Surface Service Magazine

Boring Hole in Car Wheel at West Shops

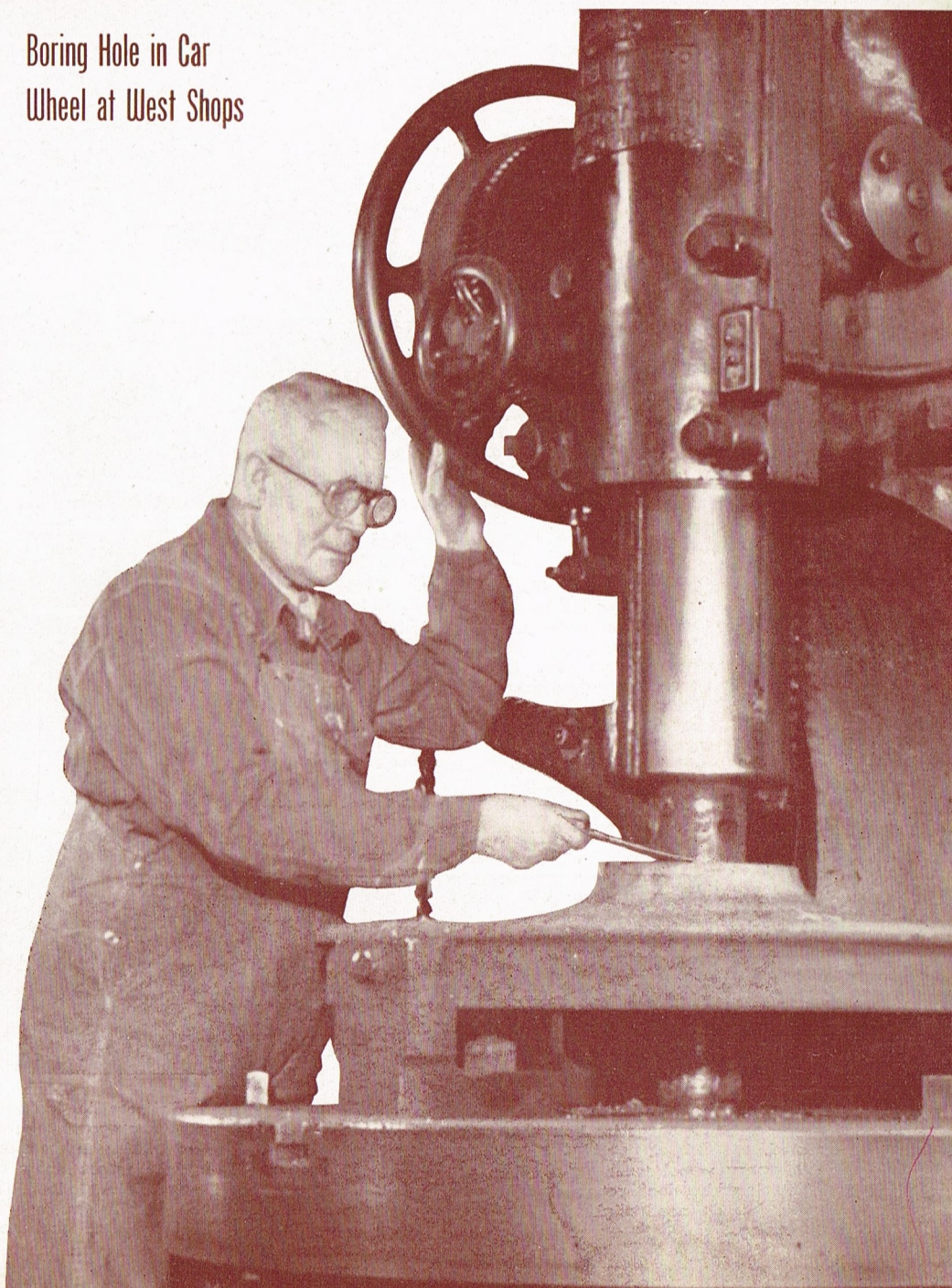


FEBRUARY



1942





The Story of Wheels

Without wheels, our job of transporting riders around Chicago would be impossible.

Trainmen don't have much cause to think about them, but the task of keeping wheels and their companions, axles, in good condition is a real one to workmen at our West and South Shops.



While Ted Woss (right), West Shops, operates the lathe on which two wheels are "turned" (shaved down) simultaneously, Floris Straka checks with giant calipers the amount of metal the tool's blades have cut from the wheels.

The flanges on the inside of the wheels will again be the proper shape when the turning job is completed.

Wheels have an average life of 40,000 to 60,000 miles before turning is necessary. Few of our 22- and 25-inch wheels may be turned more than once. Consequently, they give less total mileage than our larger wheels which often can be reconditioned twice—thus having three lives before they wear out.

Stan Malochleb (left), South Shops, operates the wheel press, shoving a new wheel onto an axle, as Charley Aczas holds a measuring device and asks for a little more push.

When operated in reverse, this machine, which exerts 50 to 60 tons of pressure, pulls wheels that are to be junked off an axle.



Starting up the wheel-grinding machine at South Shops is Walt Widinski.

The emery wheel touches up car wheels which don't yet need turning, but do need slight reconditioning.



Calipers in hand, Bill Waldmann, South Shops, prepares to measure the part of a new axle which he has already turned in his lathe.

Like wheels, new axles are purchased in rough-finished form. This tool's blades slice off pigtail shavings, leaving the new axle shiny, smooth and the proper size.

SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employes

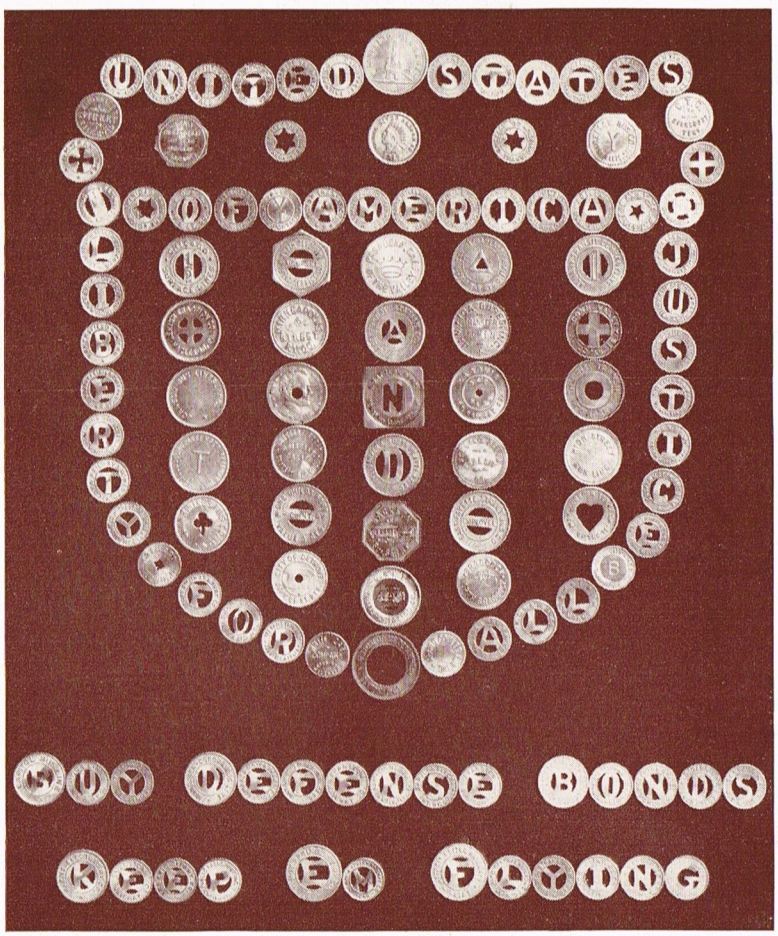
VOL. 18 FEBRUARY, 1942 No. 11

Employes Still Rush to Buy Defense Bonds

THE RUSH of employes to sign up for payroll-deduction purchases of defense savings bonds which began immediately after Pearl Harbor continued at a lively clip throughout last month.

Since Uncle Sam rolled up his sleeves and

SHIELD OF TOKENS SUGGESTS BUYING DEFENSE BONDS





A novel plea to buy defense bonds was worked out by Conductor Tom O'Brien (above), Blue Island, who made this patriotic shield from a collection of street car tokens which he has been building up for several years.

Tokens from 112 cities and towns in the United States are used in the design, as well as two from Hawaii and one from Alaska.

Tom's complete collection includes tokens from more than 2,000 transportation systems.

Look carefully at the words formed by the tokens, and you'll find they read: "United States of America—Liberty and Justice for All. Buy Defense Bonds. Keep 'Em Flying."

declared war on our aggressors, the number of employes buying bonds from their semi-monthly pay checks has increased by more than 55%.

When Japan launched her attack on December 7, 7,005 employes were setting aside $28,000 for bonds each month. On February 1, however, the number of employes purchasing bonds was 10,860—70% of the 15,600 folks in the Surface Lines family.

In the same period, the total monthly sum being deducted for bonds increased to $48,000. Because the urge to do still more for our country prompted many employes who already were buying bonds to increase their allotments last month, the average monthly deduction for each participating employe climbed from $4 to $4.50.

At the current rate of payroll deductions, the Surface Lines family is buying $766,000 (maturity value) of bonds per year.

In addition, by February 1, nearly $200,000 cash purchases of bonds had been made by employes and employe groups. (This is exclusive of the payroll allotment purchases.) Cash purchases by employes accounted for half that sum. Nearly $98,000 in bonds, including a $50,000 investment by Division 241, were purchased through the Surface Lines cashier by employe organizations.

As announced last July, any regular employe may arrange for the purchase of Series E bonds, in $25 denominations, by signing one of the authorization cards which may be obtained in any car station or office.

Since the plan will continue indefinitely, employes who are not now participating may —and are urged to—join at any time.

Employes Give $30,000 to War Relief Fund of Red Cross

GIVING WITH customary generosity, Surface Lines employes responded with donations of approximately $30,000 to the appeal of the American Red Cross for contributions toward its war relief fund.

Members of the Surface Lines who are serving with the nation's armed forces will doubtless be especially pleased to know that more than 92% of our 15,600 employes authorized deductions, averaging more than $2, from their pay checks as contributions to the fund.

Richardson Named Head of Local Transport

THE CREATION in Washington last month of a Division of Local Transport in the Office of Defense Transportation, was of special interest to the Surface Lines organization.



P. N. Simmons

Appointed to head the new group, which will deal with local transportation problems throughout the country, was Guy A. Richardson, who resigned as president of the Surface Lines last March.

In announcing the appointment, Director J. B. Eastman of the Office of Defense Transportation said: "I have created the division because of many pressing problems of local transportation by rail, bus and private automobile which already have arisen in populous centers of the country in connection with the movement of workers to and from the plants engaged in war work."

Soon after his appointment, Mr. Richardson selected P. N. Simmons, department engineer, Accident Investigation and Legal Department, as an assistant. Mr. Simmons was given a furlough by the Surface Lines and, after receiving the best wishes of his co-workers, left on January 30 to take up his new duties in Washington.

President Charles W. Chase, in a talk before the National War Emergency Conference of the American Transit Association in Chicago on February 4, lauded the appointment of Mr. Richardson as head of the new transport division.

"Mr. Richardson," he said, "is thoroughly familiar with all phases of the problems that will confront our industry in the period ahead. As an outstanding figure in the local transportation industry for many, many years he will have the sincere, active coöperation of all individuals connected with the industry."

Insurance Faker Robs Surface Lines Widow

BECAUSE AN insurance swindler is active in Chicago and last month chose the widow of a Surface Lines trainman as one of his victims, employes are asked to warn the beneficiaries of Surface Lines life insurance policies that it is not necessary to engage a lawyer or anyone else to collect settlements under those policies.

The thief, representing himself as an investigator, obtained $29.50 from the widow —"to pay," he said, "for the necessary investigation before her claim could be settled."

After hearing of this case and reading a report of the local Better Business Bureau which told other swindles by the sharpster, Superintendent of Insurance H. B. Storm prepared a warning memo which will be attached to the usual letter mailed a beneficiary following the report of an employe death.

All details in connection with payments of claims, he states in the memo, will be handled through the Insurance Department of the Surface Lines.

Anyone who calls about insurance claims, he warns, should be asked to furnish Surface Lines identification. If he is unable to do so or if he attempts to collect a fee, he is probably an imposter.

Surface Lines Asks Permit for 2-Way Radio System

THE SURFACE LINES has applied to the Federal Communications Commission in Washington for permission to install a two-way radio communications system.

If the permit is granted, 14 Electrical Department trucks, 17 Utility Department wreck trucks and 18 Transportation Department supervisors' autos will be equipped with radio units through which their drivers may get instructions from the dispatcher.

Experience with similar systems by transit companies in Detroit, Brooklyn, Washington, St. Louis and Cleveland indicates that the frequency-modulated system would improve the regularity of our service to the public, reduce the time required to reach and clear street blockades and lessen operating costs.

Colonel B. J. Arnold Dies After Illness

COLONEL BION J. ARNOLD, chairman, Board of Supervising Engineers, Chicago Traction, died January 29, following an illness of several weeks.



Col. B. J. Arnold

Eighty years old, he had served as chairman of the board for 35 years —ever since it was established to supervise operations of the Chicago street car lines under the 1907 ordinances.

Prior to the formation of the board, Colonel Arnold served the City of Chicago for several years as a consultant on traction negotiations.

In 1917 and 1918, he was a lieutenant colonel, attached to the aircraft production section, in the army. For five months before the armistice, he headed the development and production of aerial torpedoes.

He designed and built in 1893 the Intramural Railway—the first commercial third-rail installation in the country—at the Chicago World's Fair. As a consulting engineer, he devised the plan of electrically operating trains of the New York Central.

Colonel Arnold is survived by his wife and two sons, all of Chicago, and a brother who resides in California.

176 Active Cases Listed on Employe Relief Roll

THERE WERE 176 active cases on the employe relief roll at the end of last month—six having been removed by death or other causes.

Three applications for assistance were received during the month by the relief committee; and, after investigation, one was approved for assistance.

A total of $1,647,698 has been paid out of the relief fund since the organization of the committee. Disbursements last month amounted to $7,537.

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

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

The New Broom

ONCE UPON a time there was a frantic foreman who was woozy with worry because accidents were coming faster than Thanksgivings in November.

But one day his eager eye fell upon the calendar, and he was suddenly seized with a brilliant brainstorm that struck him as a safety sockeroo.

"It's a new year!" he yelped. "So we'll make a new start! We'll use a new broom and make a clean sweep on accidents!"

Whereupon he pounded out some rootin' tootin' resolutions, hunched up some snappy slogans and rustled up some rip-roarin' rules —all brand new and super snazzy.

But he fumbled one fact—that it takes a little motion to put over a big notion. So accidents kept right on happening.

Moral: Even a new broom needs the ol' PUSH!

Courtesy National Safety Council, Inc.

Bonds Buy Tanks

THE TANK is to the army what the tackle is to the forward line of a football team. It is the "break-through."

Head-on it crashes timber, houses, enemy fortifications. Once it has opened the way, the attacking force follows for the "mopping-up."

The Nazis, using these great steel pachyderms which they produce in vast quantities, have been able to break through every fortified line in 14 countries.

In America, the medium-sized tank, weighing 30 tons, is the popular size. To make it takes as much steel as would be used in 500 refrigerators, as much rubber as goes into 87 average automobile tires.

The planning of a tank takes as great skill as a large-scale construction job. One recently-converted automobile plant, faced with retooling for tank production, had to put 200 engineers to work in day and night shifts for one month, mapping machinery requirements and plant layout.

To match the mechanical might of aggressor nations today, America needs thousands of these tanks.

They're rolling off assembly lines now, and they cost real money.

Every $18.75 defense savings bond you buy helps provide money to buy a vital part for another new tank!



Bud Walker

Won't you be our valentine?
We love to ride your street car line.
Turn your back while I complete
Carving my heart into the seat.

"I'd Gladly Pay Double Fare for His Service"

"SOME MAY GRUMBLE at the thought of a raise in Surface Lines fares, but I would gladly pay double fare for the type of service he gives."

Letters of praise such as this, written by Fred C. Tieman, Orland Park, lauding Conductor Art Kennedy, Kedzie, for helping his wife lift their two small children on and off his car, boosted by one the commendations received last month over the number which came in during January, 1940.

"This fine fellow," concluded Mr. Tieman, "made me feel very warm toward your organization."

"Pleasant and Jovial"

The "pleasant and jovial manner" in which Conductor George Harrop and Motorman Bart Costello, Cottage Grove, handled the crowd on their car so impressed J. H. Mossack, 4340 Drexel Boulevard, that he wrote: "They kept everyone in good humor. I've never seen anything like it."

"He is the most courteous and efficient gentleman I have ever seen on the Surface Lines," wrote Vernon Prisk, 1417 North Dearborn Street, of Conductor Anton Mokstad, North Avenue. "He called all streets distinctly (in ENGLISH, not Esperanto!) and said 'Thank you' to riders as they paid him. To think all of this was mine for a mere seven-cent fare!"

Praises All Trainmen

From Ella Hart Norwall, 1024 North Austin Avenue, Oak Park, came a blanket letter of praise for all Surface Lines trainmen. "It's amazing," she wrote, "that everyone of them is courteous and pleasant. They all deserve this encouragement."

For the polite and cheerful way in which Operator Casimier Sendzikowski, Burnside, quieted him and a friend when they became too noisy on his car, Frank Monsetle, 1512 East 61st Street, wrote his thanks. "It's a pleasure to ride a street car," he wrote, "when such a swell guy is up in front."



Bud Walker

". . . that government of the people, by the people, and for the people shall not perish from the earth."

Lauds Conductor's Courtesy

After Conductor Harold Holtberg, Devon, stopped his car and ran back to give them the gloves he and his wife had left on a seat, Jack Schorb, 6155 Roveus Road, wrote: "We'd like to thank him for his thoughtfulness and courtesy."

Commending the "friendliness and politeness" of Motorman John O'Connor, 77th Street, Miss Ann Pausher, 5608 South Green Street, wrote: "Though I have sometimes thought of writing complaints about an unpleasant employe, it seemed too much trouble. But it's no trouble to write about this man!"

Impressed by the clear stop-calling, neatness and courtesy of Conductor Ray McDonald, Kedzie, Adam Leffen, 406 South Homan Avenue, wrote: "He is one of the finest gentlemen I've ever seen on your cars."

69th Street Captures Keep 'Em Rolling Lead

SCOOTING UP from the third-place position which it had held for two months, 69th Street captured the lead last month in the Keep 'Em Rolling Contest.

Lawndale, also running an inspired race, moved from fifth into second place.

Their average mileages per pull-in because of equipment failures were 7,592 and 7,045, respectively.

Rank	*Carhouse*	*Zero Days*	*Miles Per Pull-In*	*Pct. Inc. or Decrease*
1	Sixty-Ninth	2	7,592	12.9*
2	Lawndale	4	7,045	4.3*
3	Burnside	4	6,627	45.9*
4	Division	2	6,567	17.8*
5	Devon	—	4,569	50.4*
6	North	—	4,537	7.2*
7	Cottage Grove	1	4,280	30.8*
8	Archer	3	4,213	24.9*
9	Limits	1	4,184	5.2*
10	Kedzie	—	3,647	21.0*
11	Seventy-Seventh	—	3,615	30.4*
12	Armitage	2	3,532	23.9*
13	Blue Island	—	3,020	33.1*
14	Lincoln	1	2,395	46.3*
15	Noble	1	2,030	40.5*
16	Elston	—	2,001	46.1*

*Indicates decrease.

Carhouse records for the last six months:

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

The Front Cover

JOHN KRIEGER, West Shops, operates the impressive boring mill which enlarges and finishes the hole in a new wheel.

Like axles, new wheels are bought in rough-finished form. When the hole has been bored to proper size, the wheel will be forced onto an axle by the wheel press.

In Memoriam

Patrick J. Moran, motorman, Armitage, who resigned in 1935 when his eyesight began to fail, died January 19. Seventy-six years old, he was known as "Black Pat" by his co-workers—to distinguish him from a fellow motorman of the same name who was of lighter complexion. "Black Pat" began his Surface Lines career in 1895. He is survived by his wife, two daughters and a son.

Mike Dvornicich, paver, Western Division, Track Department, died January 14 after a long illness. Fifty-six years old, he had been an employe for 16 years. A bachelor, he leaves no known survivors.

William F. Lester, flagman, Burnside, died January 31 following a long illness. Seventy-seven years old and well-liked by all who knew him, he began work as a trainman in 1893. Surviving are a daughter and a son.

Charles J. Wolff, motorman, North Avenue, died January 28 following a stroke. His illness was brief. He had retired December 1, after 39 years of service. Surviving are his wife and daughter.

Patrick J. Lysaght, motorman, Lawndale, died January 21 after a long illness. An employe for 52 years, but inactive for the last five years, he was 74 years old. He leaves a wife and two daughters.

John Casey, watchman, Western Division, Track Department, died January 25 of pneumonia. Seventy-nine years old, he was employed in 1895; and, for some years, served as a foreman. In 1933, ill health forced him to stop work. Surviving is his niece.

Joseph P. Walker, motorman, North Avenue, who retired December 2, died December 27, following a stroke. Seventy years old, he leaves a wife and daughter.

Earl Manshreck, motorman, Lawndale, died of a heart attack December 28. A clerk at North Avenue for a year prior to his transfer to Lawndale as a motorman in 1929, he was only 38 years old. An acting supervisor in emergencies and long a member of the depot's softball team, he was also an amateur photographer. Surviving are his wife, six children, all under 13 years of age, his father, a brother and a sister.

Frank P. Zapf, conductor, 77th Street, died January 27. He was 38 years old, and had been an employe for 15 years. Surviving is his wife.

Alfred H. Roggerman, conductor, North Avenue, died of influenza January 31. His illness was brief. An employe for 24 years and 63 years of age, he is survived by his wife and four daughters.

Frank L. Jacobs, chauffeur, Utility Department, died suddenly January 12. An employe since 1914, he was 49 years old. A faithful worker and a good home man, he leaves a wife, three sons and three daughters.

Hugh Cunningham, flagman, Burnside, died January 18, following a long illness. He had been blind for some time. An employe for 49 years, he was 80 years old. Before working as a flagman, he had served as a trainman at 77th Street. Surviving is a son who is superintendent of Catholic schools in Chicago.

William L. Dwyer, conductor, North Avenue, died of a heart attack January 10. He had been ill less than a week. Fifty-six years old, he had worked for the Surface Lines more than 30 years. Surviving is a sister.

John A. Jacobsen, motorman, North Avenue, died January 7. His illness was brief. Sixty-eight years old and an employe for 43 years, he leaves a wife and two sons.

"EAGLE-EYE" KEANE SPYS A LATE TRANSFER

If you have any friends who occasionally try to ride on a late transfer, they'll be grateful if you caution them to avoid Conductor Bill ("Eagle-Eye") Keane, Limits.

Here he is, looking as he did one night recently—the night a drunk boarded his car and presented a transfer.



Bill steadied the swaying rider.

"I'm sorry," he told him, "but your transfer is a little late."

"How late? How late ish it?" demanded the drunk.

"Just 12 years," said Bill, looking at the transfer's date—September 27, 1929!

AROUND THE CAR STATIONS

Archer

AFTER READING last month's news, Rudy Staska has threatened to sue for defamation of character. He says it wasn't a land-locked seagull that he presented Dan Eiredan. It was an owl.

The stork recently left baby girls at the homes of Joe Smith and Bob Siegel.

To them and to Stationmaster D. F. Bowles, who celebrated his birthday recently, we extend congratulations.

All incumbent officers were unanimously reëlected at the annual meeting of the credit union January 24. They did such a splendid job during the last year that their vote of confidence was very fitting.

Anyone looking for relief might see Pat O'Finn. He relieves runs which aren't supposed to be relieved. Ask him about the time he arrived at Archer and Cicero aboard the wrong car!

Don't forget the boys on the sick list. They'd appreciate a visit.

We extend our sympathy to the following on their recent losses: L. Vralsted, his son; T. Keating, his father; and D. Redmann, his father-in-law and brother-in-law.—Combine.

Armitage

MOTORMAN ED SMITH and Mrs. Smith recently celebrated their 25th wedding anniversary by entertaining relatives and friends. Two of the Smiths eight children are serving in the armed forces.

Private Howard Paetzke writes from Bowman Field, Kentucky, that he spent a quiet New Year's Eve doing guard duty.

After two pleasant months in Florida, Conductor Bob Ekenborg has returned to work. He looks swell, and admits to feeling even better than that.

We're hoping to see Motorman Len Hayes, who recently left us for Great Lakes Naval Training Station, in naval uniform. We'll bet he looks swell.

We aren't bragging, but Armitage boys made an enviable record in subscribing to the Red Cross War Relief Fund.

Our deep sympathy goes out to the family of Motorman Patrick Moran, better known as "Black Pat," who died last month; and to Motorman Delaney Bryant, in the passing of his wife.

Motorman Earl Dustin recently showed us a photo which his son took of him and Conductor Orville Moore playing pinochle. Though the magazine had too many photos for this issue to accept another one, we'll tip you off that the look on Earl's face showed he didn't trust Orville's score-keeping too much!

Tommy Farrell tells us that correspondent Ed May of Devon invited him to have chicken turnovers at a recent get-together of men at that depot. Tommy says the turnovers were delicious, but that they were minus any chicken. If anyone knows the rest of this story, we'd like to hear it.

The *Chicago Times* published photos January 29 of Motorman Harry Eisenlohr in his 1918 army uniform and of Harry, Jr., a recent enlistee in the navy.—Chief.



DEVON GET-TOGETHER

When Devon trainmen and their families turned out for their annual credit union meeting January 17 at the Rogers Park Masonic Hall, Conductor Mike Stricker took this photo.

Dancing and refreshments provided the entertainment. During December this credit union invested $1,500 in defense bonds.

Cottage Grove

WHO WERE THOSE two cowboys chasing bovine specimens around 79th and Stony Island the other morning? Why, none other than Micky Waters and Jimmy Cannon! The rumor is that Mike now has one of the mooers in his back yard. Since he mistakenly thought the one he filched was a lady, he has to use the front door.

If you can't find time to drop out and see Al Howard, send him a card or letter. His address is Municipal Tuberculosis Sanitarium, 5601 North Pulaski Road. He would appreciate seeing or hearing from any of you!

Our best wishes to the new men at the depot. Make yourselves at home, boys. If you ever need a helping hand, call on one of the older fellows. They'll be glad to do anything they can.

Condolences are extended to Conductor Bill Graves and Motorman W. C. Graves in the loss of their brother, Conductor Ed Graves of Burnside.—Ostet.

Blue Island

WELCOME TO Conductors John Cacciato, Bob Kostecki and Ed Zaukas, Motorman Charles Savage, and Janitor Patrick Smith, who joined us recently. Glad to have you with, us, boys!

Conductor John Mellon's wife presented John a son, weighing eight pounds and nine ounces, on his birthday. Congratulations, John!

To Motormen William Creighton and Nels Olsen, who retired January 1, and to Janitor Albert Westphal, who retired February 1, we wish the best of health and happiness.

Conductor Jimmy Walsh, off work ill for the last four months, has returned. Glad to have you with us again, Jimmy.

Stationmaster E. L. Maguire, who had been on the sick list, has been out and around again. We wish him a speedy recovery.

Quick recoveries, too, to Motormen Louis Karschnik and Charles Wohlbedacht, Jr., and Conductor Edward Bloom, who recently underwent operations.

Our sympathy goes out to these trainmen because of recent deaths in their families: Motorman John Harant, his father; Conductors Arthur Piper and John Mellon, their brother-in-law and father-in-law, respectively.—C. P. Starr.

Devon

OUR INVENTIVE genius is Operator John Rubey. He has fashioned himself a crooked stick for rooting around and under his bus for elusive coins. His findings, he says, go into a piggy bank, and soon will be used to buy defense stamps.

Conductor Joe Wallace has been recalled by the army. Let us know where you're hanging your derby, Joe, so that we can send you the news via the magazine.

Our annual credit union meeting was a huge success. Plan to be present at the next shindig.

We have missed Conductor Ed Kenny and Motormen Ed Miller and Ernie Schaff recently. The reason? They're on the sick list.

To Motorman Frank Rottman and the Missus, we extend congratulations on the arrival of Tommy, eight pounds and seven ounces, on January 7.

Wecome to these new men who joined us last month: Motorman Harold Nehmzow and Johnny Dobler and Conductors Max Kaatman and Ed Bowler. Smooth railroading, boys; and we hope you like working with us!

Clerk Bud Rage was transferred to Noble last month. Bill Leahy succeeded him. Here's wishing success to both of you! By the way, Bud, don't forget your duty to Devon in two or three months. —Ed May.

Division

TWO MORE of our trainmen took their pensions last month—Conductors Jimmy Dwyer and Charley Wescher. Conductor Frank Imbs has al-

ready applied for his. We hope they all enjoy their well-earned rests.

Motorman Eddie Vanderplow and his wife celebrated their 16th wedding anniversary February 2. To them and their eight children we wish good luck.

Conductor George Lipsitz and Motorman Bill Griffin are sporting new cars. Bill's son, incidentally, is truckmaster of Headquarters Battery, 18th Coast Artillery, at Port Stevens, Oregon.

Soon after getting his master's degree at Northwestern University, Conductor Bernard Kaplan's son Charles enlisted in the navy. He is a yeoman, third class.

Motorman J. J. Murphy set sail on the sea of matrimony January 3. Photographer Morgan Grude has been trying to get a photo of the missus, but so far he's had no luck.

Motorman George Abel recently helped his wife by cutting off the sleeves (he thought) of his long underwear. When he put the underwear on (you guessed it!), he found he had clipped off the legs.

Former Motorman Ed Koller has returned to his old job—driving a Greyhound bus between Chicago and St. Louis.

Conductor "Willie" Ellithorpe visited the depot recently and played several checker games with old friends.

Conductors Harry Tansor and Lou Senz and Motorman Charley Hamm still are on the sick list, and Conductor Frank Marek is in a hospital at Woods, Wisconsin.

To Conductor Tommy O'Hara and Motorman Milton Edstrand, whose mother and father, respectively, died last month, go our deep sympathy.

At the recent annual meeting of our credit union, members voted to invest $5,000 in defense bonds and to invest still more later. That should help to keep 'em flying!—R. T. W.

Kedzie

FOUR OF OUR trainmen are now on Uncle Sam's payroll. Conductor Bill Stapleton, who enlisted in the marines, is at the training base in San Diego. When Conductor Jim McInerney left for the maintenance section of the army air corps, he expected to be sent to Hawaii. Motormen Mike Dorgan and Ralph Weaver are putting in their second hitch in the army. Lots of luck to you, boys!

Conductor Cecil Cline startled the boys January 17 when he said he had joined the ladies' auxiliary. He meant the ranks of matrimony. Here's wishing you and your bride the best of everything, Cecil!

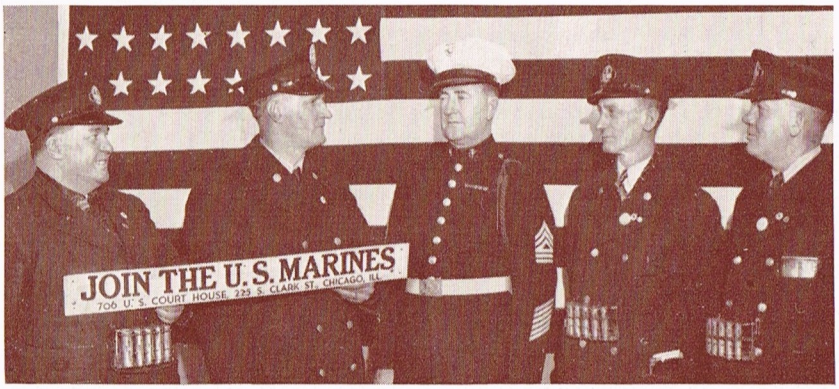
Retiring last month were Conductor Henry Reichardt and Motormen Tom Hunt and Jimmy Grimes. We all hope, fellows, that you enjoy your well-earned rests.

Congratulations to the following trainmen who recently reported new arrivals at their homes: Lewis Case, a boy; Earl Schneider, a girl; and Jim Reynolds, a boy.—Clinton Sonders.

Elston

WALLIE MEILA has found "the little man who wasn't there." The guy ran a new sedan through the red light at Irving Park and Broadway the other day and crashed into Wallie's street car. Jumping off to see if the driver was hurt, Wallie found the little man had locked himself in

CONGRATULATING TRAINMEN FOR AIDING ENLISTMENT DRIVE



So impressed was Quartermaster Sergeant Dick Stone (center), United States Marines, with the record of four 77th Street trainmen in recently securing 42 marine enlistments that he paid them a visit last month to congratulate them.

Two Chicago daily newspapers sent photographers to record the occasion.

All members of the Dick Stone League, an organization of former marines who are currently promoting the marine enlistment drive, the trainmen are credited with 42 enlistments.

Left to right, the trainmen, with the number of enlistments with which each is officially credited, are: Conductor Mike Tierney, 25 enlistments; Supervisor John Franz, 10; Conductor Ed Welty, five; and Conductor Clarence Watne, two.

the auto and rolled up the windows! That's right, the car was empty.

Welcome to Clerks Bud Rage and Bill Middleton who joined us last month, replacing Jack Cleary and Bill Leahy, who moved to Lincoln and Devon, respectively.

Charles ("Pop") Miller's twin sons have joined the army, and Frank Driescharf's twin boys have joined the marines.

There will be two fewer bachelors at our depot after this month. Pete Kloss was married St. Valentine's Day, and Ed Moore will be married soon.

Two recent flat tires have greatly increased Stationmaster Balfanz's inflation worries.

Gregory Bojan tells us he saw a rat with two horns the other day. Hold everything, Greg! Were they the color of pink elephants, or merely of new design?

Fred Weder became the papa of a boy, William, weighing nine pounds and five ounces, February 7. He says both mother and baby are doing fine. Congratulations!—Ed Evenson.

Limits

CONDUCTOR BILL BEELOW was drafted last month, but his whereabouts is not yet known.

Operator Don Wise, now known as "private," writes from Keesler Field, Mississippi, that army life is not so bad. He said he was under quarantine because a case of measles had broken out in camp. He left his list of telephone numbers with Operator Fred Hennessy, who says Don's taste was pretty fair!

The stork flew low over Limits last month. As a result, Motorman Pat (Moneybags) Callahan became the proud father of a baby girl, and Barnmen Rocco Delquila and Andy Kariolich of a boy and a girl, respectively. Heartiest congratulations to all of you.

Operator Harvey Hall recently took time off from his bus driving on Ogden Avenue to be married. Congratulations, Harvey.

Our sympathy is extended to Operator George Kornacki, whose mother passed away last month.

Conductor Johnny Gollogly had a little transmission trouble with his auto recently. He pulled it apart and got some new gears. Then, with the aid of Motorman Junior Rietow and a few sledge hammers, they put it together again. The results were three speeds backwards, and one speed forward.—Tom Birmingham.

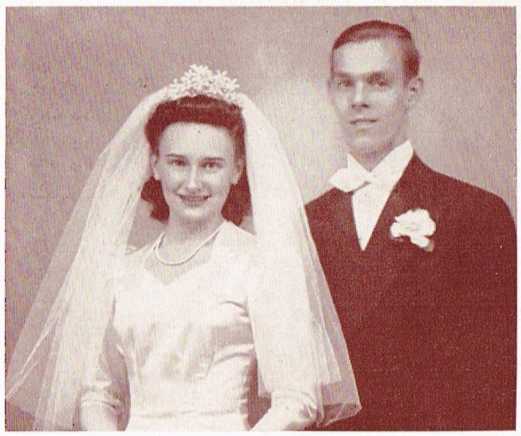
Noble

WHEN OPERATOR Jack ("The Whistling Scotchman") Campbell was married in Tampico, Illinois, on January 31, Motorman George ("Old Reliable") Braham was the best man. It's rumored that Conductor Tommy ("Back of the Yards") Keegan was ring-bearer.

Since all three boys were on vacation at the time of the ceremony, they must have been a big help on the farm of the bride's father!

Congratulations to Conductors Jack Clark and Clarence Wirtz who became fathers of baby girls last month.

Best wishes to Conductors George Benshish and Bill Middleton who have been apopinted clerks at Lincoln and Noble, respectively. Clerks Bill Leahy and Jack Cleary have been transferred to Devon and Lincoln, respectively. Our new relief clerk, Vernon Rage, hails from Devon.



NEWLYWEDS

Here are Conductor Bill Lemke, Division, and his recent bride. They were married at the Edgebrook Country Club.

When Conductor Reggie Anderson tried to thaw the frozen water pipes in his kitchen recently, the blow torch he was using refused to work. He set out to borrow another torch. On his way home, he decided to follow some fire engines which had passed him.

They led him right to his house, where the water pipes were beginning to thaw—aided by the flaming kitchen curtains and the blow torch which wouldn't work!

Operator Bill ("Doughnuts") Reichwein was seen pushing a go-cart every afternoon recently. The lady occupant of the cart is his little granddaughter.

Best wishes for success go out to Motorman Henry Purvis, who resigned recently to take a government job as fireman in a defense plant.

Sympathy goes out to Motorman Fred Hardt and Operator Charles Marofske in the recent death of their fathers.—Ed Devine.

Seventy-Seventh

"SEMPER FIDELIS" (Always Faithful) still goes for 77th's gang of marines who helped make history in France. They can't make the first line any more, but they gave that second line a terrific push last month. Pledged in the Dick Stone League to get men for their old outfit, Mickey Tierney, Jr., Johnny Franz, Eddy Welty and Clarence Watne fired a nice salvo for Uncle Sam when they rang up a record of nearly half a hundred accepted recruits.

This patriotic performance has been duly acknowledged by the U. S. Marines. Three of the boys were awarded gilt-edged certificates, and Quartermaster Sergeant Dick Stone came out to congratulate them. With all this official stimulus, we look for our staunch little squad of leathernecks to get enough



Herald-American Photo

BASKETBALL-PLAYING SONS OF NOBLE OPERATOR

Basketball and sports in general are very important in the home of Operator Joe Hoffman, Noble.

Here are eight of his sons, all capable athletes, holding some of the trophies they have won. The four in white jerseys played on a basketball team which won the C. Y. O. championship for 1940-41, and the Chicago Park District's title two years in a row.

A Surface Lines employe since 1913, Joe has two daughters and two other sons, one of whom is in the Marine Corps at San Diego.

men—ear-marked C. S. L.—to help rescue Wake Island.

Just to show how fast these fellows work, they nearly sewed up our own talented photog, Fred Schroeder, for the Marines while he was taking pictures of them. We'll bet if Photographer Fred Chouinard, who also took pictures of the boys, had only been a few years younger, they'd have snagged him, too! It just isn't safe around here any more. If it weren't for the fact that we are "semper fidelis" to the navy, they'd have worked on us too!

A fellow who wished he had a couple of Marines with him on that same day was another of our photographers, Lou Cramer. While carrying his camera in plain view, the authorities suspected he was a little off the beam and took him in tow. Lou had to do a lot of fast talking to get free!

We're not 100% on the best buy (defense bonds) yet; but, as Johnny Farrell says: "Our fellows know a good thing when they see it. At the rate they're grabbing up shares, we'll own quite a chunk of this grand old country right here at 77th. Buy U.S.A. unlimited!"

Government income tax experts will visit the depot on February 25 and March 11. If you have any trouble figuring out what you owe Uncle Sam, they'll be glad to give you a hand.

Sympathy is extended to the following men because of deaths in their families: Conductor F. W. Rapp, his wife; F. G. Scheuer, his mother; W. A. Geimer, J. Gara, L. Swenson and G. T. Watson, their fathers; M. Everett, his brother; and Motormen J. J. Doolan, No. 2, his sister; J. H. McNally, his father; and to the family of Conductor F. P. Zapf, who died last month.—Walter F. Story.

Sixty-Ninth

THE PAPERS tell us we'll soon have to give up many things manufactured to suit individual whims and be satisfied with something of standard design. Now Hugh Gibbons, John Farrell and Larry Wagner come forward to announce the birth last month of nine-pound sons. Apparently they are taking this standardization thing seriously!

We're happy to welcome John Karlovitch and Hank Kruse back after their illnesses. John had an especially long siege of it, but he's looking fit as a fiddle now.

While we have the welcome mat out, we extend greetings to our new men: Conductor Earl Petersen and Motormen Sam Geneder, Oscar Calloway and Robert Madigan.

Sincere sympathy is extended to the family of retired Motormen Tom Cassidy and Bill Ward who passed away last month, and to Rudy Plattner and J. J. Kellett in the deaths of their mother and wife, respectively.

To any of the boys who may soon be called to training camps we repeat—If you'll keep us supplied with your addresses, we'll see that you receive SURFACE SERVICE.

We're not sure it's true, but rumor has it that little Jawn Kelly of Pee Wee Manor is preparing

for test blackouts. He painted all his windows black, then slept for three days.

The showing made by our organization in the purchase of defense bonds is most gratifying. Let's keep it up. Buy the bonds and beat the bund!—H. E. Harris.

DEPARTMENTS AND DIVISIONS

Accounting

WHEN IT BECAME known late last month that Christine Bielenberg, payroll statistics clerk and an employe since 1917, was seriously ill and needed blood transfusions, 20 Accounting employes volunteered as donors.

Dorothy McGuire, Elsie Thiele and Virginia Hartford already have given Miss Bielenberg transfusions. Two other girls — Idabelle Moisant and Leora Miller—have the proper type of blood and are standing by in case further transfusions are necessary.

The others who volunteered to give their blood, but who, at this writing, haven't had to be called, were: Isabelle Glass, Jeanette Butkus, Ursula O'Neill, Betty Diez, Margaret Kohs, Marjorie Organ, Dorothy Pullen, Hildegarde Ruedt, Mathilde Korn, Helen Lowe, Clara Koch, Bill Williams, Art Johnson, Harold Springer and A. C. Jann.

Bob Joost, who enlisted in the navy, recently reported: "Everything is going along fine, but I fell out of my hammock twice." Better be more careful, Bob; we'd like to hear from you again.

Susan Joyce is the name of the baby girl who arrived January 19 at the home of Les Hill. Best wishes to the proud parents and the new arrival.

Best wishes also to Francis Grund in his new job in the Timekeeping Division, and to John Campiche who is serving in the army.

It's too bad Lydia Hagberg breaks into print because of a wrist injury, but we're glad to see her back at work.

Daniel McKinnon, well-known old-timer in the Timekeeping Division, retired February 1 after 34 years of service. All of us wish him good luck, health and happiness.

Elfreda Collins and Marguerita Rohde, Trip Sheet Analysis Division, left us last month. They were remembered by their associates with farewell gifts.

Many happy returns were extended last month to Ruth Smith and Arlene Towler who celebrated birthdays.—Thomas F. Coan.

Accident Investigation and Legal

CHIEF CLERK Lorraine Brevitz has left us, and will be married on St. Valentine's Day. When 24 of the girls gave her a farewell luncheon at the Old Heidelberg, Margaret Malloy acted as hostess. We hope Lorraine will make good use of the Mixmaster and roaster presented her by the office force when she takes up her residence in Detroit.

Statementman Robert Morton has been called for military service, and Joseph Zarillo has returned after his brief experience as a draftee. Good luck, Bob; and welcome back, Joe.

The annual credit union luncheon was held January 24 at Como Inn, where officers for the coming year were elected.

Grace Schmude has returned. Glad to have you with us once more, Grace!

Welcome to Attorney Joseph Brezinski and Vault Clerk Bill Philippi.

We were all sorry to see Nick Simmons leave us. Though we'll miss him, we wish him success in his new job in Washington with the Office of Defense Transportation.

Our sympathy goes out to Betty and Edward Healy and to Investigator Samuel Fisher, whose mothers died recently. Mr. Fisher's mother passed away on her 83rd birthday.—Investigator.

Engineering

TRACK DEPARTMENT: After celebrating New Year's Day, the stork visited the R. G. Battles on January 2, leaving David Keith, nine pounds and three ounces. Congratulations!

Good luck and best wishes to A. B. Bonhomme, Jr., and John Macfarlance, Jr., who have enlisted in the marine corps and army air corps, respectively.

UTILITY DEPARTMENT: After 42 lessons, Trolley Tender Johnny Meehan claims to be a first-class cook. He says that if the navy can use a man with his talents he will sign up.

Wreck Truck Chauffeurs Harold Koch and Larry Heise tried their hands at bronco busting at the recent rodeo. After several three-point landings, they are through with horses—even on merry-go-rounds. They say they'll stick to their wreck trucks hereafter.

Chauffeur Pat Doran has resigned to take up farming at Ivesdale, Illinois. Here's wishing you success.

Motorman Bill Walsh has returned to work after his recent illness. Welcome back, Bill!

Our sympathy goes out to the family of Chauffeur Frank Jacobs, who died suddenly January 12; and to Chauffeur Walter R. Johnson, in the death of his mother.

Shops and Equipment

WEST SHOPS: Quiet Bob Jensen has proved that still waters run deep. Too young to be drafted, he felt his country's call and recently enlisted in the navy.

N. Simonetti and R. Hennessy, Armature Room, also enlisted in the navy; and M. Konig, Limits Carhouse, has entered the army air corps.

Among the boys who were released from military service but have since been recalled are H. R. Brundage, Limits Carhouse, and Haddon Phillips, son of General Carhouse Foreman Ben Phillips.

Our best wishes go out to these boys and to all the others serving in the armed forces.

ARDMORE: Susan Minette, seven pounds of loveliness, was presented Mr. and Mrs. Herman Haenisch January 2. Congratulations!

Ed Corda saved his two children from serious injury recently when the car in which they were riding collided with another auto. Ed lunged in front of the kiddies to protect them; and, fortunately, escaped with only a slight cut on his forehead.

Private Orrin Hale recently was transferred from the 129th Infantry to the 108th Medical Regimental Band. Though we haven't heard from Privates Tony Amondeo or Roy Foster recently, you can bet they are doing great things.

Anyone who hasn't seen John Birdwell lately had better look to see how handsome he is these days!

Our boys had a fine time at Devon's recent credit union party, and are looking forward to more such get-togethers.—Mildred Habeger.

SOUTH SHOPS: Tom O'Malley and Al Grinnis, Motor Repair Department, joined Uncle Sam's fighting forces last month. We wish you the best of luck, boys! Let us hear from you.

Stan Rakauskis, Car Repair Department, recently became the father of a boy. Congratulations, Stan, and best wishes to mother and baby.

Our sincere sympathy goes out to the family of Rudolph Kneller, Blacksmith Department, who died January 27; and to Axel Anderson, Blacksmith Department, and William Vonderheidt, Motor Repair Department, in the recent loss of their wife and father, respectively.

ARCHER: We are glad to have Robert Jones and Joe Peleckis back with us after their recent illnesses.

We offer our condolences to Night Foreman Henry Stuewe, in the death of his mother, and to William Henderson, who lost his brother.—Elsie S. Frank.

Schedule and Traffic

FRED EXCELL made an accidental exchange of overcoats on a suburban train recently. The happening proved he would make a good horse trader. His profit was three pairs of gloves in the pockets.

We have two captains in the department—Max Kipping and Ted Cowgill, who were elected block captains in the civilian defense organization.

Your correspondent was so excited last month that he forgot to announce the arrival of his new daughter, Dorothy Jane, on December 31.—L. C. Dutton.



VISITED BY R. A. F. FLIGHT OFFICER

Cameras couldn't have clicked any more busily in Hollywood January 12 than they did at Devon Depot.

Former Motorman George Heintz (middle foreground), on furlough from his job as flight officer with the Royal Air Force, chose that day to visit his former co-workers.

On hand, besides the group of trainmen pictured here, were photographers from three Chicago newspapers.

George, who has served over Norway, France, Germany and Russia, told the boys that a nephew of China's Generalissimo Chiang Kia-shek and a Siamese prince were among his flying mates.

He also mentioned that now America is in the war he believes a certain little guy with a mustache is in for unpleasant times.

Magazine Makers



HAD HAROLD HARRIS, of 69th Street, only employed the Hollywood press agent who popularized actor Victor Mature as "a gorgeous hunk of man," he could doubtless be known throughout the Surface Lines as "a gorgeous hunk of supervisor."

Six axe handles high and three and one-half wide, Correspondent Harris, who completes his first year as a *Surface Service* scribe with this issue, dwarfs the run-of-the-mine supervisor like Man Mountain Dean towers over Shirley Temple.

Besides turning out his breezy copy for this magazine, "Otto B. Shott," who is none other than Scribe Harris in disguise, has for several years contributed regularly to the *Union Leader*. With his two writing jobs, you may safely bet he spends much of his spare time at a typewriter.

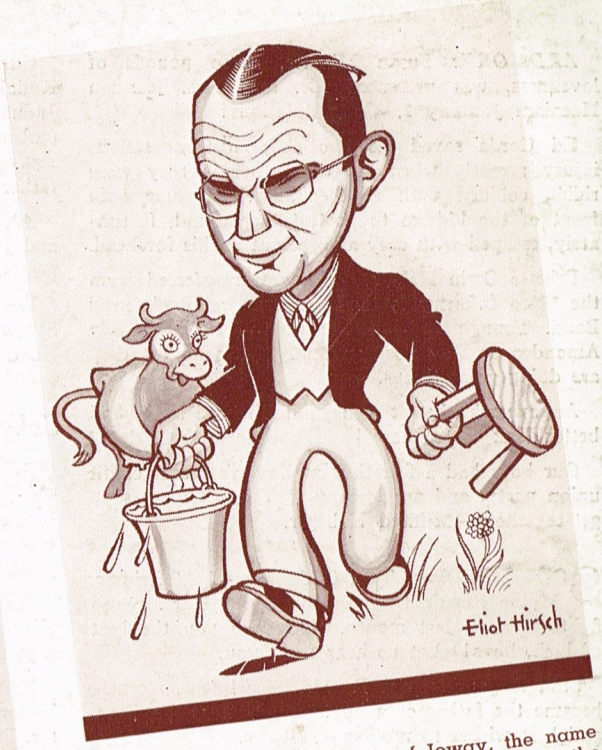
"Otto," "Man Mountain," Harold—or whatever you'd like to call Correspondent Harris (we doubt if he cares much)—began four years of street carring with the Rockford and Interurban when he was 18 years old, then journeyed to Los Angeles and spent three years as a motorman on the Pacific Electric.

In 1924, his foot again began to itch. Returning to the Middle West, he became a motorman at 69th Street. His promotions to starter and supervisor came in 1925 and 1928.

During vacations, Scribe Harris and the Missus like to visit other cities, where he snoops into the way the local transportation system is run.

"Travel," says he, "broadens one."

Gasp we: "Brother, how you must have traveled!"



OUT SMACK IN the middle of Ioway, the name Dutton appears with startling frequency on the metal R. F. D. mailboxes.

Until 18 years ago, all Duttons—generations of 'em—had contentedly lived and farmed there. In 1924, however, came the revolution. A Dutton, fresh out of high school, said: "I don't give a hoot about farming. I'm going to Chicago."

Schedule Department's LeRoy Dutton, better known as Roy, was that rebel. A veteran magazine scribe, he reports that his family and many Iowa relatives have never completely forgiven him.

That was why, he believes, they tried to embarrass him when he was home visiting several years ago by betting he had forgotten how to milk a cow.

Though shieked up in city clothes, Roy quickly proved himself as competent at turning on a cow's milk spigots as he is a correspondent. In no time at all, he had squirts of milk playing a rhythmical *zing, zing, zing* against the inside of the pail.

Though now a schedule-maker, Roy began with the Surface Lines 16 years ago as a traffic checker.

One of his accomplishments that has always intrigued us is the way he can swell out his chest and pop all the buttons off his coat, vest and shirt.

If you have never seen him perform, just ask about his three daughters and son; then duck—in a hurry!

Here's a page about the folks who help put out Surface Service.

It is started because it is felt the people whose contributions of news, photographs and cartoons make Surface Service Magazine possible ought to know each other better.

Also, everyone in the Surface Lines family ought to know them!