

Surface Service



APRIL, 1945



PFC. P. Faherty



Sgt. A. Peters



PFC. J. McManus



Pvt. J. Paskauskas

The War Is Over—For Them

PFC PATRICK FAHERTY, 38, a member of Co. C of the 22nd Infantry, was killed in action somewhere in Germany on March 4th, 1945.

Pat was inducted into the army on Jan. 12th, 1943. He spent 16 months in the States, completing his training at Camp McCoy, Wisconsin.

He was sent overseas and arrived in England in May, 1944. Shortly after the invasion of France he was sent into action and was wounded for the first time at St. Lo. After recovering from his injury Pat was sent back into action and after a few months was again wounded. He was then taken to a hospital in England. A letter was later received from him stating that he was back in action.

Pat was first employed by the Surface Lines on March 1, 1929, as a car cleaner, and served in that capacity at 77th at the time he entered Military Service.

He was noted as a long distance runner, having competed in long distance

races as a member of the C.Y.O. and Ogden Park track teams.

* * *

WORD HAS BEEN RECEIVED that S/Sgt. Anthony G. Peters, 101st Airborne Infantry was killed in action in Belgium, January 12, 1945.

Thirty-three years of age, Peters came with CSL as a conductor at Devon in November, 1936, and entered Military Service in June, 1941. Last December he received the Purple Heart for injuries received in Germany. He had only just returned to active duty when he was killed.

He is survived by his wife, whom he married just before going overseas, his mother and father, six brothers, and two sisters.

* * *

PFC JAMES P. McMANUS (conductor, Cottage Grove) was killed in action

on January 4, 1945, in Belgium. He is buried in Luxemburg.

A part of the 44th Armored Infantry Battalion of the 6th Armored Division, McManus had been in Military Service since May 4, 1943. He was 36 years of age and had been with CSL since 1936.

* * *

KILLED IN ACTION on Luzon, is the word received of PFC Edward F. Mohr (motorman, Limits). Mohr had been on military leave since July, 1942.

He is survived by his father and mother and five brothers. He started work with CSL in May, 1941.

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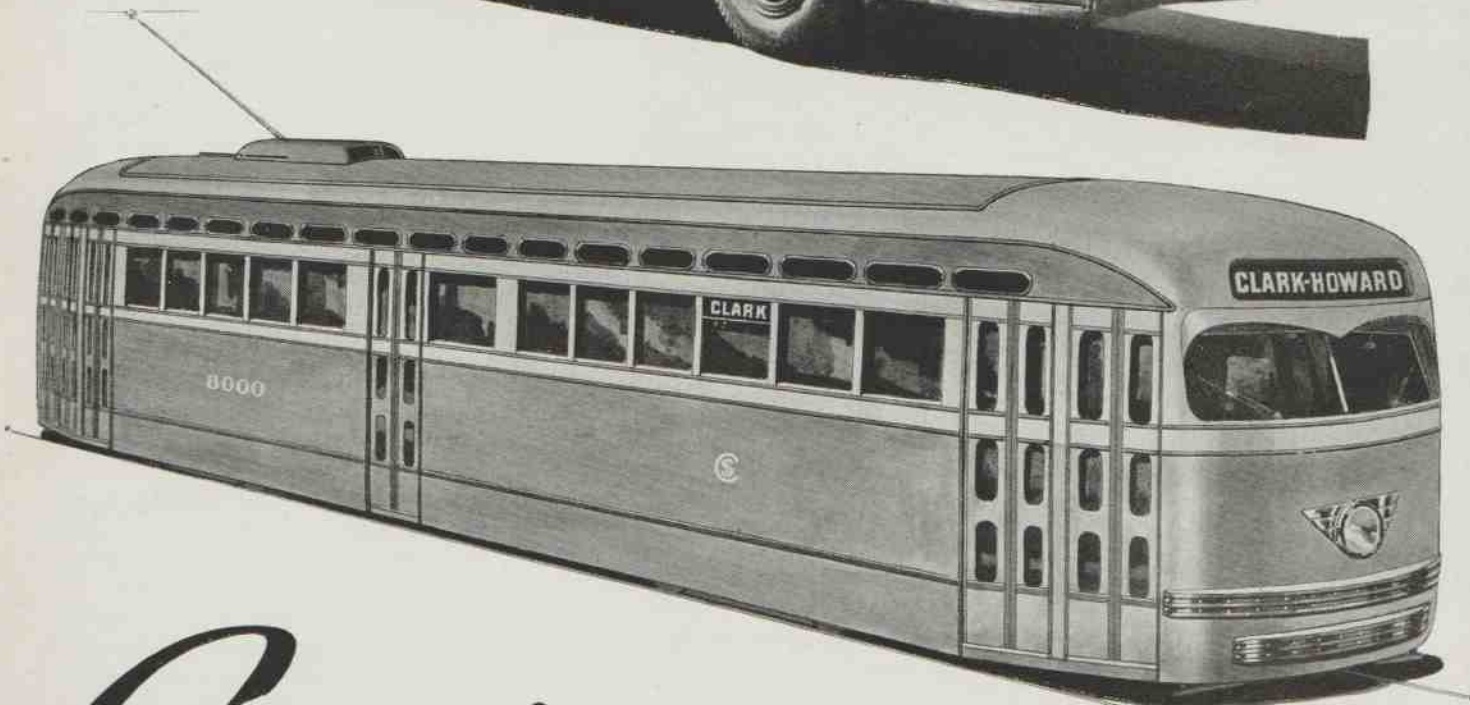
PVT. JOSEPH G. PASKAUSKAS was killed in military action on December 30, 1944, somewhere in Belgium. He is survived by his wife and three children.

A conductor at 69th, Paskauskas had only been with the Surface Lines about nine months when he was inducted in January, 1944.

But The Fighting Still Goes On

Buy AT LEAST one EXTRA \$100 War Bond in the
7th WAR LOAN DRIVE

[Cover Photo (Acme)—"The Flag-raising on Iwo-Jima"—Back Them Up With Bonds]



Coming **OUR WAY**

THE PLACING OF CONTRACTS for the purchase of 395 buses and streetcars for the Surface Lines has been approved by Federal Judge Michael L. Igoe. The approval was given recently on a petition of the Joint Board of Management and Operation for the acquisition of the equipment.

While no exact delivery dates on the new vehicles can yet be fixed, they are expected just as soon as federal war agencies permit their manufacture.

In a letter to Judge Igoe, John E. Sullivan, Chairman of the Joint Board, stated that in addition to the 395 buses and streetcars, plans are proceeding for the

purchase of 100 trolley buses. The specifications for the trolley buses are now in the hands of manufacturers and as soon as bids are received, the Court will be asked for authority to purchase this equipment also.

"In accordance with your instructions of January 26, 1945," stated Mr. Sulli-



Both streetcars and buses will feature the "no-glare" windshield and shadow apron.

van's letter, "the Joint Board of Management and Operation of Chicago Surface Lines has proceeded diligently with preparations for the purchase of new equipment.

"The Board proposes that contracts calling for the purchase of 200 streetcars and 195 buses be now authorized on bids received from manufacturers. The total cost of these 395 new vehicles is estimated at \$6,559,665; \$4,440,000 for 200 streetcars and \$2,119,665 for 195 buses.

"Although deliveries of new buses have been very scarce during the war period, the Surface Lines on several occasions in the last few years has obtained new motor buses of the most modern type available. The new units now to be ordered will be of this metropolitan type, incorporating all of the new developments available at the time of manufacture.

"Nearly all of them will be large-size, roomy vehicles. They will furnish the utmost in passenger comfort, safety and

efficiency in operation. These sizes will also illustrate the type which it is planned to use in substituting buses for streetcars on many of the rail lines to be eliminated after the war."

\$22,000 Per Unit

The new streetcars, Mr. Sullivan's letter continued, embodying all the latest developments in streetcar construction, will be built by Pullman Car & Mfg. Company and the St. Louis Car Company, at a cost of approximately \$22,200 per unit. The former company will build 110 of the cars at its Worcester, Mass. plant, and the latter company will produce 90 at St. Louis.

Of the 200 new cars, 185 will be used to re-equip the Clark street line. The balance of 15 will be utilized to fill out the service on the Madison street line.

The new streetcars will resemble in many respects the streamliners now operated on Madison street but will have numerous improvements in performance, appearance and comfort over that first model of the modern "PCC" car.

The new car, which will seat 59 passengers, will be even quieter than the present model, due to developments in springs and cushionings. It will have smoother starting and stopping and will keep its place in traffic due to its fast acceleration.

The car will be nine feet wide, exceeding the present width of the Madison street car by three inches, with the gain being translated into a wider aisle.

The best light-weight metal available at the time of construction will be used in building the cars. The use of air brakes will be discontinued. Instead of air brakes and air mechanism for operation of doors, these controls will be electrically operated.

Improved Windshield

A feature of the car will be a "no-glare" windshield, a development since the original PCC cars were built. Its construction, combining slanted V-shaped windshield with a shadow apron, eliminates all glare from interior lighting, making for safety of night operation and doing away with the curtain behind the motorman. The clear view ahead at night is shared also by the passengers.

Fast acceleration and speed is assured by four high-speed motors. These motors have a large short-time overload capacity, driving the car axles through silent hypoid gearing. The car can accelerate at the rate of 4.75 miles per hour per second on level track.

The trucks on the cars are of a standardized construction for all modern street-cars. It is through the quiet motors, hypoid gears and the use of rubber in wheel and truck construction that the greatest gain has been made in elimination of noise.

Wheels are of super-resilient design with the steel tire which runs on the track separated from the wheel hub by thick rubber cushions. The thickness of the rubber cushion is twice that used on the Madison street car.

3 Braking Systems

The cars will be equipped with three independent braking systems—motor braking, spring-applied electric-solenoid-release drum brakes, and electro-magnetic track brakes.

Motor braking is effective to give almost a complete stop. As the speed of the vehicle approaches zero the spring drum brakes are brought into action and provide the braking to complete the stop. It also serves as the parking brake. In addition, to these two systems, battery-operated track brakes, in which energized magnets grab the rails, are always available either with or independent of the other brakes. There are four track brakes, one on each side of each truck.

Wider aisles, permitting smoother flow of passengers through the vehicles, natural steps, properly placed stanchions and handrails, non-slip floor surface and maximum smoothness of operation will all provide additional convenience and safety for passengers. "Stander" windows above the regular side windows will permit standing passengers to look out with ease.

Comfort for the passengers is enhanced by no-glare illumination, well upholstered leather seats and effective circulation of air for ventilation and heating.

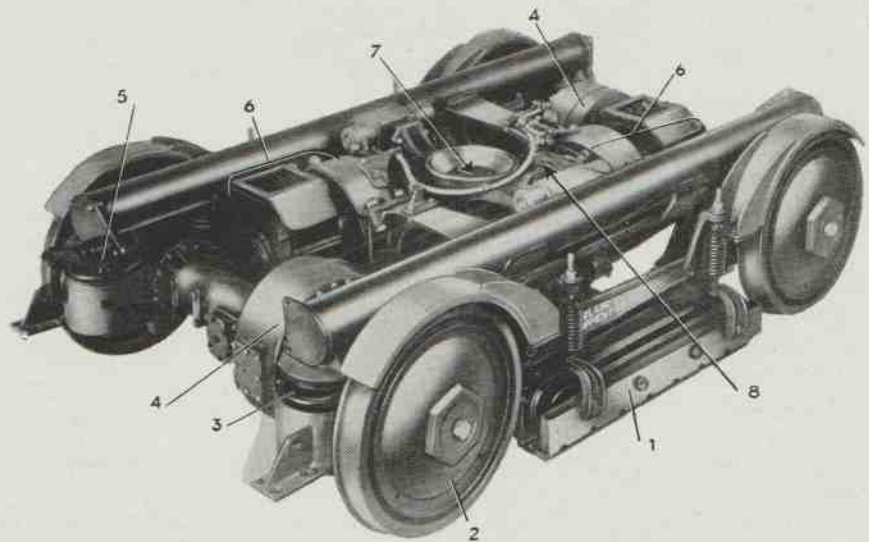
The new buses will be made by several manufacturers and will vary in size, most of them having large seating capacity. There will be 60 vehicles each

seating 45 passengers; 42 with 44 seats; 58 with 36 seats and 35 with 27 seats.

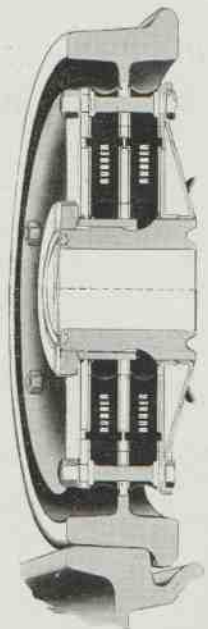
Of the 195 new buses, 78 are for use in restoring service on three routes; Kimball Avenue, Kimball-Homan and Ogden Avenue, which were discontinued more

than two years ago on order of the Office of Defense Transportation. Of the balance, 112 are for general replacement purposes and 5 are for use in inaugurating service on a special line in the district north of Lake Calumet.

DETAILED TRUCK AND WHEEL CONSTRUCTION



Construction of the trucks on the new cars: 1. Electro-magnetic brake which grabs the rail when magnet is energized. 2. Wheels with rubber sandwich separating metal tire from rest of metal in the wheel (see detail below). 3. Steel springs cushioned in rubber. 4. Precision hypoid gear. 5. Shock absorbers. 6. Two motors to each truck, constructed on cross members connecting the side frames. 7. Truck bolster attached to frame on swing arms. The body is built on two huge kingpins which are dropped into the well-shaped bolsters of front and rear trucks to complete the unit. 8. Electrically-released, spring-applied drum brake.



Mother Praises Motorman for Saving Boy's Life

WHEN Mrs. Katherine Motsinger, 7957 South Bishop, was returning from shopping with her two sons, young Jimmy dashed out in front of the streetcar. Motorman John Hansen (77th) quickly brought the car to a stop, but not before the boy had been hit and thrown against a parked auto. "From the car, he bounced back under the streetcar. When picked up, Jim was lying half under the streetcar with his body resting on the track. If the streetcar had moved another few feet," wrote Mrs. Motsinger, "Well, that would have been all."

Insisting that Hansen was not only blameless, but directly responsible for her boy being alive, Mrs. Motsinger wrote in praising his quick action.

By showing his authority in a pleasing, forceful way, Conductor Vincent F. Bibby (Devon) succeeded in controlling a drunk that was annoying the passengers on his car. Don Guilliams, 30 North LaSalle, wrote that not only he, but many of the other passengers were favorably impressed by the manner in which the incident was handled.

Has The Essentials

Quick action and alertness are essential characteristics of motormen, and according to Mrs. Louis A. Rogers, 907 North Ridgway, Motorman Albert Dahl (Devon) clearly demonstrated recently that he had these essentials. Because he was "paying strict attention to duty" he avoided hitting a "thoughtless woman (who) would have been injured or perhaps killed."

"I witnessed such a nice piece of conduct on the part of Motorman No. 1669 (Archer Pearson, Blue Island) that I wish to send it in so that he can be commended for it," wrote Frederick Schmidt, Crane Company, 4100 South Kedzie. As a woman alighted from the streetcar she discovered that she had left one of her gloves on the car. Pearson held the car while she recovered her glove and "seemed

quite happy over the fact that he had helped her."

"It's a tonic these days to run into such courtesy, not to mention his cheerful attitude toward the people with whom he has to deal." These words were written by Bill Shanahan, 5700 South Paulina, in regard to Conductor Max Braswell (Archer). But it could be considered to apply to Conductor James Devine (Kedzie), Operator Ernest Buckwitz (Noble), Conductor Samuel Rasmussen (Lincoln), and Conductors Stanley Krupa and Roy Hansen (Armitage)—all of whom received commendations during the month for the courtesies they had extended to passengers.

Mrs. Rose Hansen, 5203 North Latrobe, considers that Operator Lester O'Neil (Lawrence) does one of the best jobs of any CSL employes. "He is not only courteous, but he is also an excellent driver. . . . He also calls out the names of all the streets in a clear and understandable voice . . . and this man is always such a perfect gentleman."

Not one, but several riders, wrote in during the month to praise the efficient courteous way Motorman Patrick Benton (77th) administers his duties. Among his pleased passengers were Mr. and Mrs. Bruce Wiley, 1419 Jackson; Mr. Storecipher, 1841 Adams; and Mrs. F. B. Collins, 1422 Jackson.

Appreciative riders wrote in to thank Conductor Stanley Patelski (Kedzie), Conductors Victor Hultken and John Lally (Burnside) for turning in articles which they had found.



"IF YOU'LL PLANT A VICTORY GARDEN, MRS. GOOWDYN, WE KNOW IT'LL BE EASIER TO GET OUR HUSBANDS TO WORK ON OURS!"

Part of the flood of suggestions now being investigated by the committee

A black and white photograph showing a hand in a suit sleeve holding a stack of numerous suggestion forms. The forms are scattered and overlapping, creating a sense of a large volume of ideas. The forms appear to be standard company suggestion cards with various sections for writing and checkboxes.

It Pays To Have An Idea

Shops and Carhouse Employees Participate in Suggestion Program

MEMBERS OF THE SHOPS AND CARHOUSE departments are learning that they receive "recognition" and "credit" for ideas. And if it's a good enough idea there will be a cash award involved.

Open to all (2,300) employees in the departments, the Shops and Equipment Suggestion Program provides cash awards for workable plans which will "prevent accidents; reduce waste; increase tool life" or otherwise improve output, working conditions or save materials.

The amount of the award varies according to the appraised value of the suggestion, with a minimum award of five dollars. All suggestions are judged by a competent committee, and a numbering system on the suggestion blanks assures the employe that he may submit his suggestion anonymously if he desires.

In case of two similar suggestions, priority is based upon the dates they are

received. If the suggestion appears to have patentable value, the employe is given the choice of patenting the idea or accepting the cash award. Even though a suggestion is declined, it does not necessarily mean that it has been eliminated. All declined suggestions are subject to reopening or review at any time within a three year period.

Early response to the program has been excellent. The committee on awards has been receiving more suggestions than it has been able to judge. However, frequent bulletins advise all participants on the progress of their suggestions.

According to the committee, the field for suggestions is unlimited, and just because an idea is small does not mean that it is not worth a sizeable amount of cash. Early awards have been made for suggestions ranging from a new use for self-tapping screws to a system for keeping record of changes in streetcar locations. In between have been suggestions

for changing the type of plugs on portable heating units; an improved inspection program for renewal parts; and a plan for more efficient arrangement of equipment in a department.

Among those who have received awards so far are:

Joseph Nemecek, draftsman, West Shops
James Sellas, Asst. Night Foreman, Noble
Adrian Huisman, Toolmaker, South Shops
Elfray G. Blake, Painter, West Shops
George Kullowitsch, Inspector, West Shops
Willard Lucas, Welder, West Shops
Louis Tignac, Bus Repairman, Avondale

There have also been two anonymous winners who have not yet claimed their awards or revealed their identity. Their suggestion numbers are 2111, and 449.

Has Anybody Here Seen Kelly's—Address?

IF ANY SURFACE SERVICE reader knows the whereabouts of any of the Surface Servicemen whose names are listed below, he will be doing both the serviceman and CSL a favor if he will supply the Cashier's office with the address.

Last fall a Christmas check for ten dollars was mailed to all men on military leave. Thanks and acknowledgements have been rolling in from all over the world. But these 56 men have not yet received their gift. The checks addressed to them have been returned unclaimed and unknown.

Responsibility for these checks rests with P. W. Sears, Cashier's Office, General Office, so if you know the address of any of these fellows, please forward it to Mr. Sears.

The following names are listed by stations or departments, alphabetically:

ARCHER: A. A. Heene.

ARMITAGE: E. C. Sigvedsen, D. A. Thime.

BURNSIDE: D. G. Willson.

COTTAGE GROVE: M. M. Newman.

DEVON: J. Belkin, K. D. Bishop, J. E. Carlson, E. Henry, L. K. Mc Kinney, F. J. Urhausen.

DIVISION: J. F. Garry, J. A. Wood.

ELSTON: M. J. Daley, C. F. Larsen, C. J. Mahoney.

KEDZIE: P. J. Kehoe, C. B. Mc Carney, J. T. Mc Kiernan, J. A. Manion, W. F. Weber, Jr.

LAWNDALE: A. L. Clayton.

LIMITS H. C. Pahnke, S. M. Rogers, D. J. Wise.

LINCOLN: A. J. Dorsen.

NOBLE: Elmer Hansen, William Leahy, Walter G. Uhlemann.

NORTH AVENUE: M. R. Carmen, J. R. Dore, E. Duffy, J. W. Fitzpatrick, J. J. Mc Mahon, C. M. Ray, V. Shepherd, V. L. Smith, D. W. Stillwagon.

77TH STREET: R. L. Webber.

69TH STREET: R. E. Boyle, J. J. Brennan, W. E. Dennis, T. J. Fitzgerald, G. M. Kelly, G. E. Melander, M. Motenke, J. V. Noe, J. M. Power, E. J. Shields, P. J. Thomas.

BUS REPAIR: T. O'Connor.

MATERIAL & SUPPLIES: J. Grimes.

WEST SHOPS: V. Lukas, J. J. Morris.

SOUTH SHOPS: J. M. Klimas.

TRACK: L. R. Miller.

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A Publication by and for Chicago Surface Lines Employees

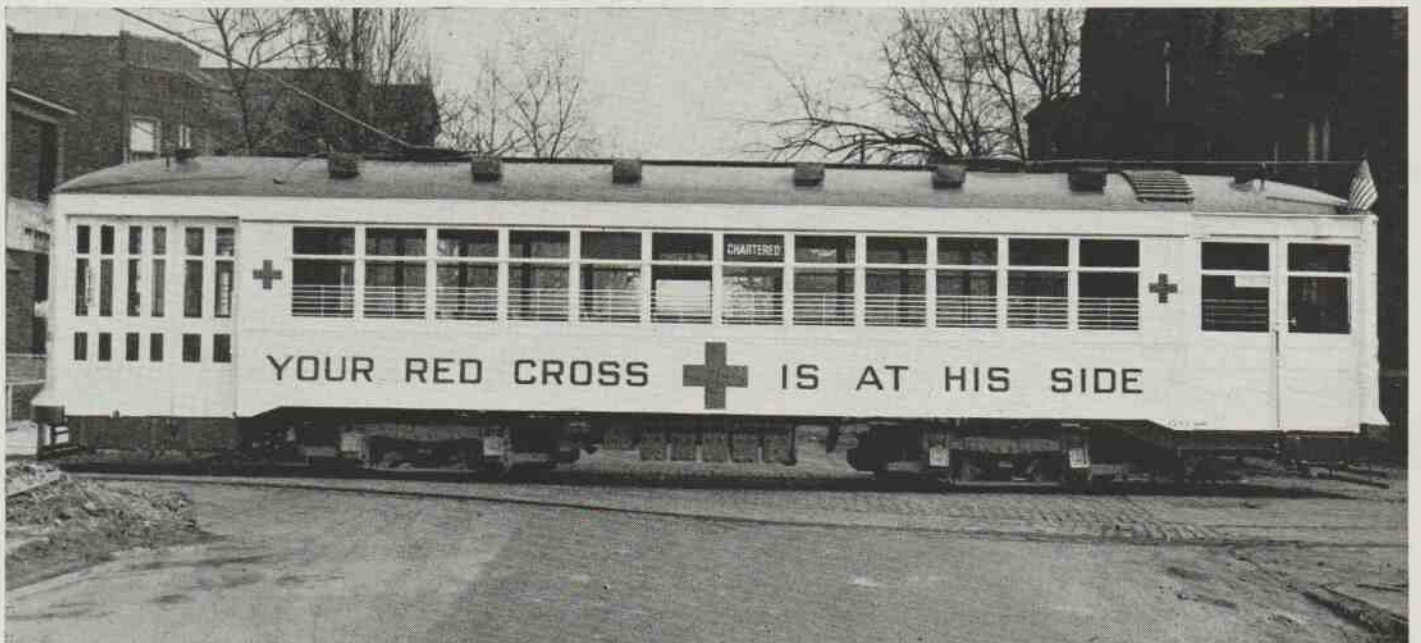
231 South LaSalle Street

CHICAGO 90

Vol. 21 April, 1945 No. 12

WILLIAM H. BROMAGE *Editor*

JOHN H. FISHER *Associate Editor*



Reminding Surface Lines riders of the importance of the Red Cross during this war, is the newly redecorated streetcar which has been

in operation since the beginning of the Red Cross Drive, and which will continue in its duties as a traveling billboard through the year.



Armitage

By Ted Shumon

APRIL SHOWERS bring May flowers. Here is that spring weather that most of us have been praying for.

Motorman Louis Bulchuck recently received a letter from the WLS news bureau, telling him about his son Sgt. Robert Balchuck. The Sgt. is a paratrooper with the 101st Airborne Division, and was wounded in the D-Day invasion of France. He was returned to duty, with the Purple Heart, just in time to get wounded again, in the Belgium invasion. He was awarded the Oak Leaf Cluster to go with his Purple Heart. He was returned to duty again and took part in the invasion of Holland and was wounded again, receiving the second Oak Leaf Cluster for his Purple Heart. Then he returned to duty and was wounded for the fourth time, during the invasion of Germany. He is again back on duty wearing three Oak Leaf Clusters on his Purple Heart. Some of these Yanks just don't know when they have enough.

Motorman Eddie Smith, who has three sons and a son-in-law in the service has received a Purple Heart from one of his sons who was wounded in action. Herman Dammeyer has been advised that his son has also won the Purple Heart for wounds received in action. Car Repairman Leo Zimny has received the news that his son has won the Bronze Star.

Several of the men from Armitage, including your scribe, have visited Red Prueter at Great Lakes Hospital in recent weeks. Red is coming along swell and expects to be up and around shortly—wearing a brace on his right leg. He will probably have to wear it for several months, but after seven months in a bed, it will sure put new life into him to get up and get some much-needed exercise and fresh air. Good luck, Red.

Since last writing, Art Malmquist, Red Lang, Joe Polowczyk, George Demco and Nance Morrissey were hospitalized. Red is back on the job, Art and Joe are doing swell. We hope to see George and Nance back with us soon.

Information Dept. What happened to the Japanese Fleet? They weren't Fleet enough.

A short time ago Motorman Bieze became burned up, during a initiation ceremony, when he distinctly saw your scribe pour two quarts

of milk into his brand new hat. However, when said hat was deliberately thrown right in his face, by Al Broach, and he discovered the hat was empty and unharmed he was considerably relieved. He is still wondering where the milk went.

Several months ago, your scribe was highly praised, in the Union Leader, for his ability as a bareback rider, when he successfully rode a wild untamed gentleman goat. Motorman Earl Dustin recently decided to duplicate the stunt, but, we are told, at the last minute, he backed down.

Since last writing, your scribe has received letters from Rutkowski, Frank Gries, Norbert Papke, Roy Shafer, Howard Paetzke and Hal Lovell. Others have received letters from Ernie Guedel, Harry Henriksen, and George Thompson.

Norbert Papke's letter shows he is now a Staff Sergeant. He also spoke of being in Germany. However a later report states that he was wounded in Germany and was evacuated to France by plane. No further details at this time. Your scribe has heard that Papke's wife is a WAC and was home on furlough for Easter.

Hal Lovell, whose picture is shown herewith, says he crossed the pond on the SS Queen Elizabeth. He adds that the French people don't appeal to him, what-some-ever. He spoke very well of the people in Luxemburg and was very much surprised to learn that most of them spoke English very well. From Luxemburg he crossed into Belgium, but says that was like going back into France, as they all speak French and act very much as the French people.



Hal Lovell

Shafer says, in his letter, that he is now based in Alaska, up Ketchikan way. Ernie Guedel is now in the Marianas and is stationed at a B-29 Base. These B-29's that are now harassing the Jap-rats.

Joe Traxler and Barney Walsh were both home on furloughs since last writing. Both are looking

swell. Traxler is now a Master Sergeant and Barney is a cook. Barney says he expects to ship about May first.

If Conductor Joe Schultz attempts to sell any of you fellows a dressed young pig, beware, we have confidential information that his dachshund is missing.

Your scribe has finally found the definition for a perfect sailor. He is one who doesn't smoke, doesn't chew, doesn't drink, and doesn't chase women—in fact, doesn't exist.

Now I'll cease to exist till next month.

Blue Island

By C. P. Starr

OUR SYMPATHY is extended to the bereaved family of Ex-Motorman James Tuohy who passed away March 30th.

We also extend our sympathy to the family of Conductor James Brhel in the loss of his father-in-law.

The following newcomers arrived: at the family of Motorman Archie Dillon, a seven pound girl, February 18th; and to Motorman Walter Szczepanik, a seven pound girl, March 19th. Congratulations.

Conductor Herbert Heiden writes from England that he is well, and sends his regards. So does Conductor Charles Saunders who writes from France.

We welcome to our station Conductors Fred Mathiessen, Richard Jaske, Raymond Parker, Ernest Clark, Patrick Gilchrist, Motormen David Davenport, and Albert DeVito. We hope you will enjoy working with us.

Don't forget news is needed. So please turn some in so that we can keep our column alive.

Burnside

By "Furgie"

APRIL:- Spring! Spring! Beautiful Spring.
Robins sing and everything!
Conductor pulls the bell, "Ding Ding!"
Street car gong goes "Ting-a-ling!"
Ain't this poem a crazy thing?

Well! that's just what Spring does to a person. People out walking, enjoying the beautiful, balmy weather, we hope, without a care to bother them, completely oblivious to their surroundings, are apt to be so preoccupied that they will walk slap-dab in front of a moving street car. If they do, will we be able to stop in time to keep from hurting them? We should, at all times operate in such a manner that we will be sure to avoid an accident, especially at this time of year when all the world is, or should be, in tune.

We have had occasion, recently, to welcome back to the fold some of our old timers—namely, Conductor Tom Leahy, who served in the Navy, Motorman Ronald Thiel, who has been on the west coast for several months, and Motorman Carl Anderson, who retired last fall

and has now returned to help out during the period of the emergency. We are all happy to have them back, as well as extending a hand of welcome to those new men in our midst. Welcome! Fellows, may your stay be pleasant.

We hear that Mr. H. E. Harris is greatly improved. We hope his progress from here on is rapid and his recovery complete. Our other sick are reported progressing nicely.

Cottage Grove

By Gale Hruska

OF ALL THE SEASONS of the year, with each having its own beauty of nature, none can be as welcome as the first days of Spring. Warm breezes and longer days, after five months of inclement weather, is always a most desirable change to old CSL men.

With the advent of Spring many of us will again busy ourselves with our Victory Gardens, still of paramount importance to the war effort, especially when you realize this year we will have one million acres of less yielding crops because of the shortage of farm help, plus a greater drain on America's food reservoirs by our Allies.

We are elated by the feat of *Marine Pfc. James M. Buckley*, in achieving heroic top ranking commendation. James was one of the boys who helped raise the first American flag on Iwo Jima. From past reports on this historic Iwo Jima bitter fight, we know what Marine Buckley and the boys were up against. But again, American grit and supremacy were demonstrated.

And from the Pacific theatre of war we jump to the Belgium front, where *James McManus* of the 44th Battalion Armored Infantry, part of General Patton's 9th Army, made the supreme sacrifice so that you and I may continue to live as free men. The 44th B.A.I. was tangled up in a terrific battle with the Germans. It was in this action that Jim and some of his buddies fell. His death saddens many of us, for we who knew him will always remember James as kind, charitable and especially devoted to his mother. He may be gone but is not forgotten. His body rests in Luxemburg.

Here on the home front we were shocked by the sudden death of *Motorman Emil Swanson*, who passed away March 28, 1945, after a brief illness. To his family we convey our heartfelt sympathies. Likewise to *Motorman W. Schwitzer* in the loss of his aged mother who died March 27, 1945.

Conductor Sandberg's two boys, Guy and Gordon of the Marines, on a furlough, paid the folks a visit and Sandy couldn't get back to the Monon homestead fast enough.

George Kruger, better known as Corporal Kruger of the Coast Artillery Anti-Aircraft is back in CSL harness again after being honorably discharged; reports brother PFC. Harold is attached to an active heavy bomber ground crew in England.

Motorman Charley LaFontaine, who recently deserted the bachelor ranks to get married, has this to say to *John Walker* and *Charley Bowman*, disappointees. In marriage, through the porch

of love, enters a new world of joy, sympathy and human interest. Nothing like the sanctuary of a home for refreshment and rest. "How long are you now married, Charley?"

Little *Conductor Smithy* says the very sight of a great man is often an inspiration, but he can't understand why *Sandberg, Jensen* and *Big Bill Dunn* continue to remain unimpressed. They will keep a great man in obscurity, says Smithy.

Devon

By Charles Saklem

I HAVE AN APOLOGY to make. Last month I carried the article for the SURFACE SERVICE Magazine in my pocket until past the dead line and as a consequence no news. Will try to remember the date hereafter.

Conductor I. Peters received word from the War Department that his brother *S./Sgt. Anthony G. Peters*, was killed in action January 12, 1945. Brother Anthony has been on military furlough since June, 1941. He also was a conductor at Devon.

Private Edwin H. Platt, who is now in the Philippines, lost his father on January 27, in an automobile accident. The Red Cross is trying to get in touch with Edwin. The Red Cross is doing a marvelous job in all fields.

William Brooks, former janitor at Devon, passed away suddenly on March 2. He was 82 years of age.

The father of *Brother William Anders* and *Instructor Herman Anders* passed away March 1, just about a year after the death of his wife.

Retired motorman *Edward Stoll* passed away March 15.

To these families, we at Devon wish to send our deepest sympathies.

Pfc. Walter Prieve, motorman from Devon, 4716 North Campbell Avenue, was cited and awarded the Bronze Star Medal for meritorious conduct in action in Germany. Our congratulations to you, Walter, and the best of luck to you.

We are glad to see *Conductor A. Ledenback* back at work. He has been off sick since December 26.

Motorman Mike Madden is back at work after spending quite some time at the hospital undergoing a major operation.

The son of *Conductor Fred Kundert* was home on furlough from the Army, bringing his bride with him. He has been in the Army since soon after Pearl Harbor. Fred's son is now back in Iceland and his wife is in New York. Hope they will soon be together again.

W. D. Zimmerman took his pension after serving the public 36 years. He joined the cars in February, 1909. Have a good rest and enjoy these nice warm days.

Boyl! You ought to see the large Sherlock Holmes pipe that *Supervisor Bill Kois* is sporting. He claims it is a genuine hand-made pipe.

My conductor, *Walter Loveless*, sure has his troubles too. While those slippery streets were the usual thing last February, I would fill the sand boxes full of sand before we pulled out.



Tom Finnelly
Doing Fine . . . (See

You see our car stays on the street all day and as a consequence uses a lot of sand. This left Walter without any place to put his bag in which he carries all his transfers. Couldn't something be done about that? I suggested a bag hanging from the ceiling by a fish hook, but Walter doesn't think that idea is so hot. Any solutions to this most vital problem?

When you see *Conductor Lauris Gislason*, better known as "Goose," running up those stairs to check in early in the morning, be sure you give him the right of way. You see he wears size 14 hunting shoes and the soles are one inch thick. They also have steel plates on the toes and heels. "Goose" checks in before he laces up those 24 buckles. No wonder they had to put new steps on those stairs leading up to our trainroom.

Quite a number of our Rogers Park passengers ask who the smiling supervisor is who sends the cars on from Devon to Howard Street after the day's work is done. That is giving the public service with a capital "S." He is our own "Sheriff" *Maloney*. Good work, Joe.

Keep the news rolling in boys, and it won't be delayed again.

Division Station

By Fred Shippy

SRING IS HERE. Are we glad? Sure we are, for it brings flowers, green grass and warmer weather—also lots of birthdays for the children. Let's give them all a big hand and many more happy birthdays: *John Mohawk*, 8; *Rita Kouba*, 3; *Thomas and Camille Radicke*, 6; *Ted Fijak*, 6; *Robert Nelson*, 2; *G. Cichy*, 2; *Barbara and Billie Davidson*, 6 and 14; *Mary Ann Kopke*, 1; *Diane and Kay Hanson*, and *Audrey Shippy*.



George Kolin

Kedzie) . . . Under his nose

ANNIVERSARY GREETINGS TO: *Motorman and Mrs. L. Goodin*, 9th; *Conductor and Mrs. Warren Nelson*, 8th.

SYMPATHY IS EXTENDED TO: *Motorman and Mrs. E. Hurtig* in their recent bereavement in the loss of their son.

VISITORS: *Conductor George Schwab*, who is in the Navy paid us a visit and asked to be remembered to all.

TO THE BOYS IN THE SERVICE: I must tell you just how well *Charlie Clark* is coaching "Gutter Ball Andy." It seems as though he is doing so well that *Ed Fischer* is losing 50c every time he bowls. He can't pay it all at once, so Andy has accepted time payments with interest! Also, if *Glen Hopkins* can knit as well as he can bowl, he had better stick to his "Knittin'." *Joe Proulx's* boy, *Russell*, sent home a Nazi flag, a transfer, and some German money that he picked up in his travels. *Irving Green* sent a swell picture of himself and a Jap flag, also a Jap rifle that he picked up. *Barney Kaplan's* son has been promoted to a Lt. (j.g.) in the Navy, and *Harry Boldt* is now the proud papa of a son. Also, we are still selling War Bonds to supply you with the necessary tools to do a good job and bring you back home as soon as possible. As they say, regards to all from all.

Kedzie

By Jim Passarella

WE KNOW *Paul Fidanzi* is sure proud of his uniform. He wears it on his days off. Paul, ask "Red O'Connor" for his old clothes.

Excuse, please. *Roy Woods* is not back with the CSL as was mentioned in last month's issue.

He has malaria and is at the Great Lakes Hospital convalescing.

Roy was telling me his outfit was in the Iwo Jima battle, 1st Marine Air Wing FMF. Hope to see you back in the pink, Roy.

Excuse, again. "Ted Owens" as was spelled last month, should have been *Ted Hoellen*. Sorry, old boy.

* * *

Sorry to hear of the death of *John Gallahue* on March 16. *Motorman James Walsh*, March 15. Father of *Al Arnold*, March 22. Mother-in-law of *Conductor Tom Walsh*, March 28.

Sol J. Gullo received his wish. He was hoping he would get into the Navy. Sol left us Friday, March 23. He is at Great Lakes.

Best wishes to: *Mr. and Mrs. Wm. Staunton, Jr. (Patricia Ann, baby girl)*. Mother doing fine. Father, Sol-Sol *Mr. and Mrs. George Dipple*, baby girl, 5½ pounds, March 7.

Next month we will try and have a list of sons in the service.

We have names of some who have four or five sons. The largest list up-to-date, is none other than *R. J. Fitzgibbons's* sons: *John, Richard and James*, and twenty-two relatives, all nephews. Our hats off to you and yours.

Glad to see *John Hammerton* up and around again. John has been on the sick list for months.

* * *

Bud Henrick, acting supervisor, bought himself a home near the Dog Pond. Any of you fellows who are running short of meat points, cease worrying. Ask Henrick for details.

To top the coal shortage, Bud has the Chicago, Indiana and Western Railway running close to his home. He is asking for discarded face masks, so that he can get the firemen to throw coal at him. That's one way to keep from buying coal. Hope you can dodge the throws, Bud.

Conductor Jerry Gulf was looking through the Sunday Tribune, March 18. There was a picture of a group of soldiers, somewhere in Japan. He saw a face a lot thinner, then when he last saw it, but he knew it was his brother. Picture was released by the Marine Corps, stolen from the Japs by a Filipino in April, 1942.

Jim Quigley is back in harness again after a long illness. Good seeing you back, Jim.

Motorman Helizon stopped at the bridge one night on Harrison and asked his connie, *Jerry Gulf*, to "run the bridge." Jerry looked at him for a minute, then got off the car and ran across the full length of the bridge and waved for Helizon to come across. Great going, Jerry.

Mr. and Mrs. Art Dressler had a swell birthday, March 12. Art's two sons' birthdays also fall in March. *Roy*, 27, and *Thomas*, 22. Art sends the magazine to his three boys who are in the Service. Grandma, Grandpa, *Shirley* and *Babe* all enjoyed themselves. Hoping all will be home for the next birthday. Art I believe you forgot to tell me the Mrs.' age—21, you say? Oh, well, Happy Birthday, Mrs. Dressler.

Motorman Walter J. (Pete) Piotrowski is back with us again after spending three years with the Air Corps. Wally was a gunner on a B-25 and has been on 52 missions.

George F. Kolin, repair department, who is now in the Navy, wrote to Art to say hello

to all you fellows and sends us a picture of himself to keep up the morale and he doesn't want any remarks about what's under his nose.

George is somewhere in the Pacific with the U.S.S. *Lenawee*, A. P. A. 195.

Received a letter from *Tom Finnely* last week and he wants to thank the CSL for the gift of ten dollars. Tom is getting along fine. He sent home a box of gifts to his wife and three sons. Perfume for the Mrs., a French knife to Anthony and many games for the other boys. Tom is still working as a connie on the railroad. Said to say hello to all at Kedzie.

Also received a letter from *Bill Gunther*. Bill has been in two bombardments and six invasions. He was able to tell of two, Bataan and Corregidor. He sends his regards to all the boys at Kedzie. This letter was written by one of Bill's mates, as he cut his hand carving a coconut. Save your carving for the Japs, Bill, and good hunting.

Herman Giennelli left the CSL for duty with the Navy.

Names of blood donors will be in the next issue.

Lawrence

By "Pinky" Moran

AT THIS TIME I think we ought to pay tribute to our bowling team from Lawrence Garage. *Brothers Anders, Kalish, Paulak, Rahn*, and *Captain Johnson* are the five men who represent Lawrence Garage in the CSL Bowling League. The team is in sixth place in the standings, and considering that this is a first-year team I'd say the boys are doing fine. Drop in some Friday night at nine o'clock and cheer the fellows on. A little encouragement helps a lot, you know.

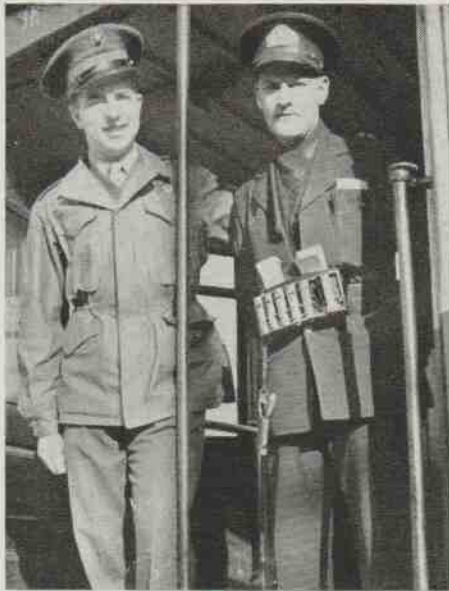
While we're on the subject of bowling we had what the men in the repair department call "The Battle of the Grease Monkeys." One team led by *Charlie Riehn*, and the other by *Ed Corda*. They failed to tell me the scores, but Ed said his team lost. Bowl them again, Ed, maybe your luck will change.

* * *

If you fellows will look closely, you will see that *John Lange, Jack Harte*, and *Moose Hirsch* are raising mustaches. They are trying hard to match that thing of beauty that adorns the upper part of "Red" *Pfeiffer's* lip. Will they make it? Tune in again next month, or next year, for final results.

Here's a little story that will surprise *Supervisor Ed Nassor*: Ed was riding on a bus early one morning. As the bus stopped at Broadway and Foster the operator decided to turn out the lights as they weren't needed any longer. In doing so he accidentally shut off the ignition. The operator, puzzled because the engine would not respond when he pushed the starter button, was somewhat embarrassed when Ed, ever on the alert, said: "Try turning on the ignition switch, Pinky." Yes, it was me. You see, fellows, even the writer can't get a break in this column.

A bit of advice to *John Dillon*. The next time you try to separate a couple of fellows



Recently when S/Sgt. Raymond Wagner (conductor, Kedzie) was home on a furlough, he stopped in at Armitage and had his picture taken with Conductor Cliff Connors. Ray is with the Marine Aviation Corps and when last heard from was in California waiting to go overseas.

U.S.S. St. Paul

DEAR EDITOR:

Just a line to let you know I am doing fairly well and am in the best of health. I am enclosing my new address so I can get the SURFACE SERVICE magazine promptly. I enjoy reading the interesting articles in it and I get all the latest news of what is going on around the car stations.

I can't say where I'm at, but I did get a chance to operate a one man car while in Boston, on a street that wasn't very busy. I got to talking to the operator and told him that I was on the cars in Chicago and when he asked me if I wanted to take over, I accepted. . . . I made a round trip and then returned to my ship to sack in for the night.



C. R. Hasenjaeger

From The

SURFACE SERVICEMEN

The Navy has made quite an electrician out of me. I got eight months of theoretical experience and two months of practical experience.

Carl R. Hasenjaeger, Fl/c
(Conductor, Kedzie)

At Sea In the S. W. Pacific

DEAR EDITOR:

Since leaving the Surface Lines to join the Navy I have done quite a bit of traveling. Had the good fortune to meet my former conductor on 63rd street at Recife, Brazil, also met him in Trinidad and later on in Charleston. His name is Howard Felker. We had three fine visits. . . .

I am now on a LSM (R). The initials stand for Landing Ship Medium, Rocket. Wish I could tell you where I am writing from, but censorship prohibits. We call our ship the Pacific Puddle Jumper. She sure does jump some times. I have had the good fortune of not getting sea sick. Hope I never do as I have seen the men sick and it is very unpleasant. The Pacific swells are much larger than those on the Atlantic. We ride them like going over low rolling country in an auto. . . .

We had a good swim yesterday, did a little diving from the deck of the ship. The water was so blue and clear. Waves were fairly large and made swimming difficult to face it coming up to our Jacobs ladder. . . .

It is time to darken ship, so will have to close for now. My regards to the Surface Lines, and remember me to the boys at 69th and Ashland Depot.

A. D. Hanson, BM2/c
(Motorman, 69th)

"I am feeling swell," writes Pfc Irving Green (motorman, Division) to the gang at Division. "Thanks for sending the magazine every month, the trophies shown are ones acquired in the toughest battle here in the Philippines. . . . It's almost two years since I have been gone. Keep 'em rolling, I'll be around as soon as I win this war."

Italy

DEAR EDITOR:

I want to thank you for sending the Surface Lines magazine to me. Even up here in Italy you will find the SURFACE SERVICE. I am sure happy to have it reach me for it keeps me posted on what is going on back in Chicago. In Italy the streetcars are few. The ones I have seen are very old. And I mean old. . . .

I hope this war will end soon so I'll be able to join the boys again.

Pvt. Adolph Ryndak
(Conductor, Kedzie)

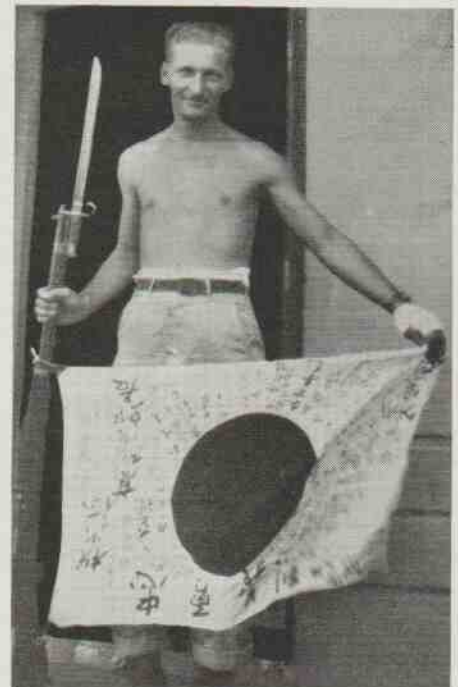
Fort Bliss, Texas

DEAR EDITOR:

I have just received the February issue of SURFACE SERVICE magazine. It feels swell to read about the boys around the barns. But nothing about the Archer Barn! . . . Say hello to all at Archer. And that I hope to be clanging the bell on the front of a car soon.

Cpl. F. T. Bremer
(Motorman, Archer)

P. S. I was a private, but no more!



engaging in the manly art. John, sing them that current popular song hit, "Ac-cent-u-ate the Positive." Especially the part that goes "Don't mess with mister in-between." It might help.

Operator Frank Allen is quite a proud father these days, and rightly so. His son, Frank Allen Jr., of the United States Marines has been promoted to Corporal, and when you get promoted in the marines, you earn it. Corporal Allen is now stationed somewhere in the South Pacific.

To our fighting men from Lawrence Garage. Drop us a line, will you fellows, we would like to hear from you. Tell us where you are, if you can—what you are doing, send us some pictures, ask questions, we are interested, you know. I promise to answer any letter you write.

Congratulations are due "Mike" Cunningham, our night foreman. On Feb. 24th, his wife presented him with a son, William Frank Cunningham. He's a foine bye (God Bless Him) as the Irish would say, eh, Mike?

Glad to see Harold Lee back on the job again after an illness that had him down for some seven weeks. Harold says he is back in the pink again, and he looks it.

Our sympathy is extended to Supervisor Herman Anders, and Harry Kaenisch whose fathers passed away recently, also to C. Winzholler in the loss of his mother.

To Brothers Kaufman, Waser, Lyons, and Hammond who are new men at Lawrence Garage, we bid you welcome. We need you fellows to carry on this all important work, and while the going may seem a bit tough at present, it won't always be that way. Remember keep them rolling, we've got to keep them rolling, we will keep them rolling.

Noble

By Charles Karcal

WE WISH TO TAKE this opportunity to thank one and all of you for the generous way you responded to the appeal for the Red Cross drive. We were 100% at Noble Depot. Let's keep up this good work.

The Minute Men are still open for that increase and also new applications for bonds.

That alarm clock that you have been hearing in the trainroom belongs to Eugene Dillon. Eugene carries the clock with him and has it set for 15 minute intervals so he will not miss turning in his day's receipts.

Ed. Larke informs me that John Brzezinski has applied for a junk dealer's permit. John has been doing the junking on and off for a couple of years but never had enough saved for the license. Anyone who can tell Johnnie where there is a horse and wagon, kindly get in touch with George Schmoök, the business agent.

(Goldblatt) Fisher has instructed the supervisors not to use him for special work as Mrs. Fisher and his daughters cannot wait for supper any longer. Seems as though Frank has to have a chauffeur drive him home so his supper will not get cold.

The party that donated George Schmoök the eighteen cents for the package of Luckies the other day, kindly get in touch with George.

John Melody and Henry Gabauer were out laying linoleum at John's house and when they went to church Sunday morning the two of them asked if they could sing in the choir as they could not kneel.

The certain supervisor who has been blaming Noble for some dirty work that was played on him, kindly retract that statement as Noble had nothing to do with it. All apologies will be accepted by the chief clerk.

Welcome home, Fred Hardt. Glad to hear that you are here to stay. Hope that the old place has not changed any outside of a couple of new faces.

Anybody that has any old neckties, kindly get in touch with Charley DeMoure. Frank Carpino is tired of donating his tie and Charley cannot find one as hot as Frank's.

Say, George Botcher, is there any chance of getting introduced to that sweet number that you wait for every day at Ashland and Cortland?

That smiling operator riding up and down Armitage Avenue is none other than Frankie Norlock displaying his new uppers and lowers.

The Marino family has had an increase of a baby girl. Mother and daughter are doing fine. The cigars were just the thing, Lawrence.

That \$10.00 Stetson that Barney wears on his fishing jaunts is going to be put into the museum. It can hold ten gallons of water and still it will not sink. They told Barney that it was only a five gallon hat.

George Kusnick was the only one that was fooled on April Fool's day. Frank Carpino, the night clerk, scared him into five more years growth.

Norman Lovely paid us a visit the other day and Norm sure looks good. Norm would like to hear from some of you fellows.

North Avenue

By "Dede"

HAS ANYONE MISSED this column? Due to other extensive duties, our smiling J. J. Hill has had to give up as correspondent. This is YOUR column, so please keep it up with news of interest.

The local Red Cross War Fund campaign to which you have so generously donated well deserves your support. What we did and can do is pitifully small compared to what our men are doing.

Instructor Krickow has had a serious operation and made a splendid recovery. Guess that old saying "Can't keep a good man down" sure applies to Art.

We extend our sympathy to the bereaved family of Motorman Grady, whose wife passed away; to S. Kilburg, in the loss of his wife; also to Johnny Moreau and J. Schaefer, each of whom lost fathers and to Motorman A. Nelson, No. 3, in the recent loss of his mother-in-law.

J. Cerny, instructor, will tell you how well he enjoys spare ribs and sauerkraut. In view of the current meat shortage, we wonder where

he keeps the balance of the "porker" and whether or not, he takes any orders.

St. Patrick's day was acclaimed to the world—Chief Clerk Bob O'Connor's neon tie was bright enough to bring the snakes back! "Butterball" Corbett's presentation was neat but oh! so small. Keep this a secret, but watch that nickname—instead of "something may be added" perhaps "something may be deducted"!

Motorman M. Schroeder is convalescing at home and would like to have visitors.

Edward J. Dawson (clerk, North) graduated from boot training recently as honor man of his company. He was elected as a candidate by his fellow bluejackets, and selected as honor man by his company commander on the basis of military aptitude and progress. He has been recommended to attend Yeoman School for further training.



—Official U.S.N. Photo

Genial Tom Hoy, of Car Repair, blossomed forth in Easter finery, ten days previous to the day. Wonder why?

Smiling Bob Kramer, junior supervisor, on the sick list for several months, is with us again. Glad to see you back on the job. Another Jr.—Bork had an embarrassing moment not so long ago. Ask him to tell you all the facts, including the missing overcoat.

Now that spring is right around the corner, Pat Casserly is going to caddy for Pat O'Sullivan and Kelsy. Well, Pat is husky enough to carry two bags.

All the boys on Central Avenue are wondering why all the fair maidens that ride Paul Simon's bus, shower him with perfumes. Now we know why Paul smells like a drug store.

Speedy recovery for Joe Parker and Bill Whelehan, now in the hospital and Jim Duffy who is in Texas for his health.

Ask a certain somebody, what happened to a luscious, delectable, lemon-meringue pie that was brought into the depot, to be carried home later for that certain someone's dinner. Those who participated in opening the package will agree it was delicious, eaten with the fingers.

Pop Fahrow is on the job, but Mrs. Fahrow is visiting son George of the Navy, formerly with the Schedule Department, who has graduated from Ship's Service School, in Norfolk.

Congratulations to the Bill Dempsey's on their new arrival. "It's a girl." Another exemption, Bill!

It is with deep regret that we report the death of Conductor Knutsen's son Arnold, who was killed in Kansas during a training flight. Our deepest sympathy is extended to the family.

AIS Edward Dawson, (Clerk Smaggy) on military leave, paid us a visit. Boot camp hasn't changed him a bit. Everyone wonders if his appetite is still on the increase.

Let's help "Doc" (*Supervisor MacIntosh*) along, by boosting his reputation. "Scotty" as usual, always doing everything the cheapest way, has neglected to have cards printed. If we all pitch in and pass the good word along—someone will recognize the fact that we have a doctor in our midst.

Spring is in the air, but regardless of the

season—SMILE—and give this a thought: No one has ever added up the value of a smile; we know how much is a dollar's worth and how much is a mile; we know the distance to the sun, the size and weight of earth; but no one here can tell us just how much a smile is worth.

Remember boys, keep this column purring.



Accident Investigation and Legal

By Audrey

SYMPATHY of the Department is expressed to *Statementman Nick Deutsch* whose sister passed away.

Locator Martin J. Koin passed away March 27, 1945. His many friends in the Department express their sympathy to Mrs. Koin and family.

Lt. Colonel Robert E. McMillan dropped in for a brief visit on March 16th and tells us he's waiting for re-assignment and that he'll soon be on his way again. Good luck, Colonel.

Welcome is extended to the following new statementmen: *Gordon P. McKune* and *Eugene G. Sullivan*.

Accounting

By Thomas F. Coan

CONGRATULATIONS and best wishes are extended to *Miss Eileen O'Conner* upon her engagement to *John Cleveland* of the U. S. Navy.

Corporal Vernon Johnson and *Captain John Campiche* paid us a surprise visit during the past month. They looked fine and it is apparent that Army life agrees with them.

At this writing *Libby Kratkey* and *George Arendt* are at home convalescing from recent illnesses, and we are looking forward to their speedy recovery. We are glad to note the return to work of *Josephine Govedaricia* after an absence due to an operation.

Miss Genevieve Missochryp was recipient of a pearl necklace as a reward from *Marcine Stratten*, a WAVE, for returning her purse found in the Chicago Theatre which contained \$70.00 and personal effects.

The Department extends a hearty welcome to *Flora Fortuna*, *Gloriabella Bennett*, *Helen Dziem*,

Geraldine Fritz, and *Michael Verdonck*, as the latest addition to our personnel.

Electrical

By Billy Schenck

THE latest news from Fort Sill, Oklahoma is that *Peter LeRoy Janke* is now a First Lieutenant. Congratulations, Peter.

A hearty welcome is extended to our new messenger boy at Grand and Leavitt. He is *John Conrick*.

William Jones and *Frank Roper* are at home recuperating. May this spring weather bring them to work soon.

General Office

By "Brenda and Cobina"

FROM THE SIZE of this column, it looks very much as though Brenda and Cobina just don't get around much any more. We will have to blame the March wind for blowing the wrong kind of dirt our way.

We hear that *Conductor No. 18650 (Archer)* is so popular that every station in the system has been clamoring for his services. Watcha been reading, Stevie, Dale Carnegie or Horatio Alger?

In a letter to his wife, *Pvt. Phil Waechter* (Purchasing) mentioned that he finally got a "break in the army—in fact two of them." Phil was in a mortar squad in the Philippines when he was hit by a Jap mortar shell, February 18, and had both legs broken. On latest report he was recuperating in a New Guinea hospital but was expecting to be moved. Your friends from CSL wish you a speedy recovery, Phil, and hope that your move is in the right direction—the good old U. S. A.

Leonard "Buck" Penny, MC 1/c, former Central Division supervisor, paid a visit to his

friends in Transportation on his 30-day leave. He has been in the Navy for 32 months, ten months of which were spent aboard a light aircraft carrier in the South Pacific. "Buck" cast a longing glance at the Radio Room's coffee pot when he said that the thing he missed most out in the Pacific was his "coffee and."

Missed a chance of a lifetime!

Bill Rooney (Transportation) was in no shape to meet those Hollywood talent scouts.—Reason? MUMPS. Tough luck, Rooney, but what would we do without your jokes?

The changing around of some of the offices during the last month brought us some new neighbors—the Valuation Department. Welcome to our floor. How about letting us in on some of your goings-on? That would be one way of getting acquainted.

It's a March wind that blows no good or was it something else that caused a certain Purchasing Department miss to head for a certain parking lot? ? ? ? ? ? ? ? ? ? ?

What did you lose this time, Em? ?

EMPLOYMENT OFFICE: The surprise that rocked the Employment Department was the engagement of our Chief Clerk. Come on, who's the lucky man, Mrs. Gareau?

Even though the clerical side of this office seems to be entirely feminine, we can boast of having fellows before the war stepped in. PFC. *Bob Foreman* paid us a visit the other day. He is a true son of CSL.

A very happy birthday, Mr. Beaman! How many does it make?

Anne ("I'll take lieutenants") Zahumensky is in a glow all because friend Frankie is in on furlough. Are those his lieutenants bars, Anne?

Enough of this gab.—Gibb and Jabb.

Material and Supplies

By Lois Marsh

WORD HAS BEEN RECEIVED from *M. Streeter*, formerly from South Shops, that, of all things, he misses the Army routine, especially scrubbing floors. Max is now with the Army as chief clerk of the registrar's office at Percy Jones Hospital in Michigan.

Congratulations are in order for *A. Mittel* who has recently been promoted to Sergeant.

Our sincere sympathy goes out to the family of *John Devery*, who passed away February 28th after an illness of three years.

D. Chapleau and *F. C. Nagel* celebrated their birthdays this past month and received many cards of congratulations from their friends.

S/Sgt. N. Palicki (West Shops) was a recent visitor. Norb. looked hale and hearty in his coat of tan which he had received down California way.

A surprise party was held recently for *Josephine Yercich*, Ass't. Stock Clerk, South Shops, by her friends at SR-59.

Norbert Middendorf's letter reports that things are going well down Italy way and that he is feeling tops.

It looks like *R. Buckley*, West Shops, is going to have a good old German dinner of hasenpfeffer in the near future, thanks to *Al Mix*.

Schedule and Traffic

By L. C. Dutton

LETTERS from PFC. Joe Karel in Germany and PFC. Bill Kendall were what we collected from the mail bag this month.

Visitors to the department were Technical Sergeant Al Pisors who is stationed in Texas and Pharmacist Mate 2/c Glenn Crump who is located in Indiana.

Our sympathies are extended to William Dentamaro whose father passed away recently. Eather O'Brien, vacationing in Mexico, has reported back by postal card several times.



NOT FOR CIVILIANS, but for the overseas readers of **SURFACE SERVICE**, is this pin-up picture of Ida Lee Heaney (telephone operator, General Office)—and specifically for Husband Sgt. Warren Heaney in New Caledonia, who supplied the outfit. In case you're not in on the "know," Ida Lee is the daughter of Dispatcher Fred Beckham.

Car and Bus Repair

77TH STREET: John Kinder, bus repairman, who was stationed at Camp Bowie, Texas, was given his Army discharge and has now discarded his khaki and has donned overalls and is working beside his old buddies. We're glad to see you back, John!

Letters were received from Ray Neuman, who is somewhere in France and from Ralph Short in Leyte. We were indeed glad to hear from both boys, and hope they'll soon be home.

Frank Haas, car repairer, is rejoicing in the fact that his son, who has been with the 3rd

Army, has returned to good old United States. We're happy with you, Frank!

Joe Wilkes, storeroom clerk, has recently undergone an operation. We wish him a speedy recovery and hope he will be back shortly.

Al Belk and Wm. Fitzpatrick who have been off for a short while have returned to work, Bill having been off due to illness and Al due to an injury.

Our sympathy is extended to Wm. Mann, Jr., bus repairman, whose father passed away on January 30th, 1945.

ARCHER: We had a nice visit from Cpl. J. Keane home on furlough after a long stretch in the South Pacific. Jack surely looked good.

Frank Paulis, veteran car cleaner, passed away on March 12th. To his family we offer our deep sympathy.

To all the men off sick we wish a speedy recovery!

LINCOLN: The stork visited the homes of two of our employees within the past month or so! Little Ronney arrived at the home of Stanley Larke on March 5th, 1945 and Baby Kathleen is the brand new daughter of Nick Pecci, Kathleen was born on March 6th, 1945. To the happy parents and the little boy and girl we wish all the luck and happiness for the future.

WANTED—Type 2-A blood donors.

Bill Smith of the Utility Department would appreciate it if any CSL donors having Type 2-A blood would get in touch with him, either at Ardmore-8471, or at 39th and Halsted. Bill's mother has been suffering with leukemia since November and is in need of Type 2-A donations.

South Shops

By Justine Mazeikis

IT'S A SECRET but if you promise not to breathe it to a soul I'll tell you about it. The girls in the Printing Department have a Birthday Club. Each week they deposit 25c in the mite box and when one of its members is having a birthday she is presented with a lovely gift and big cake. Of course, the members share the cake.

Last month Mr. Mack's name was added to our casualty list. In attempting to open a bottle of ink, the glass cracked cutting the palm of his left hand. However, at this writing we are happy to say it is healing very nicely.

Here's one for the books. The other week at the bowling alley, a pin was laying in the gutter and the pin boy was actually begging Matilda (Gutter Ball) Misiunas to throw the ball in that direction but as hard as she tried she couldn't do it.

That friendly bird who delivers little bundles of joy paid a visit to the homes of Irving Krauledis and Stanley Kruszynski and left bouncing baby boys. Congratulations to the proud parents.

Lucky was the party who lost a \$199.00 signed check and had it returned to him by Joe Sathos, of the Machine Shop, the finder.

Sincerest wishes for a speedy recovery are extended to Joe Birmingham who is convalescing at St. Bernard's Hospital.

Our condolences to Renolt Torekelson upon the loss of his father.

"Full of pep and rarin' to go" were the exact words describing Harry Johnson who returned to work after a brief illness.

The South Shops Bowling League is in full swing. They have been entered in the Windy City Bowling Alleys Handicap Tournament, which will take place Sunday, April 8th. The No. 1 team is composed of Team Captain R. Gavert, F. Mollath, R. Adair, J. Sommers and W. Olenick. The No. 2 team consists of Team Captain R. Hackbarth, R. Bulak, T. Raguzin, M. Kuchan and M. Rubey.

M. Kuchan and R. Hackbarth have also entered the single and double contests.

A. Moline, C. Penberthy, D. Sherrard, J. Kennedy, P. Poska and W. Rohe entered the individual bowling tournaments which is scheduled for April 15th at the Rose Bowl bowling alleys.

Roy Ellerback carries a rabbit's foot for a good luck charm when bowling. Wonder why?

West Shops

By Mildred Habeger

MR. E. E. OLSON, foreman of our truck shop at the West Shops, retired on March 1, 1945, after 42 years of continuous service. All who knew and worked with Ed held him in high esteem, and although we will miss seeing him here each day, we are happy that he will be able to enjoy his leisure time. We shall look forward to occasional visits from him!

Letters were received during the past month from Andy Tyson now Cpl. on New Guinea, Harold Rowbottom in the Philippines, Ed Hess somewhere in France and from Earl Larson, recently transferred to the East for further training. We are always happy to receive word from our boys in the far corners of the world, and our thoughts are with them always as they serve our country in far distant lands.

A very welcome visit was paid us by George Brignac now stationed at Keesler Field, Miss. George looks grand and we were indeed pleased to visit with him after such a long time.

Word has been received just recently that Frank Ariano is convalescing in a hospital somewhere in England, having had his elbow fractured while in active duty. Frank tells us it all happened so quickly that he isn't quite sure what hit him, but hit him it did, and he found himself in England in short order. Frank worked in our paint shop, and all who know him send their best wishes for a speedy recovery.

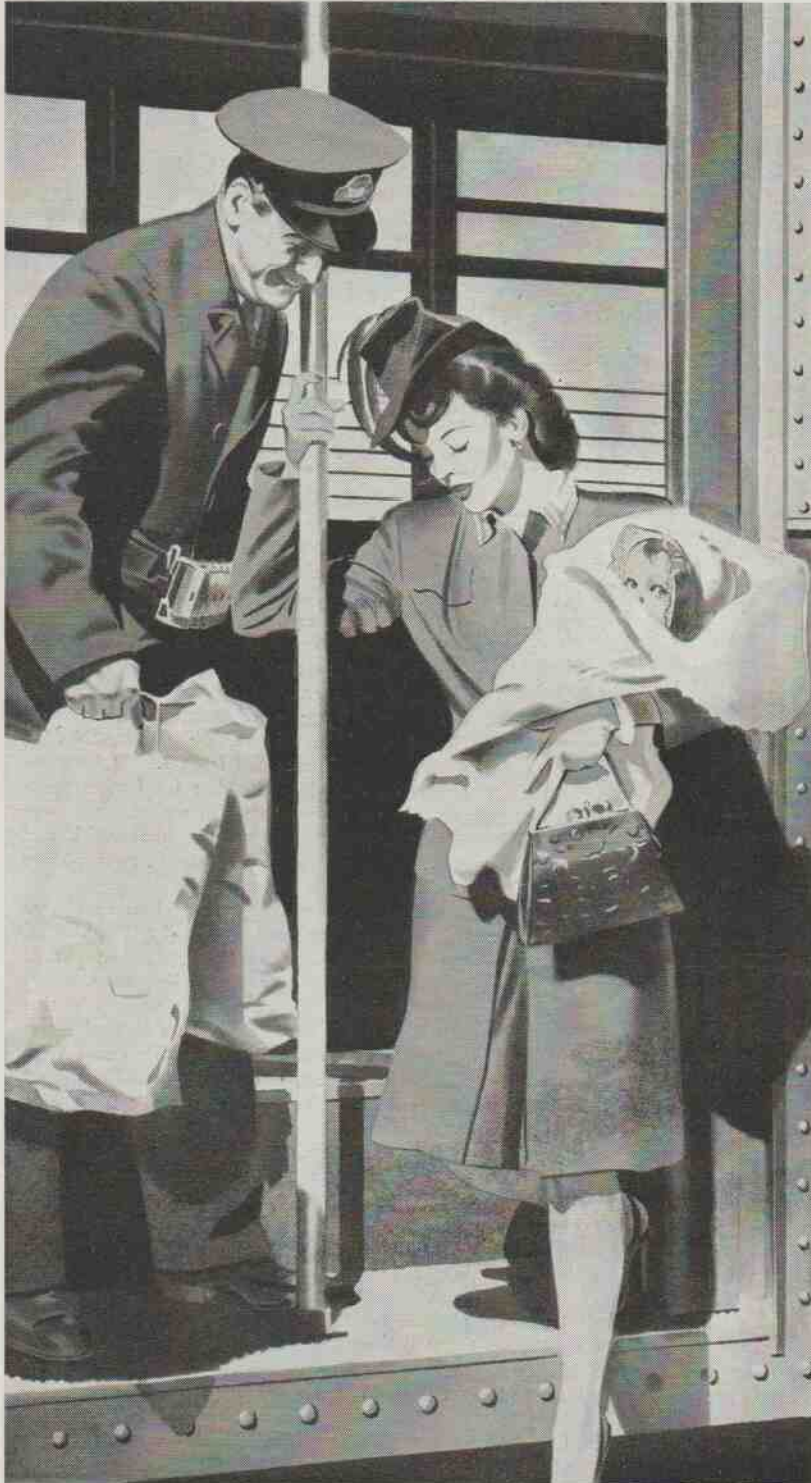
Ann Zakas spent about ten days in the East, attending the wedding of her cousin in Washington, D. C., and has just returned to Chicago. Such occasions are always happy ones, and a pleasure to attend.

At this writing Betty Beesley is getting ready to leave for Pennsylvania, where she will spend the Easter Week. Have a good time, enjoy every minute of your visit there!

It was with deep feeling that we received the news of the death of Frank Nardiello, brother of Kay Nardiello, and our heartfelt sympathy is extended to the family in this their time of bereavement.

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