



TO THE AMERICAN PEOPLE:

Your sons, husbands and brothers who are standing today upon the battlefronts are fighting for more than victory in war. They are fighting for a new world of freedom and peace.

We, upon whom has been placed the responsibility of leading the American forces, appeal to you with all possible earnestness to invest in War Bonds to the fullest extent of your capacity.

Give us not only the needed implements of war, but the assurance and backing of a united people so necessary to hasten the victory and speed the return of your fighting men.

William Leahy
Admiral
Joseph P. Cantor
Director
 Dwight D. Eisenhower
General
 Arthur W. Clegg
Chief
William H. Murray
Attorney General

Surface Service

MAY, 1945



Killed in Action



TWO MORE GOLD STARS have been added to the Surface Lines service flag, bringing to 27 the number of CSL employes that have been killed while serving their country.

PFC. JAMES J. BYRNE, 32, (conductor, Kedzie) was killed in Germany, on February 25, 1945, while serving in the Infantry. He entered military service on February 12, 1943, and has been overseas for a year.

Jim was a graduate of Nativity grammar school, Saint Ignatius high, and Quigley preparatory seminary. He came with CSL in August, 1936, and worked at Archer. Later he worked at Kedzie.

Surviving Byrne are his wife, Josephine, son, David James, 2 1-2 years, father and mother—Mr. and Mrs. Michael Byrne—and four sisters.

SGT. CORNELIUS CALLAHAN, 36, (conductor, 69th) is reported having been killed in action in Germany on March 25, 1945.

Born in County Cork, Ireland, where his family remained, Callahan came to the United States in 1923. In September, 1936, he came to work for CSL.

He was one of the first men from 69th to be inducted—entering military service in February, 1942. He has one brother who is also in the Army.



Pfc. James Byrne



Sgt. C. Callahan

CSL Employe Writes from German Prison Camp

CORPORAL BERNARD KINCANON (traffic checker, Schedule) has sent word to his wife and parents not to worry, that he is alive, well, and located in a German prison camp. The letter, according to Schedule-maker M. B. O'Neill, Kincanon's uncle, was dated at STALAG B-4, January 3, 1945. It was received on April 14, two days after that territory was liberated by the Allies.

During his training in the United States Kincanon was pitcher on the team that won the 106th Division baseball champ-

ionship. He was reported missing in action on December 12, 1944.

His wife lives in Oak Park, and for her April 14, 1945, was doubly memorable. On that same day that the good news came from her husband she gave birth to a baby boy!

West Shops Man Reported Missing In Action

JOHAN JOSEPH MORRIS, S/2c U. S. N. R., formerly of the West Shops Armature Room, has been reported missing in action as of November 25, 1944.

He was serving as sound and radar man aboard the submarine *U. S. S. Escobar* in the Pacific.

Last known action of his submarine was when a sister-ship witnessed the *Escobar* in a surface battle with an enemy gunboat, after which she herself reported they were proceeding to enemy infested waters.

For this Jack was awarded a Citation and the Submarine Combat Insignia, with three Gold Stars indicating six or more successful battles.

He enlisted in the Navy August 2, 1943. After boot training at Great Lakes, he asked for submarine duty and was so assigned. He attended submarine school in Connecticut where he studied sound and radar.

In June of 1944 he was sent to San Francisco and in July, 1944, left for overseas.

John Morris was born on August 10, 1925, and is the son of Mr. and Mrs. J. Morris. His father is employed as a bus operator out of North Bus. He is the nephew of Edward Morris, also of the West Shops Armature Room.

Surface Service MAGAZINE

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WILLIAM H. BROMAGE Editor

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SURFACE SERVICE

Seventh War Loan Drive

Challenges CSL Employees

THE "MIGHTY 7TH WAR LOAN DRIVE" runs from May 14 through June 30. But CSL employees are already a month on their way in participation in the drive. This is the biggest War Bond Drive in the history of the country, and the CSL quota of at least one extra \$100 Bond per employe represents a real challenge.

War Bond meetings were held throughout the system the later part of April, under the sponsorship of the U. S. Treasury department. The purpose of these meetings, with their minute men and servicemen speakers, was to launch the payroll savings portion of the drive.

Each department has been given a proportionate share of the company's quota. Some of the departments caught the ball—and have really been carrying it. Early reports indicate that South and West Shops have better than 80% of their quota under control, principally on the payroll savings basis. Lawrence Garage is speculatively eyeing the last 25% of its quota, anticipating that cash purchases and increased payroll deductions will make it possible to hit the 100%

mark. The Material and Supplies department has passed the 70% mark.

Final reports from all stations and departments will not be available until the close of the drive, because all cash purchases made through CSL during the period of the 7th War Loan will be included on the department quotas.

There are some facts about War Bonds which the Treasury Department feels should be brought to the attention of every individual.

1. When you purchase a War Bond, you are *saving* your money, not giving it.
2. Three dollars invested in War Bonds brings a return of four dollars.
3. No other investment is as secure.
4. All civilians should "Buy Until It Helps."
5. "It's not enough to buy bonds, However high we heap 'em; We've wasted your and my bonds Unless, when bought, we keep 'em!"



Representative of the meetings held over the city were those at North Avenue (right) and at Cottage Grove (below).



The Proud Fathers' CLUB



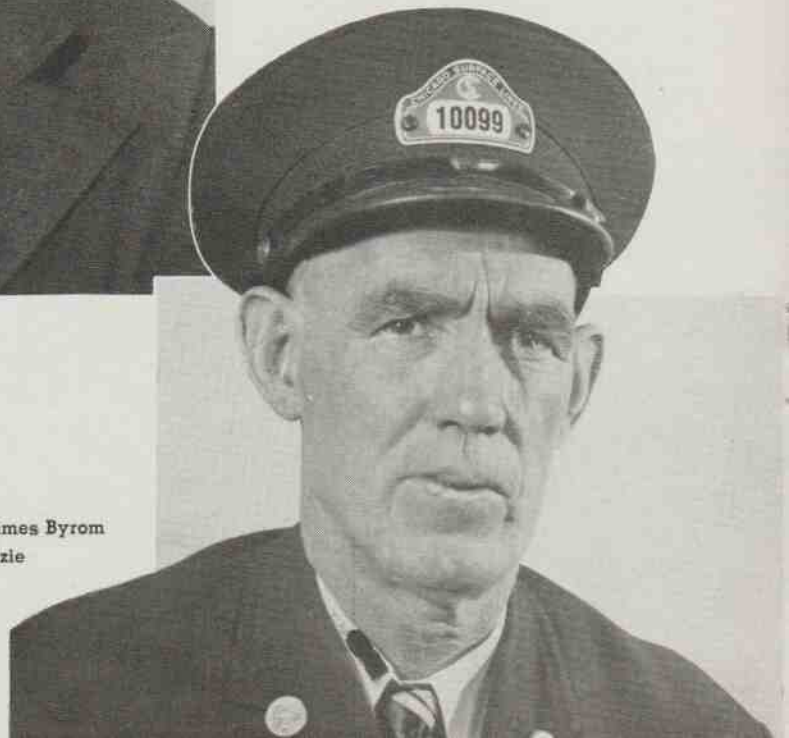
Motorman John F. Ryan
Blue Island

Conductor William Hayes
North Avenue



Conductor Matt Wall
Elston

Motorman James Byrom
Kedzie



IF THESE NINE CSL fathers don't look swelled up like pouter pigeons, it is only because they are restraining themselves. Each one of them has at least five offspring in the United States Armed Forces! Collectively, they represent 45 of Uncle Sam's fighters—which includes two nurses.

Typical of all Surface Lines fathers having sons and daughters in Service, these men spend long hours helping speed war time transportation. They are men who know their jobs and appreciate their responsibilities—their average length of service with the Surface Lines being 28 years. All of them are looking forward to the time when their families will once again be at home.

Crowding close for a position of honor on the roster of the Proud Fathers' Club are those CSL fathers listed below with at least four members of their immediate family in Service. SURFACE SERVICE would appreciate any additions to either of these lists.

ARCHER: Conductors A. L. Bessette, J. A. Blake, J. Fanlon, and T. Javorski.

ARMITAGE: Conductor A. Lundsberg.

BLUE ISLAND: Motorman Joseph Soukup.

COTTAGE GROVE: Conductor J. J. Mallon.

KEDZIE: Motorman George Bagnall, Conductor Patrick Fallon, Conductor Peter Golden, Supervisor Clarence Thompson, Motorman Carl Scherenberg, and Michael Sheehy (Retired).

LIMITS: Motorman P. Hartnett.

LINCOLN: Motorman M. Ryan.

SEVENTY-SEVENTH: Conductor W. H. Walters, Conductor Daniel White, and Carcleaner James Faklis.



Conductor Andrew Enzenbacher
Division



Motorman D. J. Walsh
Seventy-seventh



Conductor Dan Curtin
North Avenue



Motorman Michael Collins
Lincoln



Conductor William McMillan
Kedzie



Simplified overhead at Central and North eliminates an accident hazard by widening the spread between bus lanes—permitting the free passage of auto traffic between buses on the "S" curve.

New Overhead Provides Smoother, Safer Service

A BETTER JOB of getting war workers to their jobs safely, and on time, will be possible with the new overhead installation which has just been completed on Central avenue. The most heavily traveled trolley bus line in Chicago—and therefore one of the heaviest in the country—Central avenue is an essential part of the transportation service for the far-west and north sides of the city.

The new installation will provide smoother riding for passengers. The old trolley wire and fittings have been replaced by grooved wire and modern equipment which permit the use of a carbon insert shoe similar to that used on the Madison street cars. Trouble due to dripping oil and the frequent use of the greasing truck have thereby been eliminated.

Much of the complicated overhead structure has been eliminated by a simplified

method of supporting the trolley wires at intersections by means of cross-over and turnout assemblies.

All of these features serve to provide a smoother flow of power, easier maintenance, and help to prevent dewirements.

Chief difference to bus operators is the increased safety and convenience in operation. Electric turnouts make left turns possible without the operator having to pull down and transfer the trolley poles to a different set of wires. Delays due to dewirements are virtually eliminated, and the smoother under-run means that a more even rate of speed can be maintained.

One of the oldest trolley bus lines in the country, Central avenue is also the longest of CSL's trolley bus routes, therefore it is natural that it be the first of the lines to be modernized. Plans are being made to rebuild other lines in a similar manner.

"Before and After"—The old way of making a left turn at Central and Belmont is contrasted with the new: No getting out in traffic, no transferring of trolley poles—merely an electric turnout operated automatically by the position of the bus.



"What a Relief and Help to Our War Nerves"

THE FRIENDLY SMILE and cheerful philosophy which *Operator Thomas Honan* (77th) demonstrated to his riders, even though the bus was crowded, made *Mrs. Helen Dagenais*, 10119 Peoria, feel that life wasn't so bad after all. So she wrote in appreciation of "what a relief and a help to ease our war nerves his smile was."

Others who were praised for their courtesy during the past month included *Conductor Will Clark* (77th), *Conductor J. Gruber* (Lincoln), and *Conductor Earl Lindroth* (Burnside), and *Conductor Joseph Esposito* (Elston).

Motorman Walter E. Maslinski (69th) earned an enthusiastic letter of praise for himself from *Mrs. Lucy Lafayette*, 6557 University. Mrs. Lafayette was loaded with a number of packages and unable to run to catch the streetcar, so she was very appreciative when Maslinski waited for her.

Paul Wernich, 7836 Sangamon, testifies that *Conductor J. W. Walinchius* (77th) keeps the comfort of his passengers in mind. When a passenger boarded the streetcar with a cigarette and refused to observe the "No Smoking" signs, Walinchius in an unobtrusive but effective manner called it to his attention. Later, when an elderly lady could not close the car window, he voluntarily offered his services.

Friendly Courtesy

Mrs. J. Poedtke, 1754 W. Crystal, commends *Conductor Roy Hanny* (Division) for his friendly treatment of a small boy who rode past his stop. Very courteously he explained to the boy how to change cars and get back to his proper destination.

"An act of such genuine and chivalrous quality as one could hope to see," is the way *J. Trauter*, 656 Wrightwood, described *Conductor Carmen Iacullo's* (Limits) treatment of a woman with four children who was having difficulty getting off the streetcar.

Consideration of the physically handicapped is of extreme importance in public transportation. *Stanly Kalinowsky*, 1611 South Washtenaw, wanted to be sure that *Motorman Frank Zima* (Lawn-dale) received credit for his treatment of a blind gentleman. When no passenger heeded Zima's request to help the man to the curb, Zima left the car and guided him through the heavy traffic.

Conductors John Durkin and *L. Winters*, and *Motorman Fred Holtz* (Kedzie) all received commendations during the month for their treatment of handicapped persons.

Transportation Reorganizes Supervisory Set-Up

ONE OF THE MOST sweeping changes in the history of the Transportation Department, according to Superintendent of Transportation W. A. Hall, took place during April when the supervisory set-up was reorganized in interest of greater efficiency and better service. The change included creation of new supervisory districts, establishment of 24-hour supervisory service, appointment of 40 new supervisors and 20 other shifts in personnel.

The new districts were set up for convenience in providing a centralized and coordinated supervision of service on the street. Each district has two superintendents, dividing the responsibility between them. Following is a list of the district divisions and their corresponding superintendents:

DISTRICT A (South City Limits to 59th): J. B. Becker, Angelo Tagler.

DISTRICT B (59th to 18th): John Kramer, S. D. Sim.

For seeing that lost property was returned to its owner, *Motorman Fred Winkler* (77th), *Motorman Stanly Slawik*, and *Conductor Patrick Scanlon* (Kedzie) received letters of praise.

Wheeler Takes Position With Pullman Standard

W. C. WHEELER, as of April 15, resigned his position with the Surface Lines to join the Pullman Standard Car Manufacturing company as Assistant to the Chief Engineer.

Mr. Wheeler, a graduate of the University of Missouri, came with CSL as Engineer of Equipment in 1923. Prior to that time he had worked for the General Electric company at Schenectady, N. Y.

At the time of his departure he was assisting in making a valuation of the CSL properties.

DISTRICT C (18th to Armitage): Willis Goodall, J. J. Hubberts.

DISTRICT D (Armitage to North City Limits): R. J. Bailey, D. M. Flynn.

Relief District Superintendents: Joseph A. Kelly, Thomas F. Moore.

The staff of 190 junior and senior supervisors operate under the direction of these superintendents, according to the district in which they are working. The company's 38 instructors are under the direction of Charles Gyllings, newly appointed chief instructor.

The night supervision which is made possible by this new set-up is of great importance because "grave-yard" shifts in war plants now provide heavy night traffic.

The burden on the station superintendents has been lightened so that they are free to give additional attention to the supervision of personnel in the station, and to handling problems created by the manpower shortage, extra runs, and increased overtime.

The Army Is Chock-Full Of Romance

To correct any mistaken ideas about Army life, we print this letter received from Cpl. Eliot Hirsch (time-keeper, Accounting), well-known to SURFACE SERVICE readers for his cartoons which appeared regularly in the magazine prior to his induction.

WHATEVER I SAID about the army not being romantic, I take back. It is full of romance and adventure. Doesn't the army send us abroad? I, for instance, crossed the Atlantic on a luxurious liner. Well, at one time it was. Of course we were stuffed down into the lowest hole—the very basement of the thing where chains rattled and the motor pounded us to sleep. And we only took thirteen days to cross, whereas that ship used to make it in five or six. Look how much more ocean we got to see!

So crossing the ocean is romantic, isn't it? And think of the adventure of lurking subs or surprise air raids, what more adventure could a guy ask for? And camp-



"Crossing the ocean is romantic"

ing out is an adventure, and living under the stars and sleeping under the moon is romantic—or it should be except a fox hole gets smaller and smaller the longer you have to live in it. And the moon is a wonderful aid for a Kraut flier when he's looking for a target. When his plane flashes in the moonlight you are always certain he has his sight right on you. Come on clouds, cover up that romantic moon.

But camping out is an adventure and the moon is a symbol of romance, so the army is full of adventure and romance. That's logic, isn't it?

The unexpected and the uncertain; they are adventuresome too. Like a rocket faster than sound, that suddenly bursts overhead sending its war head of a ton of TNT crashing earthward; or a buzz bomb with its motor sounding like my Johnson outboard, sputtering overhead. Has it got enough gas to go a bit farther or will it shut off and pay us a call? That rushes your heartbeat a bit faster.

And, of course, there is always that tree or house in the distance. What a spot for a sniper! Will Jack Armstrong get in a spot where that sniper can get a bead on him? Will Jack Armstrong be able to deliver the important paper? Will Jack Armstrong live to get home to the family and the girl he loves? Tune in tomorrow at this same time and hear the further adventures of this All-American boy! Some adventure!

Isn't doing something different an adventure? Well, it would be different to try to dance with an artificial leg, or read by running your hand over a lot of little bumps on a paper, or breathing through a tube instead of an every-day common windpipe or instead of looking at that same old face in the mirror to look at something some plastic surgeon whipped up for you. Who knows, he may make a vast improvement that would have the girls flocking to you. That's where romance would come in again.

Yes, I swear it, the army is chock-full of romance and adventure.



"... My Johnson outboard overhead?"

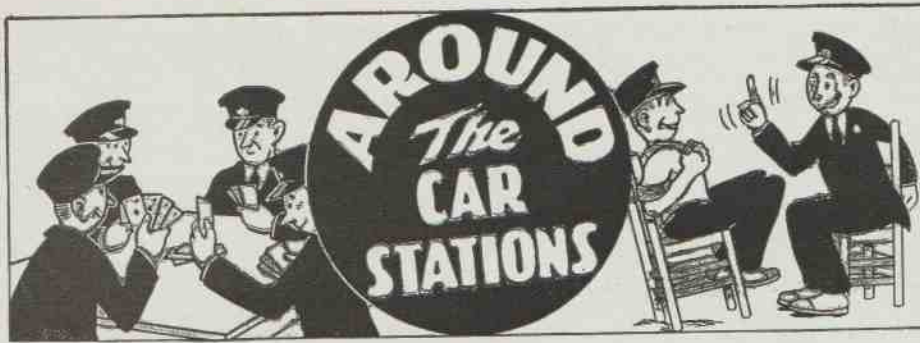
Quite often I'm cynical but never more than tonight. It's spring, it's Easter, I'm here, she's there... alright so I'm feeling sorry for myself and everyone of us who is over here. I don't get this way too often—inherently I'm a Pollyanna—but I've just finished writing two letters that were full of mush and sunbeams and now I want to be Mr. Hyde.

About that bet with —* The end of the war never was a thing to be taken as lightly as we took it. Why it's like betting how long a guy will live. I wonder how many boys have died since we first made that bet four years ago. I'll not bet again but I do want to collect the last one and in this manner: if the five bucks is on the way already I will turn it over to the Red Cross. If he hasn't sent it as yet I would like him to send it (or a pint of blood) to the Red Cross. I'm not being maudlin, believe me. The five bucks is mine and that's what I want to do with it. As far as the blood donation is concerned, he should feel pretty good that I think a pint of it is worth a five spot. But a pint of alcohol is worth about that and seeing as how that's probably what they'll get if they tap him, it's fair, don't you think?

Thanks for listening and I promise not to do it again.

Sincerely, *Eliot.*

*—Censored



Armitage

By Ted Shumon

ANOTHER MAY, another year and another birthday for your scribe. For those who are interested, it's still 36.

We were all glad to hear that *Art Malmquist* is out of the hospital and navigating under his own power again. Hope to see him back on the job again in the near future. *Joe Pollowczyk* is also home and we expect him back with us soon. The welcome mat is out for both of them.

Nance Morrisy and *George Demco* are both confined in hospitals yet and would appreciate visitors. They have both had long sieges and our best wishes for a speedy recovery go out to them.

Our old sassy, red headed side-kick, *Red Prueter*, is finally out of the naval hospital. While he is not yet discharged, he is allowed to come home on week-ends. The first three weeks he was out doors he gained 25 pounds. However, it will be a long grind before he will be able to hang up his brace and crutches, but we could all take lessons from him in courage and morale.

A letter from *George Thompson*, whose smiling countenance is herewith reproduced, shows that he is now in Germany. George, one of our former trolley pilots, is a glider pilot in the famous 101st Airborne Division. Note the Presidential Citation on his left breast. This is the first time in history that an entire division has been awarded the Presidential Citation: *Gen. Eisenhower*, who made the presentation, proudly christened them "The Battered Bastards of Bastogne" in deep appreciation of their unparalleled achievement at Bastogne. Each man of the division received life-time membership cards. *Sgt. Balchuck*, son of *Motorman Balchuck*, who was mentioned in last month's issue, is also a member of this division.



Geo. Thompson

Since last writing, *Joe Murphy* was home for a few days. He was on his way to a western hospital for an operation, after which he will receive a medical discharge and, we hope, will be back with us again. *Joe* saw several months' service overseas, driving an ambulance.

Rutkowski was home on a short furlough and was looking swell. He, like all the rest of our men, is raring to go.

We have been told that *Al Brouch* and *C. C. Malox* each offered to buy ten thousand dollars' worth of bonds during the Seventh War Loan drive, but when they produced their money it was found to be Confederate money. Seems like they got their wars mixed up.

Remember men, the Seventh War Loan drive, is still on. It takes a lot of money to wipe out Nazism, Fascism and all other isms. When men like *Red Prueter* and others who have been thru the mill vouch for it, the least we can do is back it up.

Probably, by the time this is read *Victor-EDAY* will have passed. Then comes the Japanese question. If we keep on buying bonds, that question will not be a matter of months, weeks, days, or hours. It will only be a matter of *NIMITZ*.

Come on fellows, don't put off till tomorrow, what you can and should do today. Tomorrow there might be a law against it.

Be with you again next month, if there isn't a law against it.

Blue Island

By C. P. Starr

CONDUCTOR FRANK VALENTA'S daughter presented him with a seven pound granddaughter on April 7th. *Conductor John Sutherland* was presented with an eight pound son on April 22nd, and *Motorman Harry Pak-rovsky* with a ten and a half pound son on April 22nd. Congratulations.

Congratulations are extended to the following in their recent promotions:— To *Jr. Supervisors Ben Appolito, Max Maroz* and *Walter Maroz* and to *Instructor Otto Brueback*.

We welcome to our station, *Conductors Paul Hight, Ernest Miller, Vito Loconte* and *Motorman Ervin Stedron*. We hope you will enjoy being among us.

Our sympathy is extended to the bereaved family of *Motorman James Lowrey*, who passed

away April 17th after being on the sick list for some time. Jim was a model trainman and will be missed by every one who came in contact with him.

Our sympathy is also extended to *Retired Motorman Michael C. O'Brien*, whose son passed away; and to *Conductor Adolph Gach* in the loss of his sister-in-law; and *Motorman Charles Wohlbedacht* in the loss of his mother-in-law.

The new door guard you see is none other than our old friend and motorman, *Stephan Tomucek*, who has been on the sick list for some time. We hope you like your new job.

Motorman Louis Doonis has been on the sick list for some time, we hope you will be back with us again before this copy comes from the press, Louie.

Henry J. Zelenka MM 2/c. of the U. S. Navy and son-in-law of *Motorman Jos. Novak*, spent a few days at home while waiting for his ship to be repaired in a Los Angeles Navy ship yard.

Burnside

By "Furgie"

MAY! SPRING! or at least it should be. All nature is beautiful with the return of life. Field and woods take on a new shade and new beauty. Birds are busy building nests, kids playing ball out in the street, G.I. Joes and their Gals are busy planning June weddings, everyone and everything just rarin' to go.

We, also, are doing some planning. The thought uppermost in our minds right now is, how to transport these crowds to and from parks, playgrounds and other congregating places quickly, safely and comfortably. However, with Safety as our key-note and Service as our watchword, we can attain almost any goal. Let's all bear down and promote safety so that this beautiful spring season will not be marred by accident or disaster to anyone.

We want to take this opportunity to congratulate those who were in on the promotion last month. One in particular *Mr. Chas. Gylling*, who is well-known hereabouts. *Mr. Gylling* is one of the original instruction force, and has put in a great deal of time at Burnside, his specialty being transfers. We know that he will acquit himself creditably in his new office as Chief Instructor.

Mr. Christ Zeyer is a new face in our midst. He is our new Acting Asst. Superintendent, filling in for *Mr. Harris* who is still on sick leave. Report has it, however, that he is somewhat improved so that by the time you read this he may be back on the job again.

Since our last writing, *Retired Motorman Frank Cunningham* has passed away. He was one of our old-timers, having started originally at Burnside, then going to Cottage Grove and returning with the transferring of the Number Five cars about twenty years ago. Failing health caused his retirement the first of the year, since which time he has enjoyed his well-earned leisure. To his family and host of friends we offer our sincerest condolences.

Motorman Edward J. Burke passed away at Hines Hospital on April 29, after a lingering

illness of several months. He was buried in St. Mary's Cemetery Tuesday, May 1st. He had been at Burnside for many years and had made many friends. To his sorrowing wife and family, we extend our deepest sympathy.

News around here is scarce. We have a hard time to get enough to keep our column going. Perhaps we should resort to the tactics of a well known newspaper columnist and say, "Help! Help!"

Cottage Grove

By Gale Hruska

AS a consequence of the enthusiastic response to the 7th War Loan Bond meeting held in our station, Superintendent C. C. Crieck, Assistant L. Bartelheim and Chairman M. J. Hanley are confident the men will gladly rally to the support of this drive in genuine Cottage Grove manner. While all previous bond drives have been of major importance, this is the one that is really necessary to bring about a complete triumph of our armed forces in The Pacific, God grant it.

In essential roles fighting to give the world a standard of right and equity are the following boys whose fathers are trainmen at the Grove: Tech. Sgt. Thomas P. Duffy with the 163rd Infantry of the 41st Division, now at Sulu. Pfc. John J. Duffy with the 26th Division of General Patton's 3rd Army in Germany. Pfc. Michael F. Duffy with the Air Force at George Field, Illinois, as crew chief assigned to a Curtiss "46." Father of these fighting sons, Motorman Michael Duffy. The other proud father is David Durkin, our talented poetic conductor whose sons, Thomas F., S 3/c Petty Officer, is assigned to the V-mail division, here in Chicago, while Corporal T. William serves in the Artillery with General Patton's 9th Army in Germany. The eldest son, David, Jr., formerly Staff Sergeant was honorably discharged from the Army recently, as a result of spine trouble.

Cottage Grove was stunned by the number of deaths which occurred last month bringing much sadness to our trainmen. I'm sure our departed ones will well be remembered by their spirit, courage and lovable characters. To the following we express our deepest regrets: Conductor J. Koch, loss of mother; Conductor Joe Popp, loss of sister; Motorman H. J. Stephen, loss of mother; Conductor A. Berens, loss of father and to Mrs. Bauer in the loss of her husband, Charley. We will best remember Charley for his integrity, fairness and warmth of personality that made him one of the best-loved conductors Cottage Grove ever had.

Give Motorman Bill Thompson and his wife a lively stream, teeming with black bass and they will tell you that interest and excitement will never lag. Mrs. Thompson is a real outdoor sport fan, now serving her third year as a member of the Board of Directors (Women's Division) of the Izaak Walton League. At present, she acts as chairman of the national organization and is also its past president. Bill's services as fly-tying instructor at Great Lakes

were requested, but because of the inconveniences attached to traveling back and forth, which would interfere with his job as CSL motorman, Bill was forced to turn it down.

Motorman James Kenny and the Mrs. proudly announce the birth of son Raymond, April 21, 1945, at the Lewis Memorial Maternity Hospital. Congratulations to you, and may this fifth addition add tons of joy to you and your family.

Jerry O'Connor, our systematic janitor who suffered a broken arm some time ago, is coming along fine according to Maw's report. Jerry always manages to find amusement with the young and old Caseys under any situation, and they get a lot of chuckles out of his expert ribbing. Well, the caseys, young and old, still pull for a real guy and wish you speedy recovery and early return to the suds.

Devon

By Charles Saklem

THE LOSS of our fighting chief, President Franklin D. Roosevelt, last month was a great shock to all of us. His thoughts of peace for all the world will live on forever and our prayers go out for our new leader, President Harry S. Truman and also to all our boys fighting throughout the world. We hope you will be home soon to stay.

Motorman Jake Fischback received a clipping taken from the overseas publication *Stars and Stripes* on March 8, 1945. His son, Harold, sent the clipping to his family knowing that they would appreciate first hand news such as this. To quote from it as follows: "The First U. S. Army made modern history with its sensational crossing of the Rhine. The First Army advance has been so swift that for the first time in this sector I have seen completely undamaged German towns and villages. And every one of the houses wears the white flag of surrender." Motorman Fischback's son, Corporal Harold, was a member of the flying First Army in Germany until he was wounded. He is now in a hospital in England and is doing nicely.

I have just learned that Conductor Charles Ross's son, Gordon, who is a pilot in the Chinese-Burma area, has been promoted to a Major. Better sew those vest buttons on tighter, Charley!

Police Officer George F. Krull, who was formerly a motorman at Devon, is helping out the transportation problem by working on the cars on his vacation. The three weeks he was able to put in helped a lot. Everybody is trying to keep the cars rolling. Thanks, Officer George.

Our sympathies to the families of retired Conductor Fred Frejd who passed away April 10, and Conductor Joseph W. Tyrell, who passed away April 12.

Dist. Supt. D. Flynn lost his mother April 9. Conductor George Cox's wife passed away last month and Motorman Lonergan's mother passed away April 19. To these boys, we all express our deepest sympathies.

On page 8 of the April issue of SURFACE SERVICE magazine, you will find a list of Servicemen whose addresses are wanted. If you know any of these boys and can get their service addresses, please send it to Mr. P. W. Sears, Cashier's Office, General Office. The addresses are wanted for the following Devon boys: J. Belkin, K. D. Bishop, J. E. Carlson, E. Henry, L. K. McKinney, F. J. Urhausen. You can drop the addresses in the mail box in the trainroom and I'll see that they get to Mr. Sears.

We are all glad to see Fred Beckham as our new Assistant Superintendent at Devon. Welcome.

How about this? Conductor Red E. Juvinall announces the birth of a son on March 20th. His name is James Joseph and he checked in at seven and a half pounds, net weight. Another trolley pilot, Red? Best wishes to the new baby and mother.

The Red Cross Blood Bank is desperately in need of donors. Since the good news from Europe started coming in the donors have dropped off alarmingly. Blood is needed more than ever. If at all possible, please arrange to go down and give a pint. Who knows, but maybe one of your friends or relatives will benefit by that very same pint. The Red Cross



Pvt. C. H. Dennis (Burnside) is now overseas. If all has gone according to the rules, Dennis was the other half of the team "Little and Dennis" who used to operate the "Inductee Special," transporting selectees to get their physicals. Then Uncle Sam caught up with Little and put him in a Union Suit, after which Dennis was so lonely for his Little pal that it was a relief to him when he got his summons!



Twenty-three pints of good rich CSL blood was started on its way to the fighting front when trainmen and repairmen from Kedzie dropped in at the Red Cross headquarters last month. Fifteen of the men were around when Photographers Chouinard and Jones dropped in. Standing, left to right: Thomas Hickey, Robert Savage, Nurse Janet Cross, Walter Blyth, James Kivilin, Buford Smith, Florian Madaj, George Oakes, and

Nurse Constance Ullrich. Seated: James Passarella (SURFACE SERVICE correspondent); Samuel Soll, Edward Szudarski, Michael Schurko, Thomas Durack, Edwin Sattler, Wallace Graham, and Jerry Golf. Other donors from Kedzie who did not arrive in time to be included in the picture: Harry Poces, Frank Zarek, Al Reid, Jim Braniff, Ed Woschol, Stanley Kapprist, Ray Gunderson, and Ed Robertson.

Office says that appointments are now not necessary and no time is wasted. The staff will take care of you as soon as you get there.

Keep this column interesting for our servicemen by sending in all your news. Put it in the box and I'll put it in the magazine.

Division

By Fred Shippy

THE 7th WAR BOND DRIVE has started and Division has a quota to be filled by the payroll deduction plan, and after a little simple figuring, if each man would raise his deduction five dollars per pay for four pays, it would put us over the top in a big way. Also, another \$25.00 bond would have been saved. The 40-hour week amounts to that much, and you would not miss it.

You would also help the boys who depend on us for fighting tools. They buy 'em, and fight, and get hurt too, while we at home can do it the easy way. If you have not signed to "hoist it up," contact the minute man that is closest to you. One of 'em is always around and will gladly sign you up for the amount desired. Then you can say you did your part in bringing our lads home in the shortest time possible.

HAPPY BIRTHDAY to: Bob and Herby Husenkamp, Tom Mace, Jr., Marlene Altenbach,

Ronald Pearson, Betty Jane Thompson, Francis Napoleon, Harry Crum, Jr., William John Raebe, Tommy Fijak and Robert George Mueller. May you celebrate many more.

CONGRATULATIONS and best wishes to: Motorman A. and Mrs. Swensen, 24th; Motorman and Mrs. Walter Hanson, Conductor Irving and Mrs. Uldale, Conductor and Mrs. F. Kouba, Conductor Joe and Mrs. Wronski also Conductor R. and Mrs. Preus, who by the way have a new baby, Lillian by name, born April 9, 1945.

TO OUR BOWLERS. Fischer is taking Gutter Ball Andy for a ride again, and we know how you do it Ed. It ain't fair to grease his ball so it gets away from him. Charlie Clark went to town last Friday right down the line and took 'em all for a ride. Keep it up, Charlie, and show 'em how it can be done when you want too.

Kedzie

By Jim Passarella

SPRING IS JUST AROUND the corner. What corner? I don't know, but baseball is in full swing.

Our boys in the Repair Department are looking for a few games with the Cubs or Sox.

Let us look through the book for the results of the first game played on April 9. Wash

House Indians—29, Nine Bay Clowns—1. W. H. I.—Pitcher, Elmer; Catcher, Zarek, N. B. C.—Pitcher, Kappust; Catcher, Hartnett—no relation to Gabby.

Elmer gave five hits, in return got four doubles out of six times at bat.

Skinny got seven for seven including two homers. Grimaldi—five out of six including three homers.

Harry, book a game with the boys in front, or see Johnny Furlanetto.

Pat Buckley's brother was killed in action in Germany.

Motorman Angelo Rizzo's father-in-law died March 27.

Conductor Harry Sullivan passed away on April 16.

Daughter of Bob Reid, two years old, passed away April 18.

Conductor Robert Shingerland's father died April 18.

John A. Thorne died April 24.

Motorman Bernard Carolan died April 22.

P. Golden's daughter-in-law passed away March 31.

Our sincere sympathy.

Who can solve a mystery? Daly has been receiving little 16 ounce bags of rock salt and sand from persons unknown. It is getting so that all the boys are calling him "Rock Salt Daly."

As Art Piper was passing the Canal at 34th and Kedzie, a gush of wind carried his hat into the canal. Art wasn't worried about the hat as much as the badge on it. Three bells, and Art sighted his hat flowing near the bank. The motorman after Art with a long stick. A lot of patience finally got it. A little smelly and dirty, but Art saved his hat and badge. They had quite an audience from the bridge.

Motorman Strubble passed out cigars. Married Monday, April 16. Good luck to you both.

May I have the privilege of thanking you 23 fellows who gave to the Blood Bank. A picture of 15 of the men was taken at the Red Cross Bank. The other eight men were from the Repair Department, and went in the afternoon so we could not get their pictures. There were a number of other boys who could not make it, but will be with us the next time, which will be July 19. All who can, drop your names in the mail box next to the office door.

The spirit of patriotism goes to Angelo Rizzo. Rizzo was to be with us at the Blood Bank, but misfortune overtook him. He was caught between two street cars the day before. The second day after he was in the hospital he told the nurse he was to go to the Blood Bank with the fellows from his depot and the nurse said if you want to we will take it from you, which he did. Rizzo is coming along fine. Hope to see you back real soon.

Received a letter from John Tiano, S t/c, somewhere in the Philippines. John worked on Madison Street before going into service. He asked to say hello to all you fellows at Kedzie and to his old connie. Thanks for the Jap money, John. How about a picture of yourself?

Our goal for the Seventh War Loan is \$111,500. "Dig, Brother, Dig."

7th WAR LOAN DRIVE

The war loan drive is starting
A seventh of its kind
So let's all not forget it
But keep it in our mind.

Our boys have not forgotten
They are fighting through thick and thin
So every dollar you can spare
Will be used to help them win.

So let's all pull together
Invest every dollar we can
To help clean up the Nazis
And knock out old Japan.

Conductor Harold F. Burda

Clinton Sonders is now Superintendent of Lincoln and Limits Station.

Supervisor Clarence Thompson has been made Assistant Station Superintendent of Elston and Noble.

W. P. Herbert, as you all know, is our new Assistant Station Superintendent. Herbert is not new to us. He has been on Madison and Cicero for a year or more and I know he will do his part if you boys will do for him as you did for Sonders. Congratulations on your new jobs from us all at Kedzie Depot.



When Clint Sonders left Kedzie to take up his new duties as superintendent of Limits and Lincoln, he received a War Bond present from the Kedzie trainmen. Clint (left) is shown here with Kedzie's new assistant, Wm. Herbert; Station Superintendent Wm. Fahey; and Kedzie Bond Drive Chairman Robert Stack.

Lawrence Garage

By "Pinky" Moran

ON APRIL 16th our superintendent, Mr. Bailey, was promoted to district superintendent. I am sure I speak for everyone here at Lawrence Garage in congratulating you, "Jack," and in wishing you well in your new position.

Congratulations to Mr. Nassar our new superintendent. "Ed" is no stranger to us, having been our bus instructor for many years. He has all the qualifications, and will be a capable leader. Let's all co-operate with him to make his job that much easier.

Supervisor "Bob" Christian ("Smiling Bob") takes over the duties of bus instructor. Bob is an old timer with plenty of experience in our type of work. He will help us to keep performing our duties in an efficient manner. Welcome to Lawrence, Bob.

Carl Laljehorn buys the coffee: I guess all of us would have done the same thing though, Carl. Carl bet Charlie (*The Aspirin Kid*) Davis that he could not bend over and touch the floor with his hands without bending his knees. Now one look at Charlie and you would think that was impossible, but to our amazement he did it with ease. Charlie works so many runs these days that he is always relieving some one, hence the nickname "The Aspirin Kid." Taillight Frankie: If more tail lights are to be repaired let "Taillight Frankie" do it before "Beerframe Tony" gets at the general cleaning. It seems Frankie got what Tony should have got. For further information see Tony.

We hear "Ed" Mucha has a new speed boat. Well that should solve the problem of where to take our kids this summer, eh, fellas?

Congratulations to Operator E. Konkey whose wife presented him with a daughter, weight 7 pounds, 7 ounces.

Our deepest sympathy is extended to Operator Frank Schiller whose wife passed away on April 24th. Also to T. Cain in the loss of his mother, and E. Schaffer in the loss of his father.

Operators L. Beers, R. Berckes, M. Schutt, R. Coddington, and R. Klein who have been on the sick list for some time, we wish you a speedy recovery.

The following men have been added to the list of operators at the Garage. Ruppeck, Brown, Hanf, and Henningsen. Welcome, Fellas, to Lawrence Garage.

Lincoln

By Jerry Bordes

WE WELCOME our new Superintendent Clint Sonders, formerly of Kedzie Station, and Assistant Superintendent W. Calderwood, formerly of Elston and Noble Stations.

We were all sorry to see Superintendent W. Goodall and Assistant Superintendent J. Hubberts leave Lincoln Depot, but are happy to know that we will meet them again as they carry out their new assignments as district superintendents.

We welcome our new janitor, W. Fox from 77th, taking the place of Emil Ochruk, retired. Here's hoping Emil you enjoy it for a long time to come.

Sympathy is extended to Conductor Fred Elic and family in their recent bereavement in the loss of their son Raymond killed in action in the Battle of Luzon.

Lady (from the city): "What's that peculiar odor from the field?"

Bensonville Anderson: "Fertilizer."

Lady: "Oh, for the lands sake."

Bensonville Anderson: "Yes, Madam."

Al Ploch says: A boil in the pot is worth two in the neck.

Fragel was going to buy a 25 cent handkerchief yesterday, but decided it was too much to blow in.

You still have time to sign up for the 7th War Loan Drive. Let's go over the top at Lincoln.

North Avenue

By "Dede"

PUT A "FIGHTING HEART" in your "fighting dollars" as you dig deeper than ever before in America's Mighty 7th War Loan Drive. Let's back up the dollars we've already sent to war, with still more dollars to guarantee Peace with Victory.

We are very sorry to add another gold star in memory of *Conductor William Erickson*, shipfitter 3/c, USNR, who was killed in action while in the service of his country. Our deepest sympathy to his bereaved wife, and his four young children.

For your boy and mine, and all the rest of those boys, increase those bond deductions now more than ever, by seeing one of our loyal "Minutemen"—*E. Carroll, G. Graco, J. Hill, A. Johnson, H. King, B. Mathy, E. Miller, P. Simons, J. Sprague* and *E. Winters*.

Our superintendent, *Mr. Brookman*, has suffered an accidental fall and incurred a broken wrist. Your safety is our concern and here's hoping for a speedy recovery.

Bill Koenig's brother, *Pfc. Fred* of the 106th Division, 9th Army, was captured in the German counterattack on Belgium in December, and made a POW at Bad Orb. He is now liberated and recuperating from malnutrition in a hospital in France. Upon his recovery, he will have a joyous homecoming. Make that soon, soldier!

Clerk McMorrow was seen at the circus. Oh! to be young again!

Elmer Voss's son *Harold*, recently promoted to Captain in the Transportation Quartermaster's division, and assigned to ship duty has covered a lot of territory: Brazil, England, Sicily and Casa Blanca. His heart is really with the Army too—he's engaged to a WAC lieutenant. Our best wishes to you and yours.

Motorman Moreau's birthday and payday coinciding, made a notable niche in Johnny's life.

Conductor West's son, *Martin A.*, a rifleman in the 91st "Powder River" division, known as one of the backbone units of the 5th Army, was wounded but has now returned to his company.

Supervisor and Mrs. Joyce, attended the commissioning of the *USS Boxer*, April 16th, in Norfolk, and visited with son, *Bob, F 1/c*, who has been assigned to ship duty aboard the fleet's newest aircraft carrier.

Eduard Jendrzejewski's son, a member of the 259th Ordnance Medium Maintenance Platoon, consisting of 62 men, was presented with an Award of Meritorious Service Unit Plaque, in the Philippines.

Motorman Senko is the proud father of a son, another addition to the family. Best wishes to the parents, and to all of you, who may have neglected to inform your scribe. What's wrong, boys, some places still have the cigars! I'm

not speaking for myself, because what would I do with one?

Clerk Quetschke, on military leave, paid us a visit recently, looking very trim in Navy blue.

Our sympathy is extended to the families of the late *Edward Neville*, and *Conductor Kiedrowski*, an old timer, with 34 years service; to *Hurry Whitney*, in the loss of his sister-in-law, and to *John Houlett*, in the recent loss of his brother-in-law.

Carol Ann Carrozza, who celebrated her third birthday, April 15th, is a petite miss, whose photograph looks down upon you in the paid advertising on the streetcars.

How many of you have seen some of the station superintendent's souvenirs, from all parts of the world? The latest addition had a special showing.

Motorman Keadle has a son, *Ensign Norman*—USNR, who received his pilot's wings a short time ago and is now stationed at Corpus Christi, Texas. Another son, *Sgt. Wm. Jr.*, is a radio mechanic in a fighter squadron at an 8th Force fighter station in England. This squadron was commended by the Wing Commander for the part played in the destruction of 43 enemy aircraft and the damaging of 23 others on a German held airdrome recently.

Au Revoir to *Smiling Peters*, the paymaster.

We know he's good company on payday—don't we all look forward to seeing him?

Better late than never, *Conductor Ed Simon's* son and son-in-law spent New Year's together in New Guinea, the first that they had met in almost two years.

The *Gustave Grundts*, celebrated their silver wedding anniversary, April 14th. Their twins, *Sgt. Edward* and *Mrs. Ethel Nolte* and her husband were special guests. Edward is stationed at Fort Benning, Georgia, after contracting malaria in the South Pacific. Ethel is a government employe in Washington, D. C. where her husband is stationed. The cake was delicious and we're all looking forward to that golden anniversary.

A hearty welcome to our new district superintendents; to the new supervisors and instructors—sh! I heard a rumor—'Red' Lynch has another name; and last, but not least, a very special welcome to *Ella Vrzak* of Bus Repair.

Apologies to *Tom Hoey* of Car Repair—this is personal—and I hope he let's me in on that secret.

Something to remember: There is no limit to the good a man can do if he doesn't care who gets the credit.

Keep up the good work boys, I'll be seeing you!



Accident Investigation and Legal

By Audrey

SYMPATHY OF THE DEPARTMENT is expressed to *Stenographer Rita Kuzius*, and her family, on the death of her father, *Stanley Kuzius*, who was a motorman at Armitage Station.

The latest information on former stenographer *John H. O'Neill, Y. 2/c.*, is that for the past month or more he has been in sick bay at Shoemaker, California. John says he would like some mail so how about writing? *John H. O'Neill, Y. 2/c.*, 7th Battalion-Barracks, 0741-U.S.N.R.B., Shoemaker, California. Best wishes for a speedy recovery, Sailor John.

Master Sgt. Richard Nicholes, former brief-writer, stopped in on April 20th to tell us about his transfer from Wilmington, Delaware, to Kearns, Utah, for a short stay. And from there—who knows? Good luck, Nicky.

CALLING ALL SOFT BALL TEAMS! The D.A.I. Soft Ball Team is looking for competition for the 1945 season. Contact *Captain Wil-*

bert Lembachner, State 9350, any week day morning up to 9:30 A.M.

Tony Stroberg, fireman, stole a march on the rest of you anglers. First catch of the season were some good sized catfish. Better get the varnish and oil out you fishermen and keep up the good start Tony has made.

Tech. Sgt. Frank Cunningham was in to say his last hellos for awhile and tell us he's on his way to embark from the east coast. Best of luck, Frank.

Corporal Dick Kuhlman, former clerk, recently sent *Jeanne Kanies* of the D.A.I. souvenirs from Germany where he is now with the Field Artillery.

Accounting Department

By Thomas F. Coan

WE EXTEND CONGRATULATIONS and best wishes to *Mary Jane Leahy* and *Henry Smith* who were married on Saturday, April 21st, at the Ascension Church, Seoville and Oak Park Aves. His office associates presented him with a check.

As we go to press we are looking forward to the speedy recovery of *John Kruty*. He was remembered with a beautiful lounging robe from his co-workers.

Darlene Joyce Holzle is the name of the new baby girl born April 1st to *Myrtle* and *Richard Holzle* of the U. S. Navy. To the proud parents we extend congratulations.

We were sorry to learn of the misfortune that happened to the 15 year old son of *George Arendt* who injured his eye in an accident in the forest preserves.

Mrs. Anna Schuall spent the Easter week end in Clinton, Iowa, visiting with her soldier husband who was wounded overseas last December and is now confined to the Schick Hospital in that city.

Birthday greetings were extended to *Mary McCauley*, *Danica Govedarcia* and *Claire Koch* who celebrated birthdays during the last month.

Mrs. Jeanne Stumpp, who left service was remembered with a farewell gift from her associates.

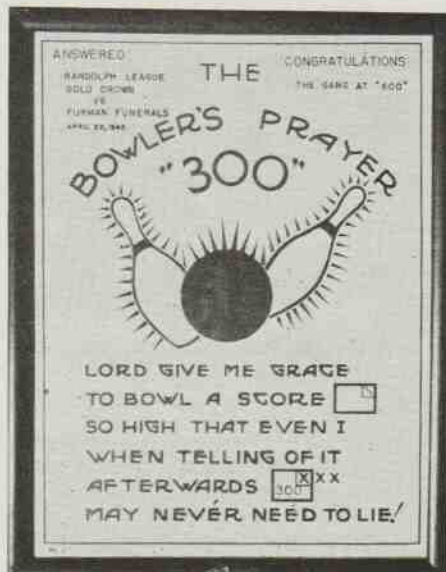
Word received from *Dorothy Abt* of the Waves that she is now in the nation's capital, Washington, D. C., and that her new address is D. B. Abt, S.K. Wave Qtrs., Bk. 29, B.255, Washington 16, D. C.

Car and Bus Repair

DIVISION: Carhouse foreman *Leslie Keag* has received word that his son, *Robert K. Keag*, (clerk, Lawndale) has received the Bronze Star for meritorious service in Germany. Robert is now a major in the Ordnance Department.

77TH STREET: Congratulations and a hearty welcome are extended to *Carl Anderson*, former assistant bus foreman at Archer, who was promoted to day bus foreman at 77th St!

J. Hopkins, *G. Dalton*, *L. DelVicorio* and *F. Tamburrino* payed *J. Wilkes* a visit at the hospital in Naperville, where he is recuperating from an operation. Joe looked fine and we're looking forward to seeing him back with us



BACK COVER—One of the series of ads appearing currently in Chicago papers.

soon. There was a little anxiety as to whether Hopkins' Flivver would make it, but he got the boys to and from Naperville in grand style.

Newcomers are *G. Lines*, *W. Katz*, *H. Godman* and *R. Fox*. You're mighty welcome boys. We also welcome into our fold *A. Kamauskas* and *N. McGee* who were transferred from Archer.

W. Moore, who has been off duty due to injuries, has returned to his place among us.

M. Schultz and *F. Walsek* have been on the sick list and we hope they will be back with us in short order.

LINCOLN: Old Doc Stork visited the home of *Mr. and Mrs. Charles Peglow* and left with them *Donna Irene* on April 23, 1944. To the happy parents and the little lady we wish all the luck in the world.

Electrical

By Billy Schenck

BURT G. NOAB, a former employe of the Electrical Department, who after leaving us, went with the Minneapolis Street Railway Company as one of their executives, mourns the loss of his wife *Anne V. Noab* whom he brought to Chicago, Saturday, April 28, 1945 for burial at Mount Hope Cemetery. All who knew Burt, extend their sympathy to him and family.

Eduard Johnson, a former employe as Engineer of Distribution, who left this company on account of his health and located in California, died Saturday, March 17, 1945. The remains were taken to his home town in Minnesota for burial. Our sympathy is extended to those who mourn his loss.

James P. Solon who has been in service with the Navy for 22 months has been given a medical discharge. James will take a much needed rest before he returns to regular work. We hope for a speedy recovery, Jim.

General Office

LOSI COME HOME" and when he did he took for his bride, *Joyce Peterson* (Executive). "Losi" is *Erwin Losinnecki* S 1/c, who has just returned from the South Pacific. The ceremony was held at St. Kevins Church in South Chicago. Much happiness to both of you.

A little farewell and birthday party was given in honor of *E. P. Miller*, (Information, Clark Street side), who retired on May 1. Our very best wishes go with him and we hope that he

A topnotch bowler for 46 years, and a member of two world's champion bowling teams (1917 and 1938), *Jules Lellinger*.

(Legal) was none the less elated with his recent "300" game. His friends at "600" commemorated the event by presenting Jules with this plaque.

will thoroughly enjoy the leisure time his retirement will allow. We'll miss you, Mr. Miller. To take his place is *T. Callaghan*. We hope you will like working with us, Mr. Callaghan.

"Life Begins at 6:30 A.M." starring *Jean Marie Sorenson*, daughter of *Walter Sorenson* (Insurance Department). After playing the first eight days at the Englewood Hospital the show was moved to their home. There will be a continuous performance day and night. Reservations should be made in advance. The performance started April 21.

Birthday greetings were extended last month to *Mary Ranahan* and *Alberta Freund* of the Purchasing Department and to *Helen Kasmauskas* and *Eileen Coan* of Insurance Department.

If you ask *Mr. Burke*, (Purchasing) why he has that tired, ache-all-over feeling, he will beam and tell you that it is the result of home-coming entertainment for his son, *Gene*. Gene has been in the Marine Corps for 35 months—32 of them spent in the South Pacific and this is the first time that his folks have seen him in uniform.

Congratulations, *Dr. Fanning*, (Medical Council). The news has leaked out that it's a grandson.

Two more vacationers last month were *Mary Wiley Rouch* and *Esther O'Brien* (Executive). Mary spent her time with her husband who was home on furlough and Esther acquired a beautiful suntan while in Mexico.

EMPLOYMENT DEPARTMENT: *Mrs. Gareau* had her son visit her from New York for a week. He's okay girls! Still speaking of Mrs. Gareau, you should have seen her fixing typewriters at Clark and Division Streets. The question is: "Did she complete her task?"

When you see *Miss Zahumensky* with a new wardrobe, don't think she got a raise. You see her sister is giving her all her civilian clothes in exchange for a Navy Nurse Outfit.

The Employment Office was remodeled again and it still looks "pretty sharp."

Mr. Beaman is the first to get a vacation this year. He is going to Houston, Texas, where he hears "there're fast women and beautiful horses or vice-versa."

Mr. Heath, *Mr. Bartlett* and *Mr. Walker*, the carpenter, celebrated their birthdays with boxes of candy for the Employment office. Wasn't that nice!

That's about all, see you next month.—Frances.

Material and Supplies

By Lois Marsh

WE WISH TO EXTEND a hearty welcome to *Rose Marie Meisner*, who has succeeded *Irene Gregory* as typist at the South Shops. Hope you will like it here, Rose Marie.

Mrs. M. Karolich, assistant stock clerk, So. Shops, reports that her son, *Ensign Wm. R. Karolich* has recently won his Navy Wings at

Corpus Christi, Texas. Bill is a fighter pilot now stationed in Florida.

H. F. Hoyer's son Howard reports that he will be a dry land sailor now until he finishes gunnery school in Michigan.

A Matel, somewhere in Germany, reports that "things are a little tough here at times, but just duck and you can stay healthy."

Mr. E. Jensen, West Shops, celebrated his birthday this month and was showered with cards of congratulations from his many friends.

Word has been received that Chuck Jung has been promoted to sergeant recently. Congratulations, Chuck.

Has anybody seen the "two drips" out at the West Shops office recently? If not just ask Eldora Freeberg about them.

F. Getz and J. Hartz were seen down on their hands and knees the other day and they were trying their best to convince us that they were not having a good game of marbles.

Wanted—old street cars for Warsaw. If any are available notify Ed. Donahue, expeditor.

Schedule and Traffic

By L. C. Dutton

THE HEADLINE NEWS this month is the story we promised last December. April 21st marked the exchange of wedding vows between Luanna Bierwalter and Carl Punter. To the newlyweds we extend wishes for many years of happy married life.

The sick list includes Max Kipping, Margaret Koks and Frank Gray. It is our hope that before this is printed they will all have recovered and be back with us.

We welcome Doris Keating to our organization and hope she will like working with us.

George Fahrow now promoted to Seaman 2/c in the Seabees paid us a visit recently on his way to his new station in Rhode Island.

Arvid Brandt made the announcement of the arrival of Maxine Faye on March 30th. From latest reports this young lady is getting acquainted and maybe she will let Arvid catch up on his sleep soon.

Letters from far points on this globe arrived from Bill Kendall, Joe Karel, Eddie Thompson and Gene Lukes.

South Shops

By Justine Mazeikis

HEAR YE! HEAR YE!—The South Shops first bowling season is now history, but you can be sure the keen competition of a close race will be the main topic of discussion for many months to come.

HATS OFF to the Auto Repair team, who after a three-way tie won the championship in the roll off. Honorable mention to the No. 10 Machine shop and No. 7 Electrical teams who finished in second and third places respectively. Our sympathies to the Tin Shop teams who finished in last place, also to Mike Rubey, secretary, who, when he made a slight error in the team handicap or bowlers average, was



Winner in the South Shops Bowling League was No. 11 Auto Repair team. Shown here on the night of their victory are Bob Hunt, James Lezatte, Captain Frank Mollath, Jack Kennedy, and Tom Bowman.

immediately questioned as to whether he learned how to add.

'Tis a pity that the season only lasted 8 months instead of 12—Corvin Fields, Tony Nuite and Irwin Krauledis were just beginning to control their hook ball and Charley Leckert was getting into the habit of seeing his ball knock the pins down in a standing position.

Judging from the bowling that Clarence Penberthy did on the sweepstakes, may we suggest that a sweepstake be incorporated for every week during the 1945 season.

Here's an item of interest—Frank DeWirt and Ernie Humphrey found the right ball for strikes too late, much to their team's regret.

Mike Rubey finished the season with a 211 game, Ken Royhl, 208, and Emil Krauledis, 194—pray tell us boys what's the secret?

Has anybody learned the name of the secret wax Dick Bulak was using on his ball????

WILL WE EVER FORGET . . . the fast manicure Roy Goering got on the emery wheel . . . Stanley Kruszynski turkeying out twice in a row . . . Bahr's hair pulling . . . Herbert's smile on a strike . . . McGuire's being on on time . . . Jack Kennedy who would crouch down, sneak up to the foul line and then let the ball go . . . How Robert Hunt would wig-wag himself all over watching his ball roll down the alley . . . The trouble Jim Lezatte would have in keeping his ball on the alley . . . Frank Mollath blowing in the finger holes of his ball, running, throwing a beautiful hook ball and getting a railroad . . . Harry Cade, the cherry picker . . . Tony Gasparovich, cheer leader for the Electrical team . . . Roy Egbert, the good old anchor and all-position man . . . Harold Kramp, who received prize money for the last game . . . Storey, the "all right" man . . .

West Shops

By Mildred Habeger

OUR FIRST VACATIONIST from the office returned from her sojourn in the East, and just to look at Betty would answer our questions as to whether or not she had a good time there! En-route Betty spent a few hours with Earl Larsen and his family in Buffalo and so was able to furnish us with first hand information about one of Uncle Sam's boys.

Gen Shea is back to work again after a few weeks and indeed we were happy to have her return!

Alyce Wirth treated us with delicious candy in celebration of her birthday—thanks Alyce, it tasted mighty good and a "Happy Birthday" was our wish for you!

Dania Hanes, our little "Southern Belle" has left our fold to return to her home in Danville, Va., and at this writing we Northerners would appreciate her sending up a little of that warm weather they are having down there.

And from our Servicemen we have received both good and unfortunate news this month. Eddie Hess writes that he has been enjoying a little leisure time in Paris, while John Kalinowski, painters helper, wrote from Okinawa on April 15th, a spot not too pleasant to be in right at this time. Our hopes and prayers for the boys in these danger zones are ever with them. And from the Navy comes the very sad news of Seaman 2/c Johnnie Morris, of the West Shops Armature Room, who has been listed as missing in action in the Pacific area since November 25th while serving on a submarine. It is our earnest hope that some favorable words will be received from that area as to his whereabouts.



Police and Firemen to the Rescue

Trust the men in blue, the men of Chicago's twin forces of public protection, to come through when needed.

Right now, many of Chicago's police and firemen are giving up days off to run street cars. That is just one more example of how America's second largest city is arising to meet the emergencies of war.

For manpower on the city's transportation lines is a wartime emergency of first proportion. Upwards of 4,000,000 riders daily step on and off of Surface Lines' street cars and buses as Chicagoans move back and forth to essential jobs.

To see that these workers get where they are needed, the Surface Lines is operating more route miles than at any time in history. And all of this must be done in the face of a critical shortage of workers, brought about by the disturbing effects of war upon employment.

Under today's conditions it is not always possible to have a street car or bus where you want it, when you want it. Your neighbors who operate CSL regret that this is true. But depend upon it, they are sacrificing days of rest and working extra hours other days to maintain the best possible service for you.

NEEDED AT ONCE ... TROLLEY PILOTS

If we are to operate the full amount of equipment needed to transport Chicagoans to and from war jobs, hundreds of additional men must take over the controls of street cars and buses. In this important production area, keeping transportation going is a war job of first importance. Good pay, steady work.

Apply Today—1165 N. Clark St., or any car station

CHICAGO SURFACE LINES