

END OF THE DAY
FOR VETERAN TRAINMEN

SURFACE SERVICE
MAGAZINE

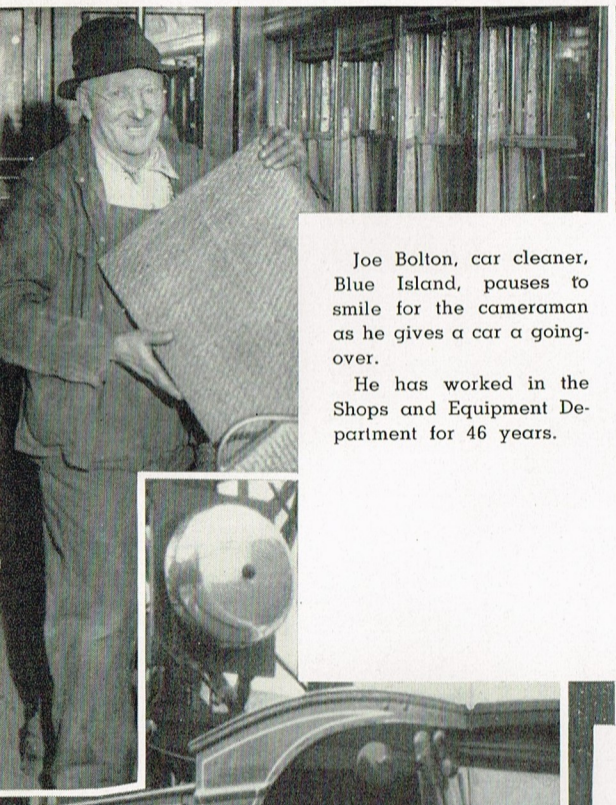
MARCH, 1942

Veterans at Work

The Surface Lines have 374 employes with 40 or more years of service.

Their years on the job have given them a "know how" that is of great value—both to the C. S. L. and to younger employes.

Here are some representative veterans from four departments. On the front cover are still more "vets."



Joe Bolton, car cleaner, Blue Island, pauses to smile for the cameraman as he gives a car a going-over.

He has worked in the Shops and Equipment Department for 46 years.



George Jurich, Southern Division, Track Department, takes time out for a breath of air while working near 63rd and State. He has nearly 41 years of service.



Gus Rohde, chauffeur, Utility Department, flashes a grin before climbing into a wreck wagon cab.

An employe since 1901, he keeps things running smoothly at the 20th and Dearborn Street garage.



John Stiglich, electrician, Electrical Department, prepares to look over one of the lights in the Washington Street tunnel.

An employe since 1892, he has for years made a daily check on the lighting in Loop tunnels.

SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 18 MARCH, 1942 No. 12

66 Spry Youngsters Join Veterans' Honor Roll

A LIVELY CROP of "youngsters"—66 of 'em—added their names during the last 12 months to the Veterans' Honor Roll, which consists of employes who have been with the Surface Lines 40 or more years.

The number joining the group set an all-time record. So did the 149 old-timers who were taken from the list under the Surface Lines Retirement Plan and through deaths.

Transportation Has 294 "Vets"

Transportation Department, with its more than 10,500 employes, has 294 veterans. Engineering has 33; Shops and Equipment, 24; Electrical, 15; Accident Investigation and Legal, 8; and Financial, 3.

Among employes not yet in the Veterans' Honor Roll group, but who still have long service records, are: 649 with 35 to 40 years of service; 1,245 in the 30-to-35-year group; and 1,228 who have worked from 25 to 30 years. Employes who have been with the Surface Lines 25 years or more number 3,497.

Following are the names of all 377 employes who make up the Veterans' Honor Roll. Their names are arranged first by departments, then by seniority, then alphabetically:

Accident Investigation and Legal

Clarence W. Guilliams, 49 years; William J. Henderson and Gust Vong, 48; C. E. Stenning and William O. Holton, 44; Carl Bodenstedt, 42; Patrick Hayes, 41; and O. F. Gilbert, 40.

Electrical

John W. Jones and John Stiglich, 49 years; Patrick J. Griffin, 48; William D. Sebraska, 46; Daniel J. Barrett, 45; Oscar Ohman, 44; William J. White, 43; Arnt Sorenson, 42; William Becker, Louis Boisacq, Harry Burke, Henry Richter and Frank Roper, 41; and Fred Schurke and James Sullivan, 40.

Engineering

Michael O'Connell, 56 years; Matthew Cox, 55; Thomas Blakely and Edward Smith, 51; Matt Nelson, 50; C. C. Chambers, Jacob Milos and Theodore Nelson, 48; Joseph Birney, Larry Dorich and Frank Peterson, 45; Emil Giancola and Samuel Koskovich, 44; E. W. Anger and Louis Mariano, 43; Patrick Hoare, Nathaniel Janke and Andrew Markovich, 42; C. Carlson, L. Fragrasso, D. C. Lamont, Steven Milos, D. O'Keefe, J. Pascalo, J. Paveletich, W. Quinlan and T. Rea, 41; and J. Dudas, T. Dugo, A. Johnson, George Jurich, R. Mavrinac and August Rohde, 40.

Financial

J. J. Beatty, 52 years; M. V. Morton, 51; William Abbott, 43; and F. C. Nagel, 40.

Shops and Equipment

Frank Carlson, 59 years; Matt Polkoske, 56; August Lund, 55; Edwin Anderson, 51; William O'Shea, 49; Christ Hahn, William Goering and James Grassick, 47; August Boshold and Joseph Bolton, 46; Frank Abel, John McMahon and Fred Wolf, 45; John Carlson, Harry Johnson and Emanuel Olsen, 43; Carl Erdmann, William Huth and John Sake, 42; John Horvat and James Logan, 41; and William Krueger, Simon Lileikis and John Warnken, 40.

(*Continued on page* 8, *column* 1)

The Front Cover

WHILE THREE Cottage Grove veterans start for home and supper, they pause to salute a fourth "vet" who is about to pull his car from its bay.

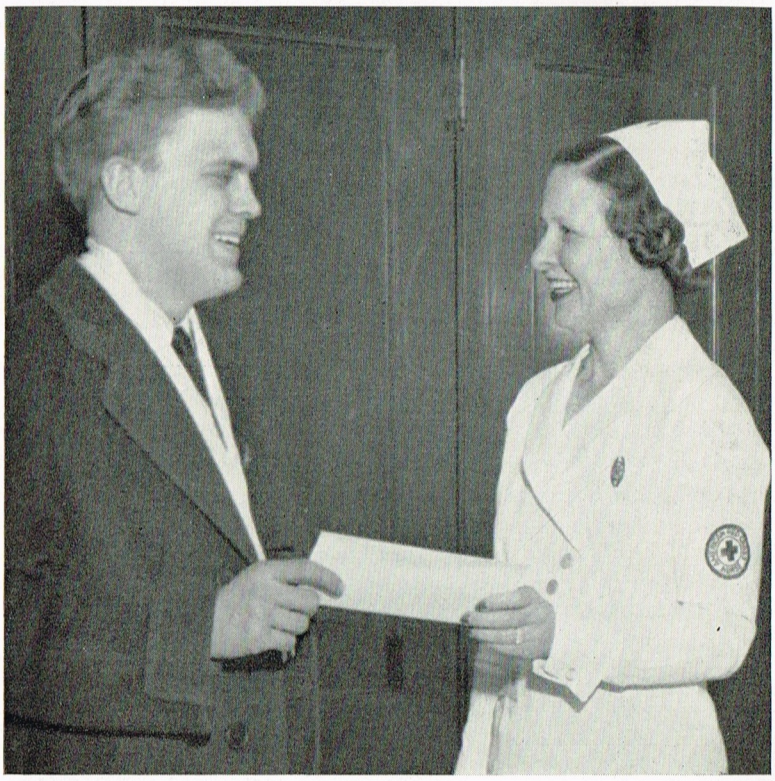
The trainmen, left to right, are: Motorman Dick Robinson, Conductors Ed Kinney and Pat Haggerty and Motorman Dave Bohrer.

DELIVERING OUR FIRST WAR RELIEF FUND CONTRIBUTION

The War Relief Fund of the American Red Cross was $20,000 richer last month when Vernon Johnson, Financial Department, delivered a check for that amount to Mrs. A. J. Dreyfus, Chicago Chapter of the Red Cross.

That check was the first installment on the $29,500 contributed by Surface Lines employes. As soon as the last payroll allotments are collected, the remaining $9,500 will be turned over to the Red Cross.

Charles Y. Freeman, Commonwealth Edison Company, who served as chairman of the Public Utilities Division for the war relief fund campaign, wrote President Charles W. Chase: "Please thank your employes for me personally and in the name of the American Red Cross for their contributions."



James M. Sheean, Former Counsel, Dies in Florida

JAMES M. SHEEAN, former counsel of the Surface Lines and attorney for the receivers of the Chicago Railways Company, died at Fort Lauderdale, Florida, on March 2. Seventy-five years old, he had retired from practice about a year ago.

A member of one of the oldest and best known families of lawyers in the state, Mr. Sheean was admitted to the bar in 1889 and became a junior member in the Galena law firm, Sheean and Sheean, comprised of his father and an uncle.

Mr. Sheean came to Chicago in 1901 and entered private practice. He served as special counsel for the Surface Lines in several matters, including the fare cases of 1918-1920, and became regular counsel in 1924.

He acted as counsel for the receivers of the Railways Company from 1926 until his retirement last year. He also served as attorney for a number of railroads and railroad associations in important litigations.

Surviving are a brother and sister in Fort Lauderdale and another sister in Denver.

11 Applications Approved by Employes Relief Committee

FIFTEEN applications for relief were received last month by the Employes Relief Committee. After investigation, 11 were approved for assistance.

Active cases on the relief roll at the end of the month numbered 181—six having been removed by death or other causes.

A total of $1,655,482 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to $7,784.

20 Great Lakes Sailors Write "Thank You" for Free Rides

THAT THE Surface Lines' recent grant of free rides to members of the nation's armed forces is really appreciated by the men themselves was demonstrated by a card sent to President Charles W. Chase last month by 20 service men at Great Lakes Naval Training Station.

"We all want you to know," they wrote, "that your kindness and courtesy is not just taken for granted. We appreciate it!"

Added one sailor: "A few evenings ago I, together with several of my shipmates, enjoyed a free street car ride in Chicago. Since I was host to several out-of-town lads, it meant a substantial saving for me."

Free rides for soldiers, sailors and marines in the United States services began on Sunday, February 22. Hours at which the men can ride free on our vehicles are 9:30 a.m. to 4 p.m. and 7 p.m. to 1 a.m. on week days, and all day Sundays and holidays.

EMPLOYES IN FIVE DEPARTMENTS MAKE FINE DEFENSE BOND RECORDS

Workers in five Surface Lines departments crossed the 90%-participation mark last month in the buying of defense savings bonds through our payroll-allotment plan.

The 1,846 members of the Track, Utility and Building forces, which comprise the Engineering Department, hung up a record of 100% participation.

Electrical Department's 256 employes are not only 100% signed up, but also investing a minimum of 5% of their monthly pay in Uncle Sam. Their monthly deductions average $12.

More than 90% of the 2,511 Shops and Equipment workers are buying bonds each payday, and all employes in Insurance and Purchasing Departments are participating.

Since only 72% of all 15,600 employes were having bond money deducted from each paycheck on March 1, it is obvious that employes in some other departments have a real mark at which to shoot.



Six of the war devices which our Government is having constructed with money lent by American workers are shown in this composite photograph, the slogan of which is: "Make Every Payday Bond Day."

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

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

Bonds Buy Bombers

BEFORE PEARL HARBOR four-engined bombers were just a phrase to most of us.

Unless we lived near a bomber factory or an army, navy or marine base, we probably never saw one.

But after Pearl Harbor and the gallant defense of our other western outposts, every American's blood tingled at the mention of the name.

Today, everyone pays these giants of the skyways the attention they deserve.

We need more four-engined bombers to protect those brave Americans who guard our outposts.

We need more four-engined bombers to carry the fight to the invader's home shores.

We need those big bombers. And we're going to get them.

Right now, as you read this, these "big guns on wings" are coming off the line in ever-increasing quantities.

They take lots of material—one of them, for example requires enough aluminum to produce 60,000 quart cooking pans.

And they cost a lot of money. But how may money be better spent than to save our peace and security?

We must back up America's fighting men with fighting dollars! Every $18.75 defense bond we buy provides the money for a vital part of a four-engined bomber.





Bud Walker

Drunk: "Fer the love of St. Patrick, grab this and kill it."

Trainman: "Sorry, sir, I'm not a drinking man!"

Friendliness and Efficiency Increase Commendations

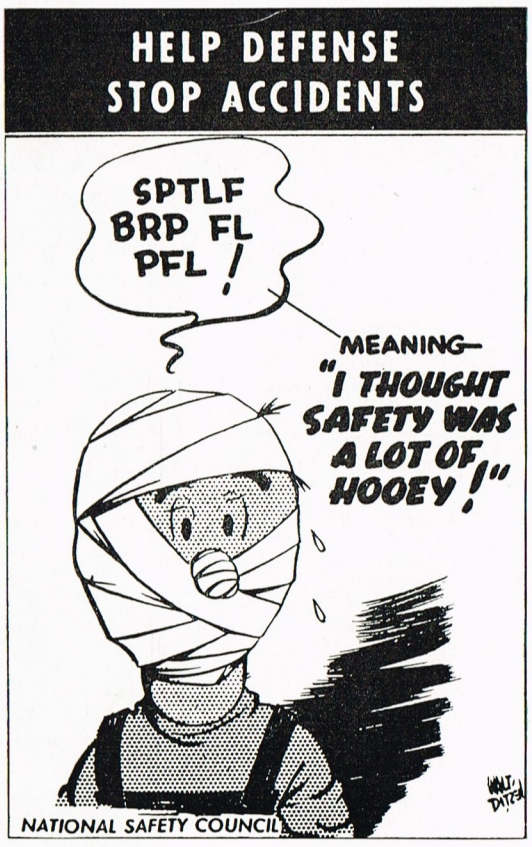
"HE IS ONE of the most efficient and courteous men I know. He always has a smile or a cheery word. Anyone who boards his car with a grouch is hopeless if he gets by your conductor without losing it!"

Letters such as this, written by B. O. Jones, 1955 Sunnyside Avenue and commending Conductor Sam Rasmussen, Lincoln, boosted by six the commendations received last month over those which came in during February, 1941.

Two Riders Praise 77th Conductor

Letters praising Conductor Jerry Gleason, 77th Street, for helping women and children on and off his car and for calling stops understandably came from Mrs. D. F. Long, Evanston, and Miss Edith Davenport, who gave no address.

"I was cold and late for the office," wrote Miss Norine Foley, 38 North Wacker Drive, in praising Conductor Axel McLeod, Armitage. "Just as I reached your car, it began moving; but your conductor signaled for a stop which permitted me to board. In the short distance I rode with him, I noticed other acts of kindness."



Lauds "Orderly" Kedzie Trainman

Impressed by the orderly manner in which Conductor Harvey Rollo, Kedzie, handled a load of riders and called stops in a clear voice, C. A. Swingle, 2812 East 76th Street, wrote lauding him.

"Either my luck is improving, or your service is a lot better than I realized," wrote George Koe, 4236 West 21st Place, in praising Motorman Joe Smejkal, Lawndale, for waiting while he ran to catch his car. Mr. Koe mentioned that a few days earlier a conductor had done him the same courtesy.

The pleasant personality and safety-mindedness of Conductor Pete Guretz, Elston, so impressed Mrs. Jacquelyn DeWindt, 1030 Almond Street, she wrote commending him. She commented particularly on the special care he takes of children riders.

Commends Conductor's Service

Because he lost no opportunity to be of service to his passengers and frequently anticipated their wants, Mrs. L. L. Lafayetty, 6557 University Avenue, wrote commending Conductor John Lyons, 69th Street.

The honesty of two trainmen in notifying women riders that they had presented large bills for their fares, believing them $1 bills, was praised by Miss Stella Ludanowski, 12924 Commercial Avenue, and Mrs. E. LaBrash, 10 South Lockwood Avenue. The commended trainmen were Operator Dave Thompson, Burnside, and Conductor Jim Murphy, Kedzie.

Veterans Honor Roll

(*Continued from page 3, column 2*)

Transportation

61-Year Man: Edward L. Maguire.

59-Year Men: Patrick H. Foley and Patrick McCann.

58-Year Men: Terence Kennedy and George Zimmerman.

57-Year Men: Michael Hennessy and James T. McCarthy.

56-Year Men: Peter McGinity, W. J. Storey, William J. Watson and Peter Zeches.

55-Year Men: Claude Boos, H. H. Eichhorn, Max B. Hansen, David Hennessy, Michael O'Brien and Nigh L. Smith.

54-Year Men: Patrick Coleman, Michael M. Croat, George Lyster, Michael Miles, Peter Nelson and Michael B. Quinn.

53-Year Men: E. W. Ahern, Henry Fossom, W. H. Goodinson, John P. Handley, James H. Keester, Nels Nelson, Walter Powell and John H. Smith.

52-Year Men: John Brennan, Thomas Durkin, Dennis Enright, John Grady, Thomas King, Harry Krygsman, Walter H. Noble, Michael Ray, Fred Roville and James Sheridan.

51-Year Men: August Benson, Gustav Briese, John Carney, William Collins, John J. Doyle, Olaf Johnson, Edward M. Lantz, W. J. Maloney, Peter McGuinness, Charles H. McKeil, Harry C. Schultz, Herman W. Suhr, James E. Sutherland and Maurice Walsh.

50-Year Men: Edward Allen, Timothy Hunt, James Kehoe, John F. Kleppin, Gustav Larson, Myron F. Moore, James O'Connell and Peter Ohlsen.

49-Year Men: D. F. Bowles, John Callahan, Charles E. Henderson, Gust Johnson, Godfrey Koth, John Krygsman, Fred E. Kuntz, Patrick Lavelle, Carl O. Longquist, Henry Pauley, David J. Reid, Bernard O. Roll and John Simon.

48-Year Men: Alexander Aye, W. A. Bessette, Fred Broderson, Thomas Corrigan, Leslie E. Cotton, Patrick Curran, Martin Duggan, Fred Erickson, James Fuchs, John Goorsky, Patrick Haggerty, Robert L. Hays, Elmer E. Hempy, William F. Jones, John Kleidon, Ben Larson, Henry Lundberg, Thomas McGourty, Harry C. Naylor, James Noonan, Michael Webber, Silas A. Webster and William Zinkan.

47-Year Men: James E. Borne, James L. Edman, James Kennedy, Gerald Martin, John P. McCauley, M. F. McCormick, William Michaelis, Gus Mix, Jeremiah O'Connor and John Ure.

46-Year Men: August Alstad, O. J. Aubry, Peter Balkiewicz, James Burr, John Cavanaugh, Joseph Fichter, Peter W. Fitzell, John J. Ford, Fred W. Hayes, George N. Hoellen, Fred Krueger, Charles Lemker, Robert Lockwood, Timothy F. McAuliffe, James McCourt, August Meersman, Alfred Peterson, Gustav Pulaski, William Roach, Martin J. Skehan, Harry T. Spivey, John Sturm, John T. Tobin and Joseph R. Wall.

45-Year Men: George Bell, Fred Berg, W. S. Broughton, Daniel Daly, Michael C. Gleeson, Thomas Greenan, Frank N. Johnson, John Kleim, Peter H. Larson, Frederick Loyce, Thomas Nash, John D. Roney, Martin Scanlon, Martin L. Schroeder, Charles Thompson and Frank White.

44-Year Men: Thomas Bolan, Alfred H. Boomgarn, Adolph Burkhart, Frank M. Foote, Herman Malottke, William T. Manthie, Henry McDonough, Nick Nebels, Samuel Rasmussen, Joseph H. Schenk, Leo Schmidt and James Waters.

43-Year Men: Claude C. Cricks, Mathew Donnelly, Timothy Fitzpatrick, William Harrington, William Johnson, Fred C. Kappen, Otto Kunow, William C. Larson, Edward P. McMorrow, John Nelson, Oscar E. Pearson, Charles Penwitt, Gustave W. Peterson, Reinhart A. Post, Jeremiah Q. Ryves, Arthur Schoff, John Van Reekum and Albert Westphal.

42-Year Men: John Babbe, William D. Carroll, Michael Cleary, Dennis Conroy, John DeJuren, Clinton A. Downey, John Egan, James P. Gorman, Bernard Hanley, Anton Kamalick, Fred W. Kempe, Andrew F. Larsen, Edward Lonnergren, Patrick O. Lynch, Robert E. Manske, Hugh McGrath, Frank M. Miller, Emil Nelson, Edward F. Noelle, Jeremiah O'Connell, Llewellyn E. Rich, Henry C. Riedel, Joseph M. Roeser, Hugh Russell, John J. Shea, Louis Tomblin, Victor Varley and Herbert M. Young.

41-Year Men: Juno Anderson, Arthur W. Bishop, Edward J. Church, John Doyle, James Duffy, Samuel Fleming, Edward J. Hanley, Frank Iseminger, Charles H. Johnson, John L. Johnson, John P. Johnson, Henry Kleyer, Peter J. Kloss, John Lloyd, Henry Lynch, Charles I. Matson, William McDonald, William Mohrlock, Francis W. Orton, Charles Oswald, Walter F. Pearson, James M. Powers, William G. Pretzel, Phillip Proesel, Patrick Rafter, Maurice Roche, Frederick Sommer, Albert F. Thompson, Denny Walsh and Thomas D. Watt.

40-Year Men: Harry A. Anderson, George E. Brown, John Burgeson, Thomas Burke, William H. Copithorn, William A. Cordes, Martin Dagen, Theodore S. Davidson, Thomas H. Eigelsbach, Edward K. Faulkner, John A. Fitzgerald, Floyd J. Frank, John Glynn, Charles Hamm, Frank F. Hammer, Edward F. Haussen, Nelson T. Hollingshead, Albert Huftile, Frank I. Imbs, Fred Inwood, John H. Johnson, John Kett, John H. Kunter, Patrick J. Lawler, Lionel H. Lees, John H. Masterson, Martin McNamara, Edward J. Miller, Albert Moore, Alexander Murray, Martin A. Murray, Charles E. Norcott, Thomas O'Connor, Henry Peters, William Priebe, Frank H. Rief, Simeon W. Rilea, Charles Schal, Charles B. Schwartz, August Seehausen, Charles F. Siegal, William Spackman, Edward E. Spiering, William C. Steege, Thomas J. Sullivan, Patrick Sweeney, Michael W. Walsh and John B. Weaver.

In Memoriam

Edwin T. Graves, conductor, Burnside, died February 3. Forty years old and an employe for 15 years, he leaves a wife and two brothers. The brothers are Conductor William and Motorman W. C. Graves, both of Cottage Grove.

John Cregg, conductor, Devon, died January 19, following an illness caused by injuries he received during World War No. 1. Forty-nine years old, with 22 years of service, he was active in American Legion affairs. Before moving to Devon, he had worked at Limits and 77th Street Stations. Surviving is his wife.

William Ward, motorman, 69th Street, an employe for 34 years, died of a heart attack January 29. Sixty-four years old, he had been off work ill for some time. He leaves a wife, three sons and a daughter.

John K. Riley, conductor, Devon, died January 26. Thirty years old, he had worked for the Surface Lines eight years. A selectee in the army from April 4 until December, 1941, he would have been recalled last month. Surviving is his sister and father.

Edward L. Haaker, conductor, 77th Street, died February 12 of coronary thrombosis. His illness was brief. Unmarried and 43 years old, he had 14 years of service. Fond of billiards, he spent much of his spare time in the club room playing the game. Surviving is a brother.

Benny C. Fyock, bus repairman, Lawndale, Shops and Equipment Department, died of pneumonia February 16. Forty years old, with five years of service, known for his exceptionally good nature and the great pride he took in his family, Benny worked at Noble and North Avenue Bus Department before being transferred to Lawndale. Surviving are his wife, two daughters and two sons.

Buford H. Ruppell, motorman, Armitage, died February 16 of a heart attack. He had been ill nearly three years. Forty-two years old, he had worked for the Surface Lines 16 years. He leaves a wife and two daughters.

William C. Zinkan, conductor, Archer, died February 2. Eighty-four years old, he was employed in 1893, but had been off work for 11 years. Surviving is one daughter.

Otto C. Kowski, motorman, Blue Island, died of a heart attack February 22. An employe for 22 years, he was noted for his especially pleasant personality. He leaves a wife, father, seven daughters and three sons.

William Broughton, conductor, Archer, died February 23 of shock resulting from a fall. He had been ill a long time. Seventy-five years old, he had 45 years of service. Surviving is a wife.

Daniel Hurley, motorman, Archer, died February 20 following a long illness. An employe for 42 years, but inactive for the last five years, he was 75 years old. He leaves a wife, daughter and a son, Conductor John F. Hurley, Archer Station.

AROUND THE CAR STATIONS

Archer

DISPATCHER Charley Batterson, an Archer alumnus, dropped in for a visit on payday. He flabbergasted everyone around when he bought coffee for the crowd. Since this was the first time Charley has ever been known to pop, all flags were raised and a holiday declared.

Motorman Bud Walker's portrait of Lincoln which appeared in the last magazine was also used in the *Chicago Times* on February 12. Congratulations, Bud!

We hear that "Stonewall" Nausett was plenty burned up the day he lost his teeth, then arrived home to find his wife had fried chicken for supper.

When someone spied Conductor M. Willkie running down the street the other day and shouted "Hey, Willkie" at him, a passenger who overheard the shout ask: "What? Is that guy Willkie running again?"—Combine.

Blue Island

WELCOME TO Conductors Frederick Gibbons and Charles Saunders, who joined us recently. Glad to have you with us, boys!

We wish a quick recovery to Conductor Herbert Buehring who recently underwent an operation.

Our sympathy is extended to the following trainmen because of recent deaths in their families: Motorman Fred Hayes, his sister; Motorman Otto Nafe and Conductor Charles Carlson, their wife and mother, respectively; Motorman Lawrence Setter, his mother-in-law; and Motorman Edward Kowski, his brother, Motorman Otto C. Kowski, who passed away suddenly February 22. Our sympathy goes out also to the immediate family of Otto.

Stationmaster E. L. Maguire is enjoying the warm breezes of St. Petersburg, Florida.—C. P. Starr.

Burnside

OPERATOR Ernest Freel certainly is transportation minded. Generally he travels in a LATE model auto. At work, he drive an M. U. car. On days off, he drives an ice boat during the winter and a motor boat during the summer. Last picking day

MARINE-ENLISTING CONDUCTOR GOES ON THE AIR



Conductor Mickey Tierney (left), 77th Street, proved himself as much at home before a radio microphone as on the back platform of a street car when he appeared on the "Spirit of '42," a nationwide Columbia radio program, on February 22.

With him before the WBBM "mike" are, left to right: Brewster Morgan, producer of the show; Quartermaster Sergeant Dick Stone; and Paul V. Eberman, champion volunteer recruiter of Elgin.

Mickey, also a champ recruiter, has secured more than 30 Marine enlistments. Both he and Mr. Eberman told how, as members of the Dick Stone League, an organization of former Marines, they interested young men in joining that branch of the service.

On the same program were the Marine band at Quantico, Virginia, and members of the Marine Corps at Washington, D. C., and the Brooklyn Navy Yards.

Ernie drove up to the depot on a motor scooter. What next?

Anyone wishing complete information on pipe smoking and blends of tobacco should see Custodian Harry Paul. Say he: "A pipe a day with Irish hay pleasantly fiddles your evenings away."

Here's one for the book. Operator DeVaughn Kessler was born in BOURBON, Indiana!

When you're a long way from home, it's mighty pleasant to get a letter or post card. Why not take a few seconds and drop a line to Burnside boys in military service?

Here's a list of the boys, with their addresses: Private J. H. Celmer, Platoon 220, Recruit Depot M. C. B., San Diego, California; Private F. W. Cunningham, Company E, 118th Engineers, 43rd Division, Camp Shelby, Mississippi; Private I. O. Olson, Headquarters Detachment, 3rd Battalion, 131st Infantry, Camp Forest, Tennessee; Private W. F. Nowatzki, 23rd Ordnance Company M. M. A. P. P., Camp Robinson, Arkansas; Private E. H. Boomgarn, Company L, 2nd Infantry Detachment, Cairo Armory, Cairo, Illinois; and Private D. J. O'Neill, Company H. 144th Infantry A. P. O. 309, Fort Lewis, Washington.—W. D. F.

Cottage Grove

A FOND FAREWELL is tendered to Receiver Eugene Ahern on his recent retirement. Gene's seniority dated back to 1888, and he had held various jobs on the system. Fewer men had more friends than he, and we all hate to say good-bye.

That intrepid operator, Bill Moody, reports a Valentine gift from his wife that no one else at this depot can match. Millie presented Bill with Robert James, who tipped the scales at six pounds, 10 ounces. Bob was in a bit of a hurry (it couldn't be that Bill was a little slow), and was born 17 minutes after dad reached the hospital with mama. Congratulations, Bill and Millie, and lots of luck to the new fella!

Men on the extra board who have not qualified as operators as yet are requested to do so as soon as possible. Better get going, lads, or the "boogy man" will nab you. Aside to Mr. Stephens: No offense intended, Larry!

Who is the motorman who has been nicknamed "Green-Eyes" by one of his hero-worshiping female riders? P. S. The lady presented him a box of cupcakes, and the lad passed them around. They were very tasty!

A hearty welcome is extended to the new men recently assigned to this station. The standing offer of help is still tendered, and if you need any just ask the older fellows.

Don't forget, fellows, this column is yours, and if you want to see more and better stuff in it: "Help, Help." The clerks will gladly take any and all contributions.—Ostet.

Division

WHEN MOTORMAN Henry Kunz brought Kathryn, his 16-year-old daughter, to the depot recently, she "took" Motormen Frank Letza and Aron Jensen in a game of pinochle. It also developed that she was the best fisherman of the trio. What are Frank and Aron—men or mice?

Motorman George Abel, our *Union Leader* scribe, left us last month to join the Pullman Company as a conductor. We hear he made his first trip with flying colors.

When the search began for a successor to take up George's correspondent duties, Conductor Tommy Mace piped up: "I don't think anyone is able but

R. A. F. PILOT RETURNS



When George Heintz (seated, with back to mirror), former Devon motorman, started home after completing his term of service with the Royal Air Force, this photo was taken aboard ship near Iceland on New Year's Eve.

Except for Charles Whitehead (extreme left) of Brooklyn, New York, who was the first American night bomber pilot to serve with the R. A. F., the men with George are all English flyers who were being sent to Canada for brief rests.

During his flying service, George served over Norway, France, Germany and Russia. He returned to the U. S. to see if he couldn't make himself useful in our own armed forces.

FILING INCOME TAX RETURNS AT 77TH STREET



Three deputy collectors of the Internal Revenue Department did a thriving business at 77th Street Depot on February 25 and March 11.

More than 800 of that station's trainmen took advantage of their chance to get income tax assistance without traveling to the Loop.

So popular did this service prove that numerous trainmen from other South Side depots visited 77th Street to learn how much they owed Uncle Sam.

Conductor Lou Cramer took this photo.

Abel himself." Later, after digging himself out from under things which the boys tossed at him, Tommy admitted he was only fooling.

Injuries received by Motorman George Passe when struck by an auto as he stepped from his car were fortunately confined to bruises.

Off work ill are Motorman Charley Boness and Conductors Charley Christensen, Harry Kelk and Art Eberlein. Art, ill for nearly a month, had a severe case (of all things) of MUMPS!

Conductor Frank Imbs, an employe since 1901, retired last month. We all wish him the best of luck.

Conductor Harold Hanson became the father of a future army camp hostess, Catherine, on February 22. Motorman Al Evers also became a papa last month.

Motorman Joe Asterberger's daughter, Catherine, celebrated her second birthday last month; and Conductor Jack and Mrs. Hofer celebrated their 15th wedding anniversay.

Conductor Karsten Olsen became a grandpa again last month; and late this month Conductor Al Drost's son, Dickie, will be six years old.

Our sympathy goes out to Motorman Ed Kalas in the recent death of his mother.

Buy a bond with your next pay.

Help make it safe for the U. S. A.—R. T. W.

Devon

WE BOAST this month three volunteers to Uncle Sam's armed forces: Conductors Bill Kelly, Clarence Boyde and H. Redmondoff. Best wishes to you, boys; and lots of good luck!

Motorman Andy Creagh's and Clerk Bill Leahy's households were blessed with baby boys last month. Best wishes to the mothers and new arrivals.

(Sorry we can't wish the same to the new fathers; but the flavor and quality of their cigars doesn't warrant it!)—Ed May.

Limits

CONGRATULATIONS to Dave Flynn, a former motorman here, who was recently promoted from supervisor in the Central Division to regional supervisor back here at his old stamping grounds. We all join in wishing you the best of luck in your new job, Dave!

Judging by reports from our boys in military service, Limits is well represented throughout the nation. Clerk Maurice Buckley writes from Fort Leonard Wood, Missouri, that he is getting to be quite a soldier; but that he will soon waste away from loneliness if he doesn't hear from some of you soon.

Conductor Henry Higley now is in the Quartermaster Corps at Camp Lee, Virginia. The warm climate there has received his hearty approval. Operator Don Wise, coming in on the beam from Keesler Field, Mississippi, says that there will be no such thing as a mechanical defect in an airplane after he starts fixing them!

As far as we know Motorman Harry Jacobson and Conductor Ted Nagel are still at Fort Sheridan waiting for orders. Anyone wishing to write to these men may obtain their complete addresses from your scribe.

One icy day during our recent cold spell, Conductor Barney Rooney slipped and broke his arm. He is now at home, but we hope to see him back on the job very soon.

Night Clerk Bill Colgan still is in the market for a doghouse for his dog. He says he wants one big enough for him, too, in case of any blitzkriegs in the Colgan household.

Our sympathy goes out to Conductor Clark Frey,

whose father passed away January 30.—Tom Birmingham.

Noble

CONGRATULATIONS are extended Conductor Edmund Broderick and Operator Frank Pacula who became daddies of baby girls last month. Frankie asks that all Morgan-Racine operators travel slowly by his home on Throop Street so they won't wake the baby.

Best wishes to Motorman John (Heinie) Henrich who chose St. Valentine's Day to say those famous words: "I do." He came very near missing his own wedding due to a bad case of flu just three days before the ceremony.

Motorman Harry Tuft spent his vacation visiting Fort Leonard Wood, Kansas (which may be his address before long) and driving to Florida from there. Harry got caught in Southern Illinois floods, and is contemplating equipping his auto with pontoons the next time he starts out.

We extend a welcome to our new men: Conductors Joseph Mann, Richard Pawloski, Frank Schreiner, John Dudek, Philip Schwichtenberg and Chester Lipinski, and Motormen William McCabe, Lawrence Glassman, Albert Trocker and William Papke. Hope you like working with us, boys!

Conductor Clarence Wirtz didn't mind an intoxicated passenger boarding his car with two live chickens the other evening. But when the rider insisted on using the interior of the car for a chicken run, Clarence decided to call on the strong arm of the law. Both chickens and the passenger were removed to the coop!—Ed Devine.

North Avenue

OUR SERVICE FLAG now bears 19 stars. The boys represented by the stars would be tickled to get a letter or card from any of you.

They are: Conductors J. Healy, T. Fortney, R. Renshaw, S. Rigenstrup, W. Lee, G. Peterson, C. Hopp, A. Wike, J. Jacobson and W. Smith, and Motormen K. Karlson, W. Fick, P. Anderson, J. Schultz, F. Coyle, J. Kolnik and P. Hansen, and Clerks R. Stack and J. Farris.

Congratulations to our new father-in-law, Frank Braman! He gave his daughter away in wedlock on St. Valentine's Day. It was a real treat to see Frank dolled up in a cutaway coat, striped trousers and patent-leather shoes!

It's a girl at the Marrens, and father James passed out cigars. It was a girl at the Baileys, too, but no one saw any stogies! Other proud papas are Conductors Pfannkuche and H. Moeller. Congratulations, boys!

Bill Wallace, bus department, has been transferred to the air corps, where he is receiving pilot training. He dropped in recently to say hello.

John Thompson, the new clerk at the bus call window, is the son of Supervisor Clarence Thompson.

Bus Operator Al Prester was observed, dressed in sartorial splendor, sitting in the lobby of the Palmer House. We wonder if he was lobbying for his hobby?

We all wish health and happiness to Motorman Pete Diebold, who took his pension this month!

Best of luck also to the new men who joined our ranks recently. We're glad to have you with us, boys!

The fellows who are off sick would greatly appreciate a visit. Here's wishing speedy recoveries for all of them.

Our condolences go out to the family of Conductor Arthur Therkelson, who died recently.—Lofhen.

Seventy-Seventh

CAESAR HAD his chariot, but we wonder what they did about mass transportation in Rome. They had other forms of civilization, too, such as taxes, about which the frightening phrase "Ides of March," was, we presume, invented. We have no doubt what they did about them. They did what we do—paid them!

Hope all you guys were as cheerful about making out your income tax as was Donald Duck, the Treasury Department's salesman.

After March 15 we can easily change the famous song "Any Bonds Today" to express our strictly temporary feeling of emptiness in the region of the "old sock" by calling it "Any Bones Today."

Somehow we're partial to the suggestiveness of names. The most timely and appropriate one occurring to us this month is that inspired by the moniker of our own cheerful motorman whose name is E. R. Sink, and whose name suggests: Pay your taxes; *Sink* the Axis.

Who knows, maybe your name will inspire us next month!

Reider Anderson's newest youngster was a boy, and it's now three of a kind in his family. Reider was so excited he punched his finger three times instead of the transfer!

Leave it to youngsters to catch on to new-fangled contraptions. Bill Franke was moving along at a nice clip in his automobile. Junior thought it was too fast. Bill said it wasn't. Junior looked at the new type speedometer which registers "fast," "too fast," and "Call the ambulance" by colors, then exclaimed: "Well then, what's the red light for?" Bill slowed down to amber, and suggested the conversation be changed to something about school!

Commuters are ingenious fellows, and T. F. Seery fits into this category. Having a four- or five-hour swing in his tripper, he has rigged up an oil-heat system to keep himself warm in his auto while he rests. It's just another case of the "Oily boid. . . ."

The Surface Lines scored a direct hit by instituting free rides for service men. We know from first-hand experience how much the lads in uniform appreciate this. The Navy, especially, has had this courtesy extended to its men in many coast cities of this and other countries at various times. It must be especially gratifying to them to find an inland city like Chicago taking on real sea-going characteristics.

Sympathy is extended to the following men because of recent deaths in their families: Conductor V. A. Mitchell, his mother; Motormen George Lynn,

DEPARTMENTS AND DIVISIONS

Accounting

WE ARE GLAD to see Elbe Stolbrand back at work after recuperating from her ankle injury. When Helen Kerger, Trip Sheet Analysis Division, left the Surface Lines February 7, her co-workers presented her with several gifts.

"Keep 'Em Flying" is James Paulus's slogan. He recently qualified for the air corps by passing stringent physical and mental tests. Congratulations, Jim!

Best wishes for happy birthdays were extended last month to Virginia Hartford, Betty Suhr and Mathilde Korn.

Sandra Lynn Hanson and John Bennett MacLelland are the names of babies born last month to Ione Melbye Hanson, formerly of the Payroll Division, and to Edith Bennett MacLelland, formerly of the Trip Sheet Analysis Division. Congratulations, girls!

Our sympathy goes out to Ralph Luebkemann and his family in the death last month of his wife.—Thomas F. Coan.

Sixty-Ninth

SELECTIVE SERVICE has made quite a dent in our personnel during the last few months, and called the following men to the colors: Cornelius Callahan, Tom Nash, Joe Herman, Ed McNulty, Phil Thomas, John Brennan, Vincent O'Grady, J. Favel, Hugh McDonough, and George Clancy, No. 2. Lots of luck, boys, wherever you may be!

A card was received recently from Howard Felker, who joined the Navy at the outbreak of hostilities. At the time of writing, he was in San Juan, Puerto Rico.

Our deepest sympathy is extended to Regional Supervisor John Becker, whose mother passed away February 25; and to Motormen William Lind and H. E. Lutz in the loss of mother and mother-in-law, respectively.

As this is written, we have four student conductors just about ready to strike out for themselves. They are Thomas Barry, Earl Tierney, John Ratkovic, and Edward Kadlubowski. Make yourselves right at home, boys; and let us know when we can help you in any way!

And, Mr. Kadlubowski, if anyone starts getting funny about that 12-cylinder name of yours, just tell them to go and pick on Florian Ciesiolkiewicz. He's been around since December and is used to it by this time!

Though he doesn't know where his next set of tires is coming from, Conductor Henry Miller drove all the way down to St. Louis last month and brought back a bride. Henry admits that the trip caused considerable wear and tear on his precious rubber, but he feels that a good wife is worth it. Quite right, Henry; and congratulations!

Motorman Henie Jorgenson has been trying to set himself up as a price dictator at the lunch room at 63rd and Oak Park. While he sits there calmly eating the lunch which he brings from home, he tells the proprietor how much he ought to raise the prices on meals—to the other trainmen of course. If those prices take a jump now, Henry, you'd better start running!—H. E. Harris.

his wife; A. Dunham, his brother; and to the family of Conductor E. L. Haaker.—Walter F. Story.

Accident Investigation and Legal

WELCOME TO Statementman H. J. Lawrence, Clerks Melvin Peich and Martin Maher and Typist Aldeen Rye, all of whom joined us last month. Hope you like working with us, folks.

Uncle Sam took two more good men from us recently to train as soldiers. They are Clerks Joe Lubawy and Bill Callahan. Good luck to you, boys!

What's this we hear about a certain handsome Marine keeping score for a certain group of young ladies who bowl on Friday evenings? Are we right that one young miss fell with a thud for the uniform? Or was it merely because of the slippery floor?

The many employes who visited W. O. Holton during his stay at St. Luke's Hospital report our office manager seems to be recovering rapidly. We hope to see him back at work soon.

Joan Comiano, who soon will celebrate her second birthday, boasts a baby sister, Judith Ann, born February 11. Her boasting, however, can't even approach that of Briefwriter Phil Comiano, the proud papa!

Legal Investigator John Barry is coming along fine after recently fracturing his leg. Hope to see you soon, John!

All Bill Connolly's friends were glad to hear the good news from out West. Recently promoted to sergeant, Bill was married February 10 in San Francisco to Virginia Carlson, of Chicago. Congratulations, Bill, on both counts!

Our deep sympathy goes out to the family of Investigator Matt Connors, who died February 23; and to Ernie Hoskins and his three boys in the death of their wife and mother February 15.—Audrey.

Electrical

EDWARD PETERSON, former line foreman who retired recently, writes from Vero Beach, Florida, that he is having a splendid time and will return to Chicago this month.

We extend a hearty welcome to Kenneth Ward, a new Electrolysis Division employe at Grand and

Leavitt. Hope you like working with us, Kenneth!

George Holy, emergency lineman at Van Buren Street Sub-Station, broke his arm while on duty recently. We're all pulling for your speedy recovery, George!

Superintendent Frank Roper, Line Department, is a great booster for the Sunny South since his recent vacation on an island in Charlotte Harbor off the west coast of Florida.

Letters and cards from our boys in military service say they are seeing a lot of the country as they are moved from camp to camp.

Private Fred Damrow recently visited the boys at the downtown office while en route to California from Virginia. We're always glad to see or hear from you service men, and the best of luck to each of you!

When Clarence Mimmick, Grand and Leavitt, met with some hold-up men recently, they weren't satisfied with taking his money but beat him severely as well. We all hope you recover soon from your injuries, Clarence!

William Stokes, general line foreman, and Ray Callahan, assistant superintendent of sub-stations, report their wives are progressing nicely after serious operations. That's good news to all of us.

Our sincere sympathy goes out to Timekeeper Ralph Lubkerman and to Frank Dorsch, 44th and Kedzie Sub-Station, in the recent loss of their wife and sister, respectively.—Billy.

Engineering

UTILITY DEPARTMENT: Chauffeur Carl Anderson recently got a letter from his sister in Pearl Harbor. She was writing when the attack took place, and vividly describes the tragedy.

During a recent rain storm, Trolley Tender Bill McDonald was working at a flooded subway when a fair young maiden asked to be carried across a pond. When he returned, many more were waiting in line.

Congratulations to Bob Prosser, who was unanimously elected president of the Shops, Stores and Utility Credit Union.

Chauffeur George Mander's cabin cruiser has been drafted by the Navy. It now is doing patrol duty.

"Dutch" and Mrs. Leaders spend their spare time making beautiful throw rugs. Co-workers are begging Dutch to raffle one off.

Motorman Alex Allard has a snazzy new uniform cap. We hear tell that he has already been mistaken several times for a bandmaster!

John ("Scuffy") Jones reports having found a wallet. Its owner may claim it, together with the Goldblatt receipts, by calling Operator Bill Rappold, Grand and Leavitt.

Boys at 39th and Halsted thought Trolley Tender Tom Murphy was past draft age. "Not I," he told them after the recent registration. "I was first in line."

Chauffeur Al Dakar discovered the reason for his back-aches—a dislocated vertabrae. It has been straightened out now, and Al is feeling fine again.

Motorman Harry Hagan has recovered from his recent illness and is back at work. Mike O'Connell is still home ill. We wish him a speedy recovery.

Our condolences to Edward and William McGinn, whose sister died recently.

TRACK DEPARTMENT: Harry Schlachter has been home ill. We are all pulling for his recovery.

Our sympathy goes out to Harry and William Abbott on the death of their mother.

Material and Supplies

BOB MOTIS, formerly of South Shops, paid us a visit recently. Now an instructor in the air corps at Langley Field, Virginia, he reports army life is okay.

Mason Dice is leaving for army service. We wish him the best of luck.

"Swede" Gavert is the proud father of a brand

BOYS VISIT THEIR PROFESSOR

Conductor Archie Hanson, 69th Street, was visited at the depot on February 24 by some of the boys to whom he teaches astronomy at the Englewood YMCA one evening each week.

"Prof" Hanson picked up his interest in the science several years ago from a young nephew. The more books on the subject he bought, the more his interest grew. Soon he learned enough about astronomy to teach it to others.

This photo and one showing Archie conducting a class were used on February 8 in the *Chicago Sunday Tribune.*



new son, and Walt Passot has a new baby daughter. Congratulations, boys!

Art Clevenger, watchman, South Shops, died February 22. We extend our sympathy to his family and friends.—R. E. Buckley.

Schedule and Traffic

AFTER HOVERING over the Schedule Department, Mr. Stork made two stops last month. Frank Misek announced the arrival of a son, Bertrand Jan, on February 11. Bertie weighed in at eight pounds, one ounce.

Lloyd Braff has been sporting the biggest smile you ever saw since February 25 when Frances Lynne, seven pounds, six ounces, made her appearance.

All the parents are doing fine. Thanks, boys, for the cigars and candy!

That smiling typist you see in our department is Virginia Kostner. We hope you like working with us, Virginia.—L. C. Dutton.

Shops and Equipment

WEST SHOPS: Four of our young men were called into service last month by the armed forces. Walter Hager, Drafting Room, and C. V. Lemke, Paint Shop, were recalled by the army after having been released in November.

Timekeeper George Brignac is serving with the air corps at Sheppard Field, Texas. His recent letter stated he is pleased with that branch of service. Thomas Talty, Blue Island, has joined the navy, and is now at Great Lakes Naval Training Station.

The best of luck to all you boys, and welcome to our new West Shops reinforcements: John Lee, John Anderson and Raymond Gilmour!

Our sincere sympathy goes out to the family of Benny Fyock, who died February 16 after an illness of several months.—Mildred Habeger.

SOUTH SHOPS: 'Tis said that "Irish" Adair, Motor Repair Department, is known as quite an authority on that favorite pastime, "checkers!"

Our sympathy goes out to the families of Charles Alisaukas, Machine Department, and Watchman Frank Holzinger, who died last month; and to Mrs. Maude Sanzenbacher, Printing Department, and Bruno Papsis, Blacksmith Department, in the recent loss of their sister and wife, respectively.

ARCHER: We are all wishing the best of luck and happiness to Phil Bessette, who retired recently.

Welcome to Steve Castiglia and Ray Scheid, new employes who joined us recently. Hope you like working with us, boys!

BURNSIDE: Our old friend, Doc Stork, recently delivered to Matthew and Mrs. Schultz a double bundle of happiness—a twin girl and boy. Congratulations to the parents, and best wishes to the new arrivals!

Dennis O'Leary left us recently to join the Chicago Police Department. We wish you success, Dennis; and when next we meet, we hope the occasion won't call for a ticket!

Fritz Kulovits is convalescing at the Presbyterian Hospital, and would appreciate a visit from any of the boys. Get well soon, Fritz!—Elsie S. Frank.

COURTESY AWARD WINNER ON RADIO



Courtesy was the chief topic of discussion on February 18 when Conductor John Meyers (center), North Avenue, appeared on the afternoon Elson and Anson show over Radio Station WGN.

Presented a $20 courtesy award by The *Chicago Tribune* last September after Reporter Marcia Winn named him the most polite and thoughtful trainman with whom she had ridden, John told Bob Elson (right) and Bill Anson (left) how severe a test Miss Winn's purposely difficult questions gave his good humor.

"When I got home that night," he explained, "I told my wife what a dizzy dame I'd had for a passenger. When I learned I had won the courtesy award, though, I was especially glad I'd kept calm."

Magazine Makers

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

It's being run because everyone in the Surface Lines family ought to know the people whose monthly contributions of news, photos and cartoons make this magazine possible.

For the lowdown on your writer-upper, follow this feature from month to month.



"The Sergeant"

It's 22 years since Edward Devine, magazine correspondent at Noble Station, began work at Kedzie Depot. Nevertheless, old-timers there still remember him as "The Sergeant."

Employed at Kedzie as a register clerk in 1920 when only 14 years old, Ed ran through the cars and jotted down readings of fare registers at night, then attended high school during the day.

Small for his age, he reports he was anything but a fashion plate during his nightly hikes through the cars.

To what was then regular equipment for a register clerk—a miner's cap with a carbide lamp—he added an army overcoat with a sergeant's chevrons on its sleeves.

The coat was a gift of a Kedzie trainman who, shortly before, had returned from World War No. 1.

"There was nothing wrong with the coat," Ed will tell you today. "Not a thing—except that it was a foot or so too long! Since it dragged as I dashed through the cars, I served as a sweeper as well as a register clerk."

Promoted to night motorman caller, then to chief night clerk in 1922, Ed was transferred to Noble as afternoon clerk in 1929. Soon after, he was named chief clerk.

"The Sergeant" owns a home in Oak Park, where he lives with his wife and six-year-old rumpus-raiser, James.

Circulation Man

To look at jovial Thomas Coan, Accounting Department correspondent, one would never guess how cruelly he had been disappointed in his early ambition to be a big-time newspaper circulation man.

A *Surface Service* scribe since the start of the magazine 19 years ago next month (an honor he shares with only two other correspondents) he met his Waterloo early.

After enviously watching other lads his age grow wealthy by selling as extras hot off the press the ancient newspapers which they collected from bleacher seats in the old Cubs' Park, Tom was tempted.

One sunny afternoon after school, he dashed over to the park with the other boys, quickly collected an armload of old papers, then began shouting: "Extra . . . Extra."

Just how much money he collected on his first day's swindle, Tom doesn't remember. He does recall, though, that the next day he met one of his hoodwinked customers—a huge, ugly fellow who, he says, "knocked my ears down in a hurry."

A first sacker on the old Surface Lines baseball team and a former treasurer of the Surface Lines Club, he lives in his own home on the North Side with his wife and two daughters.

Tom joined the Surface Lines in 1912 as an analyzer of trip sheets with the Chicago City Railway Company. Later he became a traffic clerk, contract clerk, then a bookkeeper—his job today.

