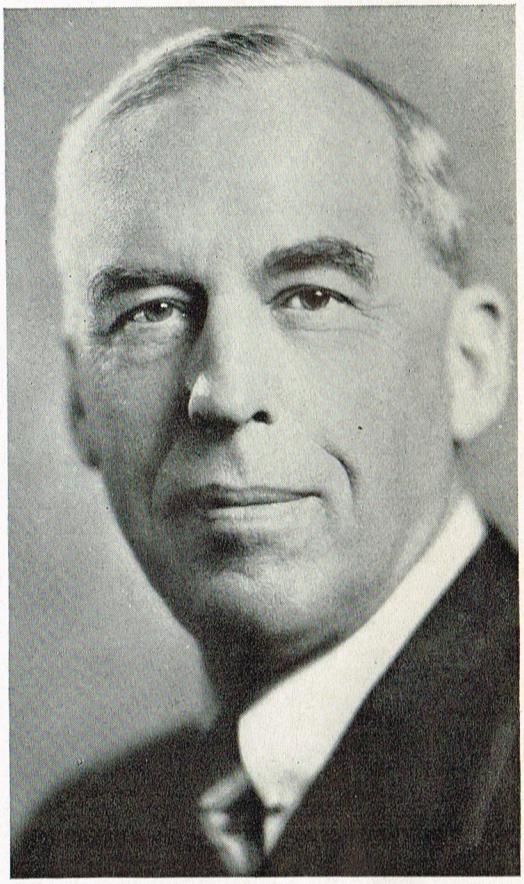


Surface SERVICE MAGAZINE

MAY, 1942



Charles Warren Chase

President, Chicago Surface Lines

Born at Milwaukee, September 26, 1877. Graduated from the University of Chicago in 1899, and from Harvard Law School in 1901. Died May 10, 1942.

THE DEATH of Charles Warren Chase, president of the Surface Lines since April 14, 1941, cut short an active, worthy life and career. Mr. Chase was widely known in the transit industry, his activity in the field reaching back many years.

After several years of law practice in Chicago, Mr. Chase, in 1914, organized and became president of the Calumet Electric Company of Gary, Indiana.

In 1917 he reorganized the Gary and Interurban Railroad and became president of the successor firm, the Gary Railways Company. He also served as president of the Shore Line Motor Coach Company, vice president of the Chicago, South Shore and South Bend Railroad and a director of a number of other utilities.

Mr. Chase went to Indianapolis in 1932 to reorganize the local transportation system, and served as president of the newly-created Indianapolis Railways.

His outstanding accomplishment in completely modernizing and rehabilitating the railway and bus system there gained him national recognition in the transit field. The modernization, originally scheduled to take in a 10-year period, was completed in little more than half that time.

The rehabilitation attracted wide attention, and the revitalized system was studied by experts from foreign as well as other American cities. Mr. Chase was honored by the industry when he was elected president of the American Transit Association in 1938.

He was active in civic and charitable affairs and was a member of the University, Union League and Mid-Day Clubs in Chicago. Mr. Chase is survived by his widow, Mrs. Adele M. Chase; and three sons: James R., of Indianapolis; Warren M., secretary of the American Legation at Berne, Switzerland; and Anthony D., of Cincinnati.

23 Surface Lines Locations Sport Minute Man Flags

MINUTE MAN flags—23 of them—were distributed last month to major Surface Lines locations; and workers in all departments now may claim at least one of the attractive banners as signifying their part in the purchase of war bonds.

The flags—some of which are shown on the opposite page and the front cover—are being displayed at all 16 depots, at both shops, at Electrical Department's Grand and Leavitt Building, at the D. A. I. Building, and at Engineering Department's Clark and Division and 39th and Halsted Buildings. At the General Office, where there is no provision for an outside flag, an inside Minute Man banner is hung in the hallway.

Flags Sponsored by Magazine

Sponsored by SURFACE SERVICE MAGAZINE, the flags were purchased immediately after the United States Treasury Department granted us authority to fly, or otherwise display, the emblems of wholehearted coöperation by employes in the buying of war bonds under the payroll savings plan.

To further spread the news that the Surface Lines is among the first large Chicago organizations whose bond-buying record was good enough to permit it to ask for authority to purchase the flags, stickers, bearing the Minute Man emblem and reading: "We're All Buying War Bonds—Surface Lines Employes," have been pasted on the front windows of all our streetcars, trolley buses and gas buses.

Flags Are Rectangular

Rectangular in shape, the Minute Man flags are three feet wide and five feet long. They are dark blue in color and bear a Minute Man, in white, nearly circled by 13 white stars.

Employes purchasing war bonds through the payroll savings plan numbered 15,054 on May 1. Numerous others not included in that total are buying through the Surface Lines cashier bonds of a series or denomination not offered under the plan.

More than $67,000 is being invested in war bonds each month by Surface Lines employes. Average monthly bond deduction per employe is about $4.50.

PUTTING UP WAR BOND BANNER FOR GENERAL OFFICE EMPLOYES



Since there are no provisions for an outside flag at the General Office, an inside Minute Man banner was purchased.

On the ladder, putting up the banner near the LaSalle Street elevators is Marjorie Organ, Accounting Department.

Lending their moral support are Carol Schultze (left), Purchasing Department, and Ellen Shuman, Insurance Department.

Did You Move?

IF YOU MOVED recently, you'll dodge difficulties in the delivery of your war savings bonds by notifying both the Accounting Department and Post Office at once of your new address.

Improvements Follow Commission's Order

MANY IMPROVEMENTS in service, including the use of additional street cars and buses and a program of increased maintenance and renewal work, were inaugurated by the Surface Lines April 20.

Service betterments were made at the direction of the Joint Board of Management and Operation in compliance with an order of the Illinois Commerce Commission April 10, under which a new schedule of rates became effective April 20. The new schedule provided for an eight-cent adult fare and four cents for children under 12 and over seven years of age.

Order Requires New Vehicles

The order required the Surface Lines to add 200 new modern street cars, 100 new trolley buses and 100 gasoline buses. The Joint Board reported to the commission April 20 that the preparation of specifications on the new cars and trolley buses was under way, and that bids were being received on 100 new gas buses.

More Vehicles in Service

An immediate improvement called for in the order required the Surface Lines to add 100 street cars to its present schedules, and the Joint Board reported that beginning April 20 there was added to the service 102 street cars, eight trolley buses and eight gas buses in the rush hours. The Board also reported steps had been taken to improve the cleaning of cars.

In the report to the commission, the Board noted that under the direction of the Federal Court the matter of furnishing adequate service and equipment to meet demands that may develop due to the war emergency has been receiving constant attention.

Accordingly, since the first of the year, the Surface Lines has been substantially increasing the working schedule of its shops and carhouses.

This will reduce the number of cars that have been normally held in for overhaul and repair, and make available added equipment. Surplus cars are being put into shape and the System will, if it proves necessary, be in a position to use car trailers now held in storage.

Addition of equipment in recent months has been so extensive that the number of cars and buses in rush-hour service at the end of April exceeded by more than 375 the number operated in the comparable period last year.

The percentage increase in the number of units now operated is substantially greater than the increase in the number of revenue passengers carried.

In a report to the commission on April 27, the Board filed a schedule providing for additional maintenance and renewal to the extent of $502,-540, which will bring the total expenditures for track maintenance and renewal for the current year to $4,701,020.

CARHOUSE AND BUS REPAIR EMPLOYES WIN SAFETY AWARD

Because carhouse and bus repair employes, represented by these foremen and assistant foremen, substantially reduced their lost-time accidents during the last half of 1941, the Greater Chicago Safety Council presented them a safety plaque on May 7.

More recognition for their efforts came in a letter from President Charles W. Chase to H. H. Adams, superintendent of shops and equipment.

"All the Surface Lines organization," he wrote, "will be more than proud of your achievement. On behalf of our fellow employes, I congratulate most heartily all who contributed in establishing this fine record."

Seated, holding the plaque, is Ben Phillips, general foreman of carhouses.



Two-Way Radio System Soon to Be Operating

LONG STRIDES toward setting up the two-way radio system through which the Surface Lines soon will be controlling the operation of its street cars, buses and other vehicles were made in the last month.

Already reaching 250 feet skyward is the system's steel transmitter tower, constructed this month at our Madison-Austin Loop. Well under way are the tasks of housing the fixed transmitting equipment near the foot of the tower, and preparing quarters in Room 1471 of the Continental Bank Building for the dispatchers who will have control of the system.

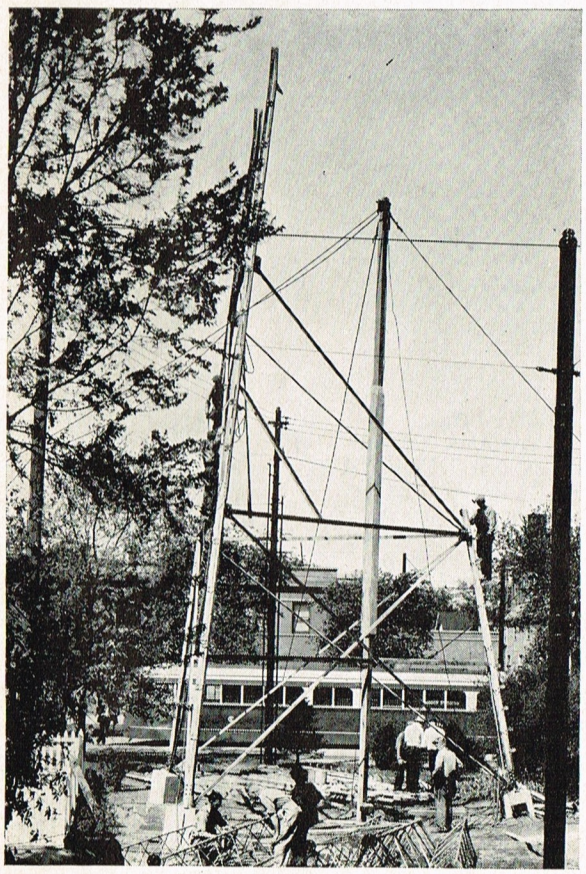
Experience with similar two-way radio systems by transit companies in Detroit, St. Louis, Brooklyn, Washington and Cleveland indicate the new system will improve the regularity of service to the public and reduce the time required to reach and clear street blockades.

Forty-nine vehicles are being equipped with radio facilities — 18 Transportation Department supervisors' autos; 15 Utility Department wreck wagons, one delivery truck and one auto; and 11 Electrical Department line trucks and three autos.

Antennas on Supervisors' Autos

Transportation Department autos, all four-door Chevrolet sedans, have been equipped with antennas and heavy-duty generators and batteries. Installation of radio equipment on other autos and trucks is under way.

The new system, it is hoped, will be in operation within a month. When operation begins, photographers will snap photos at strategic points so that SURFACE SERVICE MAGAZINE may later report the goings-on as the Surface Lines chalks up another improvement in service to the public.



AT WORK ON RADIO TOWER

Reaching 50 feet aloft is the Surface Lines two-way radio transmitter tower at our Madison-Austin Loop shortly after its erection was begun on May 2.

A five-man construction team—each member a specialist in such jobs—ran the steel tower up to its full 250 feet in 20½ hours.

Though the top 100 feet of the tower were prefabricated, the first 150 feet had to be bolted and braced by hand.

So that the tower won't be a plane hazard, it is illuminated at night.

Further details and photos on the new radio system will appear in the June magazine.

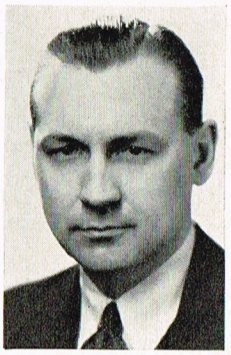
Washington Calls 2 More Engineers

WASHINGTON CALLED two more engineers — Charles E. Keiser, Electrical Department, and William R. Marston, Schedule Department —from the Surface Lines last month.



Charles E. Keiser

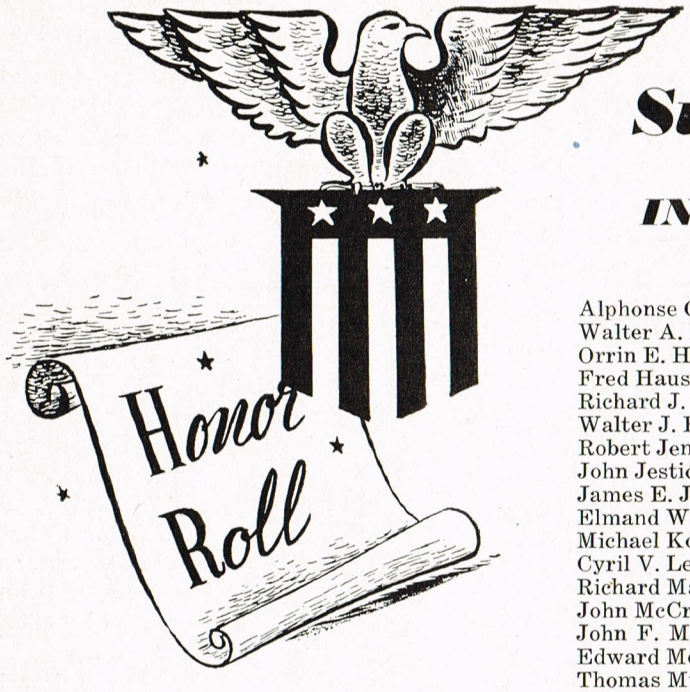
Mr. Keiser is serving as an assistant in the Division of Local Transport, headed by Former President Guy A. Richardson, in the Office of Defense Transportation. Mr. Marston joined the Tire Rationing Division in the Office of Price Administration as an associate business analyst.



William R. Marston

Both men, who came to the Surface Lines as student engineers after their graduation from Washington (St. Louis) and Illinois Universities, respectively, six and 11 years ago, were honored by their associates at farewell luncheons. Both were granted furloughs by the Surface Lines.

Mr. Keiser is the second Surface Lines engineer to be called by the Division of Local Transport. P. N. Simmons, department engineer, Accident Investigation and Legal Department, left January 30 to join the group.



Surface Lines Men

IN THE ARMED FORCES

Accident Investigation

W. J. Callahan
William J. Connolly
Joseph T. Durkin
Leigh H. Hunt
Joseph R. Lubawy
Frederick Max
Robert J. Morton
William R. Peterson

Accident Prevention

Frank J. Cunningham

Building

Michael Connell

Electrical

Walter J. Adomaitis
W. F. Allbright
Fred K. Damrow
Dello L. Hieatt
Stanley J. Jackson
P. L. Janke
E. F. Keating
Fred S. Lundie
Rocco Masesso
Oscar T. Peterson

General Office

William A. Ashley
John Campiche
Cary Armstead
John Doyle
Edward W. Horning
David J. Jacobs
Robert J. Joost
Eugene H. Lukes
Thomas McNally
Evan Olmstead
Alvin Pisors
Clayton S. Steele
Archie M. Stewart

Material and Supplies

Austin B. Haycraft
Fred C. Dabbert
Mason Dice
William P. Kreil
Robert W. Motis
Max Streeter
Joseph E. Swanston

Shops and Equipment

Anthony Amodeo
Nick Arnieri
Charles R. Bakutis
George P. Brignac
Herbert R. Brundage
James S. Cervenka
Patrick Considine
Alexander R. Foster
Thomas E. Gary
Umberto Granata
Frank Grimaldi
Daniel Griffin
Alphonse Grinis
Walter A. Hager
Orrin E. Hale
Fred Hauser
Richard J. Hennessy
Walter J. Hodonsky
Robert Jensen
John Jestice
James E. Judge
Elmand W. Klevno
Michael Konig
Cyril V. Lemke
Richard Maerz
John McCrea
John F. McGuire
Edward Mesik
Thomas Murphy
Elmer H. Natzke
Thomas O'Malley
Casey P. Peskor
Donald E. Reiss
Irvin W. Roane
Eugene S. Rymke
Theodore Santarelli
Ralph Short
Frank Soluri
Edward Sturm
Henry M. Stuvee
Joseph E. Swanson
Richard P. Tickell, Jr.
Thomas J. Tolty
William E. Wallace
Harry Westphal
Arthur G. Weyrich
Felix P. Winslow, Jr.
Henry S. Zahumansky

Track

Jake Barbera
Arthur Bragiel
Joseph Cabay
Clay W. Collins
Frank P. DiMarco
Joseph Frisher
Joseph Frain
August Gecan
Anthony Giovenco
George Gustavson
John Holmberg
George K. Huppert
Patrick J. Kilroy
Martin Marley
Messino Mash
David McCauley
Edward J. Micetic
Paul Minogue
Frank Nuccio
Joseph M. Olblinski
Simon O'Dea
James F. Patula
Frank M. Piscitello
Vincent Shubat
Louis Spasojevich
John M. Taylor
Anthony Valente
Charles J. Wolfe

Transportation

CLERKS:

Maurice J. Buckley
Frank E. Casey
John S. Farris
Martin G. Grady
Myron C. Heimerle
Robert K. Keag
J. P. O'Connor
Haddon Phillips
Robert O. Stach

MOTORMEN:

Philbon J. Anderson
Peter Babich
Arthur F. Bartelheim
Joseph R. Batoski
Eugene E. Bellheimer
Edward H. Boomgarin
John J. Brennan
Ben E. Bruhnke
John S. Cassidy
George D. Clancy
Nickolas F. Clesen
Raymond W. Cole
Frank Coyle
Thomas W. Dickson
Michael J. Dorgan
John F. Egan
Victor C. Esposito
John J. Favel
Vernon I. O. Rick
Joseph S. Finn
Charles T. Funk
Leo A. Godman
Patrick W. Hanley
Paul C. Hansen
Leonard J. Hayes
John W. Hebding
Emmet R. Heffron
George Heintz
Rex Hines, Jr.
Michael Hogan
Herbert O. Horn
Harry A. Jacobson
John J. Kalka
Karl J. Karlson
Jeremiah J. Keating
John Kolnick
Harold Larsen
John T. McArthur
William J. McGurn
Bruno P. Mencarini
George W. Menogue
David W. Mogee
Edmund Muccianti
Charles A. Murray
Chester F. Nehls
Bernard H. Nelson
William F. Nowatzki
Vincent O'Grady
John E. O'Rourke
Howard H. Paetzke
David C. Peterson
Thomas L. Peterson
Walter J. Piotrowski
Norman B. Prestine
Herbert W. Pronesky
C. B. Schoewer
Joseph R. Schultz
Michael Sherlock
William H. Sir
Vincent L. Smith
Harry A. Tuft
Frank J. Urhausen
John H. Valk
Ralph R. Weaver
William F. Weber
Donald J. Wise
John A. Wood

CONDUCTORS:

Reginald C. Anderson
William C. Beelow
John L. Blaa
Harold F. Bleschke
William E. Bohlen
Marcell T. Bouet
Clarence L. Boyd
James J. Cahill
Raymond M. Clair
Cornelius Callahan
Earling L. Carlson
Joseph H. Celmer
Michael J. Ciupinski
Patrick J. Clark
Ray A. Corrigan
Francis W. Cunningham
Joseph D. Curtin
Herman L. Daniel
William B. Dixon
James E. Doolin
Paul Dzielinski
William L. Eckberg
Howard A. Felker
Theodore W. Fortney
James P. Frain
Walter L. Frogner

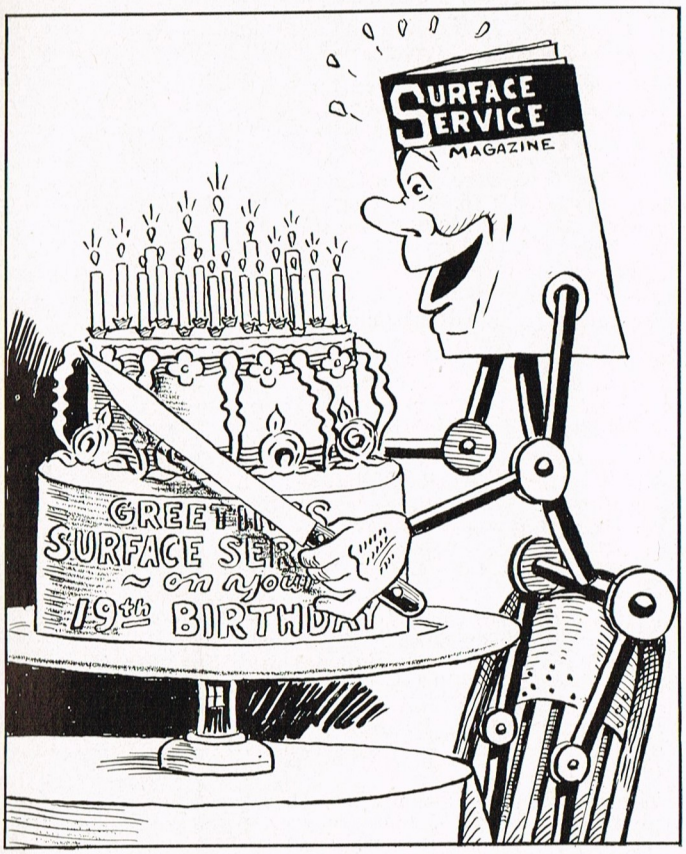
(Continued on next page)

Magazine Gets "Long Pants" for 19th Birthday

FOLKS WHO know about such things agree that any boy should have long pants on or before his 19th birthday!

So it is with SURFACE SERVICE, which celebrated its 19th birthday last month by getting a new three-column format (a magazine's equivalent of below-the-knees trousers). It appears in its new breeches for the first time this month.

Because the new size increases its space substantially, SURFACE SERVICE will now be able to give employes more news and more photos each month.



Bud Walker

Any employe who would like to help out with the enlarged magazine should see to it that the magazine correspondent for his or her group hears about interesting news items. Since scribes, being human, have only one pair of ears, they appreciate assistance.

The increased space in the magazine will leave considerably more room for the work of amateur photographers. Employes who are capable picture-takers may find out from their correspondents just what kind of photos SURFACE SERVICE is in need of.

Photos Should Be of Employes

In general, photos submitted for publication should tie up with the Surface Lines; and, since SURFACE SERVICE is an *employe* magazine, should be of employes—not of non-employes!

Besides being clear and printed on glossy paper, photos should show an employe *doing* something interesting. Few pictures where the subject is only having his photo taken have enough appeal to interest most of the 17,000 SURFACE SERVICE readers.

All magazine correspondents are searching for photographers to assist them in illustrating their monthly news items. They will receive with open arms amateur photographers who offer their services.

James A. Glimond
Steve R. Gors
Arthur Greenslade
Joseph Healy
Arthur E. Heirman
Joseph G. Herman
Charles R. Herndon
Roy C. Herward
John J. Higgins
Henry W. Higley
Charles Hopp
J. C. Jacobson
Thomas R. Johnson
John P. Kane
Patrick J. Kehoe
David L. Kelly
William P. Kelly
Elmer M. Klein
George F. Kouba
Clarence J. Lattimore
W. R. Lee
Rex T. Little
Edward L. Machen
Leslie J. Marringer
Andrew J. Mason
Hubert J. McDonough
Walter M. McFadden, Jr.
James E. McInerney
John F. McKiernan
Lawrence K. McKinney
Thomas V. McNeil
Edward P. McNulty
Walter Moran
Thomas P. Murphy
Theodore L. Nagel
Thomas A. Nash
James V. Noe
Ivan Olson
Roy E. Olson
Daniel J. O'Neill
Norbert V. Papke
Anthony Peters
Coleman A. Peterson
Ernest W. Pommerening
Edward J. Puntil
Jack E. Raeside
H. E. Redman, Jr.
Raymond G. Renshaw
Stanley P. Riggenstrup
Robert K. Schemel
Henry W. Schroeder
Edward Sebek
William E. Smith
Thomas A. Smyth
William J. Stapelton
Edwin N. Stobart
P. J. Thomas
George A. Thompson
Bernard Thurkow
Anthony Vanderburg
Joseph M. Wallace
Arthur H. Wike
John R. Wilson
George F. Woods
William C. Wurster

Utility

Arthur Fortman
Lawrence W. Heise
Lester J. Heise

Be Kind to Mrs. McCarty; She's an Invalid!

"MRS. McCARTY, living at 3530 Cottage Grove Avenue, being aged and an invalid, conductors and drivers will please stop to receive her and let her off opposite her residence when signalled to do so."

That order may seem humorous today; but when it was sent out to employes, written in longhand, in October, 1882, by President and Superintendent C. B. Holmes of the Chicago City Railway Company, it was designed to promote courtesy and friendliness.

SURFACE SERVICE MAGAZINE

A Publication by and for Surface Lines Employes

Published Monthly by

CHICAGO SURFACE LINES

231 South La Salle Street

CHICAGO

83

Vol. 19 May, 1942 No. 1

WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*

Armitage Leads in Keep 'Em Rolling

ARMITAGE HELD first place in the Keep 'Em Rolling Contest during April for the second successive month.

Its average mileage per pull-in because of equipment failures was 9,447.

Carhouse	*Zero Days*	*Miles Per Pull-In*	*Pct. Inc. or Decrease*
Armitage	4	9,447	11.5*
Devon	5	8,058	17.2
Sixty-Ninth	1	8,024	21.4*
Burnside	4	7,670	2.2*
Lawndale	–	7,612	9.2*
Division	4	7,294	25.9*
Cottage Grove	1	6,789	.2*
Archer	–	6,458	17.5*
Elston	3	4,986	32.3
North	–	4,972	5.1*
Limits	6	4,811	22.7
Seventy-Seventh	–	4,648	7.4
Blue Island	5	4,329	4.6*
Kedzie	–	3,808	17.5*
Lincoln	–	3,359	4.8
Noble	1	2,887	1.2*

*Indicates decrease.

Records for the last six months:

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

Obituary

Michael V. Roth, motorman, 69th Street, died of a sudden heart attack April 24. Fifty-five years old, he had 28 years of service. Surviving is his wife.

Bernard D. Miller, conductor, 77th Street, died April 14, following a long illness. Forty-four years old, with nearly 21 years of service, he leaves a wife.

Charles D. Anderson, motorman, 69th Street, died April 15. The illness preceding his death was a long one. Fifty-four years old, he served as a starter during part of his 25 years of service. He leaves no immediate survivors.

Ernest E. Ringberg, conductor, 77th Street, died April 7, after an illness of nearly three months. Thirty-eight years old, with seven years of service, he was active in Boy Scout affairs. Surviving are his wife and six children.

James Montgomery, retired motorman, 69th Street, died April 20, following a brief illness. Seventy-nine years old, with 50 years of service, he left the Surface Lines last November under the retirement allowance plan. Surviving are two sons.

James McDaniel, conductor, Armitage, died April 15, following a long illness. "Swifty" (that was his nickname) was 63 years old, and had 38 years of service. His hobby was coin collecting. In his large collection, he had several coins of high value. A Mason, he leaves two sisters.

Timothy Horrigan, conductor, Devon, died suddenly April 13. Forty-four years old, he had 21 years of service. A veteran of World War No. 1, during which he fought in the Canadian Army, he was active in American Legion affairs. Surviving are his wife, daughter and son.

William J. Knoll, conductor, Noble, died April 15, after being shot in an attempted robbery while he was on duty. Sixty-one years old, he had worked for the Surface Lines 36 years. A bachelor, he leaves two sisters and two brothers.

Charles W. Eckart, conductor, Lawndale, died of a heart ailment April 12. Fifty-six years old, he had worked for the Surface Lines 34 years. During his career, he served as a Track Department paymaster and an extra clerk, receiver and supervisor. Well liked by his many friends throughout the organization, he leaves a wife.

James J. Holbrook, conductor, Armitage, died of a cerebral hemorrhage April 24, following an illness of more than a year. Fifty-eight years old, he had 35 years of service. Surviving are three sons.

Joseph A. Lehr, motorman, Lawndale, died of asthma, following a five-day illness. Fifty-seven years old, with nearly 30 years of service, he leaves a wife, two daughters and two sons.

190 Active Cases Listed on Employe Relief Roll

THERE WERE 190 active cases on the employe relief roll at the end of last month — 12 having been removed by death or other causes.

Nineteen applications for assistance were received during the month by the relief committee; and after investigation, 16 were approved for assistance.

A total of $1,673,266 has been paid out of the relief fund since the organization of the committee. Disbursements last month amounted to $10,025.

The Front Cover

THOUGH NOT soldiers, sailors or marines, the squad of Burnside trainmen lined up before their depot on the cover present a military front as they salute the American flag, below which waves one of the Minute Man flags sent last month to various Surface Lines locations.

Front row, left to right, are: Conductor Axel Peterson, Motormen Clarence Lauterbach and Charley Brady, and Conductor Dick Japenga. Rear row: Conductor Pat Moore, Motorman Tom Doherty, Conductor August Olson and Motorman George Cyricos.

Ernest Bevin, Noted Briton, Once a Street Car Conductor

ERNEST BEVIN, minister of labor and a member of the British War Cabinet, started his working life at the age of 10 as a farm laborer. Later he migrated to Bristol and became a bus-boy in a restaurant.

His real start on the road to success, however, was when he got a job as a street car conductor.

"They Are Proof Good Service Is Possible"

"THEY ARE living proof good service is possible," wrote Thomas P. Dolan, 414 South Clark Street, praising Conductor Paul Bradley and Motorman Phil Ryan, Devon. "Your conductor," he added, "was alert and businesslike, and called every street without fail. The motorman handled the car so smoothly and skillfully there was no jarring of passengers — not even those who were standing."

Similar efficiency and extra bits of service or courtesy by other trainmen brought 48 letters of commendation last month.

Lauds Conductor's Honesty

The honesty of Conductor Harlow Moeller, North Avenue, won high praise from Mrs. Anna J. Poirot, 5714 North Keystone Avenue, who left her purse, containing $139 on his car. "When I reached home," she wrote, "I received a call from your station, asking if I had lost my purse. I had, and I would like to thank Mr. Moeller."

After tripping and falling in his car, Mrs. W. J. Bigger, 1657 West Monroe Street, assured Conductor Ed Valek, Kedzie, that she wasn't injured. "He was so gentlemanly in his concern," she wrote, "I wanted to call your attention to the incident. Such an outstanding act of courtesy goes a long way toward gaining the respect of the traveling public."

"He Makes Riding a Pleasure"

"Courteous and thoughtful of those in his care, he makes riding your bus a real pleasure," wrote Myrtle Rosenquist, 6315 Navajo Avenue, praising Operator George Zelinko, Devon.

When Verne Barnes, secretary, Chamber of Commerce, Belvidere, Illinois, handed Conductor Leopold Sharpe, Kedzie, his fare, two $1 bills were, by error, stuck together. No sooner had he reached his seat than Leopold approached him with the extra dollar. "Such consideration," wrote Mr. Barnes, "certainly builds goodwill for your organization. In this case, his kindness was greatly appreciated."

Pleased by the helpfulness and courtesy of Conductor Ed Rutkowski and Motorman Mike Kelly, Lincoln, in helping her look for a lost package, Mrs. Alice E. Ernst, 4509 North Winchester Avenue, wrote, lauding them.

"He's Your Best Ad"

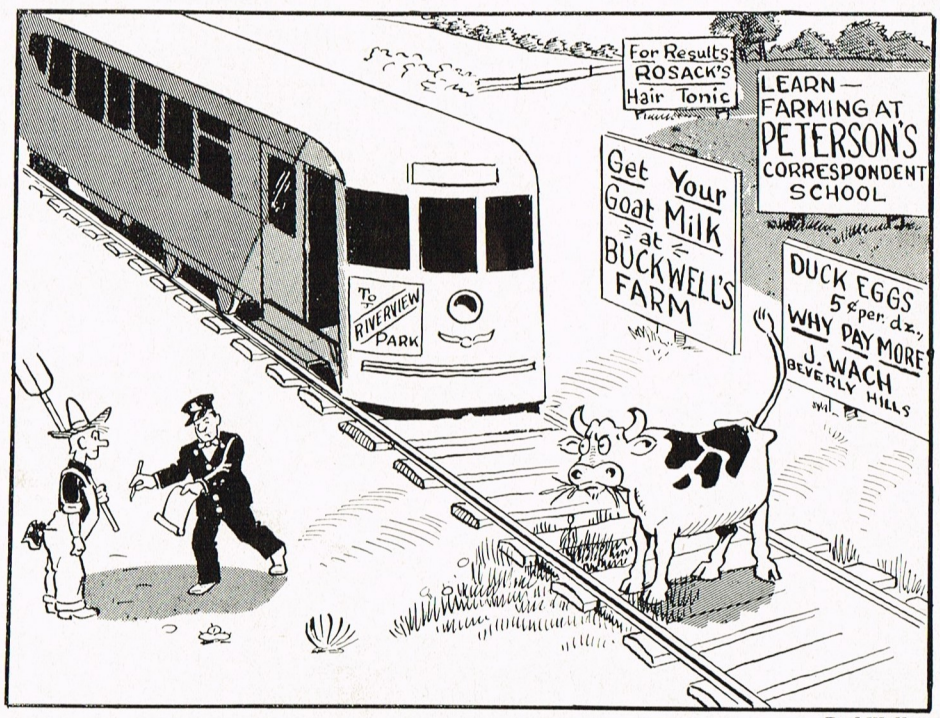
Impressed by the courtesy and pleasant personality of Conductor Jerry Gleason, 77th Street, Samuel Workman, Department of Finance, State of Illinois, wrote: "His courtesy is so genuine and extended so generously to one and all that he is by far the best advertisement your service could get."

"He makes travel on your cars a pleasure," wrote Mrs. Lillian Wrede, 4141 Potomac Avenue, after praising Conductor Ernest Muchow, North Avenue, for his efficiency, courtesy and thoughtfulness toward riders.

Praises Operator's Service

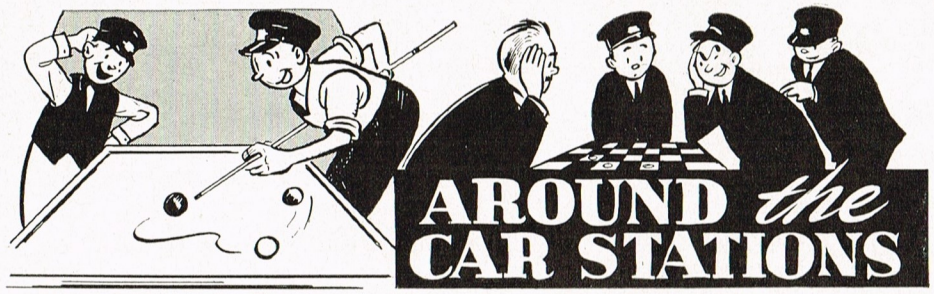
"He not only gave good service, but it was a pleasure to see a human so consistently thoughtful of his fellows." So wrote Anne J. Foster, 840 Green Bay Road, Winnetka, commending Operator Johnny Werdell, Devon. She explained how he waited for passengers to catch his bus, called all streets plainly, and helped an elderly woman board.

Highly praised for helping children and elderly and blind riders in boarding and alighting from their cars were: Conductor Bill Kusch, Armitage; Motorman Irv Green, Division; Conductor Bill Verner, Lawndale; Motorman Frank Wolski, Lincoln; and Conductors Johnny Keating, Lew Waddell, and George Schletz, 77th Street.



Bud Walker

"My supervisor always demands a written excuse when I'm late."



AROUND the CAR STATIONS

Archer

SOFTBALL IS with us again, and Co-Managers Frank Rainis and Ralph Blinkwold report they have a batch of wonderful prospects.

Caesar Chap, they say, is so colorful that unless he wears a dark uniform he'll blind the rest of the boys.

Another likely bet is John Hughes, the galloping milkman. John swears his training in running up and down stairs will help him speedily circle the bases after smacking the ball out of the lot.

Supervisor Curry, of the North Side, startled Tom Pritchard when he boarded his car unexpectedly the other day. Said Curry, "I took you unaware, huh?" Tom looked startled. "What do you mean?" he asked. "I've got my underwear on!"

Our No. 1 bowling team has clinched the South Section lead, and will now meet the North Section leaders for the championship. We tip our hats to the team members: Frank Rainis, Joe Malewski, John Kent and Walt Zelis. Let's get out and give them our support!

We welcome the many new men who have joined us recently. Though they are too numerous to call by name, we wish each one all the luck in the world.

Bud Walker tells us that Barney Rossman has sent his new mustache to the laundry, but that it will soon be back in circulation again.

Our honor roll of service men is growing fast. Walt McFadden and Johnny Doolin joined the navy recently. We're proud of you, boys!

Our deepest condolences to the families of George Felch and James Brosnan who died recently.—Combine.

Armitage

THE NEW FACE at the caller's window belongs to George Fischer, formerly of Kedzie. You will find him a right fine fellow. Welcome, George!

"Fire Chief" Timmermann is the name now that Ernie is attending Civilian Defense fire fighting classes. If he strings hose as well as he strings his "line," he well deserves the new title.

We urge you to write our boys in camp. News from the depot is highly appreciated, and makes them feel they have not been forgotten. Addresses may be had by asking the clerk.

"Swifty" is gone. James D. McDaniels was his given name, but to everyone who knew him it will always remain "Swifty." A kindly soul and a loyal friend, his recent passing will be felt by veterans and rookies alike.

The army recently paid a surprise call on Walter Grapenthien. His son, home on an unexpected leave, greeted him when he returned from work. Walter thought possibly Christmas was moved up seven months due to press of events.

If you moved May 1, please leave your new address with one of the clerks.

New daddies in our midst are William Struwe and Harold Owen. Each was presented a husky son. Bill says it couldn't have been any different for him because of his high priority number!

The all-season athlete and champ, John Konigsfeld, still rates the top heading. Last week James Muir, Whitey Lovell, Hal Schweizer and, of course, Little Curly, stepped out for their first 18 holes this season. Curly is the champ, and if the others have anything to say to the contrary, see your scribe.

Ted Hungershofer and his missus celebrated their silver wedding anniversary May 5. Our heartiest congratulations and best wishes to them.—Chief.

Blue Island

WELCOME TO Motorman Chester Trembeck and Conductor Peter Schumacher, who joined us recently. Glad to have you with us, boys!

Conductor Willie Sullivan underwent an operation recently. We wish him a speedy recovery.

Our sympathy is extended Conductor Michael Nails in the recent death of his father-in-law.—C. P. Starr.

Burnside

SINCE OUR last listing of Burnside boys in military service. Conductor Jim Frain joined up. He is serving with Flight A, 28th School Squadron, at Jefferson Barracks. Our hats are off to you, Jimmy!

We're all pleased that Conductor William Ure has left the hospital and is on the road to recovery.

Conductors Dante Brunod and Joe Barron, we hear, visited the Loop recently. Says Dante, "They call us the farmers of Burnside, but we felt right at home downtown!"

Last season was Burnside's first softball year. This year we're planning big things. Operator Leo Pine, who is at the team's helm, promises the best is none too good. Conductor Joe Ryan recently chimed in with a cheer-leading section, to be led by Operator Curtis Best and Motorman Willie King.—W. D. F.

Devon

NOW THAT Spring (or is it Summer?) is here, it's not unusual to see two or three tanned trainmen talking excitedly; and, with their thumbs and forefingers, indicating the height of their lettuce, carrots or beans.

Favorable crop reports have been coming in from gentlemen (less-than-an-acre) farmers such as Motormen Earl Dufford, Otto Sword and Gus Vanrermeik. John Miller, we hear, rises at 3 a.m. every morning to sprinkle his Victory Garden.

We like most of all Conductor Zeke Reidel's

WORK HORSES

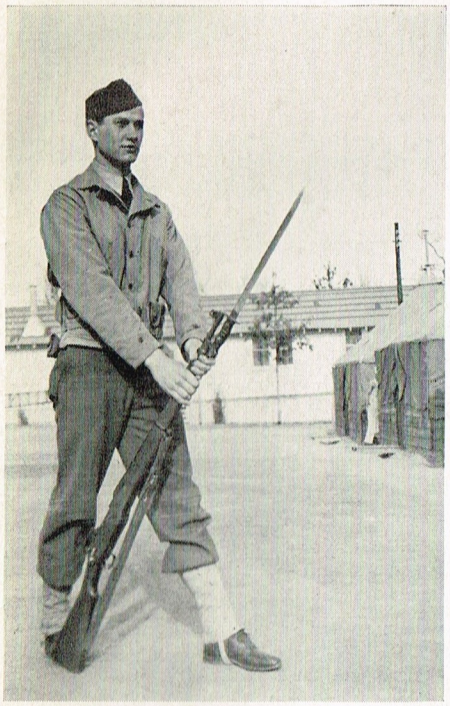
When three brother trainmen of Motorman Bill Dow (left), Devon, accepted his invitation to visit him at his Antioch, Illinois, farm, they were unaware of his plans.

No sooner did they set foot on his land than Bill put them to work pulling a cultivator so that his horse might take a day off.



Tugging their hearts out are, left to right: Motorman Ed May, Joe Vesely and Johnny Miller.

Correspondent Ed Evenson, Elston, who snapped the picture, reports it is slightly blurred by the tears which, at the pitiful sight, rolled from his cheeks onto the camera lens.





SOLDIER BOYS

Private Al Grinis (top), former apprentice, Motor Repair Department, South Shops, poses with a Jap-sticker at Camp Shelby, Mississippi. Al's father, Joe, also a South Shops employe, is a bench moulder, in the Foundry Department.

Private Norbert Papke (bottom photo), former conductor, Armitage, strikes a pose, tin hat and all, at Fort Lewis, Washington, where he is serving with the 174th Infantry.

crop—big shade trees! With his trees, a hammock and a pile of magazines, he reports his liniment bill is cut to a minimum.

The Minute Man flag which flies from our station's staff speaks for itself and shows what a little effort will do. It also shows something about the men here at Devon.

Our softball team will be guided this year by Motorman Joe Bergthal, who says that with continued support from players and fans our crew should finish at the top of the heap.

With Conductor Pinky Moran assisting Joe, you may be sure that any fight necessary for the team's benefit—either on or off the field—will be ably cared for.

Conductor Joe Hoffert, a former sailor as may be seen from his barrel-roll walk, passed out cigars recently after the birth of his baby daughter. Congratulations, Joe!

Our sympathy goes out to the families of Conductor Tim Horrigan and Motormen Heinie Kinsch and Hank Ruehdrantz, who died last month. All three fought in World War No. 1, and were well known around the depot.—Ed May.

Division

HATS OFF to Conductor Andy Enzenbacher! Not one, but three, of his sons are serving with the armed forces! The *Chicago Times* recently ran photos of all of them.

We note our repair crew is keeping Division right up near the top in the Keep 'Em Rolling Contest. They haven't fallen below fourth place since last October.

Conductor George Schwab has enlisted in the navy, but hasn't been called up yet. Reports say the average mathematics grade for recruits is only 44; but watch that climb when George gets in there!

Another new member of the armed forces is Conductor Ed Puntil. He is serving with the army in the field artillery at Fort Sill, Oklahoma.

Motorman Charley Giersch got the idea for the service flag, which probably will be flying shortly. Stationmaster G. W. Peterson gave his wholehearted approval to the plan to purchase the flag.

We're positive now that summer is here, for Car Placer Charley Grunst has bought himself a flashy new cap!

Have Supervisor Bob Winters tell you the one about the misbehaving wind. It's a pip!

If you have any photos that might be used in the magazine, hand 'em in. They'll be used if they fill the bill.

May is a busy month for birthdays of Division children. Among those who have celebrated, or will celebrate, this month are: Motorman Herman Hasenkamp's sons, Bob and Herby; Conductor J. Altenbach's daughter, Marlene; Motorman George Poklenkowski's girl, Donna Mae; and Conductor Tommy Mace's boy, Junior. Motorman Walt Hanson's daughter, Sandra Lynn, was three month's old May 8.

Celebrating wedding anniversaries this month are Motorman Aron Swenson, Motorman Bob Willming, and Conductor M. J. McKinnon and their wives. Ask Mac to show you the photos he and the missus took during their recent "honeymoon" trip to Florida.

We're pulling for the speedy recovery of Conductor Ed Smith, who is still on the sick list.

Our sympathy goes out to Conductor Ed Riley, whose wife died April 8.—R. T. W.

Lawndale

WHEN JOE HEALY vacationed in New York, he took a photo of a boat tipped over in the harbor—then the F. B. I. took him. The boat happened to be the *Lafayette!*

Congratulations to the John Cielenskis, who celebrated their silver wedding anniversary May 2!

We received cards recently from these Lawndale boys in the armed forces: Bob Keag, Jimmy Cahill, Tommy Johnson, Willie Bohlen and Art Heirman. All say they are doing fine.

Welcome to these new men who joined us recently: Conductors Tom Diekneit, Pat Gaul, Lee Hagert, Paul LaDouceur, Casimer Rydzewski, Ed Ellman, Bill Freeman, Ed McQuillan, Frank Puiszis, Les Navelvac and Harry Parker, and Motorman Russ Brown, Bill Corbett, Isadore Adel, Johny Joyce, Joe Bereska, John Rigsby, George Rose, Les Wolthusen and Ed Nied. Glad to have you with us, boys.—The Chiefs.

Lincoln

WE'RE ALL pleased to see Vernon Thornton back at work. He has been off for nearly a year after being struck by an auto while on vacation.

Motorman Chester Nehls, now a signalman first class at the Coast Guard Training Station in Brooklyn, New York, dropped in to see us last month. He looks very snappy in his blue uniform.

John Egan, who joined the army recently, now is in California. Haddon Phillips is still stationed at Everett, Washington.

Welcome to Ed Davis and Tom Cooke, the two new clerks who joined us last month. Ed hails from Limits, and Tom from North Avenue. Lincoln, however, is Tom's old stamping grounds. for he was register clerk here five years ago.

We all wish lots of luck to Clerk Jack Cleary who left us last month to become head night clerk at Elston. His promotion is well earned.—Fred Murbarger.



RUG MAKERS

Many folks who haven't been smartened up still think of Oriental rugs with awe. But Utility Department men would much prefer Leaders' rugs.

Here are "Dutch" and Mrs. Leaders in their home, busily manufacturing one of their beautiful throw rugs.

At the right are several of the finished products—each one a beauty.

"Dutch," a Utility Department chauffeur, is so enthusiastic about his and Mrs. Leaders' hobby that he designed and built several gadgets which help out in the rug-making.

Though his co-workers have long been begging him to raffle off one of the rugs, "Dutch," at last report, hadn't weakened.

Noble

WELCOME TO Conductors Chester Cordek, Don Lane, Roy Stolzman, Bill Palczynski and Henry Thelin, and Motorman Roy Thompson, all recent newcomers.

Conductor Ed Stamborski has deserted the bachelor ranks. He was married April 18. He took an eight-day furlough, but kept everyone in the dark as to where he was going to spend his honeymon. Congratulations, Ed.

Conductor Joe Luka became the proud father of a baby girl April 18.

We hear often from our boys who are serving in the armed forces. Conductor Roy Herwald writes "this is the life" from Aberdeen Proving Grounds, Maryland. Conductor Bernard Thurkow keeps us well informed on life at Selfridge Field, Michigan. Motorman Harry Tuft is determined to help keep them flying. He is learning to be a mechanic at the Airplane Mechanics School at Keesler Field, Mississippi. Motorman Bruno Mencarini says he taking it just like a vacation down at Camp Claiborne, Louisiana. Motorman Harold Larsen has been gone more than a month, but has not informed your scribe where he is located. Conductors Johnny Blaa and Reginald Anderson were inducted April 29, and we should have some news from them before long.

Register Clerk Bill ("Skinny") Middleton spent his vacation up at Fennville, Michigan. What are the prospects on the asparagus crop this year, Bill?

Sympathy is extended to the family of Conductor William Knoll, who was killed when shot by one of two bandits April 15. The two bandits have since been apprehended, and will be brought to trial shortly. —Ed Devine.

Sixty-Ninth

THERE MUST BE a lot of news around the depot we don't get wind of. Since our job keeps us far away from the station most of the time, we'll have to depend on our friends to leave their news stories with the clerks. We'll pick them up there.

Motorman Joe Vandenover became a proud father again last month—for the 10th time! Mother and son are doing fine.

Regretfully we report the passing of three of our old-time motormen: James Montgomery, Charlie Anderson and Mike Roth. All leave behind a host of friends. Our sincere sympathy is extended to their families.

We understand that Al Evers, who is a motorman eight hours per day, is Oak Lawn's most progressive and outstanding citizen the rest of the time. Right now he is taking a lot of pride in the town's new Coral Theater, and is busy each evening training a force of usherettes for duty there. Although he has only girls to work with, Al will be satisfied with nothing less than regulation military snap and precision. It's quite a sight to see him drilling his squad in the parking lot back of the theater!

Pete Zacharias has an original method of drinking coffee at terminals when he is pressed for time. If the coffee is too hot for fast drinking, he requests a couple of soda straws. Then he blows air bubbles into the Java, causing it to cool rapidly. He claims that this is much more effective than merely blowing on it, pouring it out in a saucer, or fanning it with his cap.

While Fred Morris was having breakfast in a local restaurant one morning, he happened to overhear Marty Meehan and Frank Fassnacht instructing the waitress in the fine points of coffee making. Fred naturally thought that this was extreme presumption on their part—especially since he was present! Fred is generally recognized as an expert along those lines. He didn't have time to do anything about it right then, but the next morning he showed up at 6 a. m., on his day off, just to be sure that the Morris method of making coffee was adopted if any change was to be made!—H. E. Harris.

Seventy-Seventh

HAVE YOU BEEN itching to do some fishing? So has Walter Bayer, former tar of the U. S. Navy. However, "fish," with him, is strictly a technical term. That's what they call the torpedoes, and Walt was a torpedoman who knew his "fish." He's been sidetracked lately on model airplanes, but by a slight stretch of the imagination you could say that he has merely changed his affection from fish to "flying fish."

Our softball champs are now all limbered up and ready to battle to keep the old pennant on the flagpole. Manager Tommy Byrne has been putting the boys through their paces, and is looking forward to an interesting season, starting next week. The mark to shoot at is, naturally, another brown jug. Let's hope their aim is good, and it will be if the fans give a hand. Help get the gang off on the right foot, and help keep it the right foot all season!

The love of baseball, exhibited by Red Ormsby, still dominates the veteran. Now it's a youngster team of semi-pros, one of whom is the catcher "Ladybug" Edwards, son of N. J. of this station. Ladybug is doing all right. Traveling in fast company, he's more than holding his own. Who knows, he may be another Gabby Hartnett, but he's got a few years to go, for he's only 13 years old!

Referring to an accident as a "soft touch" is not exactly Kosher, but what else can be said about the lad who bumped into a truck load of mattresses!

Gardening is Piggy Miller's pet project. This year they're adding the word "'victory," but he's had a winner every year. Pop is going to take care of the gardening and Sonny, in the Marine service, is going to take care of the fighting. That's a double-header victory if we ever saw one!

Our luck runs just about true to form. J. E. Dwyer got the new uniform, and we've got a nice ducat we'll sell cheap.

Someone said the new Diesels are here and were they glad. Out of this remark the news was circulated that Supervisor Ernie Tocci had the measles and were they bad.

Sympathy is extended to the families of Conductors E. E. Ringberg and B. D. Miller, who died recently, and to the following men because of deaths in their families:

Conductors C. J. Noha and H. Roth, their brothers; Conductor P. J. Mahoney, his father; Motorman J. F. Winter, his mother; and Motormen Joseph and William Roach, their father.—Walter F. Story.



Departments and Divisions

Accident Investigation and Legal

PHILIP COMIANO, Willis Helfrich and Ted Welch, who passed their bar exams in March, received their licenses before the Supreme Court in Springfield on May 11. Ted Welch will do his practicing for the present in Uncle Sam's Army, for he was inducted this month. An even bigger event for Willis Helfrich was the arrival on May 1 of a six-pound, 14-ounce daughter. Mary Margaret, the daughter, and mother are both proud of the new attorney.

Clarence Croswell, night watchman, now whistles while he works. Is this due to the arrival April 26 of an eight-pound brother for five-year-old Gerald, by the name of Kenneth Joseph?

The Girls' Bowling League celebrated the closing of the bowling season with a dinner at Kungsholm Restaurant on April 16. The party was a grand finish to the year's activities. Genevieve Garro had high average of 130. Your scribe had high game of 195, and was tied with Genevieve Garro and Elvera Potensa for high series of 461. The winning team was the Spares.

The Office Bowling League finished its schedule on April 10, and the season was officially ended April 22 at the dinner held at the Cafe Bohemia.

The Cubs, captained by Al Pisors (now in the United States Army), wound up on top, closely followed by the Reds, headed by Bob Sedlack. High individual game for the season was rolled by Lou Spolec who had 243, and high individual series of 627 went to Harold Ebeling. Ernie Hoskins led the league in individual averages with 173. The season was a great success and the fellows are all looking forward to next year.

Florence Manske, stenographer, gave a luncheon for the girls at Stevens Building Restaurant on April 25 to celebrate her retirement after 24 years of service. The girls presented her a Mixmaster, and are hopefully waiting for Florence to whip up a cake for them.

We welcome Josephine Genengels, the latest addition to our stenographic corps.

We were all glad to see Investigator John Barry when he visited the office recently. We hope he soon will feel well enough to return to work.

Staff Sergeant Howard ("Alabam") Doster advises us he married a Florida "cracker" while he was stationed at Camp Blanding. He now is serving at Napier Field with the advanced flying corps at Dothan, Alabama. Since Dothan is his home town, Alabam's luck seems to be holding out.—Audrey.

Accounting

JOHN J. BEATTY, well-known old timer, has retired after 53 years of service. His co-workers presented him several farewell gifts, and gave him their best wishes for his health and happiness.

We're all wishing good luck to Raymond Becklund who has received a new assignment.

Congratulations to John and Mrs. Conlon on the birth of their baby daughter, Virginia.

Hear Ye! Hear Ye! Arthur Bresin has performed his civic duty by recently serving on the Criminal Court jury.

Best wishes were extended Mary McCauley, Danica Govedarica, Ann Lowe, Agnes Rheberg, Claire Koch, Margaret Kohs and Ardyth Meintzer, who celebrated birthdays last month.

Much happiness is our wish for Elizabeth Ann Diez, formerly of the Payroll Department, who became Mrs. William J. O'Donnell on April 11.

When Tom Richards left us last month, his associates presented him a traveling bag as a farewell gift.

Our sympathy goes out to Mrs. Mildred Berg and Mrs. Olive Battersby in the recent loss of their husband and sister, respectively. —Thomas F. Coan.

Electrical

WE'RE ALL proud of the new American flag and the Minute Man flag flying from the pole at Grand and Leavitt!

John Cahill, Meter Testing Division, has enlisted in the navy. He now is stationed at a training school in Washington, D. C.

Dan Barrett still is in St. Joseph's Hospital recuperating from the injuries he received last month. Why not pay him a visit, boys?

Leo McKeever and Bob Jacobson, Grand and Leavitt, and Harry Geier, Homer Sub-Station, who were on the sick list last month, are back on their jobs again.—Billy.

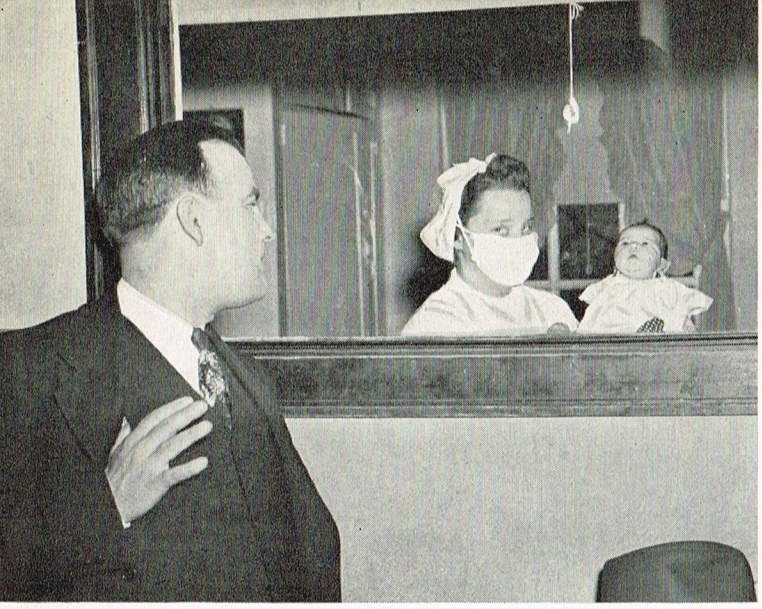
NEWS LETTER EDITOR

Earl ("Final Edition") Essington, Electrical Department, ponders over a writing-machine as he pecks out the first news letter for the 14 Electrical Department men who are serving with the armed forces of the United States.

The letter, composed of interesting items from letters written by the service men to their former co-workers, tells each fighting man how the other 13 fighting men are doing.

Earl mailed out the first letter April 23, and plans to send out others every month or so.





EASTER BUNNY

Thumb in his vest, Conductor Ed Dowling, Division, fondly looks over his infant daughter, whom he nicknamed "Bunny" because she was born on Easter.

Three days and three hours old when this photo was taken, she weighed eight pounds and one ounce at birth.

Ed's pilot, Motorman Morgan Grude, snapped this photo.

Carhouse and Bus Repair

ARCHER: We're sorry F. Leonhardt still is in the hospital. but we're all pulling for his speedy recovery.

Our deep sympathy goes out to J. Samoska in the recent loss of his father.

ARDMORE BUS: Roy Foster and Tony Amodeo, both serving with the army, visited us last month. They seemed enthused about army life, and are doing their best for Uncle Sam. Glad you stopped in, boys!

Private Orrin Hale has been transferred to the Ballroom Barrage Training Corps. He reports he still plays drums in the band.

ARMITAGE: Anyone interested in Pepsi-Colas should see Assistant Foreman Weber. He's known as an authority on the subject.

Mr. Jaeger's cat has had its diet changed to fried, golden brown fillets of pike. Could the fact that pike were plentiful in Wisconsin's Wolf River have anything to do with that?

BLUE ISLAND: P. Breslin still is laid up with his injury, but expects to be back on the job soon. Also on the sick list is P. Rimkus. Here's wishing both of you speedy recoveries!

BURNSIDE: Car Cleaner Ed Mesick has left us to serve in the armed forces. Best of luck to you, Ed!

Bill Filson is experimenting with a rubber plant in his spare time. He soon hopes to supply the barnmen with tires.

COTTAGE GROVE: Repairman Bob Carson throws out his chest and hikes about with a smile these days. The reason? He's a grandpa!

To Pete Barrone, who was married recently, our congratulations!

Anyone who thinks he can beat Repairman Johnson at checkers may apply during the daily lunch-hour game.

DIVISION: F. Chabolowski's son, who was wounded at Pearl Harbor, has completely recovered and is out of the hospital.

M. Rorka has requested the Red Cross for information about his son, who is among the heroes who fought at Bataan.

The Purple Heart Medal for military merit recently was awarded William Macyouskis. Bill was seriously wounded in France during the last war.

ELSTON: Frank Carlson, who retired January 1, died April 7, following a brief illness. Our sincere sympathy goes out to his family.

LAWNDALE: Credit for the new idea for picking up fallen trolley wire goes to Assistant Foreman Strickland and Night Foreman Foster. Their new scheme has proved very useful.

LINCOLN: The recent circus was expensive entertainment—at least, it was for Foreman Bollinger. While he was homeward bound with his two grandchildren, someone was unkind enough to pick his pockets.

Our best wishes for a speedy recovery go out to A. McLaren, who is on the sick list.

LIMITS: We have been enjoying a monthly visit from George Chamberlin; and he is enjoying his leisure time now that he is retired.

Tim Dwyer is back on the job again after recovering from his operation. Welcome home, Tim!

NOBLE: Two more of our boys have signed up to take the fatal step. Pete Anagyros will be married shortly. Though Danny Deddo has announced his engagement, he reports wedding plans will have to wait for his return from military service.

NORTH AVENUE: We're pulling for a speedy recovery for Domanick Wirmanski, who has been on the sick list several months.

Our sympathy goes out to Emmit Lynch, in the recent death of his father.

NORTH BUS: Bill Wallace, who is serving with the army. visited us during his recent furlough. He reported being transferred to the air corps. Good luck, Bill. Keep 'em flying!

SEVENTY-SEVENTH: Assistant Foreman James Foley was presented a watch and chain as a farewell gift when he left us recently. Best of luck on your new undertaking. Jim!

Judging from the summer resort circulars pouring in for Night Foreman Keane, we should see some nice fish when he returns from his vacation this year.

Among those on the sick list are Joe Chrabaszcz, Frank Gaughan and Tony Katauskas. Hurry and get well, boys; we're pulling for you!

Engineering

BUILDING DEPARTMENT: Olwen Glynne has been busy for more than a year knitting sweaters for allied soldiers. Recently, however, she switched to knitting helmets with ear flaps.

Drafting Room men are well represented in civilian defense activities. Frank Grethen is a zone captain; Art Knutson and John Retzler, block captains; and Bob Cooke, Joe Koza and Walt Klotz, fire wardens.

TRACK DEPARTMENT: Leisure hours of Andy Flood and Frank Beshk, our two expert pinochle players, are now devoted to studies as air raid wardens. They are taking first aid training at Red Cross Headquarters.

Frank Nuccio, Frank Piscitello and Vincent Shubat were called up by the army recently. Best of luck to you, boys!

UTILITY DEPARTMENT: Bob ("Captain") Prosser spent six months of his spare time in building miniature models, to scale, of the *Queen Mary*, *Queen Elizabeth* and the famed whaleboat, *Wanderer*.

John ("Scuffy") Jones recently found the fire department's dog mascot, which got lost after a fire. Now Johnny is a dog catcher! What next?

The home of Pete Belasich, wreck truck helper, was blessed with an eight-pound boy. Congratulations, Pete!

Joe ("Cowboy") Westman is a man of few words, but many deeds. Ask him about the time he toted a horse with a broken leg for 10 miles!

Wreck Truck Helper Les Heise was called up by the army last month. He left us just a month after his brother Larry was called.

Harry Leaders reports receiving several letters from Don Howell inviting him to California for a rainy visit.

Any wreck truck men who are stuck on radio questions should see Harry Lynch. He'll be glad to help.

Carl Anderson boasts membership in the Last Man's Club of World War No. 1. He reports there are 139 members left.

Trolley Tender Eric Lausch has his out-

board motor in shape, and is eager to start for his favorite fishing spot at Pistakee Bay.

Trolley Tender Dave Ferguson and Joe Giovenco engaged in a friendly wrestling match the other day. With the help of Bill ("Tiny") Dalton, Joe won. Dave is now shouting for a return match—without any interference from the audience!

Our sympathy goes out to Motorman James Conwell, whose mother died recently.

General Office

VACATION SHORTS: No, this isn't a clothing manufacturer's advertisement—just bits of vacation news.

John Howe, Executive Department, motored East with a friend last month. They visited Kentucky and Washington, D. C. John says he was going to say hello to President Roosevelt for us, but a bad snowstorm nearly swallowed them, so they had to leave in a hurry!

Executive Assistant Joseph V. Sullivan spent two weeks in Hot Springs, Arkansas. Although it rained four days, he reports a wonderful time.

Bob Engels, Insurance Department, left May 9 to chauffeur his folks to California. We know without asking that he'll be able to call all those beautiful movie stars by their first names within a week, for his sister, Virginia, is a movie star herself. Maybe some of the boys would like to join you, Bob!

Another of our young men is leaving to join Uncle Sam. Larry Gurioli, Purchasing Department, expected to be called May 6. Best of luck to you from all of us, Larry!

Clarence Heath reports he's getting a workout (now that bowling is over) in his "victory" garden. Although he has numerous fruit trees and many different vegetables, his hardiest plants are dandelions and thistles.

Speaking of dandelions, we wonder how many of their little yellow heads Dr. Fanning has knocked off at Edgewood Valley Golf Course so far this year.

Our deepest sympathy is extended Mary Wiley, Executive Department, in the recent death of her mother.—Corinne Marshall.

Schedule and Traffic

MATHEW LUPE, William Worcester and Edward Joyce are the new traffic checkers whom you may have seen on various corners around the city. Welcome, boys; glad to have you with us!

Fred Jauman and Jack Ocken have transferred to the Transportation Department as clerks. You may find Fred at Kedzie Station and Jack at North and Cicero. Good luck, boys, on your new jobs.

Bill Marston is now serving as an associate business analyst with the Tire Rationing Division of the Office of Price Administration. He left us last month.

George Bryan has a big box of tinfoil from cigarette packages; but he still thinks the box isn't filling up fast enough. Any contributions will be gratefully accepted—L. C. Dutton.

WAR BOND PLUGGER

A recent Surface Lines radio performer was Conductor James Corbett (right), North Avenue, who appeared on a one-minute commercial for war savings bonds with Announcer Jess Kirkpatrick over Radio Station WGN on April 5.

Speaking up like a veteran news commentator, Jim told listeners that he, like 15,300 other Surface Lines employes, has a part in the pay roll plan for bond purchasers.

Pleased with Jim's work, W. L. Ayers, chairman, Chicago and Cook County Committee on Public Information, Defense Savings Staff, wrote President Charles W. Chase: "Please express our thanks to 'Minute Man' Corbett. His broadcast was clear and convincing, and we feel sure he helped to interest his listeners in the payroll savings plan."



South Shops

WE WERE glad to hear recently from two of our boys now in the armed forces. Al Grinis wrote that he had been transferred from Arkansas to Camp Shelby, Mississippi—just as he was getting used to being out West; and Felix Winslow dropped us a card telling us that he has been stationed with the 88th Air Base Squadron in Lemoore, California.

We wish to greet all the new employes who have joined us at the South Shops during the last few months. We are glad to have you working with us!

Our sincere sympathy is extended to Charles Palmer, motor repair department, upon the loss of his beloved wife, who passed away on April 4th.

John Golden, Car Repair Department, has been walking around with his head in the clouds ever since he became a proud grandpa recently. His daughter out in California gave birth to a fine baby boy last month.—Elsie S. Frank.

Transportation

MYRON HEIMERLE, who left us some time ago for military service, is now a sergeant. He is stationed at Fort Bragg, North Carolina.

Robert Hanson, son of Supervisor Ed Hanson, Central Division, is somewhere in Australia with General McArthur. Now watch our army there go places!—Andy.

West Shops

TWO MORE of our boys are wearing Uncle Sam's uniforms now. They are Eugene Rymke, Armature Room, and F. J. Grimaldi, Kedzie Carhouse. Both boys left with smiles, and a grim determination to do their best. Good luck, boys!

We have received several welcome letters last month from our soldier boys. Although the information was not first-hand from Art, himself, we learned through the *Chicago Tribune* that Sergeant Arthur Weyrich, formerly of 77th Street, is now in Australia. He says a lovely couple have "taken him under their wing, and that the Australians are swell." He mentioned also it's hard to get used to using the left side of the street when walking or driving.

Blowing our own horn again, we're pleased to report carhouse and bus repair forces have achieved another fine safety record. The Greater Chicago Safety Council presented them a plaque May 7 in recognition of their accomplishment. We're proud of this record, men; keep up the good work!

A hearty welcome to Robert Donahue. a new reinforcement to the West Shops office force, who "joined up" on April 6.

Doc Stork decided that April was a perfect month for a birthday, and visited the August Angel on April 2, leaving a baby son. Congratulations and best wishes to the happy parents. A little note attached to this announcement states that cigars were not passed around because of military secrets. How, come, Gus?

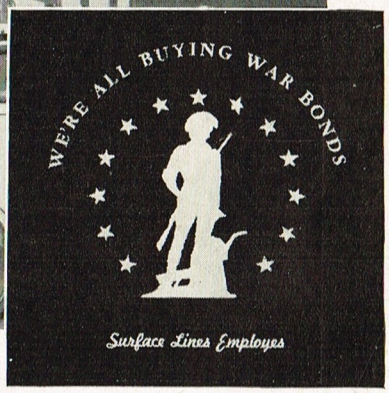
We regret to report the sudden death of Herman Krull, who for many years worked as a specialist at West Shops. He died April 22, and is survived by his son and two brothers, to whom we extend our sincere sympathy.—Mildred Haberger.

Putting Up War Bond Emblems

WHEN MINUTE MAN flags and window stickers were distributed last month, the camera caught the goings-on at six of our locations.

All employes seemed to take great pride that the Surface Lines was among the first large Chicago organizations whose bond-buying record was good enough so that the Treasury Department granted it authority to display Minute Man emblems.





Stan Kajbpust, Kedzie Repair, dusts off the window of a P. C. C. car after pasting on the Minute Man sticker (see inset).

These stickers were put on the windows of all cars, trolley buses and gas buses.



Taking a minute off from lunch, South Shops employes look over their war bond flag.

Left to right, are: Walt Sunquist, Anton Koncal, Joe Kurgan, Jim Marron and Tom Coates.



Pointing up at their Minute Man flag as it waves from its pole at 39th and Halsted are these Utility Department men.

Left to right, they are: Al Wadley, Dave Ferguson, Pat Murray and Joe Kasprzyk.





From the fire escape platform at Grand and Leavitt, Everett Balzer (left) and Ernest Anderson, both of Electrical Department, prepare to raise their flag.

Electrical employes are investing a minimum of 5% of their pay in war bonds.