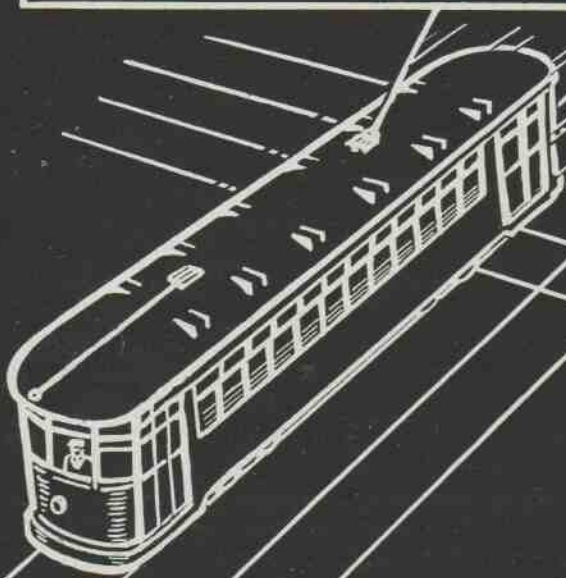
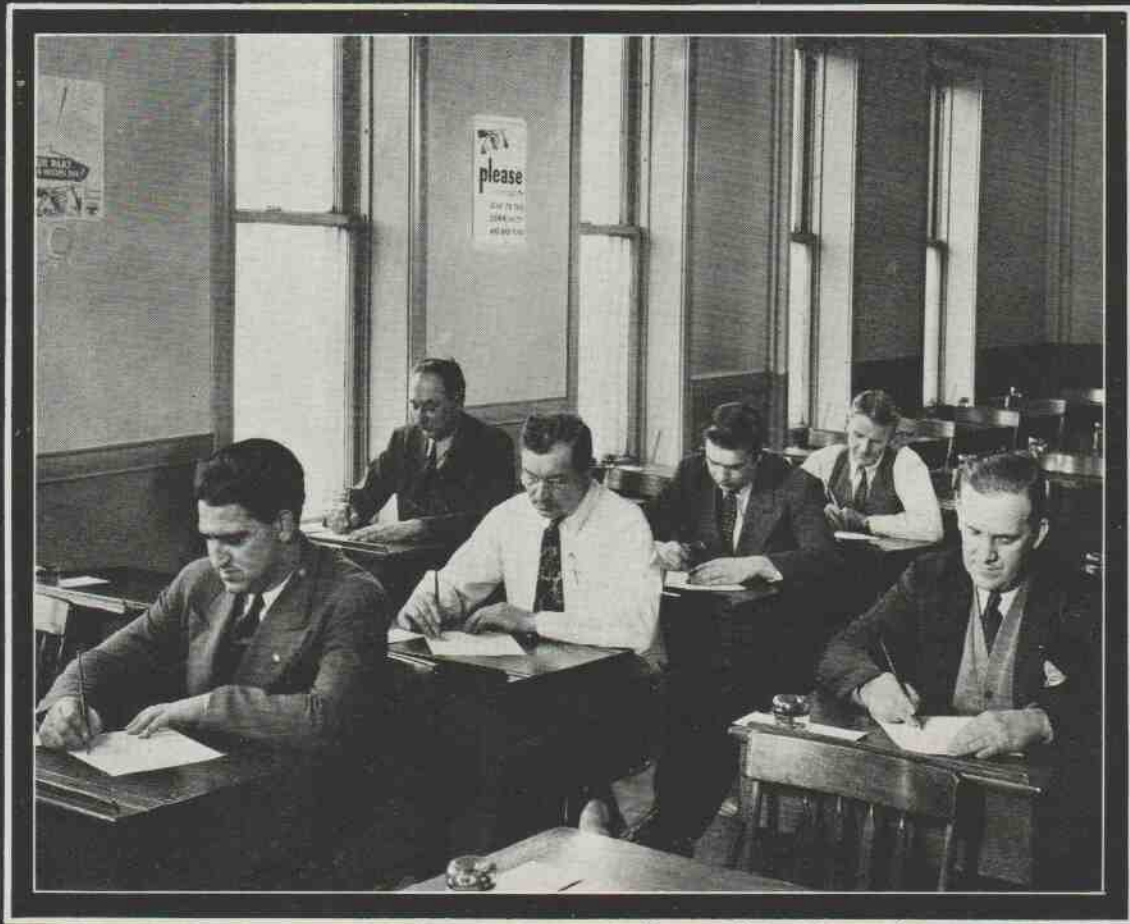


# Surface Service

MAGAZINE  
January 1945



**GETTING ON THE RIGHT  
TRACK IN 1945!**



Backbone of the record system is this bevy of belles, supervised by Chief Clerk Mrs. Gareau (extreme right).

**P**ERHAPS the most widely advertised address in the city of Chicago is 1165 North Clark Street. There, in the red brick building at the corner of Clark and Division over 14,000 individuals, during the past year have filed upstairs to the second floor offices and applied for positions with the Chicago Surface Lines. For that is the location of one of our most important, yet youngest departments—the Employment Department.

Just a little over a year ago—and barely in time to cope with the tightened employment situation of 1944—the hiring division of the Transportation Department was expanded into a full-fledged Employment Department. Set up in the modernized quarters which it now occupies, it began hiring, not just for the Transportation Department, but for all the operating departments.

Although it has only some 16 employees, through the use of modern equipment—they have their own laboratory and finger print and photo rooms—and efficient “as-

sembly line” methods, the department has been able to handle an estimated 1200 applicants a month. However, only a relatively small percentage of those applying succeed in passing the employment examinations.

Therefore, CSL is still in need of more

trainmen and more “ground crews” to keep ‘em rolling. According to Employment Superintendent Edward D. Ehrlich, “We obtain applicants from four major sources—the streetcar ads, the employment bus, reference from the local stations, and referral from individual employees.

“The individual who is sent in by one of our present employees is usually the kind of person most likely to meet our standards. We would like to have every employe take it as his responsibility to send in at least one male applicant who can qualify for service with CSL.”

In addition to its hiring activities, the Employment Department maintains detailed personnel records on all current employees. In a ready-reference, visual card file is kept each employe’s case history—his personal description, the date of his employment, positions held, promotions, etc. This material is used in requesting deferments from Military Service for CSL employes and in checking on references and inquiries for information.

## What Goes On? At 1165 N. Clark

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*Cover Photo—Applicants completing employment blanks at Employment Office.*

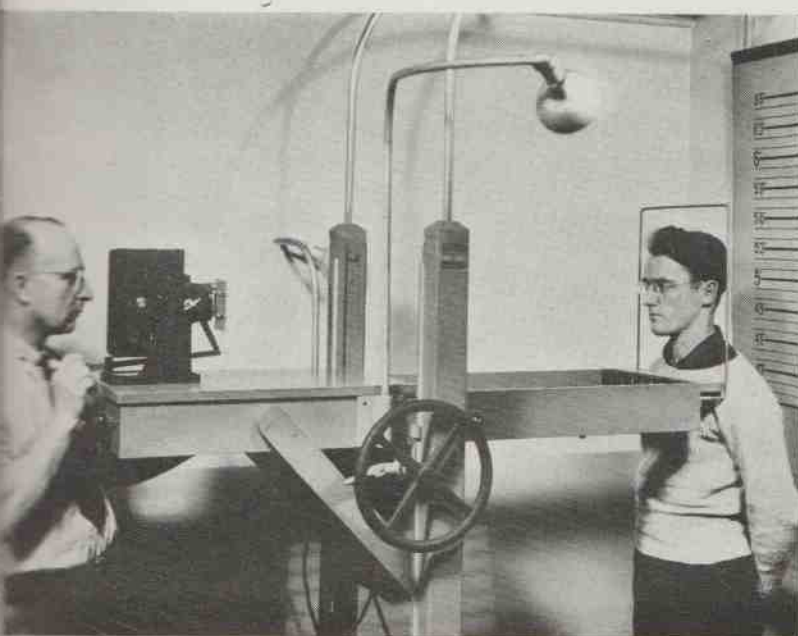
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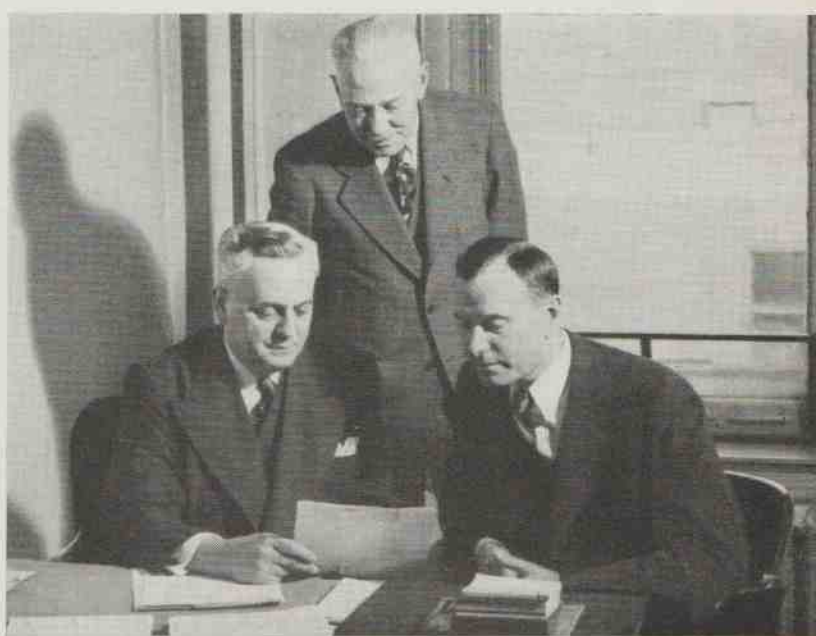
*Greeting each applicant for a CSL job is Receptionist Ida Fischbach. Here she receives a report on an applicant from Laboratory Technician James Connors.*



*Responsibility for seeing that each individual meets CSL physical standards rests with Examining Doctors N. E. Nassar (left) and H. K. Gibson (center).*



*As Photographer and Finger Print Technician Wm. C. Boggs takes the picture, modern equipment automatically records Applicant Patrick Fletcher's height and file number on the film.*



*Each applicant is given a private interview. Here Superintendent of Employment E. D. Ehrlich, C. B. Heath, and Asst. Supt. L. R. Beaman re-examine some applications.*



## Look Out For "JACK THE RIPPER"

*"I'm not a butcher, I'm not a kid,  
Nor yet a foreign Skipper,  
But I'm your own lighthearted friend,  
Yours truly, Jack the Ripper."*

—Anonymous

**J**ACK THE RIPPER is on the loose again! True, it is not the same Jack that spent his time running up and down London byways slashing the throats of English women. But he has the same insane passion for slitting things with sharp instruments. This time he vents his craving on the leather seats of CSL streetcars and buses.

Even though Scotland Yard had the clue of the poem printed above, no one knows to this day who the original Ripper was. No definite knowledge has

ever been gained as to his sex, the number of his victims, whether or not he was actually more than one person, or if there was any motive other than the desire to slash.

And it is much the same with his CSL namesake. For several months now the pointless gashes of some sharp instrument (presumably a razor blade) have ruined countless irreplaceable leather seats.

The loss to CSL cannot be figured in the replacement cost alone. The original seatcovers were made of fine top-grain cowhide, which could be expected to wear practically indefinitely. But this type of leather is unobtainable today.

The only thing to do when as many as four or five

*(Please turn to Page 6)*



Frank Porcaro (Carpenter Shop) removes a slashed seat cover while Joseph VanDerhaeghen (Curtain Shop) sews a new piece of leather into a damaged seat. (Pictures taken at West Shops).



☆

☆

"Red" Prueter and his Navy nurse inspect the Purple Heart Medal which Admiral Chester W. Nimitz presented him for his wounds received in the Saipan campaign.

Official U.S.M.C. Photo



## Conductor "Red" Prueter Exterminates Jap Snipers

**S**OMEWHERE IN THE PACIFIC—(Delayed)—"I did it for my boys and for them I'd do it all over again."

That's what Marine Private First Class Herbert A. "Red" Prueter, Sr., (an Armitage conductor on military leave) replied when asked how he managed to muster enough courage to drop into a cave of Jap snipers on Saipan.

His heroism resulted in severe wounds for which he has just been decorated with the Purple Heart by Admiral Chester W. Nimitz, Commander-in-Chief of the Pacific Fleet. Admiral Nimitz pinned the medal on "Red" at a hospital here to which he was sent by air from the battlefront.

Those boys, Herbert A. Jr., 10, and Dean Prueter, 9, have every right to be proud of their Leatherneck father, "Red's" comrades insisted. "It took an awful lot of nerve to do what he did," one declared.

The boys live at 5225 North Monitor Street with their mother, Mrs. Alice Prueter.

Prueter who came with CSL in November, 1936, and entered Military Ser-

vice in September, 1942, went through the entire Tinian battle without a scratch, despite days of front-line fighting.

"After Tinian was secured," he recalled, "they sent my rifle platoon to Saipan to help clean out some caves where snipers were causing considerable trouble.

"We had been having a lot of fun matching wits with those Japs until we reached a small cave from which heavy fire had been coming. Our mortars and artillery shells spattered the Japs but they still fired back whenever anybody got

exposed. However, we spotted a hole back of the cave which we figured was used as the entrance and slipped over there without being seen. When I jumped in the hole, I really wasn't excited much, because we had been through so much of that business it was getting to the point where we were a little careless.

"It's like being in an auto wreck. You don't get scared until it's over and you realize what a close shave you have. Anyway, when I landed I saw a Jap raise his rifle and I cracked down on him pronto. Then I noticed a blanket spread out on the cave floor and from the lumps I surmised two Japs were under it—so I cut loose with a few fast rounds.

"Just then I saw something coming through the air and yelled 'grenade' at the fellows who had followed me in. I guessed correctly because I drew a blank from then on."

The grenade's blast caused a compound fracture of "Red's" right leg and multiple wounds in his left arm. The percussion cap struck him in the chest. It was later removed and now is his only souvenir of the battle.

★

FOR FURTHER NEWS ABOUT  
PRIVATE H. A. PRUETER  
SEE ARMITAGE NEWS COL.

★

# Burns Appointed Treasurer

## Meyer And Burke Receive Promotions

**T**HE JOINT BOARD of Management and Operations of the Chicago Surface Lines has appointed Charles A. Burns as treasurer. This position was formerly held by John E. Sullivan, who has since been appointed chairman of the Board.



Charles A. Burns

Mr. Burns first became associated with the Surface Lines in August of 1941, as auditor for the receivers of the South Side lines, including the Chicago City Railway Company. In February, 1944, he was appointed comptroller, and held that position until the time of his promotion last month.

Charles W. Meyer was named by the Board to fill the position of comptroller in Mr. Burns' stead. Employed by the Chicago City Railway Company in 1908 in the accounting department, Mr. Meyer was made general bookkeeper for the system when the Surface Lines was formed in 1914. Later he held the position of chief clerk in the accounting division, and then assistant auditor. In January, 1940, he was appointed auditor.

Succeeding Mr. Meyer as auditor is Edward C. Burke, assistant auditor. Mr.

Burke has been with the Surface Lines since July, 1940. Prior to that time he was senior accountant with Arthur Young and Company, acting as auditor on the books of the Marshall Field Estate, as well as one of the underlying Surface Line companies.



Charles W. Meyer



Edward C. Burke

## Look Out For "Jack The Ripper"

*(Continued from Page 4)*

damaged seats are turned in in one day, is to patch and repatch the covers (which decreases their usability) and watch the available stocks of leather rapidly dwindle.

By keeping a wary eye on company property, checking equipment before use, and promptly reporting all damage, CSL employes can help eliminate such vandalism.



John Loris (Curtain Shop, West Shops) displays a stack of freshly ripped covers. Ordinary life of a leather seat cover is unlimited.



# "Impossible for Anyone to be So Considerate in These Times"

**N**O PRAISE could be too great for *Conductor Orville B. Moore* (Armitage), according to rider *Conrad J. Weibler*, 2701 North Albany. "Last night," wrote Mr. Weibler, "with conditions so bad that it was almost impossible to reach home without taking at least one fall, and cars tied up everywhere, I was amazed at the genuine interest and courtesy shown by this conductor. I thought it impossible for anyone to be so considerate in these trying times. With the car congested at all times, he continually gave words of help

to the riders, and his utterances brought many comments favorable to him. . . . It is indeed a pleasure for me to take these few minutes out to express my respect and admiration for a fine employe of your organization."

A group of midnight shift workers wrote a joint letter "to compliment you on having *Motorman Robert E. Sutfin* on the Kedzie lines. He is by far one of the most courteous and considerate motormen we have encountered."

Of *Conductor Fred M. Braun* (77th),

*Mrs. Wm. Nolan* wrote: "Knowing that he had a schedule to meet, my friends and I were surprised and pleased to discover that he held the car for us while we disembarked from another car and ran over to his. As it was raining and quite late in the evening, we appreciated his action very much."

## Help For Handicapped

"After requesting aid, and getting no results from bystanders who were boarding his streetcar," wrote *J. G. McCarthy*, 5244 Magnolia, "your conductor (*Charles A. Smith*, Limits) assisted an old gentleman, who walked with the aid of a cane, from the streetcar and carefully escorted him to the sidewalk where he would be safe from oncoming traffic. He deserves commendation."

Because "it seemed so refreshing to see someone actually helping another, outside of duty requirements," *Mr. J. F. Crain* wrote, in praise of *Conductor Perry Edger-ton* (Lawndale) for his care of a blind man descending from the streetcar.

*Conductor August E. Backhaus* (Devon) has a knack of treating "the patrons like they were his customers." His habit of clearly calling the streets in advance is a great help to those having to press forward in time to get off, according to *George A. Gibbs*, 1211 North La Salle.

## A Smoothy

Feeling that motormen seldom get their due in appreciation, *Frances Gregalunas*, 4436 South Union, wrote of *Motorman Thomas F. Geary* (77th). "I have never had such a smooth easy ride on a car, and this in spite of the fact that I was not feeling very well. This made me appreciate the quick but smooth stops and starts for passengers."



## SAVED FOR FUTURE USE

A twice thankful holiday season was had by *George Eshaya* (Track). While working at Clark and Birchwood a few weeks ago, a piece of granite struck the lens of his safety goggles (see inset), completely shattering the glass, but his eye was saved from injury. Foreman *Steve Polich* here points out the broken lens to pavers *James Keane* and *John Bajovich*, while *George* marvels at the value and effectiveness of safety glasses.



**A**NOTHER YEAR has slipped by. Rather hectic months too, but in spite of all our difficulties we have managed to turn in a very creditable performance. This wouldn't have been possible without the cooperation of our personnel. The efforts put forth to keep our vehicles rolling are deeply appreciated by the management and the thinking portion of the public.

But here is the fly in the ointment! While most of us are working long hours and sacrificing our days off in order to maintain the best possible service, some of us are nullifying the benefits of such efforts by the rude treatment accorded our customers. Of course we're not the only ones who are lax along these lines.

# Surface Service MAGAZINE

A Publication by and for Chicago

Surface Lines Employees

231 South LaSalle Street

83 CHICAGO 90 101

Vol. 21 January, 1945 No. 9

WILLIAM H. BROMAGE ..... Editor

JOHN H. FISHER ..... Associate Editor

That's no excuse for us however, and here's what we're leading up to.

The Saturday Evening Post recently ran an editorial on this subject, based on observations all over the country, and who do you think won the leather medal for discourtesy? You guessed it: Local transportation employees!

...

Shortly after the end of the war we will again have to compete with privately owned automobiles for our business. We know that our brand of transportation is much cheaper and just as safe as that provided by private machines, but we can hardly argue that it is as pleasant or comfortable. The attitude of our trainmen could easily become the deciding factor when John Public is making up his mind whether to risk his shiny new car in post-war rush hour traffic jams or whether to continue to *voluntarily* use the public transportation which he was *forced* to use during the war. If we want to continue on a depression-proof job at good wages it's important that John Public makes his decision in our favor.

...

Now we're not going to attempt to itemize all the various acts of discourtesy which get under the passenger's skin but there is one leader among complaints on which we would like to dwell for a moment!

### Pass Ups!

A prospective passenger can understand being passed up when your car is overloaded and there are others, going to the same place, right behind. But he is rightfully resentful when a motorman, with plenty of room in his car and no follower in sight for blocks, goes breezing by just because he has fallen a minute behind schedule, or because he has a temperamental conductor who sulks for days if he has to haul just a few more than what he considers his proper quota of passengers.

Remember that's the paymaster that you're passing up!

And if we insist on antagonizing our paymasters they are going to take their little eight-cent pay checks elsewhere at the first opportunity. Let us bear in mind that there is a vast difference between riding our lines as a necessity, and riding as a convenience. If we are only going to carry those who are forced to ride with us by sheer necessity there are dark days ahead. But if we will all do our part to make our service so attractive that people prefer its courteous convenience to other forms of transportation, we're well on our way to more and better post-war runs and job security in all departments. —Frank Speaker.



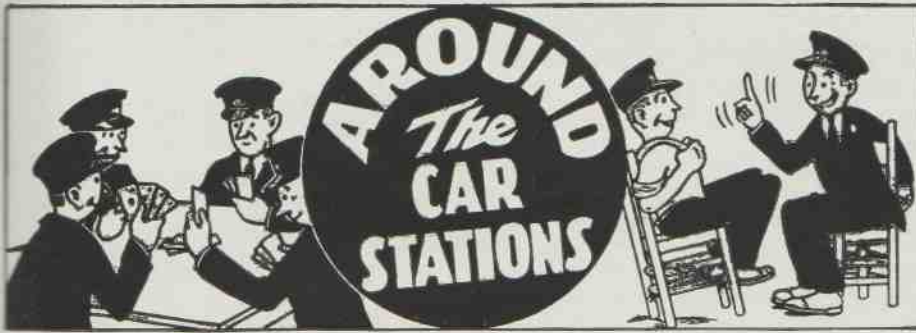
## Another Gold Star In The Flag

**T**HE SEVENTEENTH gold star on the CSL Service Flag represents S/Sgt. Raymond A. Corrigan, who was killed in action on December 2, 1944. He was part of the 10th Armored Division of the 3rd Army, and was located somewhere along the Franco-German border at the time of his death.

He was known to his friends at Devon as Conductor "Red" Corrigan, and entered Military Service on April 1, 1942. Although he could have later obtained a discharge because of over-age, he chose to stay in the Service, and was sent overseas in December, 1943. After six months training in England he went into actual combat.

He is survived by his mother, two brothers, and two sisters.





## Armitage

**H**ERE WE ARE again, at the beginning of a new year, a Happy and Victorious one, we hope.

From the fourteenth of this month to the thirty-first, will be the annual "March of Dimes Campaign." As you enter your favorite theater you will be asked to donate a dime. In various spots all over the city, there will be special booths erected. Don't pass them by without donating your dime. This is one of the most worthy of all organizations in the nation. The dime we contribute will go to help fight the dreaded infantile paralysis. Half goes to our local organization and the balance to a national fund established to stamp out this dreaded disease. Only recently has the germ been isolated, so that now science definitely knows what they are fighting. This "March of Dimes" was originally started by Eddie Cantor and is now backed by all humanity.

If any of you men want to spend an enjoyable couple of hours some Saturday or Sunday, take a trip to Great Lakes Naval Hospital. Drop into Ward 77-N and visit Red Prueter. If that doesn't build up your morale and give you a new slant on life, then brother, you are hopelessly lost. A number of the men at Armitage, including your scribe, have visited Red and he is just as full of pep as he ever was. He may be temporarily down, but believe you me, he is far from out.

Pete Miller and Charlie Riggs were holiday visitors at Armitage and both were looking swell. Both are on the retired list.

Another holiday visitor was that cocky little Irishman, Barney Walsh. Being in an amphibious outfit, he says he is part sailor and part soldier. Barney looks swell and says to say Happy New Year to all the boys, for him.

Among the Christmas presents received by the men at Armitage, we believe Carl Skie received the Grand Prize of all. From way up in Alaska came a letter containing two sticks of GEN-U-WINE Wrigley's Chewing Gum. Any one desiring a smell see Carl for appointment.

Your scribe has purchased 25 V-Mail letters which were prepared with timely Greetings, leaving a small space for personal notes. This space was filled with the signatures of Armitage men and they were mailed to our men who are overseas. This was done last year and they got a big kick out of them.

Since last writing, letters have been received from George Streske, George Thompson, Howard Paetzke, Gus Lemar, and Ruphas Wainscott. Gus writes that he was shot up in France and while not serious, will probably be out of action for some time. Gus also says that the doctors and nurses deserve a whole barrelful of medals for the work they are doing.

Howard Paetzke said, in his letter, that he was trying for a leave which would include New Year's Eve. He was planning on visiting up in Scotland. From the many times he has visited up there it would seem that he has something more interesting than the train ride. Perhaps a "Wee Bonny Lassie." How about it, Howard?

Tom Henneberry said he was also trying for a furlough, which would probably be spent "Down Under", in Australia. He is now stationed in New Guinea.

Your scribe also received a very nice "prepared" Greeting V-Mail from Les Maringer, from somewhere in the Pacific and one from Tom Henneberry.

To all of you fellows who received a pen and pencil set for Christmas, here's a good tip. Beg, borrow or steal a sheet of paper and write to one of the men in service. They really appreciate hearing from "The Old Home Town" and especially from Armitage.

Investigating the Shippy-O'Donnell controversy as to whether a certain bird was an oriole, a woodpecker or a crow, we have discovered that they are both wrong. It was a Gilly-Galoo bird. This bird is famous for the fact that it flies backward. Other information concerning this bird may be had on request. We at Armitage hope that brother Shippy will cease picking on our Tom, because it makes him nervous and he is losing weight.

We early birds at Armitage are happy to see the smiling face of Izzy Shedroff at this station again, even if it is only for a couple of hours in the morning.

One of our trainmen spent his vacation visiting a farmer relative who among other things raises geese. Looking the flock over our inquisitive brother asked how it was possible to tell the geese from the ganders, stating that they all looked alike to him. The farmer relative replied "we don't worry about that, we just put them all together and let them figure it out for themselves." And that's the 30 mark for this time.—Ted Shumon.

## Blue Island

**A** NEW YEAR is here and we hope it will be a better and happier one than the last and that conditions will improve.

Our sympathy is extended to Motorman Cecil Fris in the loss of his brother.

Motorman Tony Jaslowski was presented on December 19th with a 12-pound baby boy, which is number eight. Conductor Art Poklenkowski on December 23rd with a seven-pound girl and Conductor Sam Tuttolomondo on December 28th with an eight-pound boy. Congratulations and good luck to the mothers and newcomers.

A passenger who refused his name called to congratulate Motorman John (Soldier) Kokoska, who stopped his car at 16th and Kildare to allow a mother cat and her three young ones to cross. She had one in her mouth and two others were following and when they saw the car coming they stood still on the rails. The mother took the one in her mouth across, then came back and picked up the other two, one by one, while Kokoska waited for her to do so. We believe the mother cat was also thankful. Congratulations for your kindness, Soldier.

Betty Fiala, an employe of the Engineering Department, was united in holy matrimony to Sgt. William Shotak on Saturday, December 16th. She was given away by her father, Joseph Fiala, conductor at this station. Congratulations to the happy couple.

Again I ask, please bring in the news.—C. P. Starr.

## Cottage Grove

**A** GAIN ANOTHER YEAR has rolled around with so many of our employes away at war. A year ago we looked forward with the fond hope and positive expectation that the holidays would find most of them back home. That this has not been accomplished we are somewhat disappointed but not discouraged, because 1945 will find us pledged to make greater sacrifices on the home front. Our continued purchases of war bonds will enable us to supply food, equipment and ammunition to defeat our stubborn enemies.

At this time of the year it is natural for each company to take inventory of its progress in the past year. And when writers record its successes, we in the transportation business can look back with pride that we must be considered contributors to their achievements. The war has interrupted our normal service but with the untold efforts and sacrifices of our willing and determined men we are confident we can again carry our burden in 1945.

Now that the real winter is here, colds, grippe, pneumonia, will follow. Take care during this season to protect yourself against these terrors.

We commend A. H. Thatcher, motorman from Cottage Grove, for his individual heroic achieve-

ment last month that caught the public eye. Thatcher was having a cup of coffee at the terminal point of 93rd and Stony Island when a gas explosion racked the whole vicinity and just about leveled the three-story building across the street. Acting instinctively, he relayed the news to the police and fire departments, and set out for the scene of the tragedy. With utter disregard for his own safety, and with his life jeopardized by burning falling timbers, during those crucial moments, he saved three trapped victims. By this time other helping agencies had arrived to carry on the rescue work. Sheer heroism it is, and our admiration for Thatcher for this humanitarian act.

Have you observed Bill Cavanaugh our star ball player, struttin' around these days with buttons poppin' off his vest? Bill received a most surprising present Christmas day: A beautiful bouncing baby girl! And the name, Sir: Mary Patricia, to you. Both baby and Mama Cavanaugh doing exceptionally fine, is the latest report from Holy Cross Hospital. Congratulations to you and the Mrs., Bill, 'tis only the beginning!

Our well-thought-of Motorman E. Gervais has left our employ to become a member of the City of Chicago Fire Department. We know Ed will make a good smoke eater. Lots of luck and hope you'll like your new surroundings, Ed.

With all the good tidings we must also share in those of sorrow. At this time we offer our heartfelt sympathies to Motorman E. Novak, whose father passed away December 13, 1944. And to the family of Corporal Rex Hines, former motorman at this depot, who has been reported killed in action on August 15, 1944. A previous report had listed Rex as missing in action August 15, 1944. Rex who was awarded the purple heart had taken part in the invasions of Italy and southern France. Yes, our gallant hero who died for his country is gone, but not forgotten. Rex was a dear friend of Bert Sayre, instructor supervisor.

We wish Mrs. W. Hoagland, mother of Conductor W. Hoagland and Mrs. Comiskey, wife of Conductor C. A. Comiskey, speedy recoveries from their illnesses. Both are at present confined in hospitals. Mrs. Hoagland at Cook County and Mrs. Comiskey at the Mercy.

The three farmers, Jensen, Sandberg, and Olsen, former motormen at our station, have for us a cultural contribution. Farmer Fred says, "the experimental stage" was a success. Hope to have the facts in the next issue of our magazine.

Martin Hennessy who is on his vacation received a crystal ball for a Christmas present from an old Hindu friend, who is a businessman on Maxwell Street. Peering into his crystal ball on the first night, Martin sees a wonderful stairway from heaven on which the angels march continuously on guard. The stairway is made of little crystals and each step lights up as the angels tread. Incidentally, one of the angels he recognizes is none other than his good friend Tom Fitzpatrick. Tell us some more, Martin!—Gale Hruska.

## Devon

**D**EVON STATION has lost another one of its boys. Word was received by Mrs. Ella Corrigan of 4637 West Adams Street, that her son, Staff Sergeant Raymond A. Corrigan was killed on December 2, 1944. Ray, better known around the station as Conductor "Red" Corrigan, was killed in action somewhere along the border line between France and Germany in that bitter scrap. He was part of the famous 10th Armored Division. Death notice and date of memorial mass will appear in the Tribune at a later date.

Ray's training took him to many places and camps. After 16 months at Pine Camp, the Division left New York on September 30, 1942 to maneuver in Tennessee until the middle of November 1942. The base camps were established at Freda and Needles. Ray was at Needles. After six months training there the Division arrived at Camp Bowie, Texas, June 3, 1943, where it stayed on maneuvers until alerted for overseas duty. They left Texas early in December and entrained for overseas.

After landing in England and further training for about six months, Ray landed in France, about July 12, 1944. He began actual combat duty five days later. When Ray was home on his last furlough he remarked that he could have the chance of a discharge because of over-age, but inasmuch as Uncle Sam had given him such marvellous training he thought his duty was with the Army, and to get into this scrap and help get it over with as soon as possible.

## Someone Slipped

**O**NCE AGAIN we list the stations and departments according to the percent of employes investing at least 10% of their pay in War Bonds. The standing for the current month (first column of figures) is contrasted with the status in last month's magazine (second column of figures).

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

Ray was evidently a good soldier. He rose from the ranks and was staff sergeant when killed. Devon will miss that smiling freckled good natured "Conny". All the men liked him and enjoyed working with him. He leaves a mother, Mrs. Ellen Corrigan, two brothers, Joe and Edward; two sisters, Marie and Loretta and a little nephew named Joseph Patrick for whom Ray was godfather last time he was in Chicago.

In addition to the loss of one of our fighting men, we also lost a number of men during the month due to accident and illness. Conductor John Furlong passed away Christmas day, after a six week's illness. Conductor James Burr passed away December 30. Motorman John Fahey died January 1 when complications set in following an accident.

Conductor J. O'Connor lost his mother, Julia O'Connor, December 27. One of our ex-motormen who worked more recently at the Buick Plant was killed in his automobile December 31. To these families, all of us at Devon wish to extend our most sincere and heartfelt sympathies.

I received a number of season's greetings from our service men all over the world. Corporal William J. Klepitch sent a card from Hawaii and says we should keep the cars rolling until he gets back to help.

Pvt. Leo A. Sullivan sent a card from New Guinea. Pfc. George J. Bergthal and Pfc. Charles Struwing sent greetings from France. O. E. Mathisen SK 2/c sent a card from the east coast.

We are trying to send the magazine to all our servicemen. If you know of any new addresses will you please see that I get it or put it in the box on the side wall in the trainroom. Be sure you get the serial numbers and complete address. We want to keep in touch with all our servicemen. They like to get the station gossip too, so send that in and we will print as much of it as possible.—Charles Saklem.

## Division

**C**ONGRATULATIONS are extended to Motorman and Mrs. J. Davidson on their 14th wedding anniversary and to Motorman and Mrs. C. Gruzalski on their 10th wedding anniversary.

Happy Birthday to the following children: Jim 7, and Ray 1, sons of C. Gruzalski; Lucille Radicke 9; Mildred Shippy, Karen Knutson and the daughters of Bill Devitt and Dave Leahy. May you enjoy many more.

Cards were received from the following servicemen from various parts of the earth: Lieutenant Ed. Bach, A. Canova, W. Heiser, E. O'Day, George Schwab and Ted Meier and Dan Brophy.

Cold weather, or is he lazy?—A pal offered William Thomas a cigarette. He had his hands in his pockets, and declined the cigarette, saying it was too cold to take hands out of his pockets!

Just for fun.—There is a guy on Clybourn who has a very red nose. Wanta borrow my pipe to keep it warm, these days? I have one with a short stem, that will do the trick.

# DON'T LET OLD MAN WINTER DO YOU DIRT!

**BUNDLE UP!**  
SAFEGUARD YOUR HEALTH



BEFORE STARTING  
ON YOUR RUN  
SEE THAT YOUR SAND-BOX  
IS WELL FILLED  
AND



USE ELBOW-GREASE  
AND A BROOM

TO FREE STEPS  
AND PLATFORM  
OF ICE  
AND SNOW



CHECK TO SEE  
YOUR SAND KEY  
IS WORKING PROPERLY



KEEP YOUR  
WINDSHIELDS  
CLEAR FOR  
SAFE  
VISION!



WATCH OUT FOR VEHICLES PARKED FAR  
FROM CURB BECAUSE OF SNOW BANKS



Toni Gloppe has new spats that he is sporting. Santa?

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Thanks to all those who bought cash bonds during the Sixth War Bond Drive. It sure helped our depot.

When the going's tuff, Kiddo used to say, Let's laugh it off, Ha. Ha.

Did you ever see the box in the corner? Drop your news in for the depot, please.

Ed Fischer says since Charlie Clark is coaching Gutter Ball Andy, his game is getting much better. Why not go and see them bowl on Friday night. Plenty of laughs for all.—F. Shippy.

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## Kedzie

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**N**OW THAT THE HOLIDAY spirit is rolling by we note that a few boys are starting the New Year in a bad way.

Laurie Pockman claims that his former motorman, "Miserable" Mador, deliberately picked an early run knowing Laurie could not do the same. But Laurie claims he feels better since he got run one hundred-eleven.

Glad to see Ralph O'Meara back with us again, now that he's back from the Navy.

Our night clerk, Jerry Blake, is known as "Junior".

Congratulations to Mr. and Mrs. Pat Buckley on their new arrival, a 9½ pound boy. Also to Mr. and Mrs. White on November 9, a girl, Linda Kay.

Tim Ryan increased his family again, the score now stands five boys and four girls.

Mr. and Mrs. Paul Marchetti became the proud parents of a baby boy.

Mr. and Mrs. Bill Crowley have a 10 pound baby boy, December 10.

So sorry to hear Dave Slattery's brother passed away December 10.

Mrs. J. DeBila, mother-in-law of Conductor W. Pechows passed away December 20.

Did you fellows see that hunk of man at the depot last week? Don Goltzola was in on a furlough. Good seeing you again, Don.

If any of you boys want to know how to dress, look up Emil No. 10279. That fancy bow tie and spats—it's a sight for sore eyes! Our Frank Sinatra of the depot.

Bill Johnson received a letter from John Brown, who is now in the Navy. He was a former motorman of Kedzie. As Brown was waiting for a streetcar in Frisco, a lady stood next to him and he said to her, "You don't have to wait this long for a streetcar in Chicago." As the conversation went on, she invited him to dinner at her home. He accepted her invitation and met the family. After dinner she showed him the family album. Brown looked at a picture with a fellow in a streetcar uniform and said, "I know that fellow, he worked on Madison Street with me." "Why, yes, he's my brother Bill Johnson." A small world isn't it?

Last but not least: A big hand should be given to the ten boys in the repair department who are giving more of their time to help us



"I'm saving that waste fat to turn in—don't you go eating it."

with the transportation problem. After eight hours in the shop, they see one of the clerks and are given runs as motormen. Good going, fellows.

So, until next month, keep 'em rolling, and smiling.—Jim Passarella.

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## Lawndale

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**S**GT. JOHN G. SEMMELMAN, U.S.M.C., son of Conductor John F. Semmelman of Lawndale Depot, has recently returned to the U.S. from the South Pacific. He was in the Marshall and Gilbert Campaigns, but suffered no wounds. The sergeant was inducted May 10, 1943, two days before his 19th birthday, and volunteered for overseas duty the latter part of July 1943. Pago Pago, Samoa, was his main base in the Pacific but during his 15 months of duty he has flown the entire Central Pacific. He started his 30-day furlough on Nov. 6 and on Dec. 7 he left for Cherry Point, N. C., where he will be hospitalized for a rest. Also, in his fifteen months of duty, he was awarded the Presidential Citation.

Someone should inform Jim Harrison, instructor at Lawndale and Blue Island, what Red Heart dog food is. The other day he came into the office complaining of a very sore throat and asking if anyone had a good remedy. A few of the fellows started to tell him of things that helped them, when Clerk Cusac said that if Mr. Harrison would go over to the drug store and ask for a can of Red Heart, it would fix him up. Mr. Harrison did just that, and did not come back for some time. When he did return he called everybody things that could not be printed.

The drug store was pretty busy when he told the druggist that he had a sore throat and that the clerks at the depot had said that if he could get a can of Red Heart it would relieve his throat right away. When the people started to giggle he asked the man what it was. We sure would have liked to see his face when he found out it was dog food.

The story comes back that Chief Clerk Charley Karschnik got lost going to and from the Archer Ave. depot when he was going to the job relation class the first night. On his way to Archer he had to follow a south-bound car. When the car came to the terminal, he was lost. After the class was over Charley Starr (Blue Island) offered to lead Mr. Karschnik back. After riding for awhile Karschnik lost the car he was following. The next time he was seen, he was standing in front of the police station trying to find out where he was. After he left there he had to get out every few blocks to see if he was going the right way!

Never do what Lee Cumber did back in August. It seems that he was driving a car without a safety sticker and received a ticket for doing so. But the next day he had to go to the hospital for an operation. After laying there for over two weeks he forgot about the ticket. The other morning just after he arrived home an officer of the law came up to the door and served a warrant. That was when Mr. Cumber began to sweat. He went to the station, and tried to find out why he was suppose to go to court. After telling him how serious it was not to appear in court when receiving a ticket, they let him explain to the judge what happened. After the judge heard the whole story he dismissed the case, but not before causing Mr. Cumber some worry.

Don't forget, gentlemen, turn in any news articles. The boys from the depot that are in the Service receive this magazine, and they would like to know what is going on around here.—C. Kaper.

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## Lawrence

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**W**E HEAR THAT Ernie Wright, Howard Jensen and Senator Kaitschuc each received a card of condolence over the loss of the recent election. Of course they all blame Otto Carlson. Better luck next time boys.

Something has surely worked wonders around this station. Even Al Remack was seen reading registers at midnight. Ed Hendrickson is here at every opportunity, "helping out," he says. That is the spirit boys.

To Herman and Mrs. Gebel we extend our heartfelt sympathy in the loss of their oldest son, a member of the Marines, who lost his life somewhere in the Pacific.

We extend our sincere sympathy to driver Otis Heinrich whose father passed away.

We hope to see the following men back on the job real soon: Al Johnson, off sick; George Ward, off with a badly sprained wrist and John Lange,

the victim of a freak accident. An auto passing his bus threw a small stone into the window of his bus hitting him in the eye. Better wear safety glasses, John.

To Ed Evenson we offer the following advice: Better stick to receiving and clerking, Ed. We are sure that you are not cut out to be a painter. Painters never drop their planks on their toes.

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Has anyone taken a real close look at the knees of Ed Nassar and brother Stillwell's pants lately? They are very shiny. We were told they have been attending church regularly of late. Maybe they were afraid that Santa Claus would not come to see them if they were not real good.

Congratulations to Hugo and Mrs. Johnson, who celebrated their 25th wedding anniversary along with Christmas. May you both celebrate your 50th, say we all.



Cadet Nurse Regina Kuzius, former stenographer, posed for this picture with her father, Motorman Stanley Kuzius (Armitage). Although we have no definite information to that effect, it might have been Regina's twin sister, Rita—a stenographer (Accident Investigation)—who was holding the camera.

Well, so we did it again, Pete Mersch started a car just outside the garage the other morning when it was seven below zero. A short time later the owner of the car, who happened to be radio announcer Allen, complimented Pete over the radio for the help he had rendered. Splendid work Pete, keep it up.

Congratulations to Harold and Mrs. Nehmzow who celebrated their 13th wedding anniversary on January 7. May you have many more together.

Say have you noticed, ever since the mechanics have started breaking in as bus drivers, how fine the buses are working? All joking aside boys, they are in very good shape considering the terrible beating they are taking from the weather.

Now that the holiday season is over and we are starting a New Year, let us all resolve that we will do our utmost to keep them rolling with the

thought ever in our mind that the better we serve the public, and especially the war plants, the sooner this world will be at peace, and we will have our buddies home again.—John Lane.

## Lincoln

**A**LONG ABOUT THIS TIME of the year we are just beginning to get over the headaches and stomach-aches from the holiday season and also starting to break some of the New Year resolutions we made in good faith. Well let's all make one resolution and really keep it. That is: Buy more war bonds, and keep them.

Had several Christmas cards from the boys in Service. Among them were Bill Greenholt, George Loewe, Vince Taylor, A. Fergus, R. Gunderson, W. Anderson, Ralph Helten and Earl Boyer. Here's hoping that all the boys in Service had a nice Christmas.

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Here's a true story, believe it or not, from the repair department. Tim Riordan, while trying to locate motor trouble in one of the cars, found a live chicken on top of the motor case. He gave it to Pat O'Malley for a present, as it happened Christmas Eve, and Pat brought it home. When Pat arrived at home he was carrying the chicken under his arm. But when Pat's dog saw it, he made a dive for said chicken. The chicken got loose, flew all over the house, and landed on the dining room table which was all set with soup already served in the bowls! The dog finally caught the chicken, but order wasn't restored until they had nearly wrecked the place.

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Bill Cerkan, our clerk, is going around these days like a boxer ready to put on his gloves. He has both hands bandaged up to the wrists due to a fungus infection. Hope you get over it soon, Bill.

Rudy (Dusty) Carlson, our Wrightwood Avenue trolley pilot, who at this writing is still off with a badly smashed finger should be back to work soon. Joe Johnson says he thinks that Rudy got married and made this excuse to go on his honeymoon with his blushing bride.

Haven't received much news this month and wish all you boys would drop any news you have in the credit union box.—Ed. Hutten.

## Noble Depot

**N**OW THAT the Christmas and New Year holidays are over, let's all buckle down and get that extra fellow who is seeking work down to the CSL Employment Department.

The boys at Noble all got together and put up the big Christmas tree in the trainroom. The trainroom took on a new atmosphere, and no grumbling from the Scrooges.

All the men in the Armed Service sent us cards wishing us a very Happy Christmas and a New Year. We now have the new address list of all the boys and anyone desiring to obtain them can get them from the clerk.

Anyone meeting up with a Smiling Conductor with a pleasing personality on North Avenue, kindly take a good look, as it is none other than our Relief Receiver Kenneth Burnell.

Anyone desiring to join up in the Cigarette Club, kindly get in touch with Harold Griebel. The club meets at Cicero and Irving Park on Sunday mornings.

The welcome mat was put out for two of our servicemen who came back to join our ranks again. Private Ernest Buchwitz came home with a medical discharge. Seabee 1/c Morris Cronin came back with a medical discharge also. Welcome back boys. Hope that you found the old place just as you had left it.

Stanley (Kewpie Doll) Micek announced that he will take his place in the Matrimony Ranks sometime this coming June. Stanley has been in a trance, so that is why your transfers had rubber bands on of late.

The Bowling League has been down in the dumps so that is why we cannot get any news of them. Seems as though the boys have been bowling in some railroad yard. Hope the Captain will read this and then feel ashamed and give some news.

All of Noble Depot mourns the passing away of one of the best-loved men, Charles Danielsen. Charley is missed by many of the boys.—Charles Karcak.

## Accident Investigation and Legal

**C**ONGRATULATIONS certainly are in order for Leigh H. Hunt who has become top-ranking CSL serviceman. From now on he should be addressed as Colonel. Colonel Hunt is in a B-29 organization. He has just completed an intensive course at Command and General Staff School at Fort Leavenworth, and at the time of his last letter was about to depart for Florida to take a short senior officer's course. Then rumors have it that he'll be back in the contest again.

Congratulations, Colonel Leigh, and the best of luck.



Leigh H. Hunt

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The Girls at "600" held their annual Christmas luncheon at Barney's this year. The steaks were luscious. Everyone had a grand time, especially when it came time to exchange Christmas packages. Each one of us here and now expresses a vote of thanks to all of the other girls who worked so hard to make this party such a splendid success, and especially to Syliva Gorski, Aileen Vibert, Jeanette Kanies.

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Congratulations, Sgt. and Mrs. Richard I. Nicholes. The news has leaked out that it's a boy.

R. T. i/c William M. Sunlin, home on a 30-day leave after serving in North Africa and Italy, dropped in to say hello to the office gang. It was grand seeing you, Bill. You're one handsome Sailor, say all the gals with "Ohs and Ahs". —Audrey.

## Accounting

**T**HE MANY FRIENDS and associates in the department extend congratulations and best wishes to Ardyth Meintzer and Robert Hows, of the Navy, also Charlotte Lutz and Robert Joost, of the Navy, who were married recently.

Birthday Greetings were extended to Nora Gaynor, Virginia Milewski, Reba Meers, Lorraine Buehler, Gladys Wedman, Ethel Anderson, Jean Amsterdam, Christine Cameron, Olive Battersby, Ursula O'Neill, Elizabeth Sullivan, Lucy Winkler, Ann Grusic, and William Ternes, all of whom celebrated birthdays during the past month.

Our deepest sympathy is extended to Martha M. Neffas in the loss of her father, who passed away Friday, December 22, 1944.

To Oscar Leiding, who recently received a new assignment, we wish all kinds of good luck, and to the latest additions to our personnel: Mae Bryreowski, Lucille Matson, Irene Weglowski, Lucille Sobek, George P. Arendt, and Edward Smith, we extend a hearty welcome.

As this item goes to press, we are looking forward to the speedy recovery of Helen Danisevich, who is convalescing at home from recent illness. —Thomas F. Coan.

## Car and Bus Repair

**ARCHER:** R. McGrath, now on pension, visited the boys at Archer recently. Bob looks swell, and we hope he enjoys his rest for years to come.

To all the boys in the Armed Forces and to all at home we extend our wishes for a very Happy New Year.

Our deepest sympathy is extended to August and Charles Wessel in the loss of their father.

**77TH STREET:** Congratulations go to William Cook, bus repairman, who was married recently. We wish him and his bride all the luck and happiness in the world.

A hearty welcome is extended to W. Gray, B. Shuntz and A. Alexander who joined the 77th Street ranks.

Wm. Moore, bus repairman, is convalescing from his injury in the Englewood Hospital. We wish him a speedy recovery and hope that he will be back with us soon.

Cards were received from F. Havel, car repairman, who spent his belated vacation at Miami, Florida. Frank had a grand time and he surely looked in the "pink" on his return.

Frank Fisher and Kazimer Kuncze, who have been on the sick list, since the summer months, have not as yet returned. We hope the new year brings them health and returns them to our fold.



We wish to congratulate Fred Wolf, car repairman, who celebrated his 49th year of faithful service at 77th Street Carhouse, on January 1, 1945.

Thanks to Pvt. Robert McClelland for the splendid Christmas card he sent us. Bob is stationed at Camp Le Jeune, N. C.

## Electrical

**O**UR LATEST ENTRY into the military service from this department is Thomas A. Christakos who joined the armed forces, December 5, 1944. Thomas already has five brothers in the service. He was in the line division. We will be glad to hear from any of our boys in service, whenever you have time to write. Help to keep our mailing list up-to-date.

Ivan Robert (Bob) Jacobson, Electrician Mate 3/c, stationed at San Bruno, U.S.N.A.B.P.D. stopped in at Grand and Leavitt for a visit on his brief leave. Bob has had some climbing experience on Eucalyptus poles, something he could never get with our line department of CSL. Bob let the cat out of the bag with news that he expects to be a proud Daddy in the near future. Bob, like a number of our boys in service, expressed his thanks for the Christmas gift from the department and also the check of ten dollars from the CSL management.

Henry Richter, superintendent of electrical installation, spent the Christmas holidays with his daughter at Fort Wayne, Indiana.

William C. Becker, superintendent of armature winding, spent the holidays with his son in New York.

Now that we have entered upon a new year, 1945, let us all pledge ourselves to give the best that is within us, so that the end of this terrible war will soon be over and a Happy and prosperous New Year will be yours.—Billy.

## Engineering

**B**UILDING: The many friends and associates will miss the kindly and gracious companionship of Ben. H. Lindstrom who passed away December 3, after a long sustained illness. Ben had served the company since 1907 when he be-

came employed in the Drafting Department, then at 2020 South State Street. He was away for a short time doing his part in the A.E.F. during World War I. He was active in the Company's social affairs and was a Past-Commander of the CSL Post American Legion. The Company has lost a competent and faithful worker. Our deepest sympathy is extended to his bereaved family.

**CHIEF ENGINEER'S OFFICE:** Betty Fiala was married on December 16. Now it's Sgt. and Mrs. William Lhotak. Best wishes.

We welcome Helen T. Regis who joined us last month. Hope you will like working with us.

Alyce Kostner is now a laboratory technician at St. Anne's Hospital.

Sylvester F. Smith (Smitty) dropped in again on his furlough. The Air Corps sure has put the sparkle in his eye and beef on that frame of his. After wiring and wiring the commanding officer for an extension he was last seen running like ---- to catch the last train for Perrin Field, Sherman, Texas.

**TRACK:** We extend our sympathy to Mr. N. R. Alexander whose mother passed away recently.

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We hope you all had a Merry Christmas and no headaches after Happy New Year. — John Retzler.

## General Office

**"K**EEPING UP with the Jones" was pretty much in evidence from the looks of the Christmas trees in the various departments on the floor. There were parties, eats, grab-bags, and even mistletoe. It would take more than our column to tell about the various parties, but we have been assured that a good time was had by all.

The occasion that was marked with a corsage of two pink camellias and a look of contentment on the face of Emily Smith (Purchasing) was her second wedding anniversary. Congratulations, Em.

There was plenty of candy making the rounds in the Transportation Department to celebrate the birthdays of Ada L. Meskan, Charles Stephenson, Kathryn Batima, and William Rooney. We wish you many more happy birthdays.

"South Sea Island Magic, phooey!" so writes Larry Gurioli (formerly of Purchasing). He is

now in the Philippines and writes that they have seen more rain since they hit that island than they had in all the time he has been overseas. He wishes all his old friends at CSL the season's greetings.

We extend the New Year's greetings to all our boys in the service and hope that your next one will be of the "made in America" variety.

If you're wondering why the gleam in Viola Pichler's (Legal) eyes, these days. It's because her beau, Robert Fredricks T.M. 3/c, has a 30-day leave. Both are doing the town, "Full speed ahead".

**EMPLOYMENT OFFICE:** A correction on the write up in the October magazine: The fingerprint technician's name is Bogg's instead of "Boss".

We all had a very nice Christmas this year and we hope that the coming year will be a happy and peaceful one for all.—Ida Fischbach.

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## Material & Supplies

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**T**HREE NEW APPOINTMENTS were announced at the office's Christmas party. J. T. Harty was promoted to Assistant General Storekeeper, F. J. Getz to Chief Clerk, and A. F. Carlson to Assistant Divisional Storekeeper in charge of bus material at the West Shops. Congratulations, and best wishes for continued success in your new positions.

Together with the news of Art Carlson's promotion comes the happy tidings of an addition to his family. May we extend our best wishes to the bouncing baby boy, and the other members of the happy family.

M. J. Korzeniowski, who recently returned to the South Shops as a stock clerk after receiving



a medical discharge from the Army, also reports a new arrival in the family. Congratulations to Mr. and Mrs. Korzeniowski and Michael, Jr.

West Shops reports that the Christmas party held for all M & S employes there, was a huge success, in spite of the fact that H. Decker received baby soap instead of the suspenders intended for him. The climax came when Walter (Fuzzy) Miller arrived as Santa Claus. He played the part so well that everyone hopes he will come back again next year.

When the girls at the South Shops held their party, Frank Rothman was the only man present. Frank has become quite the Beau Brummel of the M & S Department, and is always taking advantage of the reported manpower shortage.

Our sympathy is extended to Emil Derma, stock clerk, in the sudden death of his father on December 26th.—Mary Goulden.

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## Schedule and Traffic

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**F**RANK JOHNSON, traffic checker, recently left us to become part of Uncle Sam's Air Corps. We extend our wishes for good luck in the Army.

Leon Kahn, traffic checker, is nursing a finger that got into a dog's mouth. Leon says let the dogs fight if they want to, but his advice is to be just an innocent bystander.

Santa Claus visited this department and not that we are bragging, but the Schedule Department Chorus really put on a fine singing program. Santa's bag was chuck full of gifts and everyone had a swell time.

Virginia Kostner is leaving us to become the bride of Ensign Joe Smith. We are sorry to see Virginia leave, but our loss is Ensign Smith's good fortune. We extend our best wishes to the newlyweds.

Congratulations to Anne Schleiter who has been transferred from Transfer Analysis to the position vacated by Miss Kostner.—L. C. Dutton.

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## West Shops

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**T**O THE NEWLYWEDS, Mr. and Mrs. R. J. Cwik (Helen Churchill and her new hubby) we extend our very best wishes. Helen and Dick were married on December 9th, and received the congratulations and good wishes of their friends at a reception that evening.

We are indeed glad to have Mary Crosby back at her post on our switchboard after convalescing

**Sgt. A. J. (Tony) Amodeo, bus repairer from Ardmore, has been in the Service since October, 1941. He is in the Air Corps, stationed in Texas. This picture, supplied by his father, who is a carpenter at West Shops, shows Tony on duty in the personnel department.**

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## Two Dollars More for the "Conscience Fund"

From time to time letters such as the following are received by the Surface Lines:

When I was a young man, about 60 years ago, I made the acquaintance of conductors who allowed me to ride free. I think it was not more than 40 times and was on the northside lines.

At the time I thought it was all right, but having become an old man, I wish to square myself and herewith enclose a cashier's check for two dollars, which was the equivalent at that time of 40 rides at five cents per ride—the fare at that time.

Such remittances are considered as contributions to the mythical "conscience fund." Most amounts sent in are small, but a few years back a check for \$1,000 was brought in, to reimburse for unspecified losses.

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for several weeks following her operation. Careful, Mary, it's "Operator", and not "Operation"!

To Ann Zaksas we all said "Happy Birthday" during the past month, and thoroughly enjoyed the candy she treated us with. Thanks Ann!

From our boys in the Service we received many Christmas Greetings and indeed we were happy to hear from them. It is with a thankful heart that we realize that although many of them are in far-off distant lands and under strained circumstances, they still have retained the attitude of the American people and were able to say "Merry Christmas" along with all of us who are here in the homeland. Indeed, our very best of greetings are sent off across the world to these boys who have given up so much that we at home here might keep our American way of life!

A more welcomed sailor we've never seen than Earl Larsen, who has just completed his boat training and will enter storekeepers school after the holidays. Anyone wondering how Earl looks in his seaman's uniform can just ask any of the girls in the office!

A Christmas tree, good things to eat, and a cheery spirit helped to make the Christmas party a success. It was topped only by good old Saint Nick putting in his appearance with his usual bag of gifts for each and everyone at the party.

On December 4th William Roeseler passed away after a long siege of sickness, and to his bereaved wife we extend our heartfelt sympathy.

May we wish all our fellow-employes a very Happy New Year and may the coming year bring our boys back to our homes again!—Mildred Habeger.



The smiling seaman on the slanting "deck" above is Larry Casey, conductor from North Avenue . . . Sgt. Emil Lippman will be easily recognized by his old friends from Lawrence . . . No one from West Shops explained the significance of Wm. J. Porcellus, S 1/c, leaning on the "Officers' Country" sign. He

is in landing craft repair . . . When the above picture of Wm. Kelly (repairman, Noble-North Bus-Lawndale) was submitted he was in England . . . Ray Klein, S 2/c, now of the USS Indianapolis, was a conductor at Division.

## SOME OF OUR SERVICEMEN

Prepared for anything is Daniel J. Brophy, conductor from Division . . . Andrew Yurich is a well-known Track employe (Clark and

Division). His father is now retired from the Track Department . . . The grinning chap in the center, below, is T/Sgt. Jim Lamont, 77th, repairs. This picture was taken when he was somewhere in Africa . . . A true son of CSL is Jas. R. Blaa, S 2/c, Transportation Department. His father is a supervisor and his mother is a clerk at North Avenue . . .

Lt. Edward W. Bach is the firm looking individual at the lower right (motorman, Division).

