Surface Service
• MAGAZINE •



Legion Post Marksmen:
Twice National Champs!

MAY 1941



In the Limelight

OPERATING UNDER DIFFICULTIES

Though automobile traffic here at Clark and Division Streets has been halted for some time because of subway construction work, street car service, despite the visible handicaps to its operation, has been maintained.

This photo, showing some of the torn up condition of the streets, was taken from our Clark and Division building at the southeast corner of the intersection.

DEAD-EYE DICKS

This sharp-eyed crew of marksmen recently won the National American Legion rifle championship and the McNutt Trophy for the second successive year!

Shooting against the cream of other legion post teams, the Surface Lines crew amassed a total score of 1,441 points—nine points below its last year's showing.

Second and third, with scores of 1,434 and 1,431, respectively, were Silver Bow Post of Butte, Montana, and Municipal Post of San Francisco.

Front row, left to right, the men are: Fred Hilgarth, Andy Nygaard, Jens Nielsen and Palm Diederich.

Second row: Captain Al McBride, Martin Nielsen and Coach Glenn Barnhart.

Back row: George Smith, John Fehrman, George Block and Ed Nelson.



SURFACE SERVICE MAGAZINE

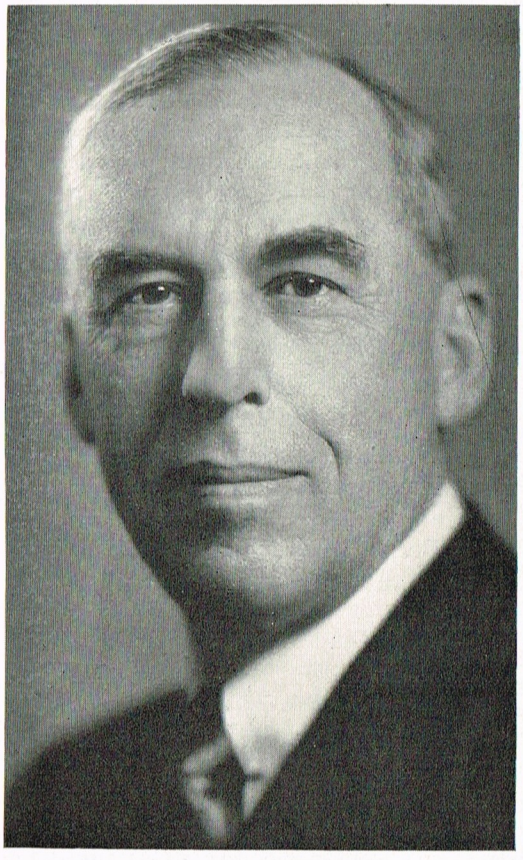
A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 18 MAY, 1941 No. 2

New President Takes Over Surface Lines Duties

CHARLES W. CHASE, formerly president of the Indianapolis Railways, was chosen last month as the new president of the Chicago Surface Lines. Mr. Chase was elected at a meeting of the Joint Board of Management and Operation held April 12. He took over his new duties on April 14, filling the vacancy created by the resignation of Guy A. Richardson in February.

Mr. Chase resigned as president of the Indianapolis Railways after nine years of outstanding accomplishment with that system. Starting with the reorganization of the Indianapolis company in 1932, the system, under Mr. Chase's direction, successfully undertook a complete modernization and rehabilitation of its properties.



Charles W. Chase

Modernization Speedily Completed

The modernization program, originally scheduled to take place over a 10-year period, was speeded up and completed in little more than half that time. The rehabilitation attracted wide attention and the revitalized system was studied by experts from foreign countries as well as other American cities.

Like the Surface Lines, the Indianapolis company comprises a coördinated system operating street cars, trolley buses and motor buses. It is interesting to recall that the Surface Lines and the Indianapolis Railways were pioneers during the early 1930's in the large scale use of the modern trolley bus. For a number of years the two systems shared first place in the trolley bus field, each operating 152 of these vehicles.

During his years with the Indianapolis company, Mr. Chase earned an enviable reputation as an operator and administrator. Not only was he the head of a system that did an outstanding modernization job, but he established, also, excellent labor relations and public relations.

Arranged Labor Contract

He was instrumental in arranging for the Indianapolis company to enter into a contract

for the first time with the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America. Out of that arrangement grew Divisions 1070 and 995 of the Amalgamated.

He was active in civic affairs in Indianapolis and was a member of numerous charitable, business and civic organizations. In 1938 he served as president of the American Transit Association.

Planned Gary Reorganization

Prior to his work in Indianapolis, Mr. Chase was active in the utility and transportation field for many years in Gary and the Calumet District. In 1917 he reorganized and took out of receivership the street and interurban system in Gary and the Calumet District. He planned and carried through its reorganization and improvement and modernization program with extensions of service and new equipment involving the expenditure of several million dollars.

Mr. and Mrs. Chase have three sons. James R. is an attorney at Indianapolis; Warren is with the United States Diplomatic Service in Berne, Switzerland; and Anthony is with the Pennsylvania Railroad at Cincinnati, Ohio.

Eye Exam Under Way

EYE examinations of the more than ten thousand employes whose duties include the moving of Surface Lines vehicles began early this month.

As in the last periodic exam, employes are being tested both for the sharpness of their vision and their recognition of colors.

Included in the examination which, it is believed, will take at least four months, will be all trainmen, starters and supervisors in the Transportation Department; all operators of Utility Department vehicles, and all Shops and Equipment workers who are ever called upon to operate Surface Lines vehicles in or around the shops.

Two doctors, each with an assistant, are conducting the examinations.

Army Calls Assistant Purchasing Agent

WHEN Edward W. Horning, assistant purchasing agent, was called up this month for a year's military service, two personnel changes in the Purchasing Department were necessitated.



Edward W. Horning

Walter U. Prentice, of the Schedule Department, was appointed acting assistant purchasing agent; and A. Phillip Waechter, a Purchasing Department clerk, was appointed acting chief clerk. Both appointments were effective May 1.

A first lieutenant in the reserve corps, Horning is serving with the 55th Signal Battalion of the Second Armored Division at Fort Benning, Georgia.

Before joining the Surface Lines seven years ago, Prentice had nine years of sales and purchasing experience. Waechter has been employed in the Purchasing Department for five years.

Burnside Again Wins Keep 'Em Rolling

BURNSIDE, making it a habit to lead other carhouses in the keep 'em rolling contest, clung to first place during April for the third successive month.

Its average of 8,294 miles per pull-in due to equipment failures was a decrease of 13.5% below its March showing.

Second and third place for April fell to Lawndale and Armitage, respectively.

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Burnside	2	8,294	13.5*
2	Lawndale	3	8,014	9.3
3	Armitage	3	5,855	13.4
4	Devon	2	5,802	16.9
5	Cottage Grove	1	5,316	6.8
6	Sixty-Ninth	—	5,232	26.2*
7	Division	1	5,106	5.5*
8	Elston	2	4,736	36.9
9	Seventy-Seventh	—	4,606	9.0
10	Archer	—	4,505	3.3
11	North	—	4,343	16.6
12	Noble	2	4,288	53.7
13	Blue Island	3	4,105	8.6
14	Lincoln	3	3,991	21.4
15	Kedzie	—	3,802	7.9*
16	Limits	2	3,539	7.4

*Indicates decrease.

John E. Sullivan Named Treasurer by Joint Board

THE APPOINTMENT of John E. Sullivan as treasurer and chief financial officer of the Chicago Surface Lines was announced April 23 by the Joint Board of Management and Operation. Mr. Sullivan, who was retained by the board on March 18 as a financial analyst, succeeded Markham B. Orde as treasurer.



John E. Sullivan

Mr. Orde, who resigned as treasurer after 27 years in that position, continues with the System as treasurer for the receivers of the Chicago Railways Company. He first joined the railway system in August, 1899.

Mr. Sullivan was born in Chicago, July 5, 1890. He served as a state bank examiner from 1912 to 1919 and was in the commercial banking business from 1919 to 1931. For the last 10 years he has been active in financial reorganization work.

Mr. Sullivan lives with his wife and two sons at 4406 Washington Boulevard. His older son, John E., Jr., was graduated from Notre Dame University two years ago, and the younger son, William F., is a sophomore at the same institution.

Employes Relief Committee Approves 10 Applications

THE SURFACE LINES Employes Relief Committee received 14 applications for relief last month. After investigation, 10 were approved for assistance.

There were 199 active cases on the relief rolls at the month's close—27 having been removed by death or other causes.

Including the $10,151 spent during April, $1,570,680 has been paid out of the fund since the organization of the relief committee.

This Month's Covers

STANDING at port arms on the front cover are the five high-scoring members of Surface Lines Post rifle team, which recently won the national American Legion championship and McNutt Trophy for the second successive year.

Left to right, front row, are: Jens Nielsen, Martin Nielsen and Palm Diederich. Back row: George Block and John Fehrman.

Beginning a new feature in SURFACE SERVICE MAGAZINE, the back cover carries reproductions of two of the ceiling card advertisements.

18 Surface Lines Men Die During April

EIGHTEEN Surface Lines employes, all men, died during April. They were:

■ *Track*—Frank Lenihan, employed May, 1907. Edward L. Vail, employed August, 1937.

■ *Transportation*—Archer: Patrick Crinnion, employed November, 1911.

Armitage: Patrick J. Rowan, employed April, 1898.

Burnside: Andrew Emmerick, employed August, 1910.

Cottage Grove: Daniel McLinden, employed August, 1906. Arthur W. Sproll, employed January, 1920.

Kedzie: Peter Bell, employed December, 1922. Gustave L. Willms, employed July, 1926.

Lawndale: Charles W. Kraemer, employed March, 1909.

Limits: Edward Leach, employed January, 1910.

North: Edwin J. Brosseau, employed August, 1937. Peter Cunningham, employed February, 1904. Ernest A. Malo, employed July, 1916. Nicholas J. Moran, employed September, 1922. Herman Newbauer, employed June, 1906.

Sixty-Ninth: John Berry, employed January, 1917. John E. O'Donnell, employed July, 1911.

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Volume 18 **May, 1941** **No. 2**

WILLIAM H. BROMAGE . . . . . *Editor*

DON R. COWELL . . . . *Associate Editor*

Our Two New Friends

THE SURFACE LINES recently made two new friends.

One is a man who wrote that he doesn't ride street cars; the other a woman who says she appreciates a sense of humor.

The man who doesn't ride street cars lauded a Division motorman, whom he saw get down from his car to guide a blind man across the street.

"I'm not a street car rider," he wrote, "but an incident such as this bolsters my respect for your men and your service."

The woman who appreciates a sense of humor overheard a statement by a 77th conductor which prompted her to write.

She explained that after she had paid her fare and asked for an 'L' transfer, the man behind her, giving the conductor a coin, said: "An 'L' transfer for me, too."

The conductor, she related, looked down at the man's coin and found it was a penny.

"Is this the down payment?" he asked, grinning and holding it out.

"That," commented the woman who wrote the letter, "was one of the classiest bits of diplomacy I have ever witnessed. There's a man who knows enough to bend members of the public with humor, instead of trying to break them with hatefulness."

Why all the fuss about just *two* letters?

Well, we have a notion that the next time our two new friends—the man who doesn't ride street cars, and the woman who appreciates a sense of humor—hear someone with a real or fancied grievance complaining about our service they'll butt in to say something nice about us.

If they do—and the odds are for it—we all have the thoughtful Division motorman and cheerful 77th conductor to thank!

Haywire Harry

ONCE THERE was a fellow who thought he was a Super-Dooper as a Mr. Fixit.

Give this mug a hunk of haywire and a pair of pliers and he would try to fix anything from a traffic ticket to a scuttled ship.

He had no more use for real repairs than Charlie McCarthy has for a termite.

"Shut down shop for a safety softie?" Haywire Harry would howl.

"Nix!" he'd shout. "I'm here to push production, not pamper pantywaists!"

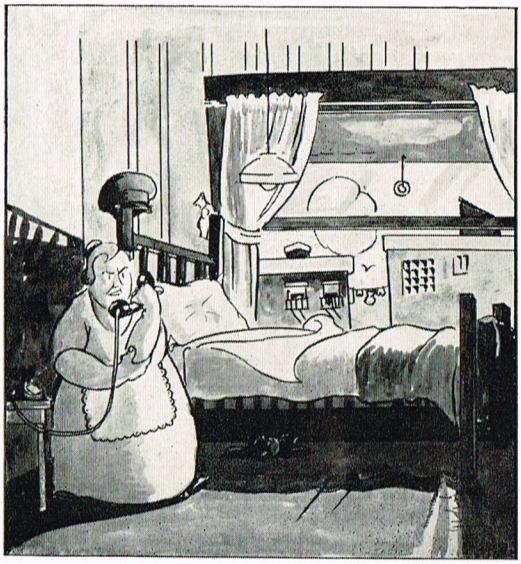
Whereupon he would whisk out his wire and pliers, slap a sloppy splint on the maimed machine, then swagger off.

These rapid repairs lasted about as long as a balloon on New Year's Eve.

The machines went kaflooey, the accident rate went blooey, and the big boss yelled "Hooey!"

Moral: Things fixed with *haywire* will go the same way!

Courtesy National Safety Council, Inc.



"Yes, that's what I said. Mr. Mugglewort won't be at work this morning because he got out the wrong side of the bed!"

Trainmen Make April Banner Courtesy Month

TRAINMEN KNUCKLED down following the last magazine and turned April into a banner courtesy month. They not only chopped 47 complaints from the total for April, 1940, but also prompted three more commendations than came in during that month.

The kindness of Conductor Carl Essen, of Elston, in helping an old woman find a dollar bill which had fallen down into the folds of her umbrella caused J. R. Ritchie, 1329 North Dearborn Street, to write: "You should have seen the gratitude on her face! Everybody in the car who saw what happened was as pleased as the old lady."

Praises Conductor's Control

Writing to tell about an abusive inebriate who spent his ride blaspheming Conductor Harry Peterson, of North Avenue, Mrs. C. L. Harmon said: "All this gentlemanly conductor did was to ask him to sit down and stop using such language. Anyone else would have beaten him up. I felt like doing it myself. You certainly have some very fine men working on your cars."

"Motormen and conductors of the Surface Lines should be commended for their care and courtesy," wrote E. H. Soike, Jr., 824 West 62nd Street. "They observe safety first, and continually warn customers of any hazardous conditions. You may well be proud of your operating personnel."

Lauds Opera House Service

Managing Director J. Charles Gilbert of the Civic Opera House praised the service at Madison and Wacker. "The operation of street cars here," he wrote, "has been marvelous. I have simply not a single suggestion to make for its improvement."

Because he has "a smile for each rider, black and white, male and female, young and old," Mrs. Edward L. Cornell, 7245 Princeton Avenue, wrote praising Conductor Charles Andrews, of Devon.



"You take Little Bull's transfer, or Little Bull take your scalp!"

Pleased with the smooth manner in which Operator Arthur Petterson, of Noble, handled his car, Albert Scheffner, 251 Indiana Avenue, wrote commending him.

The politeness of Conductor Clarence Burbey, of Armitage, in helping her with her packages prompted Miss Karen Steele, Williams Bay, Wisconsin, to term him: "the most courteous of all conductors I have ever come across."

Commends Stop-Calling

"He was on his toes—not every minute, but every second," wrote William E. Mahoney, 510 South Dearborn Street, lauding Conductor William Stapleton, of Kedzie, for calling all stops and public buildings.

The good nature and efficiency of Bus Operator Rudolph Staska, of Archer, inspired H. J. Klus, 3820 West 56th Place, to write: "He is not only congenial and very courteous, but also careful in his driving."

New Buses Will Include Recent Improvements





TWO INNOVATIONS

Though the 34 new gas buses ordered last month include many improvements, two stand out.

One is the "shadow apron" (similar to that in the top photo) which casts a black shadow on the windshield to eliminate reflections.

The second is the walking-height steps (like those in the bottom photo) on which even a child may walk naturally.

THIRTY-FOUR new gasoline buses will be added to the Surface Lines fleet as soon as the manufacturers can make deliveries under an order placed last month.

The buses, each to seat 27 passengers, are being built at Pontiac, Michigan, by the General Motors Truck and Coach Division of the Yellow Truck and Coach Manufacturing Company. Because of defense priorities, the manufacturer may require 180 days to complete deliveries.

To Have No-Glare Windshields

A feature of the new vehicles will be the no-glare windshields. This innovation was recently developed for transit vehicles. Through the use of a recessed, slanting windshield and a "shadow apron," covered by black plush, a dark shadow is cast on the windshield, eliminating reflected glare from lights inside the bus.

By doing away with the need for a curtain behind the driver and securing for him at night a view unhindered by reflections, the shadow apron solves a problem that has vexed transit operators for years. In allowing the driver a view of the riders seated behind him, it enables him to give better personalized service to his passengers.

"Walking-Height" Steps at Doors

The new buses will have another improvement that riders will appreciate—so-called "walking-height" steps. On these steps even a child may walk naturally.

The buses are scheduled to be used on new Homan Avenue and Division Street routes which the Illinois Commerce Commission recently ordered inaugurated.

The vehicles were purchased under a court order authorizing an estimated expenditure of $275,000 for the 34 buses, together with auxiliary equipment, spare parts, housing facilities and bus stop signs.

DEPARTMENTS AND DIVISIONS

Accident Investigation and Legal

THE D. A. I. Bowling League closed its second successful season with a banquet on April 24 at the Cafe Bohemia. Following the election of officers for the next year, the evening was devoted entirely to enjoyment and relaxation. Charles Gash was elected president and John O'Neill secretary and treasurer.

The Yankees, captained by Anchorman John Williams, won the title by the small margin of one game over the White Sox, captained by John Ploner.

William Fish topped the individual averages with his 169, but was hard pushed by Robert Sedlak and Al Pisors, both of the Schedules Department, each of whom had 168.

Individual high game of 257 went to John Ploner; and William Connoly's 654 series, made early in the season, was never matched.

The league-leading Yankees took high-team game with a 908, and the last-place Reds came through with high-team series of 2,568.

On the final night Photographer Fred Chouinard played a very important part in the evening's fun. He took flash-light photos of most of the bowlers in action. If you look hard, you'll find his winning team picture in this issue.

The girls, who had their own league and bowled at the same time and place as the men, staged their final party on the same evening as the banquet. After a very fine dinner at the Wrigley Building Restaurant, they went to see "My Sister Eileen."

High game for the season went to Jane Healy, sister of one of the girls employed in the department, and second high went to Audrey Johnson. Miss Healy also had high series, and Julia Lellinger and Miss Johnson tied for second-high series. Grace Schmude had the high season average.

Your scribe received a letter from Statementman Frederick Max, who wrote that, after several assignments, he has now landed, for a while at least, at Camp Haan, which is located about 50 miles east of Los Angeles. He reports the meals are fine, that he is gaining weight, and that, whenever he wants an orange, all he has to do is reach outside of his tent and pull one off a tree.

Mildred Mollenkamp was honored at a farewell party by a number of the girls on April 15 at Pellegrini's Restaurant. The party was occasioned by Mrs. Mollenkamp's resignation, after five years service as a stenographer. It was combined with a "Blessed Event" shower, and an appropriate gift was presented.

We are sorry to report that Court Assistant Michael Ryan and Legal Investigator Tom Quinn have been on the sick list recently. We also regret that we can't yet report the return to work of Harvey Brewington, Frank Hoag and A. J. Wilson. These men, all old-timers, have had a long pull of it. We wish them speedy recoveries, and hope to have them back with us soon.—Investigator.



WINNING D. A. I. BOWLING CREW

Winners by one slim game in the D. A. I. Men's Bowling League were these smiling members of the Yanks team.

Front row, left to right: Anchorman Johnny Williams and Charles Smith.

Back row: George Fisher, Mac McRee and Bob Sedlack.

Accounting

WINTER HAS passed, and with the arrival of spring come plans for a season of activities. Vacations are being arranged and Wisconsin, Michigan, Indiana and other parts of the country should see some of our travelers this summer.

The department now is spic and span, for the decorators and cleaners recently paid their annual visit.

We are glad to note the return to work of Mrs. Elbe Stolbrand, of the Trip Sheet Analysis Division, who has been home ill.

April was the banner month for birthdays in the department. Best wishes were extended to Mary McCauley, Danica Govedarica, Ann Lowe, Ione Hansen, Agnes Rheberg, Lorraine Murphy, Claire Koch and Margaret Kohs.—Thomas F. Coan.

Engineering

BECAUSE OBEYING one of the primary safety rules saved his eye, Sam Bajovich, of the Track Department, whose picture appeared on the front cover of the April magazine, is a very happy man!

Congratulations to Herbert Dagenais, wreck truck chauffeur, and to Mrs. Dagenais, too, on the birth of a baby boy April 21.

Patrick Keely, of the Track Department, who resigned recently to join the force of the Chicago Police, was drafted by Uncle Sam soon after his

transfer. Good luck and best wishes, Pat.

The title of "Beau Brummel of the Utility Department" has been awarded to John Gusich. You should have seen him leading the Easter parade!

Commodore J. L. Ruzich and Admiral N. R. Alexander are overhauling their yachts at winter quarters.

On this month's sick list we find: Chauffeurs Vaughn McAllister, John Conlin and Thomas Hamilton, of the Utility Department; John P. Flynn and C. G. Powers, of the Track Department, and Michael Donohue, of the Building Department. We hope to see you well and back on the job soon, boys!

Our sincere sympathy is extended to the family of Thomas Donohue, of the Track Department, who died recently.

Material and Supplies

VIOLA EGER, of the Requisition Division, resigned recently.

Arnold Hillstrom, of the same division, has been transferred to Archer Depot in the Transportation Department. Here's wishing you success in your new job, Arnold!

The Requisition Division welcomes John Pieler, a newcomer to our ranks.

Luther Burbank Grimes has planted a flower garden at his new home. Rumor has it that he got the seeds hopelessly mixed up. How about it, Jim?

James Frahm is spending his vacation moving.

Congratulations to Bob Piper. His baby daughter, weighing seven pounds one ounce, was born April 4.

Have you seen Jerry Page's invisible engineer bonnets?

Anyone who would like to perform a good deed might invite Otto Hoger out to supper. It seems Otto has been doing his own cooking while his wife is visiting their son at Camp Forrest, Tennessee.

We hear that Art Eggert is acting president of the credit union. You know, Art, we thought you had taken on a new dignity!

Bill Kreil, assistant stock clerk at West Shops, who was called up by the army April 8, now is with the 36th Battalion, at Camp Croft, South Carolina. The best of luck to you, Bill!—R. E. Buckley.

Schedule and Traffic

BERTHA SLUTSKY was presented with a purse at a farewell luncheon given by a number of her friends.

Walter Prentice has been transferred to the Purchasing Department as acting assistant purchasing agent. We wish you success, Walt!

Andrew DeGrazia and Byron O'Neill, both of whom bought homes recently, were nearly overwhelmed with the usual advice—both good and bad—from all qualified members of the department's Home Owners' Club.

Lieutenant Evan Olmstead writes that he is enjoying army life in the signal corps in Florida.

We welcome Helen Connery, our new typist, and hope she enjoys working with us.—L. C. Dutton.

ALMOST A SOLDIER



Caught as he considers joining the marines is Regional Supervisor Art Unsen, whose beat includes Lawndale, Blue Island and Kedzie.

His mind was turned to things military when he was helping to load a crew of draftees recently.

As he started walking off after finishing his job, the commanding officer called him back.

"Hey," he demanded, "where d'you think you're going?"

Art gave out with a whale of a lot of fast talking, explaining that he was one of our supervisors and that, besides, he was over draft age. Finally the officer let him escape.

Just in case the next army officer who tries to enroll him shouldn't let him go so easily, Art believes that volunteering for the marines, which he likes better, might be the best way out.

Shops and Equipment

WEST SHOPS: B. Phillips' son, Haddon, is stationed temporarily at Rockford with the Medical Corps. We hear he makes a fine looking soldier, which isn't unexpected, for a fine lad makes a fine soldier.

News from Lieutenant Maerz at Camp Forrest, Tennessee, says he is working hard—to say nothing of the red mud he has to contend with in that part of the country.

O. E. Hale, clerk at Ardmore Bus Department, left on April 12 to enter the service of Uncle Sam. He, too, is stationed at Camp Forrest in the 123rd Field Artillery.

Elmer Natzke, our No. 158 man, visited us last

AROUND THE CAR STATIONS

Archer

OPERATOR William Saunders, known as the Clark Gable of the 47th Street bus line, recently took upon himself a wife. To celebrate the happy occasion, the newlyweds are sojourning in California.

Bob Healy, our assistant day clerk, greeted the spring breezes with a new 1941 Plymouth sedan. Congratulations, Bob!

While we all are missing Chuck Roan, night register clerk, who has been transferred to 77th Depot, we welcome our newcomers, Arnold Hillstrom, Elmer Gobeille and John Haylet. Hope you like it here, boys!

Motorman Frank Rund is the proud owner of a new Plymouth. Frank says the "boss" ordered it, that he's only paying the bill. Well, Frank, here's hoping you and your family have many pleasant week-end trips.

Congratulations to Clerk John McKenna, who recently was transferred to 77th Depot as combination clerk. Our loss is 77th's gain.

We report with regret the recent death of Motorman Patrick F. Crinnion, past executive board member. He had many friends, and his sudden death was a shock to them. We'll all miss his pleasant greetings.

Congratulations are in order for Receiver Matt Dieters, who is the proud father of another baby daughter, born March 28.

Our top motorman on the seniority list, James McCutcheon, who recently retired, died at his home after a short illness on April 29. He was an outstanding figure among Archer veterans, having entered the service October 26, 1892. All of us extend our sincere sympathy to his bereaved family.

Motorman Pat O'Kane, who has been nursing for several months the broken wrist he received in a fall on a snowy sidewalk, is on the job again. Welcome back, Pat!

Our sympathy goes out to the following trainmen who recently lost members of their families: Operator Sam Bell, his brother, a Kedzie conductor; Tom Walsh and Conductors William Herman, George Klatt and J. Uhlir, their mothers; Motorman R. A. Rentz, his father; Motormen W. F. and H. E. Hansen, their brother, Arthur, a former Archer conductor; and Motorman William Welcome, his mother-in-law.—Dusty.

Blue Island

WHEN CONDUCTOR and Mrs. Herman Venzke celebrated their 45th wedding anniversary at their home on April 18, many friends and relatives were on hand to help. Here's our congratulations to you both. May you have many more years together.

Both the telephone and door bell set up a merry clatter throughout April 27 as Motorman and Mrs. Joseph Klicman observed their 30th wedding anniversary. Among those who helped them celebrate were their son, daughter, son-in-law and grandchild. Our congratulations to you folks, too!

Your correspondent regrets omitting in last month's news an announcement of the arrival of a seven-pound boy at the home of Motorman and Mrs. Harry Pakrovsky. Congratulations, and best wishes to the newcomer!

There's a reason for the way buttons are popping off of Conductor Edward Ludvik's coat. He's the proud grandpa of a nine-pound boy, born April 15.

Our sympathy goes out to Conductor Nicholas Schaefer, whose brother died recently; and to Motormen Arthur Davis and Vernon Touranjeau, who lost their fathers-in-law.—C. P. Starr.

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month, bringing with him some interesting pictures taken at camp. He has promised to send us a few more. Army life certainly has agreed with Private Natzke, in spite of his complaint that both horses and guns kick back. He has gained considerable weight. That, in itself, speaks well for the life the boys are leading.



Michael Falvey, specialist at West Shops, was presented a gold watch by his machine shop co-workers when he retired April 14, after 39 years of faithful service.

Now 79 years old, Mike lives with his daughter at 4347 West Adams Street.

With the first signs of spring in the air, rumors are heard of vacations. It seems that this country of ours will be pretty well traversed this summer, for talk has been going 'round of Florida, California, South Dakota, Tennessee, and all other states or districts one can think of.—Mildred Habeger.

SOUTH SHOPS: Joe Birmingham, popular and always cheerful Machine Department clerk, has been on our sick list for some time now.

We wish you a complete and speedy recovery, Joe, and hope to have you back with us soon.

Fred Mommsen was nervously pacing the Printing Department floor April 30. We learn since he had just become the father of a baby girl. Congratulations to mother and dad, and best wishes to baby daughter.—Elsie S. Frank.

Cottage Grove

BID IS hereby made for the crowning of a new finder-of-unusual-articles champion.

The potential new champ is none other than Extra Motorman J. J. O'Dea. Jim came in from working a run on 43rd Street with a large wooden box in which reposed a young Jack Snipe. This (to you laymen) is a marsh bird, possessing long legs and a long sharp bill. The bird was held two days, then released in Jackson Park where it immediately proceeded to establish himself by severely trouncing a peacock!

Motorman Ed ("Crash") Donovan slipped off the traces and got himself married April 19. The lucky girl is Alice McMahon, and the event took place at the Church of the Little Flower. Following the ceremony, the couple took a trip through the South. Bring the little lady in, Ed. We'd all like to meet her.

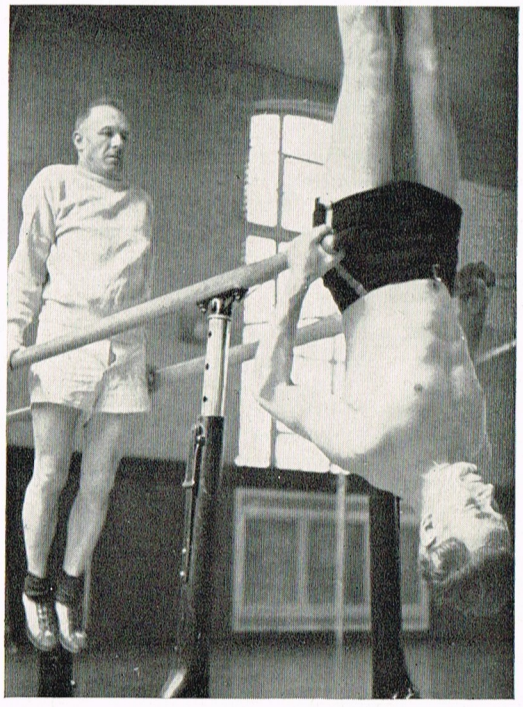
Another recent bridegroom is Motorman J. J. Billings. Further information is not obtainable, but the groom is sprouting a happy smile. Maybe later he will let us know who the lucky lady was.

Al Benbow is cruising around these days in his new Dodge Luxury Liner. He's quite a picture, too —all dressed up and with his face shining like the new car.

Bill VanCoverden and Rudy Koprowitz looked like a pair of railroad oilers the other day as they roared across 80th Street in Van's car. The reason for their appearance was the ties reposing in the trailer they were towing. Where did you get them, fellows?

Any man who ever held a baseball in his hands is cordially invited to come and try his luck in getting on the Cottage Grove softball team. New faces and old will be most welcome.

The sick list includes J. J. Horrigan, D. Crowly, Jimmie Jones, J. P. Gorman, Al Smith and L. Buckner. They'd appreciate a visit, boys! Why not stop in and chew the fat with one of them for awhile?—Ostet.



GYMNASTIC MOTORMEN

Working out on the parallel bars in a North Side gym are Motormen Leroy Golonski (right side up), of Elston, and Joe Kurzer, of Armitage.

Numerous exercise-minded trainmen from those depots and from Devon, Limits, Lincoln and North keep the creaks out of their joints by frequently getting together for workouts such as this.

Correspondent Ed Evenson, of Elston, interrupted his own exercising to snap this photo.

Devon

OUR REPRESENTATIVE in Florida this month was Charley Mason, No. 2, who was vacationing in Orlando.

Hank McDaniels went downstate to Anna recently to look over the agricultural situation. He reports folks around those parts were cutting grass on April 15.

Ask Bill Roberts what he did during his visit to Cairo. All he'll tell us is that he watched the river and watched folks planting cotton.

Our credit union treasurer reports that we lack about 150 members to be a 100% organization.

Fred Miller says his goats up there on his state-line farm didn't coöperate with him on the birthday he set for them. Had he done business with John Miller instead of Jack Wardell, he could have been at ease now.

The outlook for our softball team this year, according to the manager, is very good as far as playing material is concerned. All the players have to do now is keep up the spirit, attend practice sessions and get to the games on time. Many rooters are expected to attend the games this year, for our schedule calls for weekday performances.

We beg the pardon of Mr. and Mrs. Stan Bzdon for reporting them parents of a baby daughter. We were misinformed, it turns out, for the "daughter" was a son, named Lawrence. Well, Stan, what's the "diff." Boy or girl, babies are a lot of happiness.

Speaking of babies, it's a girl at the homes of Fred Redemski and Joe Repplinger; and a boy at Bob Hawk's and Bud Kitterman's homes.

Our gilt-edged reporter tells us that Gilbert Stall married Tony Werner's sister March 1. Congratulations to you both!

Matt Horan's wife recently underwent an appendectomy. Here's wishing her a speedy recovery.—Ed May.

Division

CONDUCTOR Elmer Schulzke nearly fainted dead when he read the April issue of SURFACE SERVICE MAGAZINE. He found his name listed with the 14-year no-accident men. The catch is that

Elmer has been in the service only six years.

Editor's note: William Pasche, supervisor of accident prevention, says Elmer's proper card—a two-year certificate—was sent him recently to correct the error.

Conductor Joe Brophy and Motorman Ed Halle recently joined the ranks of the Police Department. Good luck on your new jobs, boys!

When Conductor Jimmy Dwyer plays checkers with Motorman Pete Meehan, the game is peaceful and studious; but when he tangles with Conductor Jimmy Reegan, who slyly adds to his own checkers or swipes those of his opponent at every opportunity, there's never a dull moment!

Motorman E. A. Hurtig's son, James, who was inducted recently, is serving with the 33rd Division at Camp Forrest, Tennessee.

We know for sure that Motorman Herman Hasenkamp and Mrs. Hasenkamp, whose sons, Bob and Herby, will be two and five years old, respectively, on May 16 and 18, won't pass out chocolates to any guests their boys may have this year. They did last year, and their poor furniture and rugs became pretty sticky.

Dennis Pfeiffer, son of supervisor A. Pfeiffer, was three years old on April 20.

That ol' stork bird threatened to hold up this month's news by flying 'round and 'round the home of Motorman George Sheldon. On April 28, however, he finally delivered Judith Ann, who tipped the scales at nearly nine pounds. Boy, George, those White Owls really were good!

Struck by an auto when he was going home from work recently, Motorman Tom Golden suffered a broken arm.

Also on the sick list are Conductor J. Pritchard and Motormen Fred Loewe and Bill Kiehn. They would appreciate a visit, boys!

Motorman N. Erickson, with nearly 45 years of service to his credit, retired March 27.

One couldn't help but notice the attractive poster which Conductor G. Lipsitz made recently for the credit union bulletin board.

On his fifth birthday, March 30, Dickie Drost, son of Motorman Al Drost, was taken by his father to a near-by fire house, where he made a big hit and collected a large number of firemen's uniform buttons.

Another anniversary slated for the near future is the 10th wedding celebration on May 28 of Conductor and Mrs. M. J. McKinnon.—R. T. W.

Lawndale

DRAFTEE NO. 1 of Lawndale, Robert Keag, is at Fort Warren, Wyoming. He recently wrote that he likes the army life, but has to get up too early.

Motorman John Kalka is serving at Monmouth, Red Bank, New Jersey, and Motorman John Hebding at Camp Grant. They would like to hear from their friends, boys!

Tim Reilly and Ed Laughlin would like someone to tell them where the armory is located!

E. C. (Kokomo) Handley came in recently with a mangled hand, stating his neighbor's dog bit him. Since them, the dog died. Now Kokomo's neighbor wants $10.

Arthur Payne is the proud owner of a luxury-liner automobile. Ask him about all the sights he sees—sights which he never thought existed.

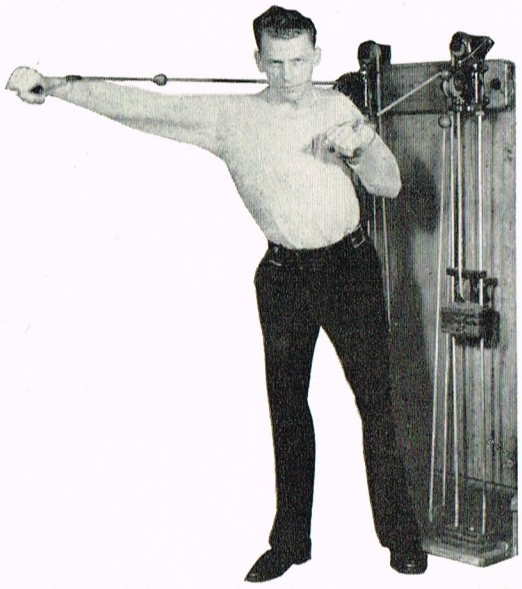
Two of our genial trainmen walked down the center aisle on April 26. They were Michael O'Brien and Maurice Barrett. Congratulations and best wishes, boys!

The following trainmen announce recent new arrivals: Conductor Bernard Lukes, a nine-pound boy;

DYNAMITE—KEEP CLEAR!

If you ever see a frown wrinkling the face of this chest-weight-puller—Conductor Larry Peters, of Archer—pick up your feet and run.

He's only average size, but he's dynamite!



When he finished work early one morning last month and started for his auto, he saw two men leap into the car behind his.

Finding the gas tank cap for his car was missing, he strode back to the second auto, then ordered the two men out.

When they finally admitted they had siphoned off some of his gas, Larry tried to grab one of them; but the fellow jumped out of reach, then swung at him.

Angry, Larry ducked, then swung back. Down went the man to the sidewalk. As Larry turned his "guns" on the second man, the first bounced back to his feet, threw a housebrick at him, then broke into a speedy retreat.

Collaring the second man, Larry held him while he shouted for the police. Several officers soon came a-running, so he surrendered his prisoner to one, then helped the others overtake and capture the first siphoner.

Both men were locked up; but Larry, as you see, is keeping in trim for the next team that cares to tangle with him.

Edwin Tarsa, a six-pound girl. Mothers and babies are doing fine; but the fathers don't look so good!

Sympathy is extended to the following: Mrs. C. Kraemer, in the loss of her husband, Conductor Charles Kraemer, Motormen Tom Fee, in the loss of his brother; Earl Verbillion, in the loss of his daughter; and to Maurice Flynn and Conductor Frank Miller, whose wives recently died.

Mrs. Thomas Curry sent a letter of thanks to all the trainmen who volunteered as blood donors for her husband, Conductor Tom Curry; and also expressed her gratitude for the many kindnesses extended after her husband's death.

Why does Charlie Holszhuh, our genial carhouse foreman, always carry a comb? His hair can't be parted, for it departed long ago!

If you have any good photos, with action in them, please bring them in.—Guess Who?

Limits

THE SECRET is out at last. The many who have been wondering how Motorman Tom Sheeran has regained his old-time smile and springy step will be interested in knowing that he slipped away and got married New Year's Day.

Though Tom certainly kept his secret a long time, it finally got out. He says the little woman certainly can cook and keep house. Our congratulations to you both, Tom. May your marriage be a long and happy one!

A bouncing baby girl was delivered at the home of Motorman Harold Bason on Easter. Mother and daughter, he reports, are both doing nicely. Incidentally, it was the stork, not the Easter bunny, which handled the delivery. Our best wishes, Harold, to the newcomer.

Supervisor Joe Hamm certainly looks nifty as he rides around in his 1941 Plymouth. He says the car has a wonderful pick-up, and that he spends hours keeping it shiny for that purpose!—E. A. Davis.

North Avenue

WE WERE all pleased with the new type that made its bow in the April issue of SURFACE SERVICE MAGAZINE, and we think it will make the publication still more popular. Many who have not saved their copies from month to month probably will start now.

Just as a matter of interest, how many of you have a complete file of all issues of the magazine? Give us your names.

Conductor Buddy (Nicholas J.) Moran was buried April 30, and a large number of the men attended the funeral. Buddy, a World War veteran, died at Speedway Hospital, after a long disability. We extend our condolences to his wife and children.

Your scribe would like the names and camp addresses of North Avenue men who are serving with the armed forces so that he may arrange to have them receive the magazine each month. If you know the whereabouts of any of the boys, please drop us a note in the trainroom mailbox.

There was a sizeable group of new men receiving instruction in the assembly hall recently. We welcome all of you boys, and hope you'll like working with us. If any of us who have been around for awhile can ever give you a hand, just call on us!

Both Grand Avenue and Pulaski Road, at this writing, are being widened. We all expect a decided improvement in traffic conditions when the jobs are finished up.

The new uniforms seem to make a hit with the boys. They are not only neat, but also very comfortable. Such clean, well-fitting outfits can't help but impress our riders. Since we trainmen come in closer touch with the public than other employes, it's up to us to gain their goodwill—and a neat appearance helps.—Henry W. Coan.



"You'll have to walk back four blocks. I forgot to call your street!"

Seventy-Seventh

OUR GENTLEMAN farmer, Motorman Glen Ranger, found he had facilities to accommodate about a dozen chickens, so he invested in them. By all reliable statistics, their gross production should have been sufficient for the demand; but the venture failed. Ten of the rascals, Glen found, were slackers; and in the purge, he accidentally eliminated the only two hens that did lay! Our advice, Glen, is don't kill the goose that lays the golden egg! But, they weren't geese, and our advice is notoriously bad, so—pass the salt, please!

Mental gymnastics is a good pastime if you like it. Conductor Bill Bond doesn't. He prefers gymnastics of a more concrete nature—cycling, for instance. Six days a week Bill doesn't ride a bike; but on the seventh he's out taking lessons from Junior, who thinks maybe Dad ought to do his cycling only mentally after all. Recently Junior said, "Let's just make believe you rode the bike today!"

Motorman Bill Harding takes pleasure in a fine type of fellowship—visiting people who are ill. Maybe more of us could profit by his example. Here's a

Sixty-Ninth

CONDUCTOR JOHN SULKA reports that he was son-struck on April 7. The son weighed nine and one-half pounds, and mother and babe have been doing fine ever since. The M. R. Corbetts also became parents of a baby boy late last month. Congratulations to both couples!

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list of those he has visited: Motormen J. A. Kraft, George Deal, P. J. Marcellias, Andy McGann, M. Fensholt, Dan Corbett, John Coyne, M. Butler, A. Seehausen, C. F. Hathaway, N. C. Johnson and Pat McHugh; and Conductors John Paradise, J. J. Lannigan, Patrick McNugent, A. S. Hirsch, E. F. McCabe, E. Rehburg, C. F. Steelman and J. J. Robinson.

The F.H.A. said yes to Motorman Joe Kenney, and the nod was all he needed to get going on that little nest. It's all finished now and the housewarming was S.W.E.L.L. To make it 100% homelike, Neighbors Joe Herman, Barker, Williams and Carroll have arranged to furnish "gasoline alley" atmosphere for N.I.X.

The first thaw last month brought more than spring fever to Conductor Buckmeyer. His resistance melted completely and he broke down with the first serious case of "travelitis." Buck saw 5,000 miles worth of the U.S.A. for 268 gallons of gasoline, with three weeks of loafing thrown in. Traveling south by southwest as the crow flies, he saw great scenic wonders including Don Klein (remember?) down in Tucson. Now that Buck has everyone envious of that keen coat of tan and has built up his resistance again, we venture he'll not be bothered by "travelitis" any more this year. The trouble is the darn stuff is catching!

Champion mushroom-picker and oldster, former Conductor Patty McGann, now retired, won his title the hard way. In street car lore, he was the ultra of the colorful characters in his day. State Street, when it was the old end of the world, was his field. Civilization has come to his old tramping grounds now, but that doesn't stop Patty. At 83, he's as fresh as a daisy, and doing guess what? Picking mushrooms! His new title is "Connoisseur of ze Mushroom."

They don't have squads east and west in the army any more, so rookie Elmer Klein informs us from Texas. Their "squading" is done, he says, in any way they can get around the corner—no questions asked. All of us ex-service men in the rocking chairs will always feel that the kids are missing that old thrill of swinging the end man around in a squad—especially if he was a shorty! Elmer would have been an ideal end man—tall, dark and handsome (last two qualifications questionable)—but it's all tanks now—"tanks" for this and "tanks" for that. Sounds polite, anyhow!

Baby girls have recently graced the families of Motorman R. P. Franzen and Conductor Martin Cosgrove.

Condolence is extended to the following men because of recent deaths in their families: Conductor T. P. Judge, his mother; Motorman D. F. Hayes, his father; Conductor E. J. Goebig, his mother, and Recording Secretary Daniel McNamara, his brother.—Walter F. Story.

As soon as Edward (Chubby) Stapleton shed his overcoat last month, he began receiving compliments on his successful efforts to reduce. As a matter of fact, Ed hasn't lost an ounce; but the removal of those winter blankets certainly does wonders for the figures of those on the portly side. We speak with full authority on this subject!

Conductor Evart Erickson, the Mount Greenwood fashion plate, bought himself a fine new hat for Easter; then visited the barber shop for his spring shearing. After the hair was removed, the hat seemed to be about two sizes too large. Evart now is wearing part of a Sunday paper under the sweatband until his hair grows out again.

Many years before Charlie Hosang ever thought of becoming a motorman, he tried to learn the barber trade by serving an apprenticeship in a South Side shop. One day some urgent business called the proprietor away and Charlie, although he still wasn't a full-fledged barber, was left alone in the shop. When the owner returned, he noticed a large crowd in front of the shop. Alarmed for fear that his inexperienced protege might have accidentally slashed somebody's throat, imagine his relief when he found that Charlie was merely clipping the hair from a peddler's small donkey which was tied between the two barber chairs. The donkey was objecting with every means at his command, and the crowd outside the shop was being highly entertained. Isn't it funny how an old story like that leaks out?

Conductor Patrick McGrath and his dog are familiar early-morning sights at 63rd and Western. The dog has a silky coat of wavy black hair and Pat says it costs him a pretty penny for wave sets.

Wee Willie Wagner purchased some baby chicks for his young daughter on Easter and placed them in a handsome bird cage for which he had no canary tenant at the moment. He fed them carefully for a couple of weeks, and the chicks did so well that they were soon much too large to be removed by way of the small door through which they entered. Wagner is now faced with the prospect of wrecking his expensive bird cage in order to remove his 10-cent chickens.

Sir Walter Raleigh once got himself a lot of publicity for being unusually gallant to a lady in distress. Leo Domerese is equally deserving, but his chivalrous act at 63rd and Ashland probably will never be well known. It was a rainy, windy day and a lady was unfortunate enough to get her veil and hat all tangled up with a rib of her umbrella. Spying her plight, Leo immediately dashed out into the rain to be of assistance. Of course he did his best; but he is short, the lady was tall, and the wind was very strong. Why go on? Suffice it to say that releasing the lady from her embarrassing situation was not accomplished quite as neatly as might have been desired.

We offer our sympathy to the families of Motormen John Berry and John O'Donnell, both of whom died on April 16.

We've been missing Clerk Mike Cosgrove of late and take this means of expressing a wish for his early recovery and return to duty.—H. E. Harris.

Ceiling Card Ads



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