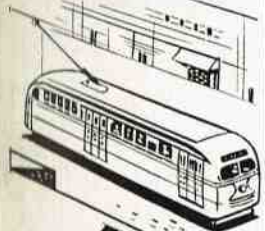
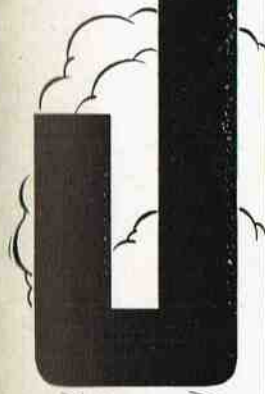


OUR SERVICE

Magazine



June



1941



Experimental Tower Truck Goes:

Up

Crouched on the hydraulically-operated tower platform of the truck recently developed by Electrical Department engineers and ready to ascend to their work are Lineman Joe Culnan (right) and Helper Angelo Scandora.

Engineers are hoping that the new unit, after further experimentation and possible modification, may prove to be the answer to the three things they are seeking: (1) Safer, quicker and easier control; (2) greater height, and (3) more usable space in the body of the truck.

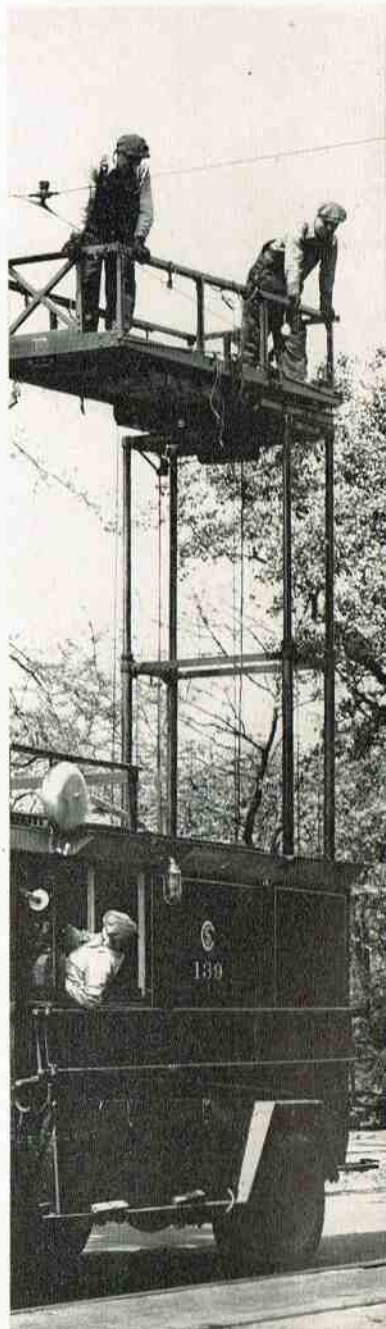
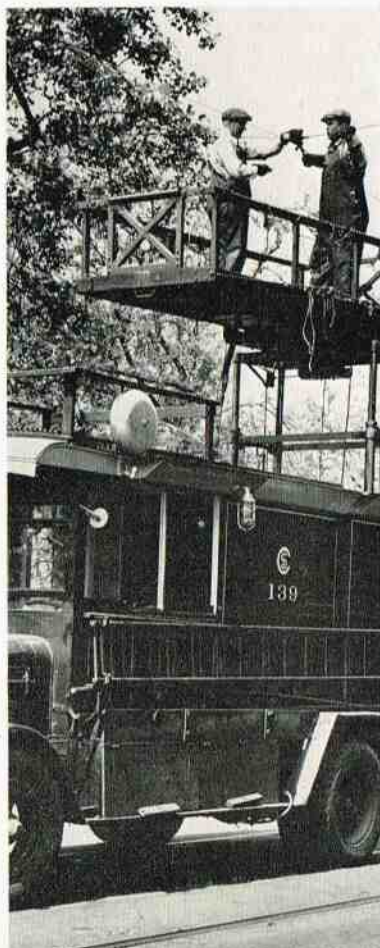
Thirteen feet aloft after having operated from their platform the controls which cause the tower to rise, the two workmen repair an "ear" on the trolley wire.

The hydraulic tower truck, by the way, is something new in Chicago. Though *Chicago Tribune* photographers and the Chicago Park District have similar vehicles, the tower platforms on their trucks aren't called upon to revolve, as is the platform of the Surface Lines experimental unit.

Up!

Twenty-three feet from the street, with the platform raised as far as it will go, Joe and Angelo holler down at Chauffeur Herb Harner.

"We're all the way up," they tell him, "but there's no work this high here."



SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 13

JUNE, 1941

No. 3

Value of Courtesy Grows as Visitor Boom Begins

THE ANNUAL BOOM in sightseeing vacationists in Chicago has already begun. Since hundreds of thousands of these visitors

will use our vehicles this summer in their jaunts about the city, trainmen should try especially to keep a polish of courtesy on the performance of their daily jobs.



GIVING CHILDREN A HAND

Operator Johnny Lyons, of 69th, gets up to help a mother and three children into the car.

No mother could fail to appreciate such helpfulness; and no riders are more likely to stumble and fall than small children.

Many Habitually Courteous

"Courtesy already is a habit with many conductors, motormen and operators," said Superintendent of Transportation W. A. Hall; "but to serve properly the many out-of-town-



HELPING ELDERLY WOMAN

Conductor Francis Brennock, of Kedzie, gets a smile of gratitude from an elderly woman as he courteously helps her into a seat.

Beyond-the-rulebook helpfulness such as this can create among riders a great respect for the Surface Lines and its trainmen.

ers and our regular Chicago riders we need the teamwork of every man on the cars and buses."

Many sightseeing visitors, he pointed out, will board our vehicles each day. And pleasant weather will prompt a great number of Chicagoans to explore their own city by riding over routes with which they are not acquainted.

"All these riders," he said, "will need more service than usual. Stop-calling, for instance, is always important; but during the next few months the necessity for it will be greatly increased.

"Particularly important, too, will be the calling of railroad, 'L' and bus stations; public buildings, such as art galleries and museums; streets on which other car or bus

This Month's Covers

DEMONSTRATING on the front cover the type of courtesy of which Superintendent of Transportation W. A. Hall speaks in the lead-off story is Conductor Johnny Mahon, of 77th Depot.

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

lines operate; zoos; beaches, and parks.

"Riders will rely on this service. All trainmen should see that they get it."

Manner of Service Important

Equally important, Mr. Hall said, is the way in which trainmen perform this service. That is where there is the greatest room for improvement.

"A man with a frown on his face and a growl in his voice," he pointed out, "may do all these things; but do them in such a manner as to antagonize the riders.

"Before any trainman can successfully handle and serve passengers, he must first know how to handle himself. When he learns that, he also learns that most passengers are courteous and expect courteous treatment, and that plain, ordinary courtesy—strange as it may seem—is the best possible weapon to use against a discourteous rider."

Three Reactions Are Sought

If each trainman would realize, Mr. Hall said, that a passenger is entitled not only to transportation, but also to courtesy and helpfulness, three gratifying things would result:

- (1) Visitors would go back to their homes praising our employes and service.
- (2) Chicago riders would take pride in the Surface Lines and the men who operate its vehicles.
- (3) Trainmen themselves would find their jobs easier and more pleasant.

"And those three things," said Mr. Hall, "are exactly what we would like to see happen."



DIRECTING PASSENGER

"There's the post office, lady," Conductor Bill Bostwick, of Lincoln, tells a rider who had asked that he let her know when to get off.

Trainmen will have many opportunities to be of similar help to the thousands of Chicago visitors who will ride our vehicles this summer.

Burnside Still Leads Keep 'Em Rolling

FOR THE FOURTH successive month, Burnside held tight during May to its lead over other car stations in the keep 'em rolling contest.

Its average of 9,466 miles per pull-in due to equipment failures was an increase of 14.1% over its April showing.

Second and third place fell to Lawndale and Devon, respectively, whose average mile-ages per pull-in were 8,096 and 6,859.

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1	Burnside	10	9,466	14.1
2	Lawndale	4	8,096	1.0
3	Devon	1	6,859	18.2
4	Limits	8	6,659	88.2
5	Sixty-Ninth	—	6,079	16.2
6	Cottage Grove	2	5,600	5.3
7	Division	4	5,413	6.0
8	North	—	5,278	21.1
9	Blue Island	1	4,735	15.3
10	Seventh-Seventh	—	4,604	.04*
11	Elston	5	4,429	6.5*
12	Armitage	—	4,408	24.7*
13	Lincoln	2	4,220	5.7
14	Kedzie	—	4,027	5.9
15	Archer	—	3,798	15.7*
16	Noble	—	3,038	29.2*

*Indicates decrease.

Carhouse records for the past six months:

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

Employees Relief Committee Approves 11 Applications

THIRTEEN applications for relief were received last month by the Surface Lines Employees Relief Committee. After investigation, 11 were approved for assistance.

Active cases on the relief rolls at the month's close numbered 178—32 having been removed by death or other causes.

A total of 1,579,225 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to \$7,545.

18 Surface Lines Men Die During Month

EIGHTEEN Surface Lines men died last month. Their names, together with the dates on which they were employed, follow:

▪ *Electrical*—James Kelly, August 1, 1907.

▪ *Shops and Equipment*—Archer: Kostas Papakostas, July 6, 1927. Cottage Grove: Stratos Papadopoulos, November 7, 1923. South Shops: Christen Christensen, May 12, 1916.

▪ *Track*—Angelo Compisi, June 25, 1929.

▪ *Transportation*—Archer: Bernard Malloy, April 14, 1918.

Armitage: David Oman, December 11, 1917.

Burnside: Willard S. Merrill, August 29, 1918.

Cottage Grove: Albert J. Smith, December 30, 1913.

Devon: Joseph Jablonski, September 12, 1928.

Division: Fred W. Loewe, December 4, 1905.

Elston: Bernard Michalson, August 26, 1909.

Kedzie: James Ford, February 8, 1910. Henry Westphal, March 3, 1909.

Noble: Jacob G. Cook, July 5, 1910.

North: John G. Ropinske, August 18, 1908.

Seventh-Seventh: William Watson, January 19, 1885.

Sixty-Ninth: George J. Hillard, September 1, 1904.

Riders in Dutch City Mustn't Forget Their Tips

THOUGH ALERT Chicago conductors do riders the courtesy of calling stops, it's necessary to pay a tip for that service on the 15-mile street railway which circles the outskirts of Amsterdam, Holland.

Morris Arends, 5487 Ridgewood Avenue, made that observation after his visit to the Dutch city. He also told how he was handed a receipt when he paid his fare after boarding a car on the circular line.

Samuel Vickers, a former Amsterdam resident and now a South Shops employe, substantiates Mr. Arends' story.

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WILLIAM H. BROMAGE Editor
DON R. COWELL Associate Editor

Helpful "Brownie"

A CONDUCTOR on the Cleveland Inter-urban Railway, Martin G. Brown, recently was written up in the *Cleveland Press*.

The story commented on the exceptionally pleasant and helpful manner in which Brownie—that's what many of his riders call him—does his daily job.



"So you're the shrimp who parked his limburger cheese sandwich in my controller box!"

To countless passengers who have mislaid their money, the story told, Brownie has lent fares from his own pocket.

Many times he has good naturedly delivered to someone at the end of the line a package presented him by a rider.

Even oftener he has carried back from downtown to anxiously waiting wives the car keys which their husbands, forgetting that the family auto was to be used that day, had carried off to work.

Every day Brownie keeps a watchful eye on children whom mothers place under his care until they are met by friends or relatives at the end of the line.

When interviewed by the newspaper Brownie admitted he is a student of philosophy.

"I learned long ago," he said, "that a smile may bring a million, and it doesn't cost a nickel."

Brownie, so far as we know, hasn't yet piled up his first million dollars in his personal savings account. But we'll bet his friends—both those who know his name and the many others who have seen him only once or twice—are countless.

And we're sure, too, that to any transportation company the value of such an employe is immeasurable.

The Worry Wart

ONCE THERE WERE two shop workers.

One had the screwy slant that it was simply silly to try to stop accidents when nations were knocking each other's blocks off and nobody knew what was going to happen next. So he spent his time peering into a crystal ball, and let safety slide.

The other worker had a happier hunch.

He figured it was smarter to do something about what might happen today than to stew about something that might never happen tomorrow.

So what did happen?

Nothing—except the stewart's accident rate went up, and the doer's accident rate went down.

Moral: If you hit the ball today, you won't need a crystal ball for tomorrow.

Courtesy Nat'l Safety Council, Inc.

Trainmen's Courtesy Brings Tumble in Complaints

TRAINMEN'S COURTESY and careful operation of vehicles last month caused complaints to number 83 fewer than they did during the same month in 1940.

That gratifying drop tells the story by itself. But adding to it and substantiating Superintendent of Transportation W. A. Hall's statements in the front-page article about the great importance of courtesy are the following letters which were among the 39 commendations that came in last month:

Praises Helpful Conductor

"He has a smile for everyone, and would be an asset on any job." So wrote W. T. Nelson, 6035 South Michigan Avenue, praising Operator Jim Burchanek, of 69th. "He is helpful, accommodating and cheerful," Mr. Nelson added, "and I decided to write when I saw him help two elderly women into his car."

Impressed by the gentlemanliness of Conductor Bill Stapleton, of Kedzie, Miss Sylvia Glassman, 4449 West Jackson Boulevard, wrote: "I couldn't help but notice how polite and kind he was to all riders. Whenever necessary, he assisted women off the car. He also was courteous to anyone who asked him questions."

"You Have a Good Man"

"You have a good man there, and his pride in the service your System offers is evident," wrote Hedges MacDonald, 1329 North Dearborn Street, in praising Conductor Bernard Miller, of 77th, for his courteous explanation of our fare schedule. After a New York City woman had remarked that the New York subway fare was only five cents, and the service was quicker, Conductor Miller pointed out that the Surface Lines gives service over a wider area, and that because the five-cent fare in New York doesn't cover the actual cost of the ride, the difference has to be made up in taxes.

Pleased by the courteous manner of Con-



"I'm sorry, sir; rules are rules. He's over 12 years old, and you'll have to pay full fare for him."

ductor Jack Young, of Archer, Burt H. Brown, 3718 North Sheffield Avenue, wrote: "His kindness in helping a little old lady from the car, then assisting her to the curb between oncoming autos, was an act shown only by a real gentleman and a conscientious employe."

Commends Operator's Foresight

When Operator Art Mueller, of Elston, noticing two small boys playing in the street, stopped his car, asked them to get back on the sidewalk, then waited until they obeyed, Murray G. Chapman, 29 South LaSalle Street, was impressed. "If not for your courteous employe's foresight," he wrote, "the boys might have been hurt. An incident such as this does much to create goodwill with the public."

"When Diogenes goes out with his lantern looking for an honest man, he should go to your car stations," wrote Sister May Gullickson, Lutheran Deaconess Home. She went on to praise Conductor John Fitzgerald, of Division, for turning in her purse, containing considerable money, which she left on his car.

DEPARTMENTS AND DIVISIONS

Accounting

MUCH HAPPINESS is our sincere wish for Mathilde Walther and Alfred E. Horn who were married May 31. The bride, who was presented with a chest of silver by her co-workers, was guest of honor at Eitel's Restaurant in the Field Building May 19.

Our deepest sympathy is extended to Lillian Hunter, of the Stenographic Division, whose father passed away on May 11.

We are pleased to hear of the progress being made by Harriet Skudstad and Bernice Biernot who are now at home convalescing.

A few of the many places visited by train by Arthur Johnson, of the Billing Department, while on his vacation, were New Orleans, Cincinnati, the Smoky Mountains and Memphis. He arranged his own route and stop-overs. Sixteen rolls of pictures will always remind him of his trip.

The following clerks celebrated birthdays last month: Ruth Johnson, Ruth Hultgren, Elaine Nelson, Helen Wallace, Dorothy Pullen, Dorothy Genz, Letitia Knabe and Vernon Johnson. Best wishes!

It would be worth your while to talk to Shirley Allen, of the Payroll Division, about her vacation

ZERO IS A LADY

Zero is a lady, but that's not all!

She also is the only dog to have served the Surface Lines for 10 years as an assistant night watchman—Whoops, sorry!—watchwoman.

The photos at the right picture her and Night Watchman Adam Klein at work in the frog shop at 13th Street and Ogden Avenue.

Top photo: Zero, who sleeps under a radiator most of the day, shows how she watches each evening for the boss to come down the sidewalk.

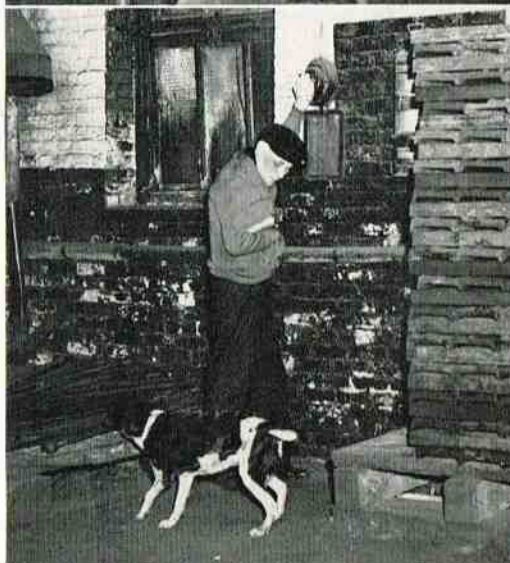
Middle photo: She accompanies the chief as he punches a timeclock during one of his rounds.

Bottom photo: While Adam eats his lunch, Zero gets a reward for her labors—all the dog food she can hold.

Unlike the Roman emperor with a similar name who fiddled while Rome burned, Zero "burns" and nearly barks her head off if anyone fiddles with the shop's doors while she and Adam are on duty.

Adam, who respects Zero professionally and swears that she makes as good a partner to work with as a man could ask, isn't as proud of her private life.

If you press him about that, he'll whisper: "She's a good worker all right; but, confidentially, she's a hussy. She's been married 16 times, but never divorced!"



visit to Camp Forrest, Tennessee, where her husband, Sergeant D. E. Allen, is serving.—Thomas F. Coan.

Accident Investigation and Legal

THE ANNUAL credit union dinner-dance of the D. A. I. was held May 8 at Red Arrow Inn. The dinner was chicken, with all the fixings; and the dancing, to the music of a five-piece orchestra, gave everyone a chance to cut a few capers. This annual event, which has become an institution, will long be remembered with pleasure.

Mrs. Julia Lellingner entertained the girls of "600" at her home, May 10. A delectable meal was followed by games. All agreed the affair was a huge success.

The chest measurement of Adjuster Arthur Vincent Racky was swelled several inches May 10 by the arrival at The Little Company of Mary Hospital of Arthur Vincent, Jr. Mrs. Racky and the heir apparent are now at home, where the proud father will soon be taking electric trains and other things for papa to play with.

A farewell party at Como Inn was given May 29 by the girls of "600" honoring Acting Chief Clerk Grace Schmude, who is leaving us after 19 years of service, and Typist Isabelle Nasturski, who is leaving after 12 years of service. Grace and Isabelle were presented appropriate gifts from their co-workers. We'll miss you, girls; but we know you'll enjoy being housewives.

Over Decoration Day week-end the fishermen from "600" didn't have the proverbial fishermen's luck. They left with hopes and promises, and dragged back with explanations—but no fish!

With the induction on June 3 of Statementman

William J. Connolly, Jr., we now have three men in the khaki-clad ranks.—Investigator.

Engineering

CHARLES WOLFE, of the Track Department, recently was called up by the army. He now is stationed at Fort Sheridan.

A. J. Flood, the Culbertson of pinochle, held a card party last month in honor of several boys from the Western Division of the Track Department.

C. H. Gremley started his vacation by motoring to Phoenix, Arizona, to attend his son Donald's high school graduation exercises.

Michael Donohue, of the Building Department, is back at work after being laid up at home for quite a spell. Welcome back, Mike!

Electrical

ESTIMATOR Charles Schwertfeger, of the downtown office, spent his recent vacation touring the west. The thrill of his trip, he says, came when he drove into a ditch with all four wheels, then succeeded in getting back on the road again.

Speed Demon Robert Jacobson, of Grand and Leavitt, traveled to Minneapolis and back in three days. What's the attraction up there, Bob? We're naturally suspicious, for June weddings are all the rage.

We extend a hearty welcome to Ed Juric, a new employe at Grand and Leavitt. Hope you like working with us, Ed!

We hear that one of our sub-station operators was heard over the radio recently during a man-on-

CHAMPION AND RUNNER-UP TRANSPORTATION BOWLERS



Champion and runner-up, respectively, in the recent play-off between winning North and South Division Bowling League crews were the North Avenue No. 1 and 69th No. 1 teams.

Members of the North Avenue outfit (in white shirts), who won the three three-game series by



337 pins, are, left to right: Andy Nelson, Al Johnson, Captain "Tacks" DeLave, Jeff Panfil and Harold Vangen.

The 69th bowlers, left to right, are: Irwin Wagner, John Letkey, Liborio David, Captain Johnny Spoo and Leo Domrese.

the-street broadcast. Our spy heard all but his name. Who was it?

Inspector Carl Nelson has been laid up at home for the last two months. We're pulling for your speedy recovery, Carl.

Our deepest sympathy goes out to the family of Inspector James Kelly who died May 27 after a brief illness. Jim had nearly 34 years of service with the System.—Billy.

Schedule and Traffic

LOUIS TRAISER surprised the entire office force by announcing the birth of a daughter, Mary Jane, at West Suburban Hospital, May 8. Both mother and baby are doing fine, and we all have high hopes for Louis getting down to earth again. Cigars and candy were greatly appreciated.

That noise you may have heard recently is George Bryan bragging about his daughter, Lois, who recently captured a gold medal for the 50-yard dash and senior girls' high jump in the Central A. A. U.-Daily Times Outdoor Novice Track Championships. Lois's time for the dash of six and six-tenths seconds topped last year's record by one-tenth of a second.—L. C. Dutton.

Shops and Equipment

WEST SHOPS: For the third time this season the West Shops was represented in Florida—this time by Ed Wendt. He traveled there via New Orleans and the Gulf on his long-anticipated vacation. Accompanying Ed was Harry Rowlett, better known as "Red, the Milkman." After traveling all over these United States of ours, the "Sunshine State" seems to be Ed's favorite vacation spot.

Walter Hager was to have made a third on this Florida vacation; but Uncle Sam had other plans. Walter now is at Camp Davis, North Carolina, in the Anti-Aircraft Division, having left Chicago on May 5 for Fort Sheridan, from which he went on to North Carolina. We were happy to receive a letter from him the other day. Although his time is pretty well taken up, we hope to hear from him often. How about it, Watts?

Eugene R. Fogarett recently joined our ranks as outside mailboy. We hope you enjoy working with us, Eugene!

Edna Schelter takes her bowling seriously. She entered the recent National Bowling Tournament in Los Angeles, and journeyed out there for the meet. We suspect it was no punishment for her to spend the remainder of her vacation there. While in California, Edna visited the state's many highlight spots and enjoyed the flowers and sunshine.

Timekeeper Edwin Hess took part in a mystery play, "Marry Before Midnight," on May 15. The play's setting required a severe storm, and the elements surely did their part to help. The lightning, thunder, wind and rain outside the hall were so severe that evening that the stage sound effects could easily have been eliminated. All in all, the audience

MUSICIAN

Rudolph Uhlik, 22-year-old son of Motorman Prokop Uhlik, of Blue Island, and a flutist with the Indianapolis Symphony Orchestra, recently completed his first season with the group.

Prokop says that his talented son realized a life's ambition when he became a member of the orchestra.



was kept on edge until the final curtain fell. Eddie is to be congratulated on his fine portrayal of a sleuth.

The sympathies of all go out to Mr. Conrad, whose wife died May 1. He has expressed thanks for the many kindnesses shown him at the time of his bereavement.—Mildred Habeger.

Transportation

AS THE HIGH tension of modern existence increases, these questions frequently occur to business folks: "Where can I go for a real rest?" "Where can I let down and play?"

Though vacations are only beginning, the first of our number to take his is Supervisor Frank Eggert, of Central Division, who selected Florida as his playground. He visited Miami, Key West, and Clearwater.

Myron Heimerle chose Park Falls, Wisconsin. Eating, sleeping and a few good games of golf, he says, were his delight. Oh, yes, he did fish some, too.—Andy.

AROUND THE CAR STATIONS

Archer

CHIEF CLERK Bernard J. Malloy—known to the boys as Barney—died May 14, after an illness of more than a year. Barney was an outstanding figure, honored and respected by all. His many friends here will miss him. To his family, we express our deepest sympathy.

Conductor Joseph Uhlier is the proud father of a daughter, born May 14. Any of you who have not gotten your cigars should see Joe. He has them!

To all men recently employed and assigned to our depot, we extend a welcome. We hope you like working with us.

The outer walls of the new Studebaker plant, at Archer and Cicero Avenues, are going up fast. The building is to be completed soon. The men who are to be employed there will mean more riding and more runs for Archer Depot, we hope.

Eddie Krause, our custodian, reports his mascot, the cat, has a kitten.

George Zimmerman and Joe Barnicle are taking their vacations at the same time. Both are planning to visit Chicago's three islands—Blue, Goose and Stony.

Our sincere sympathy is extended to Conductor J. P. Burke on the death of his son, who was struck and killed by a truck. Funeral services were May 31.

The Archer Avenue line has been having some tough going these days. The scenic Loop subway dips on State and Dearborn Streets, together with the new paving on Archer Avenue between 47th

Street and Cicero Avenue, have caused many headaches to trainmen.—Dusty.

Blue Island

CONDUCTOR JOHN KIERSTEIN was married May 1. Congratulations, John, and best wishes to you and the wife.

Conductor Adolph ("Doc") Gach is the proud grandfather of an eight-pound girl, born May 31. We're proud of you, Doc!

The stork recently brought a daughter to Conductor and Mrs. James Cervenka, and a son to Conductor and Mrs. Harry Paxton. Arrival dates were May 14 and 15, respectively.

Conductor Michael Henahan, who had been at Hines Hospital since last December, returned to work May 17, feeling fine. We hope you hang onto your good health, Mickey!

Our sympathy is extended to Motorman Michael Griffin, whose mother died May 28.

Conductor Fred Reifsteck is laid up at Hines Hospital with a throat ailment. He would appreciate a visit, boys!—C. P. Starr.

Devon

IF YOU HAVE wondered about that longing look on Motorman John Stricker's face early this month, it was because he had mislaid his teeth. After two embarrassing trips, he found them nestled in the Lost and Found Department. Had he not located them, his conductor, Fred Toepper, and Ed Shields had volunteered to do some plain and fancy sleuthing for him all around Rogers Park.

Motorman Frank Clay got the disappointment of his life recently. As he was standing on a street corner, he felt a slap on his back. He turned around

SNIPE HUNTER CROWNED NEW CHAMPION FINDER

Trying to renew acquaintance at a Jackson Park pond with the snipe which he found in a crate on his street car one night recently is Motorman Jim O'Dea, of Cottage Grove.

His startling find earned him undisputed right to the title of champion finder of unusual articles, held for the last two months by Operator Johnny Hockenberry, also of Cottage Grove, who snatched the crown from its previous wearer by discovering a complete set of undertaker's clothing.

At the end of his run, Jim turned the stilt-legged marsh bird in at the depot, where it roomed and boarded for two days. When no one claimed it, the snipe was turned loose in the park.

Before long, Jim's desire to see the little fellow, to whom he had grown warmly attached, became so strong that the photographer was able to catch him here.

Though aware that most old-time snipe hunters use a burlap sack and a lantern to bag the birds, Jim, a great believer in progress, swears that a mail pouch and flashlight do a more efficient job.



to find a pretty Hormel Packing Company girl, who asked him about her firm's products. Since Frank couldn't produce the advertised key or a label, he was out the two dollars which the girl wanted to give him.

The item about Frank was dropped into the silver box on the east wall of the trainroom. There's lots of space in there for similar items. You'll give us a hand, boys, if you remember that. You'll help, too, in getting Devon right up in front in these columns each month.

The number of rooters who turn out for softball games could be a lot larger. Most of the parks where the teams plays have benches, so bring the family along. If you want to turn your trip into a picnic and feel that ants and mosquitoes are necessary, see Joe Berghal. He is chairman of the provisions committee.

Why couldn't there be a burlesque of a "Hungry Five" band worked in at the games to provide a little music? All we need is men who can play cornets, trumpets, fifes and flutes. (Jack Wardell: please note!)

After learning that he was to visit South Carolina, Conductor Joe Wallace was busily asking questions about southern songs, southern cooking and wooing—southern style! (How are you all, Marsa Joe? We all hopes you all is having a good time.)

Motorman George Heintz, who recently resigned to ferry bombing planes across the pond to Great Britain, probably will be Sir Gawge 'Eintz before long. We noticed that he began dropping his "h's" several months ago; also that his right eye was surrounded by a red circle, caused by his persistent attempts to master a monocle. All of us, George, wish you the best of luck!

You fellows who know the permanent camp addresses of any Devon men who are serving with the army can give us a hand by dropping the information into the silver suggestion box. We can then make arrangements for the magazine to be sent them each month.

May 18 turned out to be a big baby day at Devon. The stork left boys at the homes of Bob Evenson and Conductor Rollings.

The sympathy of all is extended to the family of Joe Jablonski. His recent death was a shock to all of us.—Ed May.

Division

MOTORMAN GEORGE PASS is the newly-elected captain of the softball team, and Red Staton has been retained as manager.

The team's home games will be played at Potomac and Elston Avenues on Sundays. Practice games will be played at Iowa and Western Avenue. With all the new men who have started at our depot recently, it looks like Division's team will do all right.

Motormen Charley Schoewer and Ed Lynch were classed as 1-A after they answered Uncle Sam's draft questions. They now are waiting for the bugle call.

Now that Conductor Paul Becker has bought a two-flat building on the West Side, he is more than ever convinced of the truth in "No rest for the wicked." He's up early each morning, mowing the

lawn and doing other odd chores before he leaves for work in the late p. m.

Iron Man (H. W.) Logerquist acquired a new helper in the last pick—none other than F. L. Poltrock. Make hay while the sun shines, boys!

Conductor Bill Boggs, a finger-print expert in his own right, helped supervise the recent task of finger printing members of the Illinois Reserve Militia at the 132nd Infantry Armory. His daughter Pearl will be married June 21 at their home. We all wish lots of luck to both daughter and prospective father-in-law.

John Ferris, our relief clerk for the vacation period, was married May 17. Best wishes to you and the bride, John.

If your windows at home are sparkingly clean, dirty 'em up—for safety's sake! Conductor George Dillas was cut when he pushed his arm through one recently. He said the window was so clean he thought it was open.

Conductor Leo Woznicki was seen chasing a dive-bombing June bug during his "fall-back" at Howard Street the other night. After his usual hamburger and chatter, Motorman George Abel returned to find Leo wildly pursuing the elusive bug from one end of the car to the other.

Conductor Charley Dietz celebrated his 13th year of wedded bliss June 9. Mrs. Dietz claims that living with the same man that long is quite a trial. (Buck up, Charley; no offense meant. We'll bet she wouldn't give you up for Clark Gable, with Tyrone Power thrown in!)

Motorman Glenn Hopkins will have eight years to his married record July 1.

Motorman Joe Badins' son Elmer will be four years old July 12; and Motorman Frank Cheney's son Lynn will celebrate his fourth birthday July 9.

July will also be a big month for Motorman and Mrs. Frank Fournier. They will celebrate their eighth anniversary on the 13th. Five days earlier their son Jack will be three years old.

Conductor Tom Mace is the proud pa of a baby boy, Thomas, Jr., born May 30.

Your scribe and his wife observed their fifth anniversary June 13.

Trainmen Tom Golden, Nigh Smith, Bill Kiehn, John Pritchard, H. Lemm and B. Loftus still are on our sick list. How about paying them a short visit, boys? It might speed their recoveries.—R. T. W.

Elston

WE HAD the pleasure of welcoming last month six new men to the train force: C. Williams, W. Schiestel, C. Mendreski, P. Kloss, H. Soreghren and N. Weis. We don't know your nicknames yet, boys, so pardon the seeming formality.

The chances for trainmen to lay off at times have improved somewhat. They were rather slim lately because of an extremely large sick list.

Clerk Charles Enerson, incidentally, is on that list for the first time in his long career with the System. We hope to see you back soon, Charles!

Ray Edmunds tells us that his wife presented him with a son and heir on May 28. Congratulations,

Ray! What's the baby's name?

We have heard some of the men saying that a new auto or home should be announced with the same pomp as an addition to the family. After all, they point out, a new auto costs almost as much and the up-keep also is much the same. Well, that may be true, but how about depreciation? Ask Jimmy O'Keefe to explain that point fully.

Wallie Schwer's family will be installed in a new home out in Edison Park soon. As for new cars, George ("Scotty") Donald, Charles Parker and several others have been displaying shining new vehicles lately. Parker recently toured some eastern states in his new car, and tells of some interesting places he visited.

There is one sure cure for the spring fever we are all feeling these days. Try watching your softball team in action. The boys have a stiff schedule this year, but they are more than up to it. You are guaranteed nine lively innings of ball playing whenever you watch them play. So try it often!

Have you ever noticed how one person's repetition of a single phrase identifies him? Here are two you can't miss knowing: Dan Obert's "Why, I ain't mad at nobody"; and Motorman E. Jacobsen's "One hamburger, well done, and a slice of raw onion."

Many of us did not have a chance to say goodbye to Ed Stobart when he left for his year of military training. If this meets your eyes, Ed, here's a wish for your good luck from all of us.—Ed Evenson.

Kedzie

CLERK FRANK CASEY recently received a phone call from the army induction center to change the time for chartered cars to take enrollees to the Union Station. Frank asked the lieutenant in charge, "What's the matter? Don't they want to go?" "My dear boy," said the officer, "what do you mean? They have to go—and probably you, too, someday."

By the way, we received a card from Frank while he was vacationing in New York City, telling us he was very peeved because they wouldn't honor his riding card in the subway.

Our softball team got off to a good start by winning its first two games. We all hope the boys will keep up the good work, and bring another pennant home.

Conductor Patrick Hester fills his pipe only once a day. From the size of it, we think it must hold a whole can of tobacco. Pat says he never has to buy any tobacco, for he waits around the train-room until he sees someone filling his pipe. Then he sneaks up and politely asks for a wee bit—hiding his pipe, of course, until the tobacco is handed him. We want you to understand, Pat, we aren't trying to spoil your racket. It's just a matter of news!

Both Clerk George Fischer and Conductor Edward Gallivan were married recently. George and his bride now are honeymooning in Florida. Congratulations and best wishes, boys.

Motorman Michael Dorgan is the first trainman from this depot to answer his country's call. He reported for army duty May 7. Have a good time, Mike. We'll be waiting for your return.

The following trainmen report new arrivals at their



MARRIED 50 YEARS

Conductor Otto Schaar, of Lawndale, and Mrs. Schaar celebrated their golden wedding anniversary May 18 with a reception in Pavelka's Hall, in Cicero.

Many friends and relatives, including a married son, were on hand to help them make merry.

homes: Conductor Bill Mullane, of "Two Bells and Away" fame, a boy, April 10; Conductor Bob Knox, a girl, April 16; Motorman George Mayworm, a girl, April 21; Motorman Bill Hedman, a girl, April 22; Conductor Bill Brennan, a boy, May 30; Conductor Charles Gibbons, a girl, May 23; and Motorman Stanley Kaczkowski, a girl, May 6. Congratulations, daddies!

Bill Mullane and his famous Scotty dog appear to be near a parting of the ways. Bill is about ready to trade the dog for a baby buggy!

Our heartfelt sympathy goes out to the families of these trainmen: Conductor Peter Bell, who died April 25; Conductor Gustav Willms, who died April 26; and Motorman Jim Ford, who died May 28.—Clinton Sonders.

Lincoln

PERATOR H. GREENLES had an unpleasant thrill the other evening while working on his Webster Avenue run. A man boarded his car and, after riding about three blocks, put a knife against his back and announced a stick-up. Greenles's one consolation is that he had only four dollars or so.

Clerk H. Phillips is the only Lincoln man who, at this writing, has been called up by the army. His new address is Private H. Phillips, Company A, 29th Battalion, Medical Department Air Corps, Camp Grant, Illinois. He'd appreciate a letter, boys.

Motorman Jerry O'Connell has been laid up for more than a month with an infected foot. We hear you're getting along all right, Jerry; and we'll be glad to see you back.

When Conductors J. Schmoeller and V. Thornton were returning from their recent fishing trip up in

Wisconsin, they had a little car trouble. As they walked along the road seeking help, a passing motorist struck Thornton and broke his leg. We're all hoping the injury won't keep him down long.

The credit union desk has been moved from the Wrightwood Avenue to the Sheffield Avenue side of the car house. It now is enclosed in a nice cage, with two windows. All concerned appreciate the change.—Harry Spethman.

Seventy-Seventh

EXPRESSING face value in terms of dollars, Conductor M. Sherlock's smiling countenance, which appeared in a Chicago newspaper the other day, was worth money. Pictured with a group of Rantoul draftees and one of five to be encircled, his nearest of kin were given the chance to collect \$10, according to the rules. Only drawback to this is that the draftee has to be marked with a diamond instead of a circle in order to collect for himself. There aren't, of course, very many diamonds.

The difference between an heirloom and a relic is that you call it the former if it's yours and the latter if it belongs to someone else. Conductor Oscar Schmidt's watch comes under one of these two categories; but, being absolutely neutral in all controversial matters, we make no attempt to classify it. Handed down to him by his grandpappy who brought it over from Ireland, the watch is 75 years old, fully an inch thick and a key-winder. The winding process is a ritual with a capital "R" the way Oscar does it, and the category into which most folks put the object also starts with an "R"—and we don't believe they mean heirloom!

The enterprising Chamber of Commerce in Tucson Arizona, has a novel idea to make entertainers feel at home. When a rodeo recently played that city, the chamber had everyone wear a 10-gallon hat. Motorman Don Klein, who spent some time there, says even street car men cooperate—10 gallons worth. So, when the rodeo is in town and all street car men don cow hands' sombreros, passengers aren't sure whether they're going to get to Twelfth Street or wind up around the neck of some mischievous calf.

A fellow just has to take his medicine sometimes. A pup belonging to the daughter of Conductor McIvers certainly wasn't in the mood to take his; but daughter, nine years old, neatly solved that problem. Observing how the little fellow instinctively licked his paws, she played up that habit for all it was worth. The paws got licked as usual, but this time the pup got his medicine. That's one way of licking a problem!

Campaigning in the modern version, limited to a year or so, would come under the heading of "duck soup" to a fellow like Merton E. Wood, a master sergeant in the regular army. "Top Kick" Wood, brother of Motorman Fred Wood, has more than a quarter of a century of khaki service, and has been practically every place where the U. S. A. has a garrison.

Motorman Fred, who's been around a little himself and often swaps tall stories with this department, is intimately in touch with the "Sarg's" career. He gets frequent information on what's going on in the world—especially in the army. Mer-

ton is usually "campaigner" to most folks; but, to Fred, he is known as "Old Iron Breeches"!

Check and double check is just part of the day's work for Clerk Dick Bohlin. Last month, however, he had a little special checking to do on the hospital chart that said he was papa of a nine-and-one-half-pound baby girl. Dick can't quite get over what a new thrill can come from an old routine; but that is understandable when his checking was on a swell little "first"!

Sympathy is extended to the following because of deaths in their families: Conductor A. Picker, his brother; Conductor Charles Woehkle, his father; Conductor J. J. Donovan, No. 1, his sister-in-law; Conductor H. J. Glenday, his father; Motorman B. E. Ricketts, his sister; Motorman L. R. Davis, his sister; Supervisor W. F. Lyons, his wife; and to the family of Motorman W. Watson, who recently passed away.—Walter F. Story.

Sixty-Ninth

THIS MONTH we are privileged to introduce and welcome some new recruits to our force of trainmen. We want you to meet Motormen J. J. Stoner, G. W. Rumetsch, P. J. Miller, A. J. Martin, E. C. Weber, B. L. Ballard and J. N. Kunzer, and Conductors H. Batterson, H. J. Doody, C. H. Wis, T. M. Power and M. Smith. We're glad to see you all, boys, and hope that you'll feel right at home with us. And don't forget to let us know when we can be of any help to you!

We haven't had very much success in learning where our army men are stationed. We send our magazine to the boys at their camps; so if any of you know the addresses of the men who have been called from our depot, please tip us off or notify one of the clerks. We'll do the rest. Thanks.

After living all these years as an orthodox pedestrian, Conductor Joe Honings finally embraced the faith of the Seventh Day Motorists (Sunday Drivers) and purchased someone's cast-off Dodge. After a few lessons in South Side prairies, Joe drove down to Ashland and Van Buren for his driver's exam.

The first question the examiner asked was, "Can you drive a car?"

"Oh, no," replied Joe, without stopping to think.

"Then how," asked the examiner, "did you get that crate down here?"

Joe tried to explain his way out of the situation, but he was so badly flustered that the more he explained the worse he made everything sound. Before finally getting his license, he narrowly missed being held as a suspicious character.

Starter Glen Peyton spent a recent week-end down in Bloomington on sort of a rehearsal for his coming vacation. He and Mrs. Peyton decided to take an early morning canter, but they rented only one horse—why we don't know.

At any rate, they started off with Glen in the saddle and Mrs. Peyton on the . . . (Shall we say rumble seat?) As they galloped under the low-hanging branches of a cherry tree, the rear-seat passenger forgot to duck. A few moments later, Glen turned around to say something and found he was all alone. Where was Mrs. Peyton? No, not on the ground; but perched safely up in the cherry tree! —H. E. Harris.

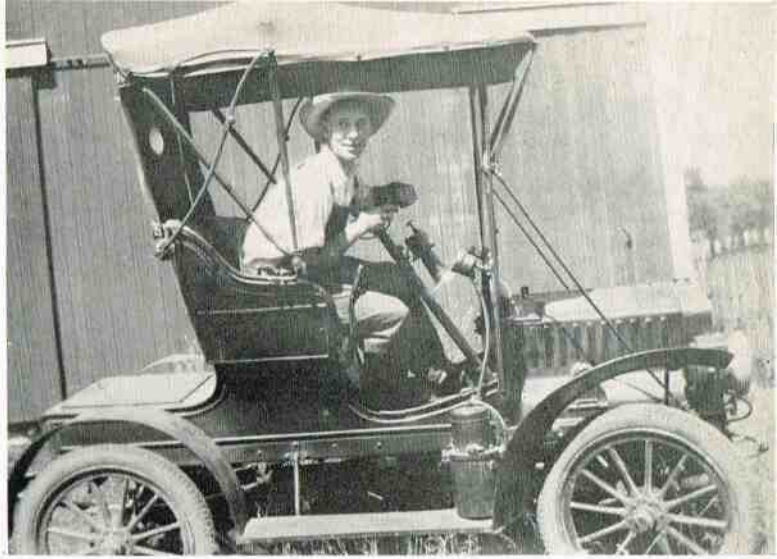
Photo News

MAXWELL MAN

Radio's Jack Benny isn't the only one who savvies the whims and peculiarities of an ancient Maxwell.

Here's Conductor Russ Warnstedt, Division Depot's scribe, at the wheel of one of the old crates.

Russ says the photo was taken 11 years ago on his uncle's Michigan farm.



SOFTBALLERS

A familiar sight these days as Surface Lines softball crews swing into action are such scenes as this.

Galloping down toward first base in the Division-North Avenue game last July is George Pass, of Division. Holding down the first sack is Sam Kelley, of North Avenue.

The man behind the camera for this photo was Motorman Morgan Grude, of Division.



RECENT BRIDE

Evelyn Saks, clerk in the Insurance Department, where she worked for 14 years, sits at the desk which her co-workers decorated with streamers and gifts May 15 when she resigned to get married.



HAWAII THE BEAUTIFUL

When Clerk Art Boals, of 69th (the superfluous gent in the middle), returned from his Hawaiian vacation recently, he had this photo.

Art swears that Mrs. Boals took the picture; but, according to rumor, some of the 69th boys aren't so sure.





IN SOUTHERN CHINA, THE ORIENTAL WHEELBARROW STILL IS A COMMON VEHICLE.

WHEN THE COOLIE OPERATOR HAS A VERY HEAVY LOAD, HE EMPLOYS AN ASSISTANT WHO HITCHES ON A ROPE AND PULLS.

A CEILING CARD ADVERTISEMENT ON THIS THEME - THE FIRST IN A SERIES ON PUBLIC TRANSPORTATION IN OTHER LANDS - IS SCHEDULED TO BE HUNG IN SURFACE LINES VEHICLES ON JUNE 27.