

SURFACE SERVICE

MAGAZINE

JULY, 1941

A Trainman Is Hired

Employing new men who are to work on our vehicles and handle our riders is an important task, and calls for extreme care.

Since many job-seekers do not qualify as good representatives for an organization which makes its living by serving the public, each one must be closely examined.

These photos and their captions tell how that is done.



Waiting their turn to be interviewed are these candidates for trainmen.

In front row, third from left, is Charley Williams, a typical applicant, who the accompanying photos follow through the various steps in employment.



Charley answers questions asked by Superintendent of Transportation W. A. Hall (center), aided by Superintendent of Employment G. W. Peterson, who already has had the applicant's character investigated.

Trainmen, Charley is told, must always be courteous and safety-minded, and not addicted to alcoholic drinks—three things about which he hears again during his two weeks in training school.



Okayed by Mr. Hall and Mr. Peterson, Charley gets a going over by Dr. G. R. Curl, Insurance Department, who sees to it that his eyesight is good and that he is in proper physical condition.



Having received his trainman badge and employe riding ticket after being passed by Dr. Curl, Charley (now a motorman at Kedzie Depot) gets assistance from Typist Eleanor Blaha as he fills out his employment contract.

SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 18 JULY, 1941 No. 4

Plan for Buying Defense Bonds Is Established

SURFACE LINES employes may now make regular, systematic purchases of United States Defense Savings Bonds under a Pay Roll Allotment Plan that has just been established. In offering this Plan, the Surface Lines, like many other companies, is coöperating in the national defense program.

Under the Plan, employes who wish to take part simply authorize regular pay roll deductions for this purpose. The purchase of Series E bonds, in $25.00 denominations, will be arranged by the Surface Lines Accounting Department.

Employes may send in authorizations any time after July 15. The first pay roll deductions for those who sign up before August 8 will be for the pay period for the first half of August. Cards authorizing the allotments will be available at all stations and offices.

Plan Serves Two Purposes

"The Plan will serve a two-fold purpose," said Charles W. Chase, president, in announcing that the Joint Board of Management and Operation had approved it. "It provides a safe medium for regular savings by employes and it furnishes an opportunity to aid the Government in the financing of the national defense program.

"These bonds are direct obligations of the United States Government. Since the sale of the so-called 'baby bonds' began in 1935, more than 2,500,000 Americans have bought bonds with a maturity value in excess of 5 billion dollars.

"The purchase of these bonds now affords a quick, convenient way for serving our country as well as conserving our earnings."

Details concerning the operation of the Plan and a description of the Defense Bonds are contained on pages 10 and 11 of this issue of SURFACE SERVICE MAGAZINE.

Bond Interest Equals 2.9%

The Plan provides that any regular employe may authorize an allotment for each semi-monthly pay period of $1.00 or more to be applied toward the purchase of a $25.00 bond.

The bonds are sold on a discount basis at $18.75 each. Interest earnings, which are paid when the bond is redeemed, bring the value to $25.00 in 10 years. The value of the bond increases exactly one-third in value in 10 years, which is equal to 2.9% interest compounded semi-annually.

The bond comes due in 10 years. However, the owner may cash it at a stated value any time after 60 days after it has been issued if he or she wishes to do so. If the bond is cashed before 10 years, the interest return is at a smaller rate.

Allotments in Multiples of $1

Pay roll allotments must be in multiples of $1.00. Thus, an employe may put aside $1.00, $2.00, $3.00, or whatever other amount he elects, each pay day. The allotments will be continued until the employe cancels the authorization, which he may do at any time.

Each time an employe's allotments reach a total of $18.75, a bond will be purchased for him. The bond will be delivered to him by the Government via registered mail.

A card will be furnished each participating employe on which he may keep a record of the pay roll allotments made, the amount of bonds purchased and the balance on hand in his allotment account.

AT M. V. MORTON'S 50TH ANNIVERSARY LUNCHEON





Nearly 100 friends and co-workers of Assistant Treasurer Merville V. Morton (left, in right photo) turned out for a luncheon at Carson Pirie Scott and Company June 28 to help him celebrate his 50th service anniversary.

The group presented Mr. Morton, who began working as an office boy for the West Chicago Street Railways Company in 1891 when he was 14 years old, a beautiful chime clock as a remembrance.

Left to right, in left photo, are: Mrs. Morton, Secretary F. L. Hupp, Mr. Morton, President Charles W. Chase, and General Counsel J. R. Guilliams.

Right photo: Mr. Morton and U. S. Lee.

Among others who attended the luncheon were Mr. Morton's two sons and his daughter-in-law.

Conductor-Sergeant Writes of Army Life

CONDUCTOR JACK WILSON, of 69th Depot, who was called up by the army on September 16, 1940, and is now a top sergeant in an anti-aircraft regiment at Fort Bliss, Texas, recently wrote Superintendent of Transportation W. A. Hall.

Because his letter tells how two of the Surface Lines family are getting along in Uncle Sam's army, a part of it is reproduced here:

"By the way, the regiment called upon a couple of Chicago Surface Lines men to put over the second battalion's dance last month.

"Given the rather dubious honor of being chairman of the dance committee, I turned to Conductor Elmer Klein, of 77th Depot, who joined the regiment in January.

"We, and a few other men from the regiment, gave the boys a dance that they still are talking about. So I guess that sort of proves that Chicago Surface Lines employes may be called upon for anything at any time and still do a good job.

"I receive a few letters from the men at 69th, and appreciate them immensely. The *Union Leader* is sent each week, and SURFACE SERVICE MAGAZINE is received monthly.

"I am very thankful that I belong to an organization which remembers its employes in such a way when they are absent from Chicago."

This Month's Covers

"BEHIND DEFENSE" would be a good title for the front cover, where a smiling conductor symbolizes the Surface Lines' vital role in serving Chicago's many industrial districts as they hum with national defense and other activities.

On the back cover is a preview of the second advertisement in the ceiling card series on transportation in other lands.

Retirement Allowances Provided in New Contract

RETIREMENT ALLOWANCES to active employes who have reached 65 years of age and have 20 years or more of continuous service are provided for in a contract arranged last month between the Chicago Surface Lines and Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America.

The agreement was announced jointly by Charles W. Chase, president of the Surface Lines, and Joseph J. Kehoe, president of the Amalgamated. It was ratified by a majority of more than 10 to one by members of Division 241, and subsequently approved by Federal Judge Michael L. Igoe.

Wage Increase Also Provided

In addition to the retirement allowance, the contract, which was retroactive to June 1, provided also for a wage increase of five cents an hour and four days additional paid vacation, making 10 days in all. The provisions of the contract have been extended to various other departments. Final details on the retirement plan are being worked out.

The wage increase brings the pay of trainmen to the highest ever paid on the Surface Lines properties. The new scale gives conductors and motormen on two-man car operations 85 cents an hour; one-man car operators 93 cents an hour; bus operators on vehicles seating 40 or more passengers 93 cents an hour; and bus operators on smaller vehicles 90 cents an hour. An additional two cents an hour will continue to be paid for night operation.

Scale Replaces '37 Rate

The new wage scale took the place of one that was in effect since 1937. A review of wage rates over the last two decades shows that back in 1922, when the Surface Lines fare was eight cents, the rate was 80 cents an hour for two-man operation. This was reduced to 70 cents in the same year when the fare was cut to seven cents.

This rate was gradually increased, reaching 77 cents an hour in 1929, the peak year of Surface Lines business. The scale was again cut to 70 cents in 1932. Increases were granted in 1934 and 1936; and, in 1937, the 80-cent rate again became effective.

Legislature Commends Agreement

FOLLOWING the announcement of the new Surface Lines wage agreement, the Illinois legislature adopted a resolution commending the management and union officials for the amicable settlement. The resolution, introduced by George A. Fitzgerald, Representative from the 11th District, Chicago, said, in part:

"WHEREAS, Such attitude of fairness on the part of such corporation, so displayed to its employes is worthy of high commendation; and

"WHEREAS, The union officials representing the employes of said concern meeting with the Surface Lines officials arranged an acceptable solution of the problem of wages and hours to the satisfaction of all parties in interest, should also receive the highest commendation for thus averting a discontinuance of the service to the public therefore; be it

"RESOLVED, By the House of Representatives of the Sixty-Second General Assembly of the State of Illinois, that we express our highest commendation to the Chicago Surface Lines and the union labor officials for their attitude and display of fairness in connection with the recent granting of increase in pay, increase in days of paid vacation periods and pensions, to its numerous employes."

DIRECT TO FERRIS WHEEL PARK



Back in 1895 when a giant ferris wheel left over from Chicago's first World's Fair was filling our cable car trains almost nightly with crowds bound for Ferris Wheel Park, at Clark Street and Wrightwood Avenue, this photo was taken.

Standing nearest to the camera is Conductor John Clutts, of Devon.

The gripman in the first car is Motorman Andy Danielson, now deceased, of Devon.

Conductor Clutts, who ought to know, says a conductor's life today is a cinch compared with what it was when this photo was taken.

Roy Caul, Engineer, Dies While on Vacation

ROY C. CAUL, engineer, Track Department, and a Surface Lines employe for 33 years, died suddenly June 11 while on his vacation. He was 55 years old.

Joining the Chicago Railways Company as an engineer in June, 1908, following his graduation as a civil engineer from the University of Illinois, Mr. Caul first worked on the building of car houses and sub-stations, and on the reconstruction of the Washington Street tunnel.

In September, 1910, he was appointed field engineer and assigned to assist with the large-scale track rehabilitation and extension work under way at that time. He was appointed division superintendent of the Western Division of the Track Department in February, 1917. Illness forced him to relinquish that position in 1935, and to take up less arduous duties as an estimating engineer in the same department.

During his years as division superintendent, he was in charge of many major track operations, and was noted for maintaining highly efficient track forces. He also earned a reputation as an authority on special track layouts.

Born July 5, 1885, in Oskaloosa, Iowa, he came to Chicago at an early age. When he attended the old North Division High School (now Waller High School), he played on noted football, basketball and baseball teams.

A talented musician, Mr. Caul was a member of numerous bands and orchestras, including the Surface Lines Orchestra.

Surviving him are his wife, Melita, and two sons, Dr. Charles T. and Richard.

14 Applications Approved by Employes Relief Committee

SIXTEEN applications for relief were received last month by the Employes Relief Committee. After investigation, 14 were approved for assistance.

Active cases on the relief rolls at the end of the month numbered 187—five having been removed by death or other causes.

A total of $1,585,835 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to $7,610.

19 Surface Lines Men Die During June

NINETEEN Surface Lines men died last month. Their names, together with the dates of their deaths, follow:

■ *Track*—Roy C. Caul, June 12. Bayless Hanna, June 21.

■ *Transportation*—Archer: George Blaha, June 29. Joachim Zoellick, June 19.

Blue Island: William J. Colwell, June 20. Edward F. Hoff, June 9.

Burnside: Michael Slattery, June 26. John Stegenga, June 14.

Cottage Grove: William E. McNiel, June 18.

Devon: Charles Erickson, June 29.

Elston: Peter Nolan, June 5.

Kedzie: Charles Edelstein, June 12.

Lincoln: John B. Frawley, June 24. Claude D. Goff, June 11.

North Avenue: Sam Sorenson, June 5.

Sixty-Ninth: Peter T. Lentz, June 3. James Mulligan, June 7. Michael Summers, June 5.

■ *Shops and Equipment*—West Shops: Anthony Vanderlike, June 20.

105 Employes Are Serving with Armed Forces

ONE HUNDRED AND FIVE Surface Lines men were serving with the armed forces of the United States on July 1.

Most of the group were called up under selective service. The first employe to enter active service was Conductor Jack Wilson, of 69th, who left for Fort Bliss, Texas, on September 11, 1940, with the 202nd Coast Artillery, Illinois National Guard.

The names of all men serving with the armed forces will be run in a later issue. The listing which follows shows how many men each department has contributed:

Accident Investigation and Legal, three; Accident Prevention, one; Electrical, three; Engineering, 16; Insurance, one; Material and Supplies, four; Purchasing, one; Schedule and Traffic, three; Shops and Equipment, 21; Transportation, 52.

Burnside Still Ahead in Keep 'Em Rolling

BURNSIDE STAYED out in front in the Keep 'Em Rolling Contest during June for the fifth successive month.

Its average of 9,110 miles per pull-in due to equipment failures was a decrease of 3.8% below its May showing.

Second and third place fell to Lawndale and Devon, respectively, whose average mileages per pull-in were 7,422 and 6,338.

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Burnside	6	9,110	3.8*
2	Lawndale	4	7,422	8.3*
3	Devon	1	6,338	7.6*
4	Division	3	5,975	10.4
5	Armitage	3	5,510	25.0
6	Archer	–	5,502	44.9
7	North	–	5,180	1.9*
8	Limits	9	5,147	22.7*
9	Seventy-Seventh	–	5,128	11.4
10	Elston	5	4,965	12.1
11	Sixty-Ninth	–	4,826	20.6*
12	Cottage Grove	1	4,692	16.2*
13	Blue Island	5	4,181	11.7*
14	Lincoln	2	4,177	1.0*
15	Kedzie	–	4,088	1.5
16	Noble	1	3,918	22.5

*Indicates decrease.

Carhouse records for the past six months:

Carhouse	June	May	Apr.	Mar.	Feb.	Jan.
Burnside	1	1	1	1	1	6
Lawndale	2	2	2	2	2	1
Devon	3	3	4	7	4	4
Division	4	7	7	4	6	2
Armitage	5	12	3	5	5	5
Archer	6	15	10	8	8	11
North	7	8	11	12	7	10
Limits	8	4	16	14	15	14
Seventy-Seventh	9	10	9	9	10	7
Elston	10	11	8	13	16	16
Sixty-Ninth	11	5	6	3	3	3
Cottage Grove	12	6	5	6	12	9
Blue Island	13	9	13	11	14	13
Lincoln	14	13	14	15	11	12
Kedzie	15	14	15	10	9	8
Noble	16	16	12	16	13	15

Rider Finds Many a Slip 'Twixt Head and Hip

ALTHOUGH there are hazards in almost everything in life, a brand new one popped up recently in a New York city.

As a homeward-bound business man stood at the curb awaiting his approaching street car, an automobile suddenly whizzed past. As it did, the door handle caught in the top of his pants, then there was a loud ripping sound.

The driver of the auto looked back. Horrified, he slammed on his brakes, backed up, then quickly bundled the business man into the car.

Why all the commotion? Well, to put it daintily, our friend had been shorn of his dignity.

P. S. Also his pants and shorts!

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

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

Martyrs to the Sun

EVERY SUMMER finds a host of willing martyrs to the sun!

They are the ones who determine to come back from a week-end or vacation with a healthy-looking tan—the cost be what it may.

They lie under the sun's rays for hours—impatient that no results can be noticed immediately.

But, in a few hours more, their parched skin turns a fiery red. And they toss through a sleepness night between sieges of chills and fever.

Healthy for you? Doctors will disagree.

Sunburn is a real burn. It may have serious results if a large area of skin is involved. A few of the after-effects of serious sunburn are sunstroke, stomach disorders, headache and fever.

Prevention of sunburn is worth far more than any cure!

Since the sun's rays are most intense between 10 a. m. and 4 p. m., exposure during this period—until skin resistance has been built up and tanning has begun—should be brief.

A safe rule, according to a leading life insurance company, is to be exposed to the sun for only a few minutes at first.

Blondes and redheads should be especially careful, for they tan slowly. Some people don't tan at all. All should remember that on a hazy day the tanning rays of the sun are as intense as ever.

If sunburn occurs, it should be treated like any other burn. Baking soda and water, vaseline or carbolated vaseline may lessen the discomfort.

When sunburn is severe or when there are severe after-effects, a doctor should be consulted.

Most important of all is to remember that sunburn is nearly always the result of carelessness!

Defense Bonds

AMERICANS ARE being urged to invest in United States Defense Savings Bonds as a means of assisting in financing the national defense program as well as conserving earnings.

To provide a convenient way for employes to purchase these "baby bonds," the Surface Lines has established a Pay Roll Allotment Plan which is available to any regular employe who wishes to participate. Details of the Plan are discussed in this issue.

The bonds are considered an attractive investment. The return is favorable; the buyer is protected from market fluctuations in securities prices; and, any time after 60 days from the date of issue, the bond may be redeemed for cash.

The popularity of federal savings bonds is attested by the fact that since they first went on sale in 1935, 2,500,000 Americans have bought bonds with a maturity value of over $5,000,000,000.



"So a truck driver cut in front of your street car and you got out and taught him a lesson!"

Courtesy and Helpfulness Bring 53 Commendations

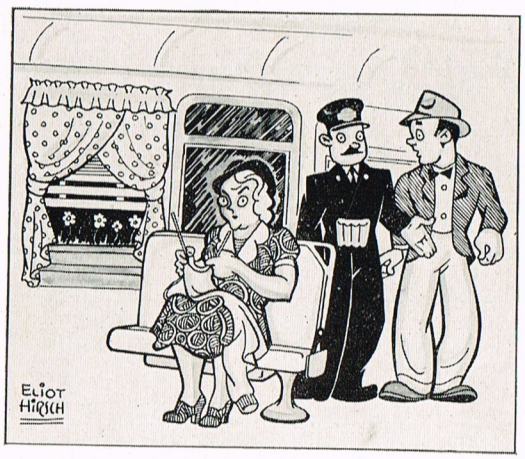
THOUGH COMPLAINTS last month numbered more than they did a year ago, the courtesy and helpfulness of some employes brought in 53 letters of praise, nine more than last year.

Pleased by the polite manners of Conductor Jim Walsh and Motorman Johnny Kenney, of Cottage Grove, Mrs. Edward R. Hart, 6319 Kenwood Avenue, wrote: "Your trainmen seem far more courteous than at any time during the last 10 years."

Commends Wreck Wagon Crew

Impressed by the smooth efficiency of Driver Joe Dennehy and Helper Bill Moog, Utility Department, as they and their wreck wagon cleared up after an accident, E. O. Kerchman, Midwest Athletic Club, wrote: "While they worked, I overheard a bystander say, 'Those guys certainly know their stuff.' Such efficiency increases a thousandfold the respect for your company in the minds of the public."

After not using our vehicles for more than a month because of a discourteous employe, Miss Ann Robinson, 1309 West 112th Street, wrote that she decided to try us once more. "As fate would have it," she explained, "I encountered such a courteous motorman and conductor that I was forced to forget the former discourtesy." The trainmen who so impressed her were Conductor Bill Schmude and Motorman Paul Gunther, of Blue Island.



"If we can get away with it for just a year, think of the rent we'll save! And we might even get on 'We the People'!"

Praises Safety-Minded Conductor

The safety-mindedness and courtesy of Conductor Jim Nolan, of Lawndale, who took time to assist an aged man from his car to the curb, won a letter of praise from C. E. Henson, 3329 South 59th Court.

After seeing Motorman Pat Folliard, of Burnside, stop his car and warn two persons standing at the curb to step back so that the puddle which he had to run through wouldn't splash on them, Ray G. Hulburt, American Osteopathic Association, wrote: "I'm sure that all who see such demonstrations of thoughtfulness appreciate them."

Because they both "go out of their way to give courteous and efficient service", Donald McFeggan, County Treasurer's Office, wrote praising Motorman Bob Kennedy and Conductor Bill Peterson, of 77th.

"Has Every Quality to Serve Public"

"He has every quality necessary in serving the public," wrote Miss Doris St. Germain, 4603 South Kedzie Avenue, of Motorman Charley Steinbrecher, of Blue Island. She lauded his courtesy, efficiency and personalized service.

Calling Conductor Charley Ritter, of Limits, "a great credit to a city which so often has been termed heartless," Robert F. Fox, Mt. Washington, Ohio, wrote how much Charley helped him find his way about the city. "Despite the interesting places I visited in Chicago," he added, "his assistance will be my most pleasant memory."

"He displayed the most efficient and courteous treatment of passengers that I have ever seen in Chicago. You should be proud of him," wrote Donald F. Paxton, 469 East Ohio Street, in praising Conductor Anton Mokstad, of North Avenue.

Chicago Surface Lines
Pay Roll Allotment Plan for
United States Defense Savings Bonds

TO MAKE IT convenient for employes regularly to set aside a part of their earnings for the purchase of United States Defense Savings Bonds, the Chicago Surface Lines has established a Pay Roll Allotment Plan for this purpose.

Any regular employe desiring to participate in the Plan may do so by filling out a card authorizing regular allotments for each pay period. Such allotments will be made continuously until the authorization is cancelled by the employe, or until the Plan is discontinued.

Series E Defense Bonds

The Plan provides for the purchase of United States Defense Savings Bonds, Series E, in $25.00 denominations. (Although the bonds are issued in other denominations, only the $25.00 issue will be purchased under this Plan.)

Series E bonds are sold on a discount basis. A $25.00 bond is sold for $18.75. The bond matures in 10 years, when the face value ($25.00) is payable.

Thus, a bond bought for $18.75 in September, 1941, will be redeemed in September, 1951, for $25.00. This is an increase of 33⅓%, equal to an annual interest return of 2.9%, compounded semi-annually.

Registration of Bonds

Series E bonds are not transferable and cannot be sold to another person or hypothecated as collateral for a loan.

Series E bonds are registered in the name of the owner, either adult or minor. A bond may be registered as follows: (a) in the name of one person, (b) in the names of two persons—but not more than two—as co-owners, (c) in the name of one person with a designated beneficiary in case of the owner's death. When the bond is registered in the names of two owners, either one may cash the bond.

Redemption of Bonds

Requests for redemption of bonds at maturity, or before maturity if the owner elects, can be made through banks or post offices. A bond may be redeemed at any time after 60 days from the date of issue at the option of the owner. However, the interest return will be smaller than 2.9% if the bond is cashed before maturity, the yield depending on the length of time the bond is held.

Redemption Values

The following table shows the redemption values and interest return at various periods:

Maturity Value, $25.00; Issue Price, $18.75.

Period After Issue Date	Redemption Value	Yield %
First ½ year	$18.75	none
½ to 1 year	18.75	none
1 to 1½ years	18.87	.67
1½ to 2 years	19.00	.88
2 to 2½ years	19.12	.99
2½ to 3 years	19.25	1.06
3 to 3½ years	19.50	1.31
3½ to 4 years	19.75	1.49
4 to 4½ years	20.00	1.62
4½ to 5 years	20.25	1.72
5 to 5½ years	20.50	1.79
5½ to 6 years	20.75	1.85
6 to 6½ years	21.00	1.90
6½ to 7 years	21.50	2.12
7 to 7½ years	22.00	2.30
7½ to 8 years	22.50	2.45
8 to 8½ years	23.00	2.57
8½ to 9 years	23.50	2.67
9 to 9½ years	24.00	2.76
9½ to 10 years	24.50	2.84
MATURITY VALUE (10 years from issue date)	25.00	2.90

Delivery of Bonds

Bonds purchased under this Plan will be delivered by registered mail by the Government direct to the employe. Whenever a bond has been purchased for an enploye, he will be notified. If the bond is not delivered in a reasonable time (three to four weeks) notification should be sent to the auditor of the Surface Lines so that a follow-up may be made.

Handling of Allotments

Pay roll allotments will be held by the Surface Lines until bonds are purchased. No interest will be paid on such funds accumulated toward the purchase

of bonds. Upon accumulation of $18.75 of allotments for an employe, the Surface Lines will arrange to have a $25.00 bond issued in such name or names as the employe has directed.

How to Participate

An employe may participate in the Plan by filling out a pay roll allotment authorization card (a sample of which is reproduced below). The cards will be available at all stations and offices. The employe may authorize an allotment of $1.00 or more for each semi-monthly pay period, provided that the sum named is a multiple of $1.00. For example, an employe may authorize an allotment each pay period of $1.00, $2.00, $3.00, or more.

Operation of Plan

To show how the Plan will operate, the following example is given: John Doe authorizes an allotment of $4.00 each pay period. At the end of five pay periods (two and one-half months) the allotments have accumulated to $20.00. The Surface Lines will then use $18.75 of this sum to purchase a $25.00 bond for the employe. The balance of $1.25 is carried forward in his allotment account and combined with future allotments to buy a second bond. This procedure is carried out until the employe cancels the authorization or the Plan is discontinued.

Cancellations and Refunds

A record card will be furnished to each participating employe on which he should keep an account of his pay roll allotments and bond purchases. This card should be preserved and used in authorizing the cancellation of allotments.

If an employe wishes to increase or decrease the amount of his allotments, he should sign the record card cancelling the previous authorization, and fill out and sign a new allotment card. If an employe leaves the Surface Lines or discontinues his allotments, the amount held in his account will be refunded. In case of death, the amount in an employe's account will be refunded.

Responsibility

The Surface Lines assumes no responsibility for the bonds after they have been purchased for the employe. Owners of defense bonds, if they desire, may arrange for safekeeping of the bonds, without charge, at the Federal Reserve Bank of Chicago. If the employe wishes to arrange for such safekeeping and so designates at the time of signing his authorization, his bonds will be held at the Reserve Bank, which will mail him a safekeeping receipt.

All matters relating to the bonds after their receipt by the employe shall be handled directly by the employe with the authorized agencies of the Government.

Further details concerning this series of Defense Bonds may be found in descriptive literature issued by the United States Treasury Department.

CHARLES W. CHASE,
President.

(RETURN TO HEAD OF DIVISION OR DEPARTMENT)

CHICAGO SURFACE LINES

Name of Employe.....
(First) (Middle or Initial) (Last)
(EMPLOYE WILL PLEASE PRINT ABOVE INFORMATION)

Division or Department..... Badge No..... Payroll No.....

PAYROLL ALLOTMENT AUTHORIZATION FOR UNITED STATES DEFENSE SAVINGS BONDS, SERIES E

Auditor: I hereby request you to allot from my salary each semi-monthly payroll period the amount of $....., effective with the payroll period ending *....., 19..., and, each time the required amount has accumulated to my credit, to purchase and have delivered to me a bond of the type indicated above having a maturity value of $25.00. It is understood that no interest is to be paid by the Company on any allotments accumulated and credited to my account. Register bonds in the name of and mail to:

Name { Mr. / Mrs. / Miss } .....
(First) (Middle or Initial) (Last)

Address.....
(Number and Street) (City or Town) (State)

Do you wish to name a co-owner or beneficiary? Either may be named but *not both*. CHECK WHICH: ☐ Co-owner ☐ Beneficiary
(See reverse side of employe's copy for "Forms of Registration")

Name { Mr. / Mrs. / Miss } .....
(First) (Middle or Initial) (Last)

Dated..... 19...

.....
(Signature of Employe)

*Authorization received by the Auditor after the 8th or 23rd of the month will become effective with the next payroll period.

SAMPLE

DEPARTMENTS AND DIVISIONS

Accident Investigation and Legal

ATTORNEY Charles C. Cunningham, who resigned last month after 40 years of service, was honored at a farewell luncheon June 26 by General Attorney Frank L. Kriete, his trial staff and their assistants, and other members of the Budget Committee on Claims and Lawsuits.

Starting as an investigator with the Consolidated Traction Company, in 1901, Mr. Cunningham was appointed claim agent a few years later. For nine years he studied law after working hours; and, in 1910, was admitted to the bar.

Later that year he began work as a trial lawyer in the Municipal Court and then handled more important cases in the Circuit, Superior and United States District Courts.

At the farewell luncheon, after Mr. Kriete spoke briefly, Attorney C. E. Stenning told about Mr. Cunningham's career, then called on General Counsel John R. Guilliams, Medical Counsel Dr. John Leeming and Trial Attorney W. H. Robinson for a few remarks.

Those attending expressed a unanimous wish that Mr. Cunningham would enjoy his new leisure and that the weather in California, where he plans to reside, would not let him down.

Lorraine Brevitz gave a luncheon for the "600" girls at her home June 7. After a *very* delicious meal, the girls played games for which prizes were awarded. After hearing so much Monday morning about the wonderful food, Investigator (your scribe) investigated and learned that Lorraine's mother had done the honors—turkey and all.

Elvera Potensa was guest of honor at a party given by the Girls' Birthday Club June 14. The affair was originally scheduled for the Cafe Brauer's veranda, Lincoln Park; but, because of bad weather, was held at the Blackhawk.

Congratulations to Statementman John Reynolds, who was married June 14 to Margaret Sullivan. The day before the wedding John was presented a beautiful radio by his fellow workers, with the wish that he and his bride may tune in on all kinds of happiness!

Our sympathies are extended to Frank Dow and Arnold Gustafson, whose fathers died last month.

Here's a hearty welcome to June Fippen, Georgiana Schelkopf and Arthur Phillips, new employes who joined us last month. Hope you enjoy working with us, folks!

The annual picnic of the D.A.I. credit union was held at Wing Park, Elgin, June 21. While the attendance was small, those who were present report a very enjoyable afternoon.

Three D.A.I. men played important parts in the graduation exercises of John Marshall Law School on June 28. Occupying the position of chief justice of the graduating class was Accident Investigator Oscar R. Hamlink, who walked away with a number of honors and prizes, and who also gave an excellent talk.

Briefwriter Richard Nicholes received a prize for having made the highest grades among the seniors. Applauding both Hamlink and Nicholes was Accident Investigator Willis Helfrich, who also had a scholastic record considerably above the class average. All three boys made the Order of John Marshall, an honorary society. Their next hurdle is the bar examination. We'll be pulling for you, boys!—Investigator.



BRIDEGROOM

Statementman John Reynolds, D. A. I., who was married recently, sits beside the radio presented him by his co-workers.

Accounting

A LARGE GROUP from the Accounting Department was among those who helped Assistant Treasurer M. V. Morton, celebrate his 50th service anniversary at a luncheon at Carson, Pirie, Scott and Company June 28.

To Vernon Johnson, Thomas W. Richard and Robert Joost, who recently received new assignments, we wish all kinds of good luck.

Birthday greetings were extended last month to Betty Lambert and Sophie Danielson.

Our sincere sympathy goes out to Mrs. Mary McCauley and Mrs. Helen Lowe, who recently lost their sister and husband, respectively.

Although the month of June is noted as *the* month for marriages, Dan Cupid's arrow failed to hit even one target in our department.

Christ M. Pacelli recently returned from his auto trip through the East, where he visited Niagara Falls, Washington, D. C., and New York City.

Eugenie Ziemba, formerly of the Payroll Division, married Edward Pazden at Our Lady of Good Counsel Church on June 23. After the ceremony, breakfast was served at the Edgewater Beach Hotel. Our best wishes are extended to the newlyweds!

Returning to work after a pleasant vacation trip by train, automobile and boat, with stops at Boston, Concord and New York City, Letitia Knabe, of the Trip Sheet Analysis Division, says one of her biggest thrills was the sail up the Hudson River from New York City to Albany.—Thomas F. Coan.

Electrical

YOUR SCRIBE wasn't able to uncover any news this month, but will try to get some for the next magazine.

We sincerely thank our fellow workers for the sympathy and kindnesses extended us following the recent death of our son.—Billy.

Engineering

ART BONHOMME, Track Department, is spending his vacation on a farm near Leavenworth, Kansas. When you return, Art, we're expecting a lecture on the science of extracting and processing dairy products.

Chauffeur Frank Jacobs, Utility Department, now is a full-fledged fruit farmer. He is planning a cherry festival for the near future to which everyone is invited.

David McCauley, assistant track foreman, was inducted into the army June 14. He now is stationed at Camp Polk, Louisiana. The best of luck to you, Dave!

Michael Dinneen, street opening inspector, is at home ill. We're pulling for your speedy recovery, Mike!

Michael McQuinn, track foreman employed since 1887, died June 21 following a long illness. We extend our heartfelt sympathy to his family.

Our sympathy also goes out to Chauffeurs H. Leaders and H. Koch, whose mothers recently died, and to Chauffeur W. Trew, in the recent loss of his father.



Gayle Huss, daughter of Conductor Carl Huss, of Division, recently celebrated her third birthday.

Motorman Morgan Grude took the photo.

Schedule and Traffic

WILLIAM McConochie went fishing recently at Lake Balsam, Wisconsin. Bill swears that he caught a bass weighing three pounds, one and one-half ounces.

A stream of picture postcards from the West had their origin with Ted Cowgill, who is spending his vacation on a ranch near Jordan Valley, Oregon.

We welcome two new men, Phillip Leahy and William Gannon, to our checking force. Hope you like working with us, boys!—L. C. Dutton.

Material and Supplies

OTTO HOGER'S daughter was married June 14 to Fred Keim. After the ceremony, dinner was served in the church basement to more than 100 guests. Later, the wedding party was held in Otto's basement.

Following in the footsteps of others in this department, J. Burton is considering building a home.

Jim Grimes is sporting a new maroon Dodge. It's a beauty, Jim!

Those burns and abrasions which Jerry Page has been wearing on his face and neck were caused, he says, when a steak he was frying backfired!—R. E. Buckley.

Shops and Equipment

WEST SHOPS: George Brignac, an annual visitor to Florida, deserted the sunny South this year, and spent his vacation first in Indianapolis, where he saw the auto races; then in St. Louis, and then in Minnesota where he enjoyed fishing in the land of many lakes. Thanks for the candy you sent from St. Louis, George!

The annual carhouse foreman's picnic was held at Willow Springs June 21; and, from all reports, the affair was a huge success, with plenty of ice cream and hot dogs for all. We hear that Inspector John Cunningham had quite a bumpy ride around the picnic grove in a trailer that day, but he seems none the worse for wear.

Foreman Joe Hecht, Paint Shop, is vacationing at Grass Lake (otherwise known as Mud Lake). We haven't quite decided whether Joe was very occupied taking care of his little daughter, or whether the fish he reports having caught got him all excited; but he forgot to put postage on the cards he sent us. They cost the recipients four cents to find out that Joe was having a good time, and the fishing was great. Just the same, Joe, we were glad to hear from you!

Congratulations are extended to L. Scarnato, Kedzie clerk, who was passing around cigars after the recent arrival of his baby daughter. Best wishes are extended to mother, dad and baby!

Since our last report, several more of the boys who are in military training have been heard from. They are Frank Soluri, West Shops, who is located at Murfreesboro, Tennessee; Henry M. Stuvee, Archer, now in San Deigo, California; H. R. Brundage, Limits, now at Camp Roberts, California; and William Wallace, North Bus Department, now at Camp Davis, North Carolina.

Joe Jankauskis, booth clerk in the Paint Shop, spent his vacation in and around Chicago. Despite the rainy weather, he attended many of the White Sox games.

Our deepest sympathy is extended to Mrs. Elsie Frank, South Shops, in the death of her father

May 31; and to William Schenck, Electrical, in the recent death of his son.—Mildred Habeger.

SOUTH SHOPS: Charley Hebner, Machine Shop, is the proud father of a baby girl, born May 7. Best wishes to mother, dad and baby!

Walter Widinski set sail on the sea of matrimony May 24. The lovely bride was Emily Liput. Our best wishes to the couple for many years of wedded bliss.

Joe Hecht, Paint Shop foreman, spent his vacation in Florida. He did some fishing there, but claims it can't compare with that at Grass Lake. He admitted, however, that he caught one fish, so-o-o-o long!

Lydia Matheny, of the office staff, vacationed down Washington, D. C., and Virginia way. She reports the surf-bathing in the Atlantic and the sightseeing in Washington, were grand.

Deepest sympathy is extended to the family of Chris Christensen, who died May 20 after a long illness. Chris had been a faithful employe of the System for many years. We'll miss him.

COTTAGE GROVE: We offer our condolences to the family of Stratos Papadopoulos, who died May 18.

BURNSIDE: The wreath of smiles on the face of John Kasmauskas came from a visit by Doc Stork, who recently left an eight-pound baby boy. Mother and baby are doing just fine.

77TH STREET: Our deepest sympathy is extended to George Ditchie, whose father-in-law died May 20, and to Martin Reidy, whose brother died May 22.

Our devoted friend, Art Weyrich, seems to be going places while working for Uncle Sam. He found his spot was an engineering job. Nice going, pal!

Congratulations to George Ditchie, who became the very, very proud grandpa of a baby girl May 24.

ARCHER: Kosta Papakostas died on May 7. To his bereaved family and relatives, we offer our sincere sympathy.—Elsie S. Frank.

Transportation

SUPERVISOR DAVID FLYNN, Central Division, motored to the sunny South recently and spent some time at Miami, Florida. He returned via the Great Smoky Mountains.

James R. Tucker spent his vacation at St. Louis, Dallas, Memphis and Nashville. Jim says he enjoyed watching the street railway operation in those cities.

Kenneth Williams vacationed by "taking a course" in home decorating. Ken admits that he learned a great deal, and thinks he will do better the next time.

Instructors George May and Edward Wehmeyer made Chicago their vacation playground. They say, "You hain't seen nuthin' until you see the wonders of the Windy City."

Instructor Roy Smythe motored to the Black Hills and enjoyed his trip immensely. It has always been his ambition to catch a rattlesnake. At Hyshan, Montana, he realized his yearning. His "catch" was four feet nine inches long, with 12 rattles. Roy says he drove between Pinedale, Wyoming, and the nearest railroad station at Jackson, Wyoming, a distance of 103 miles, in 101 minutes. Sounds like a thrill.—Andy.

AROUND THE CAR STATIONS

Blue Island

OUR SYMPATHY is extended to Motorman William Collins, whose daughter passed away July 2; Relief Receiver William Edelstein, whose father died June 12; Motorman William Creighton, in the loss of his sister-in-law; Motorman John Olinski, in the loss of his brother-in-law; and to the family of Motorman William Colwell, who died June 20 after a long illness.—C. P. Starr.

Devon

OUR JUNIOR CLERK, Bud Rage, was married last month. We admire his expert handling of the situation, for he seems to have gotten his "yes" just in time for his vacation. Congratulations, Bud, and the best of luck to you and the bride!

We have heard of companion wallpapers and con-



SOLDIER BOY

Though this soldier is so brown you may not recognize him, he's none other than Conductor Elmer Klein, of 77th, who is stationed at Fort Bliss, Texas.

trasting ceilings and walls, but George Anderson's idea to white-paint the firebox in his furnace to contrast with the coal beats them hollow.

John Wells, one of our "stouties," gives us the go-ahead sign on this challenge. He offers to meet any North Avenue Depot man of about the same rotundity in a foot race at 2 p.m. before the Devon-North Avenue softball game at Hines Hospital on August 29. (Amateur photographers, please note!)

Make it a date, boys, to attend the affair. If you have extra room in your car, please let us know via the silver suggestion box.

Conductor and Mrs. Ed Lukes are the proud parents of a boy born June 21. We know for sure that Ed is tickled, for we were talking to him right after he came back to earth two days later.

How would you boys like to sponsor a golf tournament? If any of you have any ideas, write them out and drop them into the silver box.

Our sympathy goes out to Conductors Fred Kundert and O. Gunderson, who recently lost their father and mother, respectively.—Ed May.

Division

AS THE LEAD-OFF item this month, we take pleasure in presenting our new men: Conductors E. Daley, W. Nelson, H. Halling and W. Pearson, and Motormen E. Rutkowski, C. Clark, J. Nowman, R. Smith, R. Breseman, C. Koprowski, M. Verdonck and L. Pritchard.

We all hope your stay with us will be a long and happy one, boys!

Conductor Andy Enzenbacher's son Andy, Jr., was

STREAMLINED HOBBY—RAISING HOMING PIGEONS

A pigeon fancier and raiser since boyhood, Conductor Joe Eppich, of 77th, stands below the loft from which flutter a number of his 35 pairs of homing pigeons.



Joe got his hobby of raising the birds off to a start—a very modest one — when he was only eight years old.

After seemingly endless weeks of penny-pinching, he bought two common mated birds for 15 cents each. One, by the way, lived to the ripe old age of a year for each cent of his purchase price.

From 1923 to 1930, Joe's hobby was raising and breeding "stuffed-shirt" (extra fancy) pigeons; but, in 1931, with streamlining becoming an industrial watchword, he streamlined his spare-time pursuit—to raising and training homing pigeons.

A member of the South End Flying Club, one of Chicago's 20 groups of homing pigeon hobbyists, he religiously keeps his birds in racing trim. Never, however, has he been able to enter them in club or national races, which always fall on Sunday—a day on which he works.

To keep his birds' waist lines youthfully slim, Joe frequently ships them out to Iowa or southern Illinois towns, about 300 miles distant for fledglings, four or five months old, and still farther for older, more experienced birds.

When released in those towns, the birds quickly head for home. A speedometer, if one of the pigeons would consent to wear such a gadget, would register from 40 to 70 miles an hour during the bird's homeward flight, depending upon wind and weather conditions.

To prevent pigeon hobbyists from losing their birds during races or training flights, each pigeon-racing club has distinctive aluminum bands, bearing serial numbers, which owners put on the legs of their pigeons when they are about 10 days old.

inducted recently into the army. He is stationed at Camp Croft, South Carolina.

Motorman Charley Pendola also has reason for parental pride. His son John was graduated from the School of Pharmacy at the University of Illinois last month. It must take a lot of hard work to finish a four-year college course and still be only 20 years old.

Conductor Dan Brophy celebrated his fourth wedding anniversary June 12; and Motorman Alvin Sachs will celebrate his on July 26.

Conductor Fred Gundersen tops both of the boys. He completed his 18th year with the missus July 14. They took a trip to celebrate.

Conductor J. Altenbach's children, Marlene and Norbert, celebrated their second and seventh birthdays, respectively, May 12 and June 1.

Conductor Charley Mueller gave his new Buick a trial run up into Wisconsin recently. He's still talking about the trip.

Supervisor John Carlin certainly looked nifty at Belmont and Western recently all decked out in a new suit and straw hat. The girls from the roller rink were looking not once, but twice!

Conductor Walt Kuta, known to his friends as "Sergeant", watched enviously the other day as Motorman H. Jendricks halted a runaway horse on Western Avenue.

Motorman C. ("Whistle") Peck is forever having a friendly tussle with someone in the trainroom. When he picked on Motorman Bob Judge the other day, he met his Waterloo. We're told there were only two hits in the encounter—when Judge hit Peck, and when Peck hit the floor.

Did you ever see:

Motorman George Poklenkowski not chewing gum? Motorman Joe Garro without a cigar? Motorman Pete Klow with a frown? Motorman E. Peterson reporting 10 minutes early?

Motormen Charley Hamm and O. Bergman without their chewing tobacco? Anyone as touchy as Conductors Luke Murphy and Frank Fournier? Two motormen who look more alike than H. LaVoy and Al Drost? Motormen J. J. Murphy, John Bowe, C. Boness, P. Henessy, H. Bjarnum, Art Younglove or D. Leahy without their pipes?

If you have any photos, with action in them, which would be of interest to other employes as well as to those of this depot, please give them to your scribe or any of the clerks.

Condolences are extended to Starter Al Pfeiffer and Motorman J. LaVoy in the loss of their mother and brother, respectively.

Here's a thought for all of us during the school vacation period: Little children should be seen, not hurt!—R. T. W.

Lincoln

THERE'S NOTHING as romantic as a beautiful bride and a June wedding. Motorman H. Frese had them both when he married Katherine Kemmer June 21. After a short wedding trip, the newlyweds spent their honeymoon at Fox Lake. Best wishes to the happy couple!

From the talk around the depot, nearly every state in the union will be visited during the summer by our vacationers. We can't wait for the exchange of fish stories that always follow.

Among the older men there's a lot of talking about the new retirement allowance and what they'll do with their leisure.

Trainmen Claude Goff and John Frawley, two of our old-timers, died June 13 and 27, respectively. Both men will be greatly missed. Our sympathy is extended to their families.—Harry Spethman.

Limits

OUR FIRST vacationer to give a full report of his activities is Conductor Mike Rancour, who recently returned from a trip he always will remember.

Traveling 7,742 miles through 15 states, Mike visited Carlsbad Caverns, New Mexico; Juarez, Mexico; Grand Canyon National Park, Arizona; Death Valley, California; Yosemite National Park, California; Grand Coulee Dam, Washington; Yellowstone National Park, Wyoming; and the Bad Lands and Black Hills of South Dakota. During his travels, he took 750 feet of colored movies.

We recently got wind of a place which all dyed-in-the-wool fishermen should be interested in. It's a camp, having wonderful cabins and boats which may be rented reasonably, located at Little Star Lake, three-quarters of a mile from Woodruff, Wisconsin, and 25 miles from Eagle River, Wisconsin. The fish, we're told, really bite there.

For further particulars, see Conductor Ellison. That's where he got his beautiful coat of tan.

We're glad to welcome all the new men around the depot. We hope you boys will like working with us. And if any of us who have been around here for a while can ever give you a hand, please sing out!

Motorman Mike Coyne is back on the job again after a long and serious illness. It just goes to show that you can't keep a good man down. We're tickled to see you again, Mike!

Men, your correspondent is hereby going to let his hair down. As you probably noticed, there was no news in last month's magazine under Limits Depot.

Why? Well, when we hear of no news, we can't write any up. There is, however, plenty of news around the depot if you boys would only loosen up and let us know about it.

The next time you know about something which might fill the bill, tip us off or tell one of the clerks about it. The magazine is just as glad to use news from our depot as from the many other stations which contribute regularly.

Your scribe celebrated his 22nd wedding anniversary June 14 with a few friends at home. He is eagerly waiting for the quarter century celebration to roll around to see how it feels to live with one woman for 25 years!—E. A. Davis.

Noble

Our well-liked chief clerk, Ed Devine, the regular depot scribe, is recuperating at Oak Park Hospital

In the Limelight



POPCORN CHAMPS

Blue Island's champion popcorn eaters, Motorman Bill McEvoy (left) and Conductor Bill Sullivan, enjoy their favorite food during a visit to Brookfield Zoo.



BAYONET CHARGE

Pick up your feet and run for here comes Motorman Johnny Hebding, of Lawndale, in a bayonet charge.

Johnny, who was inducted into service April 21, writes that he is a private in the 33rd Division at Camp Forrest, Tennessee.

SURFACE SERVICE MAGAZINE will welcome clear action photos from other employes in military service.

TOBACCO HUNTER

Motorman Tom O'Neill, of Kedzie, shrinks back in his chair and clings for dear life to his tin of tobacco as Conductor Pat Hester approaches with his elephantine pipe.



According to rumor, Pat fills his pipe only once a day—using a whole tin.

His favorite method, it is said, is to wait around the trainroom until he sees someone "fillin' up." He then sneaks over and politely asks for a wee bit—usually hiding his giant pipe until the unsuspecting one's tobacco is in his hand.

The Pipe Smokers' Protective Association at the depot asked that this photo of Pat's operating method be published.

from a major operation. He'd welcome a visit, boys.

We're sorry we weren't around to see Charley Vanek as he carefully lowered his auto from the wooden horses on which he had it all winter. We understand that his wife had planted petunias under the auto, and that for a long time he was afraid to take the car down.

If you should see a taxi rushing up to our door here some morning, get out of the way. Its occupant probably will be George Schmook practicing getting to work in a hurry. It seems that George and the clerk can't make up their minds as to what run he should work.—Charles Karcal.

Seventy-Seventh

NOTHING IS more aggravating to a commuter than a service breakdown. There was distinct disgust in the way Motorman E. E. Bell felt about his recent breakdown. It was not enough that the petrol gave out long before he reached the depot, but he also encountered a serious case of deflation of the rubber goods. The fact that it was 100 degrees in the shade, with no shade, didn't help either. When you consider that Bell's disposition usually runs pretty true to his musical name, you can forgive him a sour note or two on a breakdown day.

"Heavy is the head that wears the crown," is an old saying; but Motorman J. J. McGrath doesn't believe it. He recently was crowned depot golf champion, and he doesn't feel a bit different. The trouble may come next year, however, when he must defend his new headpiece against the pack—and the pack has some fellows who will want to take it away from him!

With all due modesty we must mention another championship achieved recently by the depot. We don't know whether any crown was involved, but we do know when we've got a champion. Motorman Bill Leske won a two-out-of-three-game match in three-cushion billiards the other day. In a lot of ways, Bill reminds us of Whirlaway. He's a slow starter; but, when he gets going, he sets a pretty fast pace.

At the expense of our reputation as a forecaster (which isn't anything to mention) we are sticking our neck out to say that this station might even have another crown and another championship in the near future in its softball team. While this might be coming dangerously close to radical royalism (three crowns in one year) the prospect is very bright. The team, at this writing, is the only undefeated outfit in the league, which speaks for itself. All credit is due to the hustle and spirit of this year's gang, and we hope the supply holds out indefinitely!

That new zest you notice in Motorman Tom Hughes's car operation is all due to the arrival of a nine-pound girl at his home. There's nothing like inspiration for one's work, and Tom says he will take that kind of inspiration any day—all nine pounds of it.

Sympathy is extended to the following men because of deaths in their families: Motorman Rudolph Nelson, his son; Motorman J. Guthrie, his brother; Motorman F. A. Finnegan, his sister; and Motorman G. C. Swanson, his father.—Walter F. Story.

Sixty-Ninth

MOTORMAN MATTHEW O'CALLAHAN no longer regards Friday the 13th as a Jonah day. On that day his brand new eight-pound daughter arrived. Two days later Conductor Marshall Wilkey reported an arrival at his house, of the same weight, sex and everything. Motorman J. C. Ryan, No. 7, feels he is in a class by himself. His wife presented him an 11-pound boy on June 15. Congratulations, boys!

Motorman L. H. MacDonald took an extended vacation of 30 days and visited Mexico. Mac believes in the old adage, "When in Rome do as Romans do." Being where bull-fighting is the national sport, he attended a bull-fight.

Though he is a gentle soul who can't go fishing because he is too tender-hearted to put a worm on the hook, Mac resolved that he was going to enjoy the spectacle—or at least act enthusiastic enough to fool other spectators. He managed to watch the encounter until the bull accidently got the upper hand and started to gore his tormentor. That's where Mac fainted dead away, and had to be removed on a stretcher. Please keep this story very quiet; Mac wouldn't care to have it become generally known.

It is with deep regret that we record the passing of two of our trainmen who met with fatal automobile accidents last month. Conductor Peter Lentz was the victim of a crash on West 63rd Street June 3, while Motorman James Mulligan was struck down at 70th Street and Racine Avenue June 8. Both boys were well known and well liked and were members of the LeRoy McCullough Post of the American Legion, which honored them with military funerals. Our sincere sympathy is extended to both families.

Since the last magazine, four more new trainmen have made their bow at 69th Street. They are Motormen C. W. Pratl, J. Pietersen and R. B. O'Meara, while Arthur L. Laskey is the lone conductor. Glad to meet you, boys; we hope you'll like it here!

After seeing that picture of the Division gent in an ancient Maxwell in the last magazine, we thought it might be a good idea to snap a similar one of Motorman J. J. Hardin in his "new" 1933 model. When the photographer arrived, however, Hardin refused to permit any picture taking.

He did, however, allow the lens artist to have a look at it. While the car was being examined, he remarked: "You'd never think that this was a second-hand car, would you?"

"Gosh no," replied the photographer, "it looks like you made it yourself."

"Well it's in fine shape," insisted Hardin. "And the dealer promised to replace anything that broke. I'm going down to see him now."

"Why, did you break something?"

"Yes, I want a new garage door!"

Marty Glynn has returned from his vacation with a beautiful tan and a southern accent—the latter acquired from drinking out of Dixie cups!—H. A. Harris.

Folks You May Know





MILITARY AWARD WINNER

Harold Sprenger (left), Accounting Department, shows Tom Coan, the department's magazine correspondent, the Purple Heart Award (inset) recently presented him by the War Department for meritorious service in the last World War.

A member of the 123rd Machine Gun Battalion, 33rd Division, he was awarded the decoration for volunteering to carry food and supplies to some men from his division who were cut off from the main force and under fire in a woods.

Though Hal's far too modest to admit it, the award is the third highest which may be given an individual.



MORNING BATH

Totally unconcerned about dishpan hands or about the camera fan who has intruded during her bath is Judy Hullinger, three-month-old daughter of Conductor Charley Hullinger, of 69th.



BEAR CHOKER

It takes a brave man to choke a bear!

Conductor Ralph Kauble, of 77th, says he wouldn't do it for the world—that is, unless the bear already was killed and skinned like this one which he shot in Colorado last fall.

Ralph was hunting for deer when he stumbled onto the 300-pound bear. He dropped it with one shot.

After hauling the animal home, he had it skinned and made into a rug, which now snarls at visitors from a corner of his parlor.



IN JAPAN, THE JINRIKISHA STILL IS A POPULAR VEHICLE.

RUNNERS WHO DRAW THESE CARRIAGES, WHICH NEVER SEAT MORE THAN TWO PERSONS SELDOM ARE ABLE TO KEEP AT THE WORK MORE THAN SEVEN YEARS.

SOME AUTHORITIES ATTRIBUTE THE INVENTION OF THIS VEHICLE TO AN AMERICAN MISSIONARY.

A CEILING CARD ADVERTISEMENT ON THIS THEME - THE SECOND IN A SERIES ON PUBLIC TRANSPORTATION IN OTHER LANDS - IS SCHEDULED TO BE HUNG IN SURFACE LINES VEHICLES JULY 25.