "Fiber McGee" clothes closet.

G. Hart, C. L. Norton and E. L. Vogel are now happy men of leisure. All three took their pensions last month. Good luck, boys.

P. E. Grant and J. F. Brady are busy collecting Coca-Cola bottles. They say this side-line brings them enough cigarette money to buy a carton a week. Quite profitable, we think.

In our column last month we stated that W. H. Walter was our "Top Army Father." Since then we found that D. Walsh and P.



Accident Investigation and Legal

A WARM HELLO to the following new employees: Clerks Janet Thill, Rita McFadden, Tessie Koclanis, Shirley Lull, and Statementman Thomas Madden. It's also nice having Isabel Maziarz back with us.

Sympathy of the department is extended to Statementman Thomas Kurtzer, whose mother passed away last month.

Corporal Matt Wagner, former clerk, stationed at Lincoln, Nebraska, with the air corps, and Private Sol Garro, former legal investigator, stationed at Fort Custer, Michigan, were in recently to say hello. We enjoyed seeing you, fellows.

M. J. McDermott, Jr., has been promoted to assistant chief investigator, due to the resignation of M. M. Kushner.

Lois Mae Schmude, clerk, Accident Prevention Department, was married on September 16 at the North Austin Church to Private First Class Verner M. Swan, who is a medical student at Northwestern University. The matron of honor was Shirley Swanson, sister of the bride, and a typist in the D. A. I. One of the bridesmaids was Jane Tonn, D. A. I. clerk.

The reception was held at the bride's home. When Lois returned from a two-week honey-

Byrne both have five sons in the service. Our apologies to Dave and Pat.

Having lived in the Ozarks in his younger days, Instructor Tyrey is not accustomed to wearing shoes. He puts gravel in them to feel more comfortable.

J. Brennan is raising a mustache, just like he used to wear back in 1903. We think it looks fine, John.

Ted Shumon's metrical compositions would express more meaning if they were written in prose.

Our sympathy is extended to W. Story, W. Kerrigan and A. Lipphardt, whose mothers passed away recently.

Private E. K. Landeck was wounded in action in Normandy on August 3. For his gallantry he was awarded the Purple Heart. We are happy to report that he is now back in action.

T. A. Spratt and B. D. McGuire were recently inducted into the army. Good luck, boys!

The result of the annual election of officers of the L & A Club for the ensuing year are: Presi-

dent, H. Barry; Vice President, W. F. Gill; Secretary, O. T. Duncan; Treasurer, J. J. O'Connor.

Accounting

BIRTHDAYS WERE celebrated last month by Josephine Govedarica, Natalie Kaczkowski and Rosemary Eme.

Our best wishes to Arline Towler on her recent announcement of her engagement to Jay Sumner. We also wish to extend belated congratulations to Lillian Hunter and George Pellicore, who were married about a year ago.

Our deepest sympathy goes out to Otto Stach on the death of his daughter, Dorothy, on September 17.

Florence Ross reported that she spent a very enjoyable vacation at Pleasant Lake, Wisconsin.

Sara Stapp, who left us to return to college, was remembered with a farewell gift and flowers.

Dorothy Abt, who left us on September 15 to join the Waves, was also remembered with a gift of luggage.

Dolores Morrissey, who has been serving in the marines, was recently honorably discharged due

to the former Miss Frances Joslyn on October 7 at a Nuptial High Mass at St. Columbanus Church. Congratulations to the happy couple!

The Lord gave us two ends to use,
One to think with, one to sit with.
The war depends on which we choose,
Heads we win, tails we lose.

—Dorothy Musial.

Martin Grady, clerk at this depot, was married to the former Miss Frances Joslyn on October 7 at a Nuptial High Mass at St. Columbanus Church. Congratulations to the happy couple!

The Lord gave us two ends to use,
One to think with, one to sit with.
The war depends on which we choose,
Heads we win, tails we lose.

—Dorothy Musial.

to her marriage to Daniel Pazzuto, also of the marines.

We received visits last month from two of our boys in service. Flight Officer Russel Riesch, who recently received his wings in Arkansas, was home on furlough and reported that he expected to return to Texas for more advanced training. Pfc. Guy Garro, now stationed at Camp Hood, Texas, also dropped in to see his friends at Clark and Division.

As we go to press, two of our employes are on the sick list. Arline Fischer is recuperating from an operation at Columbus Hospital, and Thomas McGrath is at home ill. We wish both a speedy recovery.

The department extends a welcome to Harry DePaul, formerly of the Treasury Department.—A. J. Fitzsimons.

Car and Bus Repair

BURNSIDE: Night Foreman F. Kazmerzak and Repairman Joe Briton are back from a two-week vacation, both claiming to have fished

in Rudy's fishpond. Joe says he caught a six-pound carp, while Frank says it was only five and one-half pounds. Something wrong somewhere!

Anyone wishing to get any first class information about gardening see Bill Boering, our Victory Garden expert.

77TH STREET: Leo Keane, Frank Petriekas and Joe Porten found a long-lost lake in Allegan, Michigan, and spent most of their time trying to stop the rain long enough so they could go fishing.

Paul Hodul, bus repairman, was transferred to Archer, and William Mann, bus repairman at Archer, came to join our ranks. We wish both boys success in their new locations.

Private Fred Adduce, who was stationed at Pearl Harbor, is back home again, and we welcome him to the good old U. S. A.

Word has been received that Robert McClelland, who was inducted into the marines recently, is stationed at Paris Island, South Carolina, and

Pfc. Ken Lendeck, former stock clerk, is now an M. P. in France.

ARCHER: A hearty welcome is extended to the new men in our department.

We had a nice visit from Pfc. J. Kinder, former bus repairman, now doing his bit for Uncle Sam at Fort Knox, Kentucky.

We hope to see S. Eisin, T. Dziegniski and C. Grigatis back on the job soon!

LIMITS: Our deepest sympathy is extended to Repairman George Tepper and his family in the loss of their son, Charles, who was killed in action in France on August 9.

Electrical

CAPTAIN BILL ALBRIGHT paid us another visit last month. Word was whispered around that Bill is planning marriage in the near future. Best wishes to you, Bill, for future happiness!

Charles Paulzer, Line Division, has received

NEWLY DECORATED CAR ASKS MERCHANT MARINE ENLISTMENTS

This colorful red, white and blue car, the 19th vehicle which we have especially decorated since Pearl Harbor, is designed to promote enlistments in the merchant marine.

Like the Community Fund car shown on page 4, this vehicle was put in regular operation last month.



his second lieutenant rating as a navigator in the army air forces. Congratulations, Charley!

Other promotions for men from the Line Division are fast. Edwin Roper, lineman, entered service December 19, 1943. He was made corporal in July, 1944, and now is stationed at Fort Benning, Georgia, in the officers' training school. Best wishes to you, Ed, for future success.

The latest addition to the army forces is John Tingle of the Line Division. John went into service last month. When you find time, John, let us hear from you.

William Wende returned to work last month. Bill is coming along fine, but is a bit slowed up.

John J. Jones, better known as "Billy," is out of the hospital, and is doing splendidly at home. With a little longer rest, Billy will be out again. Best wishes to you, Bill!

A surprise birthday cake was cut during the lunch period at Grand and Leavitt on October 9 for Dorothy Anderson, whose birthday was the day before. Congratulations to you, Dorothy!—Billy.

General Office

ED DYKIES, Information Desk, has left us to take a job as clerk at 69th Street depot. The girls here miss you, Ed, and say, don't flirt with so many of the girls down at 69th or we'll be jealous! Before he came to us, he was a conductor at Blue Island. Lots of luck to you on your new job. The man who is taking Ed's place is A. O. Doyle. Hope you like it here.

If you want to see some real pin-up pictures, just ask any girl in Purchasing Department to show them to you. They all went down to Paw Paw Lake, Michigan, over the Labor Day week-end. From what they say, they must have had a wonderful time.

If you're wondering about that cute little girl in the Executive Department, she's La Verne Neubaum. She came with us last month. Hope you like working with us, La Verne.

Last month birthday greetings were sent out to Eleanor Mozeris, Insurance, and Fred Beckham, Transportation. The candy was very good, Mr. Beckham.

Sympathy is extended to the family of C. M. Bates, Real Estate, who died September 28.

Material and Supplies

CONGRATULATIONS to Sergeant and Mrs. William T. Unwin on the arrival of their baby boy, Thomas William, born September 19. The proud father was a stock clerk at the West Shops before entering the army, and is now stationed in Texas.

Robert Pieper entered the armed forces in August, and is now at Buckley Field, Colorado. Greetings from all, Bob.

Sergeant Joseph Swanston paid a visit to the gang this month. Glad to report that he looks

fine, but is sorry he didn't see more of his old friends.

Sergeant Robert Vladusich was awarded the Purple Heart for wounds received in France during the Normandy invasion. He is now in a hospital in England. Best wishes for a complete recovery, Bob!

Pre-war days were never like these! It's reported that two pretty female stock clerks dashed over to the restaurant at noon one day recently, and saved Frank Rothman a place, much to the chagrin of the others waiting in line. The manpower shortage is quite serious, Frank, so beware!—Mary Goulden.

Schedule and Traffic

PFC. WALTER THOMAS showed up at the office recently with a bright coat of Florida sun tan. With winter coming on, Wally would like to stay in the sunny South for a few months more so we are pulling for him.

The mail bag disgorged two letters last month from Lieutenant Colonel Clayton Steele, and one from Bill Kendall. Both of these fellows are far out in the Pacific.

Corporal Dave Jacobs also reported in from the Island of Oahu, where he spends his time cooking up the grub for the army. Dave sent us a schedule of street cars and buses there. After looking it over, we draw the conclusion that you should go home early. There are no owl cars. Every trip pulls in at 10:00 p.m.—L. C. Dutton.

South Shops

RELUCTANTLY WE bid farewell to these old-timers who recently retired: J. Welin, P. Johnson, and J. Hedman. Our sincere wishes for health and happiness go with you.

A hearty welcome is extended to our newcomer, Mrs. Stella Willman, Office. Hope you enjoy working with us.

Despite the efforts of their co-workers to dissuade them, Axle Anderson, Blacksmith Shop, and Raymond Kura, Motor Repair, ventured upon the sea of matrimony. Congratulations, boys!

Up to this date, the mystery of where A. C. Lindquist, Office, gets those chocolate bars has not been solved. Please, Lindy, won't you break down and tell us. You know we like chocolate too.

Word was received that Anthony Musacchio, formerly of Car Repair, was wounded in France, August 7.

We can well understand that sparkle in Adolph Nevins' eyes. You see, his son is home after having completed 171 flying missions in France. John Golden, Car Repair, tells us his son, who has completed 51 flying missions, is expected home around Christmas.

Congratulations are in order for Max Kuchan, who has been promoted to assistant foreman in the Woodmill Department.

Walter Moss, Machine Shop, has his co-workers' sincere wishes for a speedy recovery from the operation that he has undergone.

After 25 years of active service in the American Legion, Harry E. Johnson, Motor Repair, was

installed commander of the Raymond J. Hagaman Post, No. 495. Keep up the good work, Harry.

Jack Sargent, Car Repair, would like to organize a band. So come on, music makers, get together.

If ever there should be a day when you desire only two small glasses of brandy to take home, follow Margaret Kuchan's example. You see, Margaret decided to bake a fruit cake and the recipe called for brandy. Not wanting to buy a quart, Margaret walked into the liquor store, presented a glass to the clerk, asked him to fill it with brandy, paid the man, then walked out.

The South Shop bowling team got off to a good start September 1. At this writing, Ray Gavert is heading the list with an average of 173.—Justine Mazeikis.

West Shops

OUR WELCOME MAT is out for Irene Jurkiewicz and Dania Hanes, who have joined the ranks of the office force. We are happy to have these two young ladies with us, and hope they enjoy their work here.

Peggy McCarthy, Mary Crosby and Betty Beesley have returned from their long-awaited vacations. While Peggy and Mary both enjoyed their leisure time, Betty returned with her face wreathed in smiles and her finger wreathed with a lovely diamond engagement ring. The lucky man is Howard Nelson, and our congratulations are extended to them both. Thanks a million for the candy, Betty!

We were indeed sorry to receive the resignation of Elaine Lund Hagg, after having worked with us for about three years. But we wish Elaine and her husband all the luck in the world, wherever they may be stationed, and trust they will drop us a line now and then and pay us a visit when they return to the city.

Our little Josephine was assigned to the duties of showing Dania some of the office routine, and while her instructions on window closing were good in theory perhaps a few Wheaties might help get the desired results. How about trying them, Jo?

Word has reached us that Walter Labuz, former clerk at Limits, and now a first class machinist's mate in the U. S. Navy, was married on September 2. Our congratulations and best wishes go to the newlyweds!

J. H. Johnson, foreman of our Armature Room, treated the office with a box of candy in celebration of the birth of his little grandson. The best of luck to the happy family, who are living on the East Coast. Thanks for the candy, Mr. Johnson; we enjoy helping to celebrate such a happy occasion.

Sorrowfully we add the fifth gold star to our department service flag for Henry J. May, apprentice in the Armature Room, who was killed in action in France on August 9. To his family, we extend our deepest sympathy in this their tragic loss.

Emil Weinert, former employe who retired October 1, 1940, passed away on September 10. Sincere sympathy is extended to his family.—Mildred Habeger.

Not Rationed

WHEN THE PASSENGER buys a ride on a street car or bus, he is entitled to service—and that includes not only a ride but also courteous treatment.

MANPOWER AND material shortages have made it difficult in most businesses to provide normal service. But there has been no rationing of courtesy—and the customer knows it.

A HELPFUL attitude will offset the reaction to unavoidable inconveniences. Just as surely, an unfriendly, don't-care attitude will hurt.

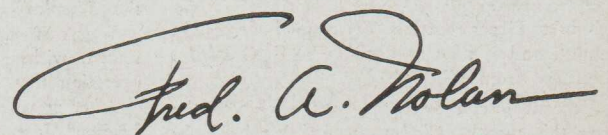
THE PASSENGER has a right to expect the first car or bus that comes along will pick him up. When it fails to do so—particularly when it has room—he has a legitimate kick.

THE AGGRAVATION is made even greater when a vehicle passes up or runs away from passengers at transfer points, where they want to continue their trips to and from work.

WILLFUL PASSING-UP—and there are instances of it today—is a sure way of hurting our business tomorrow.

AN EMPLOYEE may be disciplined for passing up, but that does not help the men or women who wanted to board his vehicle. Nor does it make them feel they want to continue using the service when they are again free to choose their means of transportation.

REMEMBER, IT'S the fares of these passengers that provide the millions of dollars to meet the payrolls. The number of fares collected will determine the number of jobs and the size of the payroll of the post-war period.



General Manager