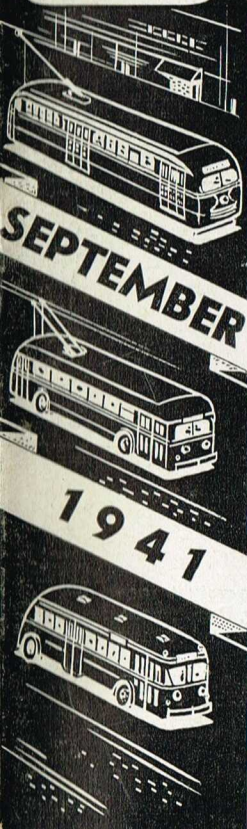


SURFACE SERVICE

Magazine





Pinky Moran (right), of Devon, starts toward first base after walloping out an infield hit.

Catcher is Wally Johnson, Utility Department, who played with North Avenue, which won the game, nine to five.

Sunday Outing

When North Avenue and Devon softball teams tangled at Hines Hospital August 10, more than 400 trainmen, their families and hospital patients turned out to watch.

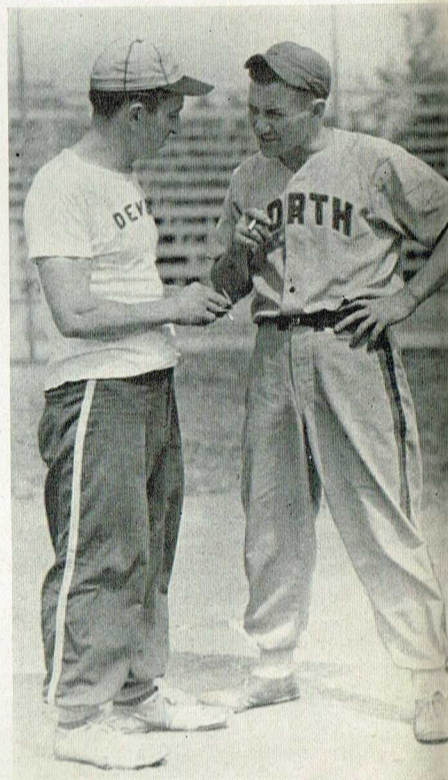
The ball game, however, was only part of the day's fun. These photos, taken by Motorman Morgan Grude, of Division, and Correspondent Ed Evenson, of Elston, catch the spirit of the outing.



One of the sideshows during the outing was the spaghetti-slurping contest between North Avenue's "Terrific Tony" Falco (with switch iron) and Devon's "Hungry Bill" Pastrelli (with giant spoon).

The affair ended in a slippery draw, with both contestants nearly bursting.

Replaying the game, long after spectators and other players had finished with it, are the two team managers: Joe Noel (left), of Devon, and George Ryan, of North Avenue.



Another sideshow was this heavyweight race between Wally Johnson (left), Utility Department, who ran and won for North Avenue, and Johnny Wells, of Devon.

So swiftly did they gallop that this "southern exposure" was the only picture the photogs could get.

SURFACE SERVICE MAGAZINE

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No. 6

First Group Leaves Under Retirement Plan

FOR THE FIRST time in the long history of street railway operations in Chicago, a general retirement allowance plan for employes of the Chicago Surface Lines is now in effect. Under its provisions, 35 men in the first group to qualify received retirement payments on August 30. Some of the group drew allowances retroactive to June 1.

That the retirement arrangement is proving attractive is indicated by the large number who already have applied. A total of 193 applications for retirement allowances were approved up to September 1 by the committee which administers the program. By September 8, the total number of applications received, including those already approved, exceeded 280.

The retiring employes, under the terms of

contracts made during the summer, draw allowances of \$40 a month. This is in addition to Social Security benefits. The cost of the retirement allowances is being borne jointly by the Surface Lines and its employes.

The allowances are available to active employes who have reached 65 years of age and have 20 years or more of continuous service.

The retirement allowance program is administered by a committee of eight members, four appointed by the management and four appointed by employe groups. The committee was organized to rule on the eligibility of employes who submit applications for retirement.

The four members selected by employe groups are: John Devane, conductor, Devon Depot; William F. Gill, conductor, 77th

TALKING OVER RETIREMENT PLANS

Talking over their plans for their new leisure are representative men from four Surface Lines departments who were among the first employes to take advantage of the new Retirement Plan.

Left to right, they are: Joseph Scianna, watchman, Building Department; Martin Stiglich, Track Department; Herman Venzke, motorman, Blue Island Depot, Transportation Department; and Vital DeZutter, car cleaner, Lincoln Avenue Depot, Shops and Equipment Department.



Depot, D. A. Manning of Local B-9, Electrical Workers Union; and D. E. Sterling, repairman, Kedzie Depot. Those selected by the management are: W. A. Hall, superintendent of transportation; T. H. Shaughnessy,

assistant superintendent, Shops and Equipment Department; H. B. Storm, superintendent of insurance; and J. V. Sullivan, executive assistant. Mr. Sullivan was elected chairman; and Mr. Storm, secretary.



AT FIRST MEETING OF RETIREMENT ALLOWANCE COMMITTEE

Shown at its first meeting last month is the retirement allowance committee, which is administering the new retirement program.

Left to right around table are Stenographer Walter Sorensen and these committee members: Thomas H.

Shaughnessy, William A. Hall, Secretary Howard B. Storm and Chairman Joseph V. Sullivan, all appointed by management; and Donald E. Sterling, John Devane, D. A. Manning and William F. Gill, all appointed by employee groups.

First to Get Retirement Checks

IN THE FIRST group to take advantage of the new Surface Lines retirement allowance to those who have reached the age of 65 and have 20 or more years of continuous service, there were 35 employees who were paid allowances from the retirement fund in August.

Their names and departments follow:

Building Department—Joseph Scianna, watchman.

Shops and Equipment Department—Limits: John Fordon, watchman.

North Avenue: Herman G. Kietzer, car repairman.

Track Department—Central Division: Antonino Crapa, watchman.

Southern Division: Joseph Micetich, laborer.

Western Division: Michael Jakubczak, laborer.

Transportation Department—Archer: William Murphy, motorman.

Armitage: William S. Corbet, motorman.

Blue Island: Patrick J. Durr and Patrick Murphy, motormen.

Burnside: Thaddeus Campbell, conductor.

Cottage Grove: Lawrence M. Buckner, conductor; Dennis Crowley, motorman.

Division: Patrick Brennan and Walter Hahn, motormen.

Elston: George J. Bechtel and Bernard O. Mulligan, motormen.

Kedzie: John Herald, James Sherman and William M. Vesey, motormen; and James E. Moran, conductor.

Lawndale: John J. Bradley, Morris Shure and John Zuhoski, motormen.

Lincoln: Thomas M. Dillon and Charles A. Mitchell, conductors; and William F. Sickenger, motorman.

Noble: Michael Flick, conductor.

North Avenue: William R. Fell, conductor; Herman T. Lössman and August A. Nachtigall, motormen.

Seventy-Seventh: Niels C. Johnson and Samuel J. Longtin, motormen; Edward H. Hankins, conductor.

Sixty-Ninth: James J. Bruin, motorman.

Over 40 Per Cent Buy Defense Savings Bonds

AN EXCEPTIONALLY fine showing was made by Surface Lines employees in subscribing to United States Defense Savings Bonds during the first month the program was in effect.

A report made by the Auditing Department reveals that a total of 6,458 employees had signed up for the plan by the end of August. This number, representing more than 40% of the Surface Lines family, have authorized regular pay roll allotments for the purchase of the bonds.

The total allotments for this group during

the last half of August aggregated \$13,093, making an average of about \$2 per participating employee. Thus, the amount to be accumulated each month for bond purchases for this group should exceed \$26,000.

55 Make Cash Bond Purchases

In addition to the regular pay roll allotment subscriptions, 55 employees have placed orders for cash purchases of bonds through the Surface Lines for an amount totaling \$17,600.

As announced in the July issue of *SURFACE SERVICE MAGAZINE*, any regular employee may arrange for the purchase of Series E defense bonds, in \$25 denominations, by signing an authorization card which may be obtained in any car station or office.

Deductions May Be \$1 or More

A pay roll deduction of \$1 or more will be made semi-monthly upon such authorization. As soon as the deductions for an employee amount to \$18.75, a \$25 bond (principal amount) will be purchased. The bond costs \$18.75, but it will be worth \$25 in 10 years because the interest earnings are paid off when the bond comes due. (The bonds may be cashed earlier if the owner wishes.)

The plan will continue indefinitely, and employees who are not now participating may join in at any time.



SIGNING UP FOR BONDS

Typical of the Track Department employees, who made the best showing in buying defense savings bonds under the Pay Roll Allotment Plan of workers in any major department, are these Southern Division Track workers, who listen while Assistant Foreman Carl Manthey (left) explains how to fill out the authorization card.

Left to right, the men are: Mr. Manthey, Mike Lazich, Jerry Barick, Mathew Bilanzich and Charley Zelowicz.

The Front Cover

THOUGH THE front cover photo tells its own story, each trainman should remember that his thoughtfulness—particularly during the school season—may save some child's life.

The safety-minded trainman on the front cover is Conductor Johnny Farrell, of 77th Depot.

SURFACE SERVICE MAGAZINE

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CHICAGO



Volume 18 September, 1941 No. 6

WILLIAM H. BROMAGE Editor

DON R. COWELL Associate Editor

A Selling Job

LIKE CHEWING GUM, breakfast foods, lawn mowers and autumn clothes, our product—Surface Lines transportation—must be **SOLD**.

Our street cars, trolley buses and gas buses are available to anyone who wants to ride on them. But that's not enough. Far from it!

To hold our present riders and to attract new ones, we must convince all Chicagoans that we offer the best transportation buy for their money.

Advertising helps on this. But it can't do the whole job.

It may encourage a prospect to try our service for the first time. But what he gets for his money after he boards our vehicle must do the real selling.

If the prospect tries one of our cars or buses and receives courteous, pleasant treatment and a smooth ride, we undoubtedly will gain a new regular rider.

If, however, he is treated discourteously, passed up, misinformed, jerked about by rough operation, or carried past his destination because the conductor or operator neglects stop-calling, we will lose him as a rider—probably for good.

Like any public transportation company, the Surface Lines, if it is to exist and prosper, needs new riders.

The number of new riders we receive depends largely upon the sales effort put forth by our operating crews.

Now, with general business activity good

and getting still better, with additional thousands of Chicagoans going to work and to places of amusement daily, is a good time to start really **SELLING** our service.

All that's needed is 100% coöperation.

The Chesty Champs

ONCE THERE was a fiery foreman who was so hot on safety that he burned up if one of the boys so much as bumped a bunion.

He was so hotsy totsy at giving hazards the hotfoot and accidents the air that he and his wary workers copped the cup for slipping a Mickey to mishaps.

Now you might think that this was swell stuff.

But instead of the precious prize inspiring the guys, the magnificent mug just made 'em smug.

They were so puffed with pride that they couldn't play safety close to the vest.

So the accident rate got as big as their heads, until the big boss decided to break up pats on the back with a kick in the pants.

The kick did the trick.

With ego deflated, accidents abated.

Moral: A safety slow-up makes accidents go up!

Courtesy Nat'l Safety Council, Inc.



Guy Gifford

"I like to live close to my work!"

Courtesy and Care Bring 44 Commendations

TRAINMEN'S COURTESY and careful operation of vehicles last month brought in 44 letters of praise, three more than during the same month in 1940. Complaints increased by one.

"No doubt others have written you about him, but I'd like to add my voice," wrote Mrs. Edna Wiswell, 511 West 59th Street, in praising Operator Jim Burchanek, of 69th. "He not only obeys what are probably your rules for politeness," she added, "but also goes out of his way to be helpful to everyone. I have noticed him for many months. My family and friends also have commented on his good service; and I've heard others praise him."

"I Shudder to Think . . ."

After he had unthinkingly dashed in front of a street car just as it was starting, F. M. Nelson, 1508 Fourth Avenue, praised the "quick thinking and action" of Motorman Larry Gerharz, Elston, in avoiding running him down. "I shudder," he wrote, "to think what might have happened. The fright on your motorman's face will haunt me to my dying day. I'm sorry I acted so thoughtlessly."

So impressed with the service which Con-

ductor Archie Brooks, North Avenue, gave all riders on his car was Mrs. Charles H. Stotz, 145 North Central Avenue, that she wrote: "My husband and I are so enthused about him that we've told several friends."

"Never Met More Agreeable Crew"

All trainmen who operate cars on 67th Street were included in the blanket letter of praise from Earl J. Young, 1411 East 66th Place, who wrote: "In all my travels, I have never met a more agreeable and courteous crew. They all greet you with a happy good morning, and wait for you if you are running to catch a car."

Impressed by the helpfulness and safety-mindedness of Conductor Johnny Mondike and Motorman Elwood Melby, of Lawndale, who helped 55 picnic-bound school children on and off their car, four teachers of the San Callisto Summer School wrote lauding them.

After Motorman Pat Grant, of 77th, got down from his car and helped a blind man across the street through heavy traffic, Herbert J. Smith, Lakeview Lumber Company, wrote: "While they crossed, the light changed. But no one cared. No one moved. Everyone was interested in only one thing—the kindness of your trainman. The 50 or 75 people who witnessed his kindness must have gone home feeling proud of their fellow man. I did."

"Honest, Alert, Courteous"

Lauding the "honesty, alertness and courtesy" of Motorman Bill Leamy, of Burnside, Mrs. Lillian Anderson wrote how, when she unknowingly dropped a dollar bill while boarding his car, he jumped out, picked up the money, then returned it to her.

"He is an excellent advertisement for Surface Lines transportation," wrote C. D. McComb, National Lead Company, of Motorman Johnny O'Connor, of 77th. "He never fails," he added, "to caution passengers leaving the car, and his courtesy is refreshing. I have observed him many times. He is outstanding."



Bud Walker

Burnside Still Ahead in Keep 'Em Rolling

BURNSIDE, with 69th close at its heels, led other car stations in the Keep 'Em Rolling Contest during August for the seventh successive month.

Its average of 8,166 miles per pull-in due to equipment failures was a decrease of 22.7% below its July showing.

Second and third place went to 69th and Lawndale, respectively, whose average mile-ages per pull-in were 8,098 and 7,345.

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Decrease
1	Burnside	4	8,166	22.7*
2	Sixty-Ninth	—	8,098	19.1
3	Lawndale	—	7,345	8.7
4	Limits	6	6,747	50.8
5	Devon	3	6,321	13.0*
6	Seventy-Seventh	—	5,431	8.7
7	Cottage Grove	2	5,368	12.9*
8	Noble	1	5,180	1.0*
9	Armitage	2	4,889	8.4*
10	North	—	4,583	.1
11	Archer	—	4,474	5.9*
12	Lincoln	2	4,122	18.6
13	Division	2	3,820	36.1*
14	Blue Island	2	3,575	17.4*
15	Elston	2	3,271	27.9*
16	Kedzie	—	2,782	40.8*

*Indicates decrease.

Carhouse records for the past six months:

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

8 Applications Approved by Employees Relief Committee

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

Active cases on the relief rolls at the end of the month numbered 191—seven having been removed by death or other causes.

A total of \$1,603,928 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to \$8,106.

In Memoriam

Michael J. Dinneen, street opening inspector, Track Department, died August 1 after being in poor health for about two years. Employed in 1914, he served as a track foreman on the West Side before becoming an inspector. A Spanish-American war veteran, he is survived by one son, Anthony, a former Transportation Department employee.

Marko Girlich, Track Department, Central Division, died August 1 from injuries received when he was hit by a truck. Employed in 1928, he was unmarried, and leaves no immediate relatives.

Peter O'Connor, motorman, North Avenue Depot, died August 11 following an operation. He was employed in 1915. Surviving him are a wife, daughter, and brother, Patrick, a Kedzie motorman.

William P. Dorgan, chief sub-station operator, Illinois Street Sub-Station, died August 5 following an operation. A Surface Lines employee for 31 years, he began as a sub-station helper. His wife, two sons and a daughter survive.

William Mullin, motorman, North Avenue Depot, died August 4. Employed in 1905, illness had made him unable to work for the last year and one-half. He leaves no immediate relatives.

Harry J. Siegbert, conductor, Division Depot, died unexpectedly August 14 following a heart attack. A Surface Lines employee for 28 years, he was a dyed-in-the-wool baseball fan. Surviving are a son, a pitcher in the Three-Eye League, and a daughter.

John O'Mara, motorman, Kedzie Depot, died August 9 after a long illness. Known by his co-workers for his good nature, his poor health had kept him from work for more than a year. He was employed in 1908. Surviving are his wife, son and two daughters.

George W. Nelson, conductor, 69th Depot, died August 10 after four months' illness. A Surface Lines employee since 1914, he was known by his co-workers for his genial nature and his love of baseball. Surviving are three children, five brothers, and a brother-in-law, Conductor Otto Willer, of 69th Depot.

Oscar E. Franck, watchman, Track Department, died August 23. Employed in 1929, he had been in ill health for two years. His wife and one child survive.

Albert Bogusz, truck repairman, Armitage Depot, Shops and Equipment Department, died August 8. He joined the Surface Lines in 1925. His wife, daughter and two sons survive.

William J. Heckman, motorman, 77th Depot, died suddenly August 25 following a heart attack. He was employed in 1908. His wife and daughter survive.

Walter V. Piper, traveling timekeeper, Accounting Department, a Surface Lines employee for the last 22 years, died at Hines Hospital August 28 after a long illness. Before becoming a traveling timekeeper, he served as a foreman in the Track Department and as a timekeeper. A World War veteran, he is survived by a son, sister and brother.

John J. Callahan, motorman, 69th Street Depot, died unexpectedly August 29. Employed in 1927, he is survived by his wife and three daughters.

George E. Olson, conductor, North Avenue Depot, an employee for 25 years, died suddenly after a heart attack on August 30. He is survived by his mother.

John H. Mudra, operator, 69th Street Depot, drowned in a lake near Buchanan, Michigan, August 31 while boating during his day off. Employed in 1921, he is survived by his wife.

Max Hitzke, welder's helper, Track Department, Western Division, died September 1 from injuries received when he was hit by an automobile. An employee for 21 years, he is survived by his wife.

Chester H. Johnston, receiver, North Avenue Depot, died September 2. He was 30 years old. An employee since 1929, he leaves a wife and son.

Dominick O'Gara, conductor, Devon Depot, died August 14 after being in poor health for about two years. An employee for more than 25 years, he is survived by his wife and son.

DEPARTMENTS AND DIVISIONS

Accident Investigation and Legal

THE OFFICE Bowling League is scheduled to start its season at Bensinger's Randolph Street Alleys on September 19. Most of the teams will be made up of D. A. I. employees, but eight or 10 General Office men will play on various teams. As last year, the girls at "600" will have two teams; and will bowl at the same time and place.

Statementman Robert J. Morton married Miss Marian Lenzey August 16 at the Judson Baptist Church in Oak Park. After a reception at the bride's home, the newlyweds left on a honeymoon trip for Estes Park, Colorado, and other points south and west. On his return, Bob was presented a wedding gift by his co-workers.

Our sympathies are extended to Statementman Edward J. O'Connell, whose brother died recently after a rather prolonged illness.

Attorney James A. Mahoney, Police Court Department, is boasting a fourth addition to his family in the form of a Master Joseph Daniel who arrived, 10 pounds strong, on August 29. Young J. D. has two sisters and a brother. Thanks for the candy and cigars, Jim!

Charlie Gash got a most serious nerve shock three years ago when he caught his first "little ole fish". It changed his whole life. Now his house is cluttered with all kinds of fish furnishings—from fly rods to weedless motors. This collection was swelled by friend wife's forethought on Christmases and birthdays. She, it seems, like to pull them out, too!

However, Charlie never produced a real "corpus delicti" until he hit Lake Kabetogama, Minnesota, on his vacation this year. Then he boxed some and sent them to D. A. I. One was a 46-inch, more than 20-pound, Northern pike. Of course, Charlie won't talk about it. Not much!

By the time this goes to press, Legal Investigator Thomas P. Quinn will be back on the job after a rather extended illness. He has been greatly missed. It certainly will be good to have him, and his blarney, back on the job!

William Peterson, our most recent man to be called by Uncle Sam, finds himself in an artillery unit assigned to the anti-aircraft force at Fort Eustis, Virginia. From his recent letter and postcard, it seems safe to say that Bill likes the army thus far.—Investigator.

Accounting

WE ARE ALL hoping for the speedy recovery of Evelyn Schlau, who is convalescing from an operation. Her co-workers recently presented her a housecoat as a get-well gift.

Helen Wallace, Ledger Room, has just returned from her vacation with glowing accounts of a trip to the Smokey Mountains and the Atlantic Coast.

While in North Carolina, she visited her brother who is serving at Camp Davis.

Judith Claire Pratt is the name of the baby born August 3 to Mrs. Wilmer Pratt (Ada Helen Lane), formerly of the Pay Roll Division. To the proud parents, we extend our best wishes.

Word received by the stenographic force from Mackinac Island, is that Lenore Burns is enjoying her vacation immensely.

Much happiness is our wish for Betty Lambert, who became Mrs. James Riesche on August 30. A group of her co-workers honored her at a luncheon at the Republic Tea Room on August 29 and presented her a set of crystal glassware.

The West must hold a special attraction for Ethel Anderson, Comptometer Division. Yellowstone National Park, Colorado Springs, Pikes Peak and Estes Park were a few of the interesting places she visited during her vacation.

Lake Eau Claire, Wisconsin, attracted Arline Towler and her family. She reports they had a cottage on the lake, and went swimming and fishing daily.

Birthday greetings were extended last month to Evelyn Leu and Elfreda Collins.

As we go to press, we are all looking forward to the speedy recovery of Walter Cotter and Charles Pacelli, Timekeeping Division, who are home ill.

We offer our sympathy to the family of Walter Piper, Timekeeping Division, who died August 28.—Thomas F. Coan.

BAD MAN

One-Gun Andrews, terror of the Transportation Department, shows how he frightened everything alive during his vacation in South Dakota's Black Hills.

Andy, incidentally, is the Transportation Department's magazine correspondent.



Electrical

STAN JACKSON, clerk, Line Department, was called up by the army August 4. He is serving in Company C, First Signal Training Battalion, Fort

Monmouth, New Jersey. He writes that he is taking a lineman's training course, and would appreciate hearing from any of the boys.

Henry Richter, superintendent of installation, accompanied by his son, George, Sub-Station Department, toured Canada during his vacation, then visited his daughter at Watertown, Massachusetts.

Tom Lanigan, Line Department, recently received the sixth addition to his family—a boy. Congratulations, Tom; and best wishes to Mrs. Lanigan and the new arrival!

The new address for Walter Adomaitis is Headquarters Company, Third Infantry, Fort Snelling, Minnesota. Why not drop him a line, boys? He'd appreciate it.

On the sick list this month are Bill White, chief operator, 42nd Street Sub-Station; and Bill Hart, operator, Lill Avenue Sub-Station. We're wishing both of you speedy recoveries.

Our deepest sympathy is extended to Billy (J. W.) Jones, superintendent of sub-stations, whose wife died recently after several years' illness; and to Patrick Quidley, in the recent loss of his sister.—Billy.

Engineering

WATCHMAN Matts Nelson, Building Department, is retiring from service. During the last 50 years, he has worked as cable greaser, wreck wagon driver and teamster. Here's wishing you the best of health and happiness, Matts, in the years to come!

The next boy prodigy the world will be hearing about, according to Track Welding Foreman Joe Ruzich, is his nine-month-old son, Joseph, Jr. The boy's Uncle John, an engineer at Clark and Division, seems to have the same frame of mind.

Joe DiGiovanni, Track Department, was inducted into the army recently. He now is stationed at Camp Grant. We hope you enjoy your days as Uncle Sam's guest, Joe!

Chauffeur Johnny Jones, Grand and Leavitt, caught a junkman's runaway horse the other day. We understand he was rewarded with a kiss on each cheek!

John Flynn, Track Department, is ill at Englewood Hospital. We're looking forward to your recovery, Johnny!

Ben Lindstrom, engineer, Building Department, recently returned from his vacation in Wisconsin's North Woods. Ben claims to have caught the biggest bass in the vicinity. He also says when he saw a lot of bear tracks pointing in one direction he went the other—rather fast!

Bob Prosser, Utility Department, toured the South during his vacation. He still is talking about the fried chicken.

A beautiful collection of photos came back with Mike Korosy, engineer, Building Department, from the Colorado mountains. He was so occupied with his picture-taking that he had no time for fish or fowl.

We have yet to see a photo of someone with the smallest fish caught during the summer. Hasn't anyone a sardine handy?

Jonathon Wolfe, assistant superintendent, Track Department, took an ultra-modern vacation. After flying to the West Coast, he flew to New York, then back to Chicago. The trip turned him into an ardent aviation enthusiast.

Chauffeur Harry Leaders, Grand and Leavitt, spent his vacation at Third Lake, Minnesota, installing a roof on his cottage and building a garage.

Most Track Department employes have returned from their vacations and all report having had first-rate times.

Our heartfelt sympathy goes out to the bereaved families of Michael Dinneen, street opening inspector, and Mathew Lump, wreck truck helper, who died August 1 and August 27, respectively.

Material and Supplies

FRED NAGEL, Requisition Department, recently returned from his vacation, during which he visited his son at the air base in Boise, Idaho, and took in the Black Hills, Yellowstone Park and Mt. Rushmore.

Robert Buckley, our regular scribe, now is on vacation. We understand he planned to spend most of his time in the Windy City, with a few days in Michigan thrown in.

We would appreciate hearing from some of our boys who are serving in the armed forces. Send us a few lines, boys; tell us how you are doing.—Norbert Palicki.

Schedule and Traffic

SUPERINTENDENT F. A. Forty recently returned from Wisconsin with some well-used fishing equipment and a fine coat of tan.

E. M. Guy was last seen loaded down with cameras and films on his way to Glacier and Jasper National Parks.

A recent card from Omaha told us that Fred Excell reached the encampment of the Spanish-American war veterans.

George Fisher left us with a long ticket which, he said, entitled him to a ride to Florida with various stop-overs.

John Franzen vacationed at Montague, Michigan; and Norman Johnson at Hudson Lake, Indiana. We all understood that John would be at Hudson Lake, but he must have changed his mind and turned off for Montague.

Tom O'Connor is motoring to St. Joseph, Missouri, and Rapid City, South Dakota.

Roy Drysdale and Lee Gilbert spent a pleasant (?) two weeks at Crooked Lake. Lee now has a sore hand, and Roy a lame back. Must have been caused by the work on Lee's cottage. That right, boys?

Louis Traiser went back home to the farm, New Richmond, Wisconsin, for his vacation.

William Burkhart visited in Sheboygan, Milwaukee and Peoria.

Esther O'Brien is planning to fish and rest at Ely,

Minnesota.

We welcome John Maitland and William Hodges, recent newcomers to our department. Hope you like working with us, boys.—L. C. Dutton.

Shops and Equipment

WEST SHOPS: Among our vacationists last month were Elaine Lund, who feasted her eyes on the beautiful scenery around Colorado Springs. Her biggest thrill, however, was the plane trip to Denver from Chicago. Elaine tells us it was quite an experience eating dinner up in the clouds. All went well, she said, except it was a little difficult keeping coffee in the cup when the plane occasionally hit an air pocket.

The North Woods attracted Louis Pluta. He spent several days at the Apostle Islands fishing in Lake Superior, and proved for the second time this summer that there really are "good" fish to be caught in that part of the country.

John Landeck visited Sturgeon Bay and Egg Harbor, Wisconsin, and reports a restful and enjoyable time.

Joe Bolech spent part of his vacation at Oxford Junction, Iowa, and some in northern Wisconsin. Although he returned several weeks ago, we still haven't received the cards he claims to have sent. We are wondering if he forgot the postage, or just plain forgot to mail the cards. Anyhow, Joe, we're glad you had a nice trip!

We wish to thank Mr. Conrad for the box of candy he left at the office as a farewell token after deciding to retire September 1 under the new retirement plan. A number of other Shops and Equipment employees also have retired.

We extend our best wishes to you retiring men, and hope all of you stop in to see us now and then.—Mildred Habeger.

SOUTH SHOPS: Charles D. Mack, shop superintendent, toured Michigan, Wisconsin, Iowa and Minnesota during his vacation, and returned much enthused by their beauty.

Foreman Edwin Anderson, Machine Department, vacationed at Williams Bay on Lake Geneva. Ed recommends this as the ideal vacation spot.

Harry Ott, Machine Department, went to Milwaukee, via Lake Michigan, and gave a glowing account of his sightseeing there.

Simon Meyer, Motor Repair Department, recently returned from Canada. He claims the fishing really was good. He caught one, he said, t—h—i—s long!

Harry Knudsen, pattern maker, vacationed in New York, where he looked over the tunnel and subway system.

Fred Kelley, Air Brake Department, chose Denver and the surrounding country as his vacation spot. He reports the West is grand!

Charles Buza, Car Repair Department, vacationed in Michigan. We assume he spent his time enjoying all the outdoor sports possible.

The fellow employees of John Kennedy, Machine Department, wish him a speedy recovery from injuries received in his recent automobile accident, and

ARMY MAN

Here's Henry Stuvee, bus repairman, Archer Bus Department, all tagged out in his army uniform.

He is serving as a private in the Coast Artillery at Camp Calian, California.



hope to have him back with them soon.

We are happy to report that three wives of South Shops employees who had nasty falls recently are on the road to recovery. The women are Mrs. J. J. Sake, Mrs. J. F. Biehl and Mrs. Owen Williams.

Anthony Gasparovich, Motor Repair Department, became the proud father of a baby girl, weighing six and one-half pounds, on August 14. Congratulations to the happy mother and dad, and best wishes for the new arrival.

Our sincere sympathy is extended to Roy Egbert, Motor Repair Department, whose mother died August 29.

77th STREET: When Lou Hermann, Bus Department, met Assistant Foreman Jim Foley while vacationing at Shawano Lake, Wisconsin, they decided to cook up a tasty boiled dinner. Serving time found them with a wee bit of meat, little more than two inches square. So Lou hid himself to Bemidji, Minnesota, where 'tis assumed he did some real eating.

The boys extend their heartfelt sympathy to Robert Troughton, bus repairman, whose sister died August 25.—Elsie S. Frank.

Transportation

MARIE KRAUSMAN reports she had a most enjoyable trip around Lake Michigan, and spent a few days at Mackinac Island.

Dispatcher Clarence Melbye has returned from his vacation with a good coat of tan.

Ray Solberg reports he did some deep-sea fishing in Lake Superior. His greatest thrill, he says, was pulling in an eight-and-one-half-pound trout.

Another great fisherman is Supervisor Al Luettich, Central Division, who caught his up near Duluth. Ask to see his photos if you want evidence.

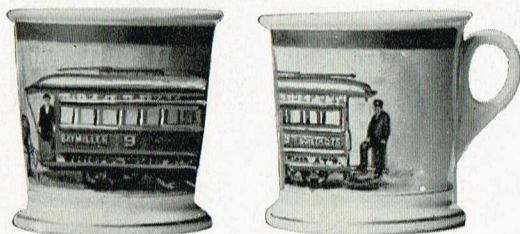
Your correspondent spent a week in the Black Hills of South Dakota and a few days at Springfield, where he took in the State Fair.

Ada Meskan has returned from her vacation, and reports having had a good rest.—Andy.

AROUND THE CAR STATIONS

CALLING ALL SHAVERS

Like a voice from the past was this old shaving mug, showing a Cincinnati horse car and its crew, which was recently presented President Walter A.



*Cincinnati Street
Railway News Photo*

Draper, of the Cincinnati Street Railway Company, by a man who found it in an antique shop.

Believing many Transportation Department old-timers must have lathered their "peach fuzz" from similar mugs, SURFACE SERVICE MAGAZINE sends out a call for their owners to show them to their depot's magazine correspondent.

If the mugs will make good photos, the correspondents will arrange to have them taken.

Burnside

WE WELCOME the many new men on the extra list, and hope all of you like working with us. Whenever you need a lift on anything, call on one of the fellows who have been here awhile. Each one was a Casey once himself, and will be glad to help you.

We're all pleased to see Conductor George Blackinton back at work after his illness. He says it's nice to be home with the little woman, but a lot better to come home to her with a full pay envelope.

Stationmaster Robert T. Duffy reported an exceptionally pleasant vacation at Covert, Michigan.

On paydays our credit union is a beehive of activity. It's a pleasure to see the keen interest the men take in this useful institution.

Regional Supervisor John Theis has returned from his 5,000-mile trip to the Grand Canyon and Carlsbad Caverns.

Conductor and Mrs. Abner Gasaway recently celebrated their 50th wedding anniversary at their home. Many of Abner's co-workers were on hand for the affair. We all wish, Abner, that you and your wife have many more happy years together.

The son of Operator Harvey Stahl, who has been seriously ill for some time, now is recovering. Keep up the good work, fellow! We're all pulling for you. —William D. Frank.

Devon

OUR SUPER SILVER (tin foil, to you) scavenger is Conductor Ed Dietz. Merely by the color of a discarded cigarette package he can tell the weight and quality of its foil contents. The best place to stalk the stuff, he says, is at Irving Park and Kedzie. Most of his hunting trips, however, are along any old curb.

Conductor Fred Kundert has found what to do with bent or mutilated pennies which foul the barrel in his coin collector. He buys food and spends hours in Lincoln Park feeding his feathered friends.

Speaking of feathered friends, Conductor Tony Peters used to raise homing pigeons while a civilian. Now, a member of the Signal Corps at Fort Monmouth, New Jersey, his hobby has become his daily job, and he is tending army pigeons. Good luck, Tony.

Someone told Conductor Tom May that the closest thing to a blarney stone in this country is at the Wisconsin Dells, so that's where Tom went on his vacation. How much like the real thing is it, Tom?

Tom Cox spent his time crawdad fishing down on the river.

When Motorman Harry Esterly went up to Wisconsin for his vacation, he forgot to take along his special fishing hook, on which there is a little prayer by Izaak Walton which guarantees the user fish of not less than three pounds. Consequently, Harry found the fishing not so good!

The ball game and outing at Hines Hospital August 10 was a huge success. The photos on the inside front cover show that. With coöperation from all, we can make next year's affair a still bigger one.

Though our ball team this year didn't end up on top, Manager Joe Noel has very high hopes for next year. From the looks of the new extra men, no one would be surprised if he turns out to be right.

Extra Conductor Ed Plath stepped into the sea of matrimony on September 13. He and his bride spent their honeymoon in the Smokey Mountains. Congratulations, Ed!

Motorman Carl Heintz was made a papa for the second time July 30 when a baby daughter arrived. Best wishes, Carl, to you, friend wife and the new arrival!—Ed May.

Division

MOTORMAN Charley Schoewer had just returned from his vacation in Yellowstone Park when he learned he was to report to his selective service board. He now is stationed at Camp Grant.

Conductor E. Schultz has his motorman of the last pick, E. Dittler, saving Indian head pennies. Anyone else who runs across some can earn his undying gratitude by giving them to him.

Have you noticed how the dome of Conductor Ed Fisher has been sprouting gray hairs lately? Ed, we learn, is faced with the difficult task of picking from 12 men the five best bowlers for his bowling team.

Motorman E. Peterson is splitting his vacation time between Lake Geneva and Fox Lake.

After resting up on a farm at Wisconsin Rapids,

Conductor Roy Taylor says he's finally ready for a hard year.

Motorman J. A. Johnson, No. 1, had a fine vacation trip up into Wisconsin all planned, but his nine-year-old son came down with a stomach ailment just a day before the long-awaited trip was to begin. Brother Johnson says, however, that the boy is okay now.

We note Conductor Roy Hanson's "fan mail" is coming from a certain hotel on the boulevard. What is she, Roy; blonde or brunette?

Conductor Leo Woznicki, our "Cinderella man," claims Run 177 on Clybourn is a good run—to stay away from!

Conductors Bob Stacey and Frank Marik and Motorman M. Purchla are still at home ill. Drop in and visit them, boys. It will cheer them up.

As we go to press, five of the boys, all motormen, have taken advantage of the retirement plan. They are W. Hahn, T. Golden, R. Redner, P. Brennen and N. Ericksen. Here's our wish for happiness for all of you.

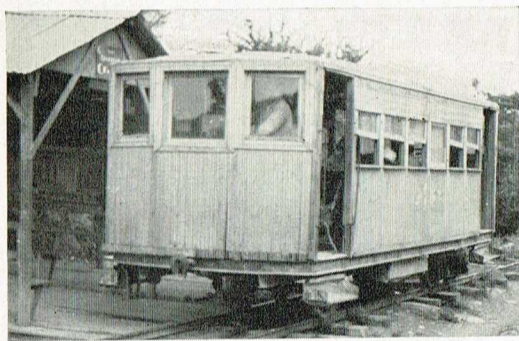
The day that Motorman R. Davis heard about the plan, he began to carry a lunch bucket. Maybe he expects the age limit to be lowered so that he, too, will be eligible!

When Conductor Harry Seigbert died last month, several newspapers mentioned his record of 28 years of service without one day of absence. Harry died at his home after a heart attack. We extend to his family our heartfelt sympathy. We'll all miss Harry.

For this month's close, let's remember there are only two kinds of failures—those who THOUGHT, but never did; and those who DID, but never thought!—R. T. W.

Limits

FATHER TIME finally has caught up with another of our would-be kids. Conductor "Silent John" Briesch, who tries frantically to make us all



HOMEMADE STREET CAR

Very unlike our streamlined cars on Madison Street is this homemade street car in Valles, Mexico, which is powered by a gasoline motor.

The car and the several miles of track over which it is operated were built by the two Mexicans who own and operate the vehicle.

The photo was taken by Harry Hoogstraal, son of Operator Charley Hoogstraal, of Burnside Depot.

believe he's still a youngster, has become the grandfather of a bouncing baby girl.

All concerned with the new arrival are doing fine—except John, himself! A peculiar thing happened to him just a few days after the birth. He lost all the teeth which Mother Nature gave him. The boys still are wondering if the baby kicked them out, or if they dropped out during the excitement. Congratulations, anyhow, John; and may you become a grandfather many times more!

Chief Clerk Al Hill has become quite a family man. After purchasing a home in "Frog Town," he spent his whole vacation decorating it. Al says if anyone would like instruction in swinging a paint brush, he won't charge much for lessons.

Clerk Morris Buckley now is serving in Uncle Sam's army. He is in Company E, Third Division Signal Corps, at Fort Monmouth, New Jersey. Why not drop him a line, boys? He'd be tickled to hear from you!

A niece of Motorman E. Christensen visited him recently from Jacksonville, Florida. Though she is 17 years old, it was the first time they ever had seen each other.

Motorman Jim Bartlett and Conductor Strouse attended the recent American Legion Convention at Springfield. They report having had a grand time.

Four of our trainmen have decided to retire. Having served the Surface Lines for a good many years, they are stepping aside to let younger men take over. The retiring men are Motormen Swan Swanson, Ed Peterson and Eli Girard, and Conductor C. Borgarding. So long, boys; the best of luck to all of you!

Motorman Gabrielson is heading the extra list until the next pick after having been home ill for nearly a year. We're glad to have you back again, "Gaby"!—E. A. Davis.

Elston

EVERYONE HAS had a malted milk at some time or other; but, if Pat Haggerty will let you in on where he gets his, you will realize that the malteds you have had are mere imitations of the real thing. Break down, Pat; we won't expect you to buy for the whole gang.

Still thinking about eating? Bill Harrison recommends a drive out to Amana, Iowa, for your next Sunday dinner. It will cost you only 60 cents, and will be one of the finest that you have ever had. He means the dinner, we believe, not the drive! Amana is about 250 miles from Chicago, but in Bill's estimation such a drive only builds up your appetite!

While a lady passenger was screaming at the top of her lungs: "Get a doctor. My little boy has swallowed a dime," the thoughtful conductor spoke to the dispatcher. "Get Art Jordan," he suggested, "he can get a dime out of any one."—Ed Evenson.

North Avenue

OUR BEST WISHES for happiness and well-earned rests go out to the first of our men to take advantage of the new retirement plan: Motorman Jack Burchill, Fred Durst, Henry Frese,

Julius Krause and Pete Shine, and Conductors Charley Bloom, Bill Fell and Harry Purdon.

A lot of the boys are puzzled about what Motorman Ed McGuire will do for his nightly stories now that Jack Burchill has retired.

To all recently-employed men we extend a hearty welcome. We hope you boys like working with us.

Being in the army and out again wasn't enough excitement for Motorman Howard Jensen, No. 2. He up and got married recently!

When Clerk Miles Harrington awakened his young daughter to look at Old Faithful geyser while they motored through Yellowstone Park during their vacation, she said: "Aw, what's the use of looking. The kids back home won't believe me anyhow."

Our genial clerk, Willie Pinasco, celebrated his first wedding anniversary August 24 by taking in a double-header White Sox ball game, then dining at the Palmer House.

Our two newest proud papas are Conductor W. Nehls and Motorman C. King. Both were recently presented husky boys. Latest reports are that both babies are doing nicely.

The new King child probably will give "Lockjaw" King (its Uncle Harold) something more than the White Sox to talk about.

We are all proud that our softball team has won the North Side title. Now all the players have to do is to come out on top in the championship playoffs. We're all wishing the best of luck to one of the best teams we ever have had.

Since bowling season will begin soon, everyone should get his throat in condition and be ready to cheer his favorite team.

Our sincere sympathy is extended to the families of Motormen William Mullen, Peter O'Connor and Thomas McNamara, who passed away recently.—E. R. H.

Seventy-Seventh

SOMETHING NEW has been added—to the family of Conductor Harold Eriksen. It's a baby girl. Pop and mom are certainly pleased because this latest addition not only is new, but also different. Two previous events were boys.

Iron men and wooden ships is an old expression. We don't have anything to do with ships, but we do know something about iron men. Motorman A. A. Gaffin took sick leave last Spring and spent some time recuperating in and around California. One of your iron men, it was his first sick leave in 36 years!

When Conductor John Shaw met former trainman Jim Shaw on Conductor Jerry Gleason's car the other day, the conversation was so fast and furious between the one Shaw and the other that Jerry couldn't get a word in edgewise. Finally he did manage to say something. What? "Oh pshaw!"

Good old school days are here again. That's what the parents think; but the kids have a different name for them. To Motorman Pete McGuire's youngster, the thrill of going to school is too new yet for him to know the adjectives used about opening day. Besides, he's looking forward to taking his little brother with him. He may have quite a wait, however, because the brother was born just last month.

Our sympathy is extended to the family of Motor-

man William Heckman, who died suddenly August 25; and to the following trainmen because of recent deaths in their families: Conductor C. V. Hunter, his brother-in-law; Motorman A. P. Mulhearn, his sister; Starter John Flynn, his mother; Motorman C. P. Smith, No. 1, his sister; and Conductor J. P. Eppick, his mother.—Walter F. Story.

Sixty-Ninth

OUR column this month is being written so far ahead of time (August 14, to be exact), we're afraid it will seem a bit out of date when it appears in print. We had to set this early deadline for ourselves because we expect to be occupied with vacation activities during the last two weeks of August.

May we offer congratulations to Motorman F. O. Peterman and Conductor E. R. Behrens upon the birth of daughters on July 10 and 29, respectively. Just to be different, Conductor J. E. Conwell passed out smokes and announced the arrival of a son August 2.

Our extra list has been considerably enlarged since we last went to press. We want you to meet these new men: Conductors L. C. Blair, E. W. Ward, Marco Locasto, Lawrence Stephan, Robert J. Taylor, Martin J. Berrigan, Walter C. Wetzel, Edward W. Tierney and Donald E. Callahan and Motormen E. Teegarden, Roydan G. Wittendorf, Edward J. Buhrfield and John F. Musser. Let's all make a real effort to help these boys feel welcome.

Although Arnold Klaesi now works at Burnside, his many friends at 69th will be happy to know that he has been honored by being elected senior vice commander of the Surface Lines Post of the American Legion. Lots of luck, Arnold; the post couldn't have picked a better man!

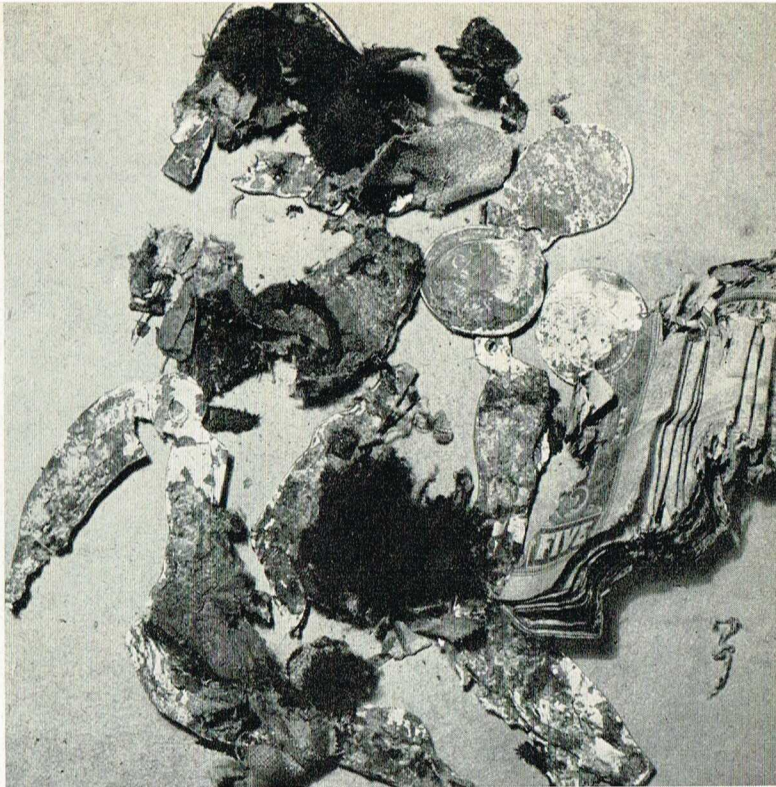
Regional Supervisor J. B. Becker has plans all laid for a western trip, with the Black Hills and Yellowstone Park included. Since his trip will be history when this appears in print, we hope he doesn't decide to cross us up and go in some other direction!

The season of falling leaves will soon be upon us, and all motormen and operators should be on the alert for the danger which they create. About the only substance which could make rails any more slippery would be cup grease or cylinder oil. If you think that's an exaggeration, just ask any old timer! Watch out for leaves on the rails—especially when passing parks or cemeteries.

Supervisor Gus Johnson might easily have gotten into a jam with the stop-gasoline-waste authorities on one of his days off last month. It seems he drove his Chevy from 86th and Aberdeen to Archer and Clark, where he parked it and completed his journey to the Loop via street car. About five hours later, he returned. There was his car, just where he had left it, still chugging away. He had overlooked the little formality of turning off the ignition and removing the keys. Though he had started out with a full tank that morning, it was not quite so full when he discovered what he had done!

With regret we record the passing of Conductor George W. Nelsen on August 10. Our deepest sympathy is extended to his family.—H. E. Harris.

Photo News



FINDS BATTERED MONEY

Coming to work recently, Bruno Czanstkowski (above), foreman of sub-station cleaners and painters, thought he spied some money in the groove of one of our tracks.

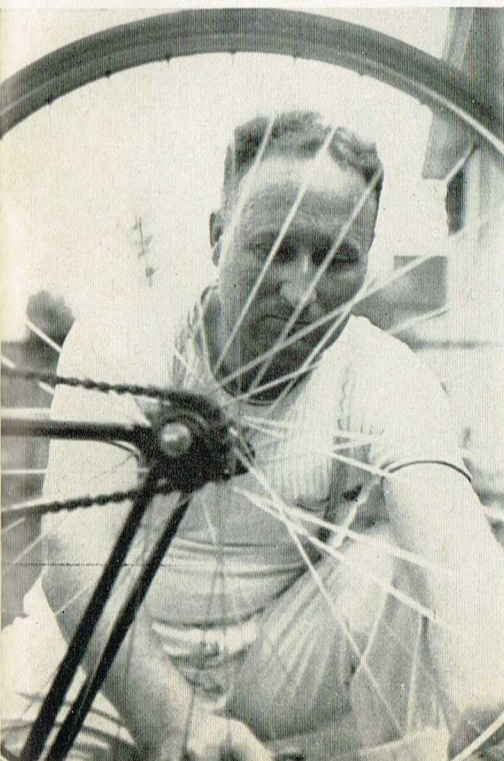
It was money, he found; but, because each passing street car had hammered away at it as it passed, it was in bad shape.

Gathering it up, together with what was left of the woman's purse which had held it, he carried the hodge-podge to the Treasury Department's Chicago offices.

Ten days later he received from Washington, D. C., a check for \$14.21—the worth of his find, as computed by the Treasury Department.

BIKE RACER

Conductor Vernon Nelson, of Elston, makes some minor repairs on a wheel of his racing bicycle which he hopes to pedal to victory in the Chicago-Elgin Road Race on September 22.



An enthusiastic rider since 1933, he qualified in three other major bike events this year—the Edison Park, Kenosha to Chicago, and Sherman Park races.

Though all four races are amateur affairs, they are considered proving grounds for ambitious riders. Placing in any three of the four events elevates a rider to professional status and qualifies him for six-day races.

Vernon's vacation this year will also be spent on his bike. He plans a trip to Rock Island with his young son, Dan, who is one of "pop's" most enthusiastic boosters.

Correspondent Ed Evenson took the photo.



SOLDIER BOYS

When Motorman Jake Silha (right), of Lawndale, visited his son at Camp Bliss, Texas, recently, he donned his boy's uniform for this photo.

He says, incidentally, that he was able to button everything.

Folks in the Limelight



"CINDERELLA GIRL" AT HOME

While Conductor Ed Cannon, of North Avenue, plays the squeeze box, his daughter Maureen (at piano) and his wife and son join in to make some close harmony.

Dubbed the Cinderella girl by Chicago newspapers, Maureen's vocal and dramatic talents recently won her a part in a Broadway play, "Young Man's Fancy."

Early this month she left for New York to begin rehearsals for the production, in which her role is second only to that of Hollywood's Rosemary Lane.

NEWLYWEDS

Conductor Les Cahill, of Lawndale, and his bride pause for a photo after their recent wedding. Conductor Ed O'Keefe served as best man.

MOTHER'S HELPERS

Motorman Morgan Grude (left) and Conductor Joe Wronski, of Division, give Joe's busy dog, which recently became a mother, a hand in feeding one of her five pups.

Joe recently presented Morgan the pup which they are feeding.



FEARLESS FIREMAN

A fearless fireman back in 1923 when this photo was taken was Motorman Gus Wajerski, of Armitage.