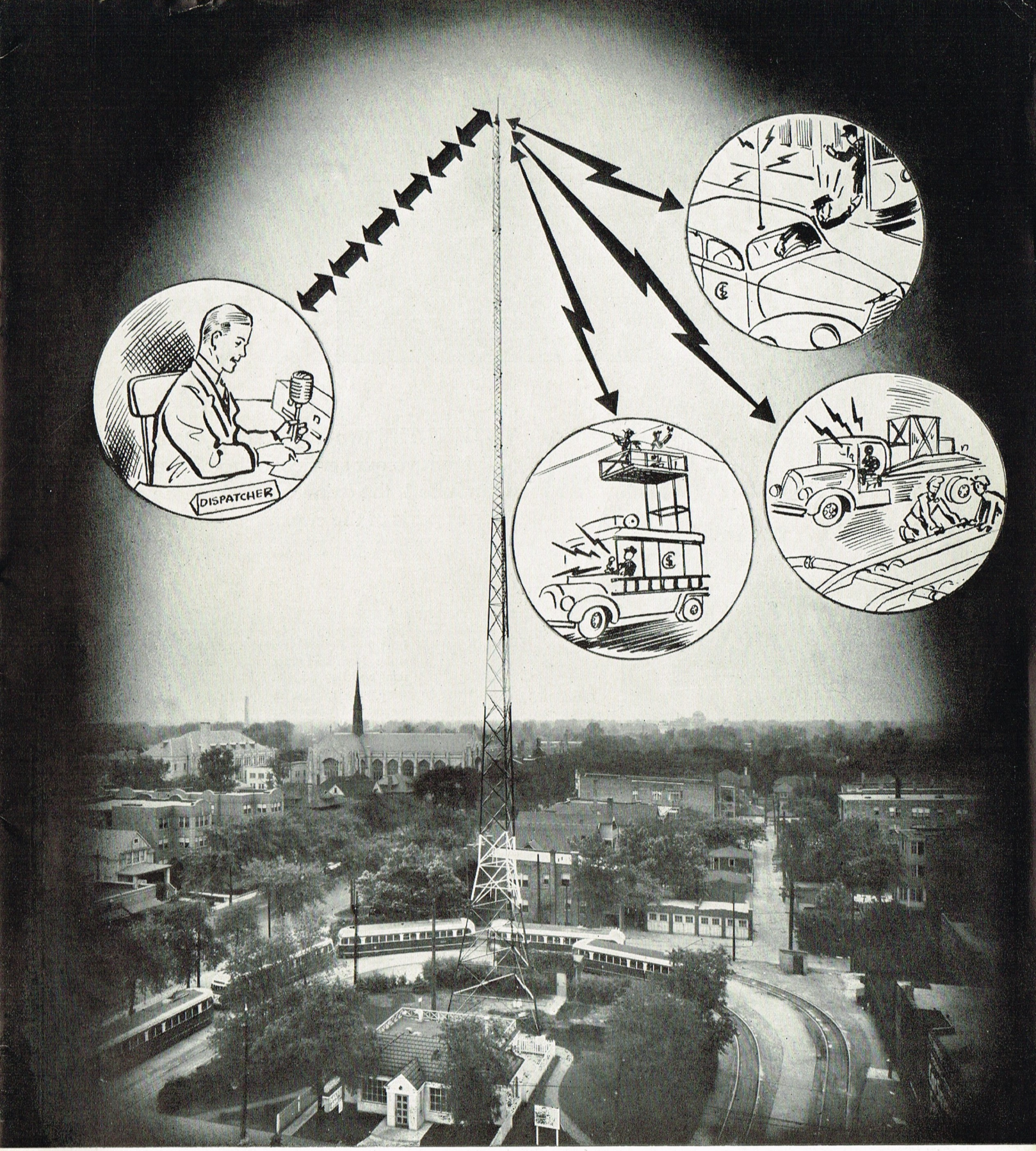


Surface Service

MAGAZINE

JUNE, 1942

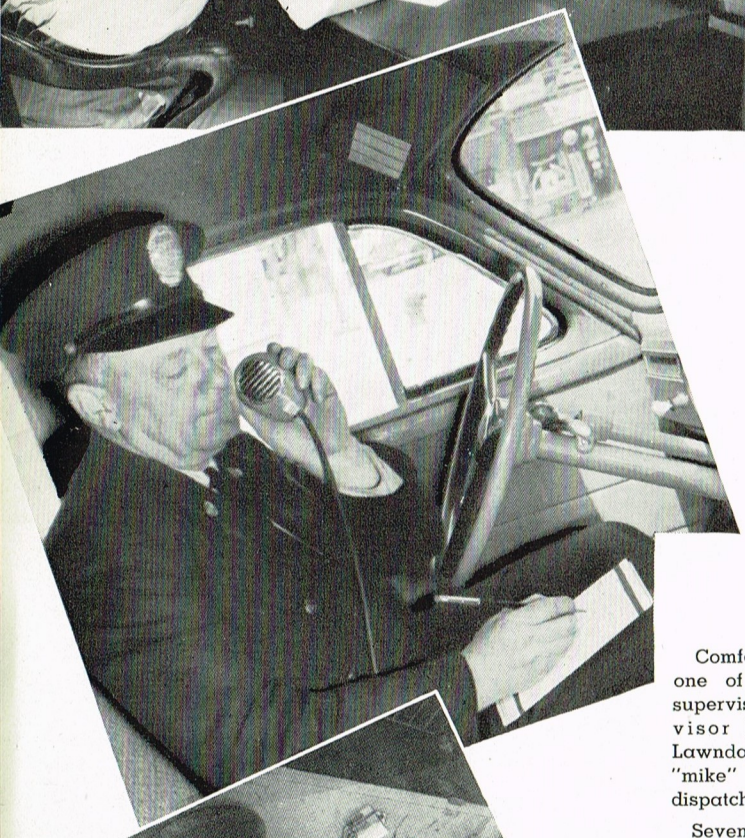


Dispatcher Clarence Melbye sends out a call over the emergency two-way radio system from Room 1471 at the General Office.

A recording device (far right) takes down for file purposes all speech going over the radio system.

We Go On the Air!

WHEN THE two-way radio system, designed to improve our service to the public, began operation June 1, the camera caught these goings-on in various parts of the city.



Comfortably seated in one of the new mobile supervisors' autos, Supervisor John Cielenski, Lawndale, uses the hand "mike" to talk with the dispatcher.

Seventeen other supervisors' autos also are radio equipped, and mobile supervisors already are at work improving the regularity of our service to the public.

Smiling as they look over their radio operators' licenses from the Federal Communications Commission are, left to right: Herb Dagenais, Utility; Orin Loftsgaarden, Transportation; and Roy Rogers, Electrical.

By June 1, more than 100 other men in the three departments had passed the difficult examinations and received their licenses.





General Line Foreman Bill Stokes, Electrical Department, reports to the dispatcher from a line truck. Above his head is the loud speaker.

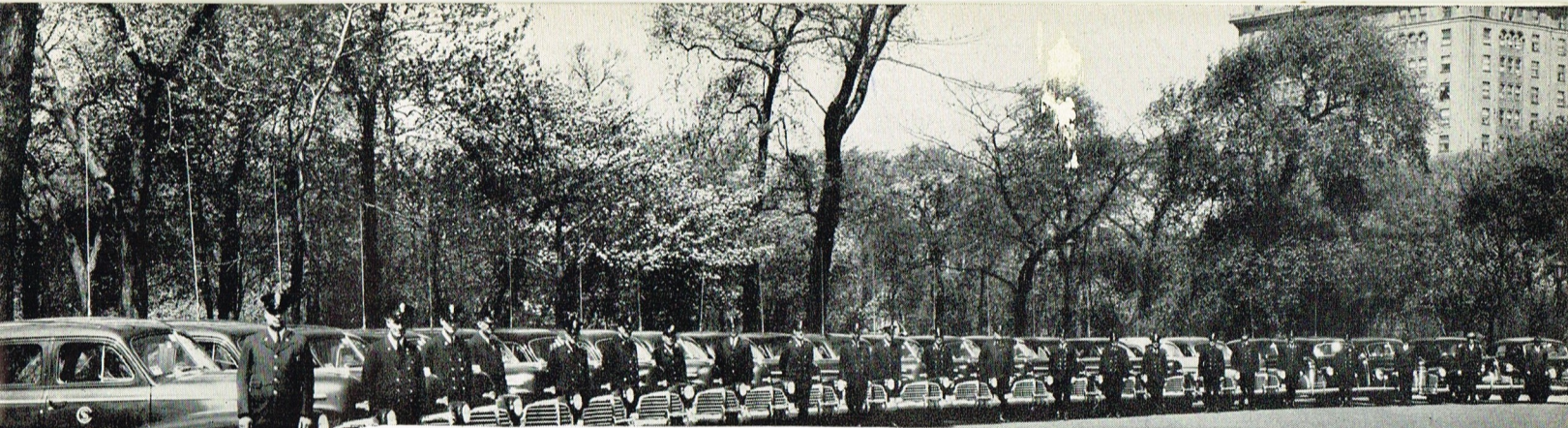
Eleven Electrical line trucks and three autos will soon be equipped with radios.

At the wheel is Chauffeur "Dutch" Leaders, Utility Department.



Talking with the dispatcher in his wreck truck is Chauffeur Pete Rechs, Utility Department.

When installations are completed, 15 wreck trucks and a Utility Department delivery truck and auto will have radios.



LINE UP OF THE RADIO FLEET

The full fleet of Surface Lines autos which are equipped with two-way radios lines up at Music Court in Garfield Park.

Eighteen of the cars belong to mobile Transportation supervisors, the remaining five to Electrical and Utility Departments.

Begin Operation of Emergency 2-Way Radio System



ADJUSTING TRANSMITTER EQUIPMENT

Paul Murray, Electrical Department, makes some adjustments in the transmitter equipment which is located at the base of the 250-foot radio tower at Madison and Austin.

The equipment works without a man in attendance.

A NEW AID in the improvement of service for our 2,100,000 daily riders got under way June 1 when the Surface Lines emergency radio station first went on the air.

Purpose of the radio system, which permits two-way communication between the dispatcher and motorized Transportation supervisors and motorized Electrical and Utility crews is to improve coördination and direction of the whole service.

The two-way radio will make possible a more regular and orderly flow of our street car and bus traffic, for the dispatcher is now able to speed motorized supervisors to a point of threatened congestion. By arriving early, they are frequently able to unsnarl a jam before a real tie-up develops.

Helpful During Blockades

In cases of power trouble or street blockades, Electrical or Utility vehicles are dispatched to trouble points in much shorter order than was previously possible.

With our passenger vehicles carrying thousands of war workers, the two-way radio will prove especially valuable this winter when rapid work by snow-removal crews and motorized supervisors will help greatly in preventing paralysis of lines and consequent hindrance to the war effort.

Radios in 33 Vehicles

Of the 49 vehicles which are to be equipped with radio facilities, the systems already are operating in 18 Transportation autos and 10 Electrical and five Utility units. As soon as radio equipment can be installed on the remaining 16 Electrical and Utility units, those systems will join the hook-up.

Great credit should go to the 212 men in the three departments concerned who put in hours of study before taking the governmental examination for radio operators. Since no one can use the system without a Federal license, it was essential that the men clear the examination hurdle.

By June 1, 106 men had already received their licenses—66 from Transportation, 13 from Electrical and 27 from Utility. The others were still eagerly awaiting their permits.

Backing Up the Boys Behind the Guns

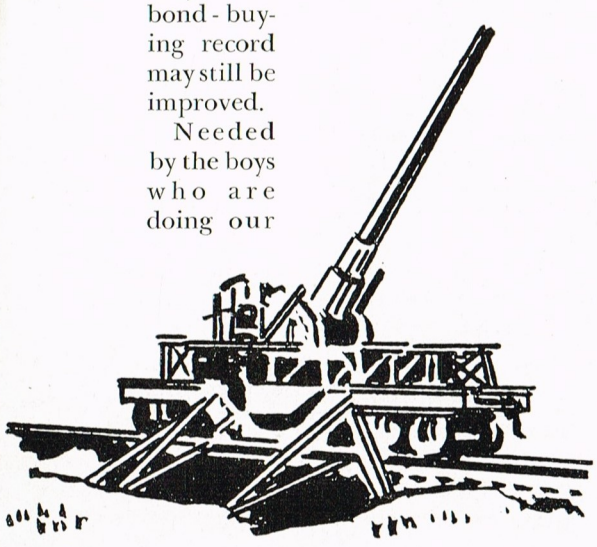


SPURRED ON by last month's Minute Man Drive, during which Civilian Defense workers passed out war bond pledge cards to every adult Chicagoan, 751 Surface Lines employes boosted the amounts they are investing each payday to back up the boys behind the guns.

This upping of allotments for war savings bonds was a patriotic step forward which, it is hoped, will be followed by similar forward steps each month. While the Surface Lines already has Minute Man flags on display at 23 locations throughout the city, our bond-buying record may still be improved.

Needed by the boys who are doing our fighting are plenty of heavy bombardment planes. They cost $335,000 each. Also needed are many more light bombardment planes, at $210,000 each, and pursuit planes at $55,000 each.

It's up to us who are still safe at home to help buy them!



Electrical Employes Do Best Job

Of all groups of employes, Electrical Department workers are doing by far the best job of backing up the boys behind the guns. They are investing nearly twice as large a percentage of their wages in Uncle Sam than are average employes in other departments.

Also doing better than average jobs are these four runners-up: employes at West Shops, Building Department, Car House and Bus Repair, and Archer Depot, respectively.

The record of each of these groups is high enough so that a number of increases by individual workers in the amounts they are investing in bonds each payday could quickly boost any of them up to, or even above Electrical workers' present mark.

Listing of Other Employe Groups

Following is a list of remaining employe groups in order of the percentage of their monthly wages which they are lending Uncle Sam to help sink the Axis:

Blue Island, Lawndale, Track Department, Lincoln, Armitage, Division, South Shops, Material and Supplies, Elston, Devon and 77th Street (tie), Burnside and Kedzie and North Avenue (tie), Cottage Grove, Limits, Noble, 69th Street and Utility Department.

Because increases by individual employes in the amounts they invest in war savings bonds each payday can greatly change the rating of any employe group, SURFACE SERVICE will report in future issues how well each group is doing in relation to other groups.

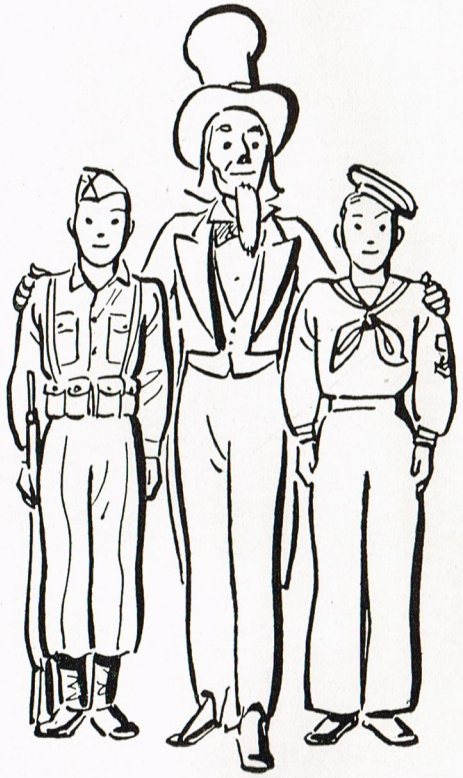
A "Buck" Will Help to Keep 'Em Smiling

EMPLOYES WHO haven't already contributed in the national campaign by the U. S. O. to raise money for men in our armed forces may do so—easily and conveniently.

There will be no payroll deductions for this campaign but special contribution envelopes have been made available at all depots and offices.

Slogan for the drive, which is expected to raise $1,749,432 in Chicago, is "At Least a Buck for U. S. O." One dollar, campaign directors thought, is a modest contribution for the average man or woman.

If you want to know how good a job the group has done, ask anyone in the armed forces—your son, your brother or your friend. The U. S. O. follows him wherever he goes — to camp, on maneuvers and overseas.



You help someone you know when you give to U. S. O.

More Courtesy Needed to Lessen Complaints

WITH COMPLAINTS from riders for the first five months of 1942 numbering more than they did a year ago, there must be room for improvement in our service to the public.

Said Superintendent of Transportation William A. Hall after looking over the complaint report: "I think we're missing a golden opportunity. With restrictions on tires and the threatened gas rationing, we are carrying thousands of new riders. Many of them, if they like our service, will continue to ride with us after the war.

3 Causes for Most Complaints

"Each month," he continued, "there are the same three major causes for complaints: (1) discourtesy, (2) pass-ups, and (3) mispunched transfers.

"For discourtesy," he said, "there is no excuse. More than any other bit of poor service, impoliteness will make riders who formerly drove to work eager for the day when they may again begin driving.

"For pass-ups," he went on, "there is seldom justification. Unless so ordered by a supervisor, no motorman or operator has any right to roll by waiting passengers as if they weren't there.

Look Before You Punch

"Mispunched transfers, the third great annoyance to riders, are likely to occur occasionally," Mr. Hall said, "but, if conductors and operators would look twice before they punch, the problem would soon cease to be troublesome."

That an effort by trainmen to really serve their riders is both noticed and appreciated is shown by more than 30 letters of praise which came in last month. Some of the standout letters follow:

Because he took time to ask if he could do anything to help her when she slipped and fell after alighting from his car, Miss Anna McCarthy, 342 Swann Street, wrote praising Motorman Bill Rauland, Lawndale.

"Greatly impressed with the gentlemanly and considerate manner" of Conductor Pete Berg, Blue Island, Edward R. Ostrowski, 3026 South California Avenue, wrote: "I have ridden the Surface Lines for years, but never have seen a more outstanding employe."

"I've Never Been So Proud!"

For the courteous manner with which Conductor Stan Sandquist, Lincoln, treated the aged aunt who was visiting her, Mrs. H. L. Kelly, who gave no address, wrote: "Though I've lived in Chicago for 13 years, I have never been so proud of the way your men treat out-of-towners."

Lauds Courteous Conductor

Impressed by the gentlemanliness of Conductor Pat Curnane, Kedzie, when he helped a woman with three small children to the curb, Mary Jane Schlenger, 4841 Cortez Avenue, wrote lauding him.

"It's a pleasure to see a man of his type," wrote George T. Wittner, 2437 Birchwood Avenue, praising Motorman Tom Sweeney, Elston, for his care in stopping and starting his car. "His courteous and careful manner," Mr. Wittner added, "is commendable."



"Our supervisor is donating his lunch hour to the Government."

SURFACE SERVICE MAGAZINE

A Publication by and for Surface Lines Employes

Published Monthly by

CHICAGO SURFACE LINES

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CHICAGO

83

Vol. 19 June, 1942 No. 2

WILLIAM H. BROMAGE . . . *Editor*
DON R. COWELL . . *Associate Editor*

Burnside Ahead in Keep 'Em Rolling

BURNSIDE CAME up from fourth place last month to take over the lead in the Keep 'Em Rolling Contest.

Its average mileage per pull-in because of equipment failures was 9,367.

Carhouse	*Zero Days*	*Miles Per Pull-In*	*Pct. Inc. or Decrease*
Burnside	4	9,367	22.1
Devon	1	9,011	11.8
Lawndale	4	8,187	7.6
Sixty-Ninth	1	8,031	.9
Division	3	6,709	17.6*
Seventy-Seventh	1	6,704	44.2
Cottage Grove	2	6,426	5.3*
Armitage	5	6,276	33.6*
Archer	–	5,308	17.8*
Elston	7	5,028	.8
Limits	4	4,438	7.8*
North	–	4,402	11.5*
Kedzie	–	4,391	15.3
Blue Island	2	3,510	18.9*
Noble	–	3,389	17.4
Lincoln	–	3,266	2.8

*Indicates decrease.

Carhouse records for the last six months:

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

Obituary

Arthur A. Peterson, conductor, Elston, died May 30, following a long illness. Sixty years old, he had been in ill health for years, but pneumonia caused his death. He began work as a conductor in 1915, and was extremely popular with his riders, many of whom still ask about him. Surviving is his wife.

Albert Westphal, janitor, Blue Island, retired, died May 27, following an operation. An employe for nearly 44 years, he was 71 years old. A very pleasant man, he was fond of cards and bowling. During his career, he served as night foreman, chief clerk, starter and guard on the money car. He retired last February. Surviving are two daughters and a son.

Joseph L. Hoffman, operator, Noble, died May 30, following a month's illness. An ardent fisherman, he was 49 years old and had worked for the Surface Lines 28 years. Surviving are his wife, two daughters and 10 sons.

Joseph Bell, conductor, Blue Island, died May 15, following a stroke. Fifty-three years old, he had 32 years of service, and was noted for his neatness and cheerful disposition. He leaves a wife and eight-year-old son.

Samuel E. White, motorman, Noble, died May 24. His illness was brief. Seventy-two years old, with 34 years of service, he leaves no known survivors.

John J. Robinson, flagman, Burnside, died of heart disease May 22, following a long illness. Fifty-two years old, with nearly 29 years of service, he was known for his exceptionally pleasant manner. He began service as a conductor at 77th Street. Surviving are his wife, daughter and son.

John J. Kelly, motorman, Limits, died May 14 of pneumonia. He had been ill about three weeks. Thirty-seven years old, with eight years of service, he leaves a wife, mother and son.

Charles Thompson, motorman, Burnside, died May 30 after a paralytic stroke. He had been ill for six months. A veteran of 46 years' service, he was 79 years old. Besides his many friends, he leaves four daughters and a son.

Retired Elston Motorman Writes Praising C. S. L.

HIGH PRAISE for Surface Lines employes and management came in a recent letter from Matt E. Andrews, retired Elston motorman.

"For years," he wrote, "I looked forward to my pension. But now it is here, I miss the daily grind, and the boys I worked with for nearly 28 years.

"Fellow employes were friendly, and management was human. A man would have to travel a long way to find an outfit like the Surface Lines. It gives me great pleasure to know I was once part of that organization."

Matt, who retired in April, now is living at Bloomingdale, Michigan, R. R. 2.

The Cover

REACHING 250 feet skyward on the cover is the steel transmitter tower for our two-way radio system, which began operating this month.

The drawings, set into the photo, show how the two-way system links the dispatcher in the General Office with mobile Transportation supervisors and with Electrical and Utility crews in whatever part of the city they may happen to be working.

5 Applications Approved by Relief Committee

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

Active cases on the relief roll June 1 numbered 183—12 having been removed by death or other causes.

A total of $1,681,054 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to $7,788.







Archer

WE WANT to add the names of Pat Cleary and John Aldworth to our growing honor roll. The boys left recently to join the army. Farewell, boys, and lots of luck!

Well, we are a little late with this news, but better late than never. Our bowling team went down in defeat before the Limits team by four pins. Our boys put up a gallant fight, but were just nosed out. Captain Zelis avers that next year will be a different story.

Mike Schurko has started a chicken ranch. Mike was lucky enough to find a live chicken on his car. Now all he needs is a house, some land and a few hundred more chickens.

Congratulations to Tom Walsh on the recent arrival of a baby girl at his house.

Archer's softball team lost a tough one last Sunday to the West Shops. The score was 10 to 9. Co-Captains Frank Raines and Ralph Blinkwolt state that with a larger cheering section this could never have happened. They claim that a partisan crowd is just the tonic to make the team rise to great heights. So let's get out every Sunday and cheer them on.

Our deepest sympathy is extended to the following on their recent losses: Roy Ecklund, his mother; James Halloran, his mother; and R. Jankowski, his sister.

W. Simms recently joined the ranks of the benedicts. Congratulations to you and the missus.

The U. S. O. has started a drive for funds. Everyone should give until it hurts, for this is a worthy cause.—Combine.

Armitage

OF SPECIAL interest are the letters from retired veterans who no longer live in Chicago. The last mail brought one from Charles Riggs, now residing in Vincennes, Indiana, who admitted he gets lonesome for the old stamping ground. To overcome this, he rides down to the railroad stations to watch Chicago bound trains roll by! He sends his best wishes to all his old cronies.

Ray Fisher has been called to the colors and is now in Camp Crowder. He has a host of friends among the boys and he would appreciate a line or two. Get the mail rolling, fellows!

Memorial Day has a special significance for Bill Chap now that a little chap arrived. He is still pondering over the name problem.

John Minich has left us to become a fireman, and we hope he does as well there as he did with us.

Since Receiver William Boland and Conductors Joseph Traxler and Owen Brogan

BLOOD GIVERS

Signing up Division trainmen who recently volunteered to visit the Red Cross Blood Bank and donate a pint of blood each is Conductor Russ Warnstedt (left), Division's magazine correspondent.

Conductor Ed Daly (peeping out from inside the car) and Motorman Glen Hopkins (with foot on running board) are among those who donated their blood. Others who joined Russ in the trip to the blood bank, but aren't in the photo, are Motorman Tex Hanson and Conductor Bill Keegan.

Second from right and extreme right are Conductors Charley Mueller and Jim Garry.

Motorman Morgan Grude snapped this picture.





HELPS SELL WAR BONDS

When Motorman Nick Schuberth (right), Burnside, appeared for the Treasury Department on a brief radio broadcast over Radio Station WLS recently, he told Arthur Page, radio editor and announcer, that Surface Lines employes are 100% behind buying war savings bonds.

After expressing surprise that more than 15,000 Surface Lines employes are coöperating in our payroll plan, Mr. Page asked all listeners to join the bond-buying plans in their companies.

have donned Uncle Sam's uniforms, victory can't be far away.

The busiest little man in town is Conductor Ed Arnold. Now that his new home is ready for occupancy, Eddie is moving, landscaping and putting up with the joshing of his friends.

Your scribe regrets to report that he was highly disappointed that so few requests were made for addresses of service men. Surely the boys who have left us aren't already forgotten!—Chief.

Blue Island

OUR SYMPATHY is extended the family of Conductor Joseph Bell, who died suddenly May 15, and to the family of Janitor Albert Westphal, who died May 27. Albert retired on February 1, and had been ailing for the last several weeks before undergoing an operation.

Welcome to Conductor John Kawa and Motorman Ray Davidson who joined us recently. Glad to have you with us, boys!

Although wonderful ball was played at the first three games of the season, we lost all three. We know our boys have the right spirit, and by the time this issue comes off the press we are sure we'll be having a winning streak. Fans can help by coming out to root for the team.

Operator Al Trembacz and Conductor Willie Sullivan are out and around again after their illnesses. We hope to have you back with us soon, boys.—C. P. Starr.



BASEBALLER AND SOLDIER

Private Donald Riess (right), former utility clerk, West Shops, who is serving with a coast artillery anti-aircraft unit at Pasadena, California, smiles for the camera with Johnny Rigney, Chicago White Sox pitcher.

Much to the delight of Chicago boys in Don's outfit, Twirler Rigney and the rest of the White Sox held their spring training at near-by Brookside Park.

Cottage Grove

THAT SNAPPY little number you may have seen dashing 'round the South Side the other evening was none other than Clerk Willie Henderson. He was all decked out in "soup 'n fish" and looked like a page out of *Esquire*. The reason? A friend got married and Bill was an "oosher."

Bye the bye, who is the extra conductor that collects, of all things, dolls? These are not the ordinary child's variety but antique china specimens that run into heavy dough. Haven't you guessed who it is yet? Well, it's that intrepid transfer-dispenser, Paul (Indian) Keegan. Surprised, Paul?

Transfer Clerk Herb Karshnick was recently called into the army and your scribe has been pinch-hitting after a fashion. If some of you fellows couldn't get off when you wanted to, just remember "better times are coming!"

For the security of your homes and country don't forget to keep buying war bonds and stamps. Every little bit you can do will help bring the conflict to a fast victorious end.—Ostet.

Devon

OUR SOFTBALL team has, at this writing, lost two games and won only one. However, the tightness of the games showed that Joe Bergthal and Pinky Moran are putting a good team on the field.

Frank Rousch collected three home runs and Arrowsmith plucked three triples out of the Noble game.

Why not build up a good cheering section at the next 10 a. m. Sunday game? Our home field is Chase Park.

We all salute Operator K. O. Bishop who joined the navy this month.

Congratulations to Conductor and Mrs. Leon Noe on the birth of the boy who, by now, should be just about one month old. Leon, you'll remember, is the one who wears the Ascot type tie, fastened with a pearl stud, during the winter months.—Ed May.

Division

CONDUCTOR FRANK KOUBA and Motorman Johnny McGuiness recently announced the arrival of baby daughters. Congratulations, boys!

Conductor Irving Uldale observed his 20th wedding anniversary May 13, and this month his daughter, Ruth, will graduate from Foreman High School.

Motorman Harry Ginter and Walter Hanson and their wives celebrated their first and fourth wedding anniversaries, respectively, last month. Celebrating this month are these trainmen and their wives: Conductor Charley Dietz, 14 years; Conductor Dan Brophy and Motorman Alvin Sachs, five years; Conductor Al Hengst, seven years; Conductor Fred Gunderson, 19 years; and yours truly, six years.

Chuck and Marie, twin children of Motorman Charles Warnstedt, were 21 years old recently.

Conductor Fred Penge tumbled off a chair at home recently and broke his arm.

The welcome mat is out for Relief Clerk

George Fisher—especially since we've seen that softball champ sweater of his.

Conductor Fred Gunderson already has visited cool Michigan this year. Before long we'll all be traveling. How are your tires?

Motorman Chester Koprowski is the fire warden and war bond salesman in his apartment building. Motorman M. Glaser is fire captain in his building. His wife, by the way, is also very active in Civilian Defense work.

Conductor Jim Garry had his tonsils removed while on his vacation.

When a surprise party was held recently for Conductor Al Beelow's little boy, among those who showed up were: Al Hengst, Al Drost, "Swede" Wenneberg, Ed ("Sugar") Kane and Former Motorman Frank Shorn and their wives. We heard about the gathering too late to arrange a photo.

Motorman Charley Baraglia and Conductor Andy Click were inducted into the armed forces June 4. By the way, the address of Private (Motorman) Ed Bach is Flight B, 31st T. S. S., Jefferson Barracks, Missouri.

These three motormen are on our sick list: Patrick ("Ed") Carey, Charley Boness and Tom Curry. Why not go up and see 'em sometime?

Our deep sympathy goes out to Motorman John Kruk, whose wife died May 24.

Sign on a filling station at Jackson Boulevard and Western Avenue: "See us for service —We're tireless."—R. T. W.

Lincoln

CLARK JOHNSON is riding street cars these days, but not because he's trying to save gas or rubber. It's just that Edward J. Hughes doesn't think he should drive.

Our softball boys, snappy in their red, white and blue uniforms, are doing a fine job in backing up the excellent pitching of Joe LeFebvre. How about turning out for the Sunday morning games and cheering the team on?

Norman Gunderson and Bill Rangenier wore big smiles after receiving $10 reward for picking up some packages which had fallen off a delivery truck. In the packages were 30 boxes of cigars and a case of whiskey.

Our best wishes go with Charlie Margaron, who recently joined the marines and received a sergeant's rating.

Our sympathy is extended the families of Emil Bauman, James Cassidy and John Collins, all of whom died last month.—Fred Murbarger.

Noble

WELCOME TO Conductors Frank Telesch, Daniel McFadden, Rangvald Walker, Roy Schneider and Motormen Michael Rossner, Walter Bieze, Daniel Waters and John Becque. They all joined us last month.

Congratulations are extended Motorman George ("Old Reliable") Braham, who became the proud father of a baby boy on May 11.

Conductor Jack Rusnak spent his vacation up in northern Wisconsin. As usual, he came back with a car full of fish.

Conductor John Blaa writes from Jefferson Barracks, Missouri, where he is serving in the 567th Technical School Squadron, that he would appreciate hearing from some of his pals at this depot.

Conductor Reginald Anderson is stationed at Camp Crowder, Missouri. He informs your scribe he is back at one of his old trades—stringing telephone wire. Whatever you do, Reggy, don't let the army know how good you are with a blow torch!

All boys in the service have written in expressing their thanks for SURFACE SERVICE MAGAZINE which will be mailed out to them as long as we know where they are stationed.

Sympathy is extended the following men because of recent deaths in their families: Motorman Ernest Steckel, his brother; Conductor John Rammel, his brother; Operator Eugene Dillon, his mother; and Conductor Frank Marsch, his mother.

Sympathy is also extended to the family of Motorman Sam White who died suddenly on May 24. Sam, who always appeared to be in the best of health, was found dead in his home where he had lived alone for a good many years. He was a former railroad engineer and his favorite pastime was to take trips on fast modern trains.

Our baseball team got off to a slow start this season, losing to Devon and Lincoln Depots. The boys promised to get in stride,

WALKING ENCYCLOPEDIA



Conductor Gregory Stephenson, Kedzie, helps his three-year-old son, Billy, study up for his appearance on a recent local radio amateur hour.

Billy, whom the announcer termed a walking encyclopedia, took home third prize after naming all the men in the President's cabinet and answering similarly difficult questions.

When asked who Mussolini is, Billy quickly replied: "An office boy for Hitler." Receiver George Singer, Kedzie, took the photo.

NOBLE BASEBALLERS OF 27 YEARS AGO

In 1915, before the United States entered the first World War, Noble Depot had one of its classiest baseball teams.

Though 27 years have passed since this photo was taken, most of the boys are still Surface Lines employees.



Front row, left to right: Tom Maloney, Harry Joyce, Jr., and Harry Joyce.

Middle row: Joe Lowinski, Herman Wendt, Al Neurauter, Gus ("Windy") Jarzombek and Joe Hoffman.

Rear row: Johnny Kledzik, "Oily John" Matczny, Clarence ("Brickyard") Harders, Charley Miller and George Thompson.

however, and beat Elston Depot for their first win, 10 to 9, on Sunday, May 31. That victory should put a little pep in the boys. Before the season is over, their future opponents will know that Noble Depot has just as good a team as they have had in previous seasons.

Sympathy is extended the family of Operator Joseph Hoffman, who died May 31. Joe has been off sick since April, and was laid up at home most of the time.

Eddie ("Slugger") Schultz is hoping they put a ban on bicycles after that little incident at Ashland and Cortland the other morning. The extent of the damage was a broken front wheel on the bicycle, and Ed's perfectly clean uniform was slightly soiled. Of course, Slugger swallowed his chew. That's why the boys suggested to Supervisor Jordan he had better take Eddie to a doctor.—Ed Devine.

Seventy-Seventh

NO ONE appreciates the U. S. O. more than the men who went through the last war. Johnny Mahon, though immobilized this time, is out in front to help put U. S. O. over the top. "Even though the old rockin' chair's got me," says John, "I can still campaign for such a good cause."

Our remaining softball schedule goes as follows: June 14, Blue Island at 77th; June 21, Archer at 77th; June 28, Cottage Grove at Hines Hospital; July 12, 69th at 77th; July 19, 77th at Burnside; July 26, 77th at Lawndale; August 2, West Shops at 77th; August 9, 77th at Blue Island; August 16, 77th at Archer; and August 23, Cottage Grove at 77th.

Decked out in new uniforms, befitting champions, the team hasn't disappointed its large and enthusiastic following. Chalking up three victories already, the gang has really given the fans something to cheer about, and as Tocci says, "Why have a broken heart over the White Sox when we've got a team like 77th!"

This is what a schedule trip for Run No. 278 looks like in naval parlance:

Execute order No. 278. Make rendezvous with task force at longitude 300 west and latitude 7700 south. Proceed north by northwest taking all necessary precautions against surprise attack. Intercept friendly convoy at latitude 1200 north. Wait for further orders from task commander at longitude 1600 west and 6400 north and proceed as directed." And, to sustain the illusion, as they say on the radio, "a surprise attack was encountered in spite of all precautions, which necessitated a full report to the Commander in Chief."

Some of us liked geography and some didn't. Pat Skerrett didn't, but he's learning fast. His newest military assignment is a matter of cold geographical fact — Iceland (surrounded on the north by the Atlantic Ocean, on the south by the Atlantic Ocean, etc., etc.). Eventually he will be able to pronounce the capital, Reykjavik, which will be a victory in any man's army!

Feltz, Feltz and Feltz reads like the sign on a law firm office, but it isn't. It's the names of three boys: Coach Ray, who wigwags the ballplayers around the bases and who just recently got himself married; Rookie First-Baseman Ernie, who runs the bases and watches brother Ray wigwag; and Uncle Art, who just watches. With nephews Ray and Ernie thus assuming man's estate in one form or another, Art is going to find it harder to get them to say "Uncle" any more.

Condolences are extended these men because of recent deaths in their families: Motormen S. L. Chanda, his brother; M. J. Corcoran, No. 2, his brother; and Conductor E. E. Knapp, his mother. Our sympathies also go out to the family of Conductor J. J. Robinson, who died recently. — Walter F. Story.

Sixty-Ninth

SINCE LAST month's service men's honor roll, two more of our conductors have been selected to represent us in the army. They are J. Reis and Bill Bertram. Our best wishes will follow them wherever they may go.

With deep regret we report the death after a long illness of Motorman Pat Spain, one of our old-timers. We're going to miss his familiar "Fine day today." No matter how

PUTS CRIMP IN PURSE-LIFTER'S PLANS



Meet Operator Johnny Sulka, 69th Street. The following report, which he turned in after a recent day's work, proves he's a good man in a pinch:

"When I glanced into the rear-view mirror I noticed a man grab a purse from a sleeping lady's lap.

"He put it under his arm, inside his coat. Coming up to the front of the car, he asked to get off.

"Stopping the car, I grabbed the switch iron.

"'Give me that purse,' I told him, 'or I'll wrap this iron around your head!'

"He pulled a knife from his coat pocket.

"Stepping back, I waved the switch iron and again demanded the purse.

"He put the knife away, then handed over the purse.

"Because I didn't want any bloodshed, I opened the doors. Away he ran.

"No injury and no delay."



LEFT: THROUGH work for the day, Jack steps down from his Utility Department truck, ready to hurry off home for supper.

BELOW: HAVING eaten, changed clothes and packed up his "rasslin" togs, Jack strides into his dressing room — ready to change clothes again.



ADMIRERS GIVE him a big hand as he approaches the ring. "Moider him, Jack," they shout. "Twist his arms off."



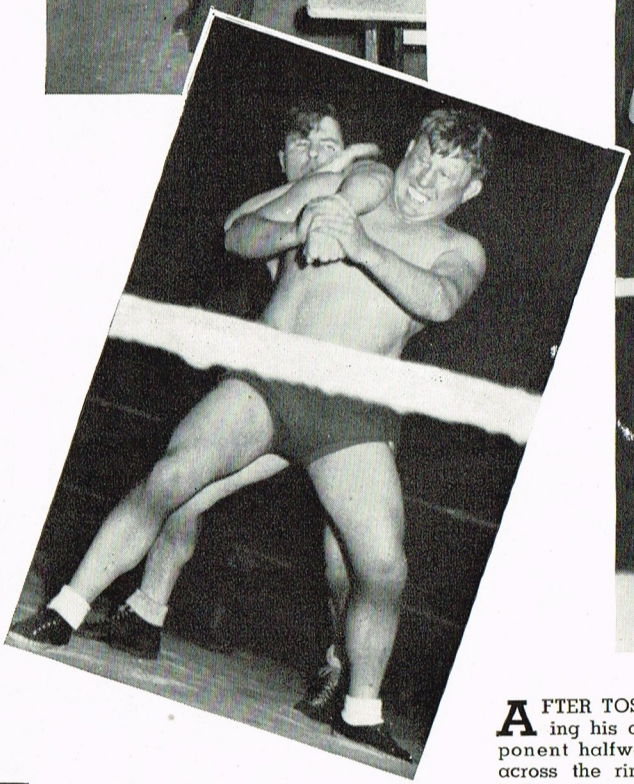
His Hobby Is Grunting and G-r-o-a-n-i-n-g

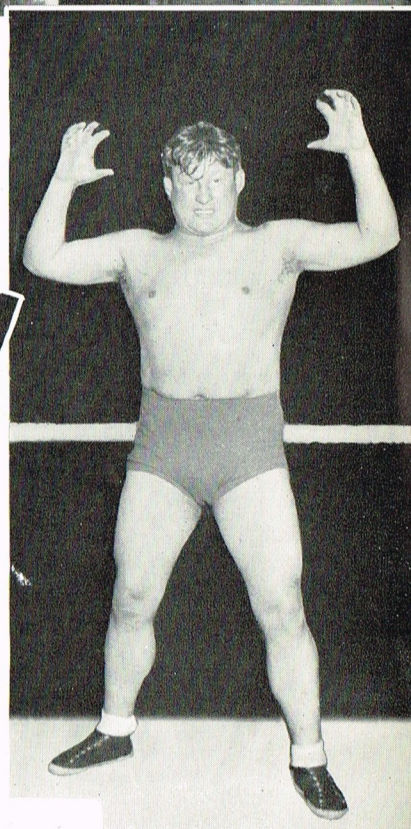
A STURDY and well-known figure in Chicago's professional grunt and groan fraternity is Chauffeur Jack Zeravich, Utility Department.

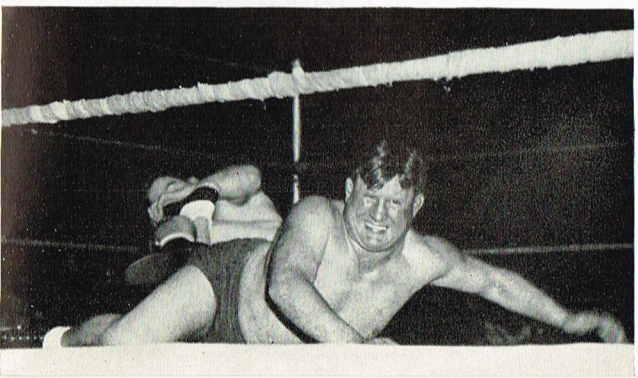
Five feet 10 inches and 220 pounds of bone and muscle, Jack has appeared in one or two evening matches each week for nearly 15 years. Never has he been unable to get to work the next day. He prides himself on that!

Readers who, after glancing through this photo-story, would like to take up Jack's hobby must be sure they get enough food. His main course for lunch is usually a whole loaf of bread made into sandwiches.

These photos, some taken at White City and others at the Rainbo Wrestling Arena, show Jack in action.







AS THE MATCH starts, Jack grabs his opponent's arm, jerks it over his own shoulder, then soon has him bellowing for mercy.

TABLES TURN quickly. Now it's Jack's turn to groan as his opponent tries to remove his left leg.

AFTER TOSSing his opponent halfway across the ring, Jack waits with upraised arms for him to rise. But his chum has had enough.

ANOTHER VICTORY chalked up, Jack stares out from the hot water and steam in the shower. Soon he'll start for home and bed.



rough the weather, that was Pat's greeting to everyone. Over a long period of years it came to be his personal trademark. All of us will think of Pat every time we hear someone remark that it's a fine day.

Sympathy is also extended to Motorman John F. Sullivan, No. 3, in the recent passing of his father.

Although John Looney has been around for nearly 20 years, he has never been known to work anything except 63rd Street ever since he left the extra list. A couple of weeks ago he agreed to work an Ashland Avenue run as a favor to the clerk. To Southport-Clark *via* Ashland was an adventure into unexplored territory as far as John was concerned. When he reached the busy Belmont-Lincoln-Ashland intersection the conductor noticed him in excited conversation with a traffic officer. After they arrived at the terminal, the conductor asked him, "What was all the argument with the copper back at Lincoln Avenue?" "Who was arguing?" countered Looney, "I was only asking directions for reaching Southport and Clark!"

Although Receiver Sherman Norman takes in thousands of eight-cent fares daily, he absent-mindedly (so he says) tried to get by with only a seven-cent fare for Mrs. Norman on a 111th Street bus. The bus driver should be commended for courteously and painlessly (?) extracting the extra penny from Sherman!

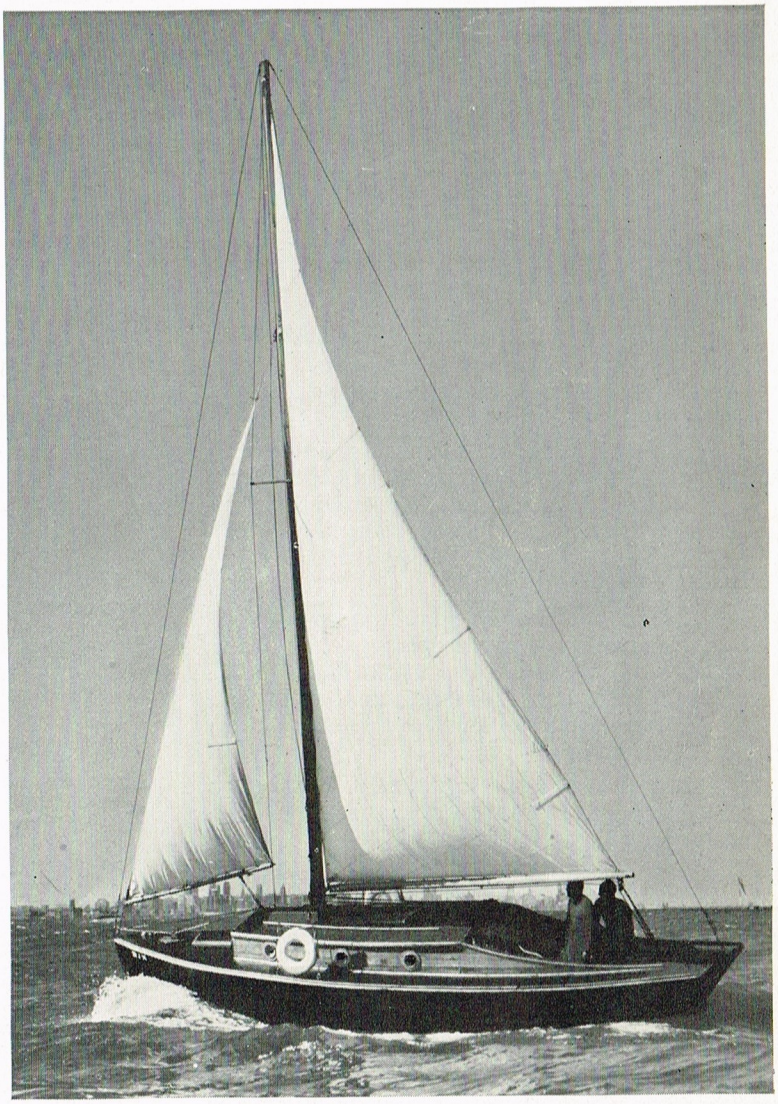
A post card received from Private Ed McNulty informs us he will spend the next 12 weeks in a radio school at Kansas City. Our editor will see that he gets his copy of the magazine, but how about some letters from the rest of the gang? The clerk has the complete address.

Motorman J. J. Stroner wishes to caution the Caseys not to imitate his style of dress too closely, no matter how much it may appeal to them. The comfortable house slippers he wore to work recently are NOT a part of the regulation summer uniform. It must have been the result of a little too much haste in getting started for work that morning!

Operator John Wagner recently earned the gratitude of a Woodlawn family when he found their six-year-old daughter out at 70th and Western and saw to it that she was promptly returned to her home at 67th and

THIS BOAT BUILDER'S "BABY" WEIGHS 3½ TONS





Model boat builders in the Surface Lines family must blush if they know Timekeeper Johnny Rietz (right, above), Accounting Department. He's a boat builder, too; but he likes 'em big!

With his friend W. R. Danks, (left), Carnegie Illinois Steel Company, John built this sailboat, which is 27 feet long and has a displacement of three and one-half tons.

They started working on the boat in their spare time in the fall of 1939. On May 1, 1941, they christened her *Aria* and launched her.

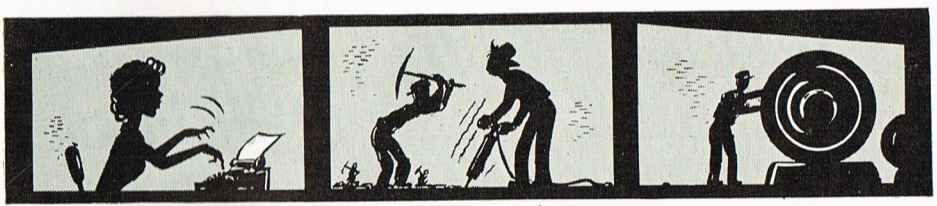
Aria spent this last winter at the Riverdale Coal and Dock Company Yards, but emerged Easter Sunday to head for Lake Michigan.

The photo of the boat in full sail was snapped by Conductor Martin Denash, Burnside.

University. The younger generation surely gets around these days.

Mike ("Blue") Barry recently was in search of a soothing ointment to apply to a slight irritation when someone recommended Mentholatum. By mistake Mike asked the druggist for Musterole, and the results of the first application were simply amazing. In five minutes, Mike displayed more activity than most folks could crowd into a five-year period. It took two of our fastest men half an hour to catch him, and three strong men to hold him after he was caught. (If this should prove to be a slight exaggeration, Mike will doubtless be glad to supply corrections to anyone interested enough to inquire.)

Our deep sympathies go out to these conductors because of recent deaths in their families: Fred Saenger, his wife; and J. J. Barnes and Tom Donnelly, their mothers.—H. E. Harris.



Departments and Divisions

Accounting

BIRTHDAY GREETINGS were extended Ruth Johnson, Virginia Rzeznik, Letitia Knabe, Alice Shuman, Ruth Hultgren, Helen Wallace, Dorothy Pullen and Dorothy Genz last month.

As we go to press, we are looking forward to the speedy recovery of Agnes Samek, who is convalescing at St. Joseph's Hospital. Her co-workers remembered her with flowers.

Roberta Garfield, Blue Transfer Division, has returned to work after her tonsillectomy. Welcome back, Roberta.

To the following clerks who have received new assignments, we wish all kinds of good luck: Alice Shuman, Sarah Coffman, William Folta, Howard Dahl, Arthur W. Johnson, Vernon Johnson and Edward Redmond.

The tan Betty Suhr is wearing is a giveaway of how she spent her vacation down in Miami Beach, Florida.

Howard Dahl, his wife and friends spent a pleasant week recently motoring to interesting points in the vicinity of Lake of the Ozarks, Missouri.

Fort Leonard Wood, Missouri, is where Idabelle Moisant, Payroll Division, spent a week of her vacation. Her soldier friend is in service there.

Our belated sympathy is extended Lillian Oesterreich, Comptometer Division, whose mother died recently. This item was omitted by mistake from an earlier issue.—Thomas F. Coan.

Accident Investigation and Legal

THE CREDIT UNION'S Annual Dinner-Dance was held at Math Igler's Casino May 19. There were about 40 present, and after the dinner, Mrs. Barbara Eger, Charlie Gash and Jim Mahoney sang. Jim also led the community sing, and Mike McDermott (of the 14th Ward) made a speech. The comments of the Weasel, master of ceremonies, who didn't seem to miss a person present, were much appreciated and kept everyone chuckling. Guess Edna Horrom was pretty much in the limelight. Maybe she'll tell you all about it if you ask nicely. They all say it was a grand party, and are looking forward to another one next year.

The number of our employes increased considerably last month. Welcome is extended to Attorney John H. Clausen, Statementmen Patrick O'Keefe and Bernard L. Gahan, Vault Clerk Henry F. Bolanowski and Night Typist Anthony C. Heimerl. Glad to have you with us!

Briefwriter Richard Nichols, Statementman Ed O'Connell and Legal Investigator William Brown joined the khaki ranks this month. Good luck, fellows!

That's a nice looking plaque someone has hung on the first floor, honoring the boys who have left us for the service. Don't forget to take a look at it.

Just a line to say hello to Tom Quinn and Jim Schulz, and to let them know they're being missed. We hope you'll both be feeling a great deal better very soon.—Audrey.

Carhouse and Bus Repair

ARDMORE BUS: Now that summer is here and vacations are in the wind, we hear that a certain white-haired gent is taking his vacation early because of the gas-rationing scare. Mike Cunningham, too, has just returned from his vacation, and we understand that he spent his time working around his home. Ambitious man!

Congratulations are in order for H. Haenisch and J. Valauskas who were promoted to repairmen, and our greetings are extended the new men who have taken their places as cleaners.

BURNSIDE: Frank Cleary and his family have returned from a 10-day vacation spent in Champaign and Joilet. He climaxed his trip with a thrilling visit to the Statesville Penitentiary, where he once worked as a guard.

We are glad to see Fritz Kulovits back on the job after an extended illness.

COTTAGE GROVE: For the time being, at least, Bill Johnston has lost his checkers title to Ed Lindquist. May the best man win!

DEVON: All who wish advice on farming should see Orrin F. Neeley, the Chicago boy who is quite an authority on the subject!

It's good to see C. Kloster back on the job again after his illness.

The sympathies of all are extended to P. Boyle, in the recent loss of his wife.

DIVISION: Our best wishes went with Walter Banka when he was transferred to Noble; and to James Craig, the new addition to our force, we extend a hearty welcome!

ELSTON: Clerk S. Geller spent his recent vacation seeing the sights in and around Chicago.

To J. Paintkowski, whose father died May 25, we extend our heartfelt sympathy.

LINCOLN: Repairman T. Riordan is doing his duty by his country as a block captain in Civilian Defense. He enjoys the job, even though it keeps him busy.

Alex McLaren still is on the sick list, and we are hoping for his speedy recovery.

The fishermen at Lincoln are waiting for nice weather so that they can indulge in their favorite pastime. We should have some good fish stories to report next month.

NOBLE: We can't find an appropriate word to describe the ambitions of Assistant Foreman Glenn Baker, but we can say that he does things in a big way. Glenn recently took a trip to Michigan to fish for smelts. He started with a 400-pound container for his prize haul, and returned with a few dozen fish. His latest venture is his four-acre farm in Niles Center, a very worthy hobby in these days when Victory Gardens are being encouraged.

NORTH AVENUE: Ben Piest proved himself inadequate in the job of the Pied Piper of Hamlin when a sparrow snatched the honors away from him as he tried to catch a rodent in his back yard. Stick to repairing cars, Ben; it's much more profitable!

Night Foreman Leo Keag is justly proud of his son, Bob, who entered an Officers Training School some time ago and expects his lieutenant's bars soon.

Our sympathy is extended to Patrick Rice in the recent death of his sister.

NORTH BUS: Anyone knowing of any homeless pigeons or rabbits should see Robert Caldwell. Bob has moved into his new home and is looking for tenants for his pigeon and rabbit coops.

SIXTY-NINTH: The boys were all glad to hear from J. McGuire, who enlisted in the navy recently. He is stationed at Great Lakes for his preliminary training.

We also had a letter from J. Jestice, who was inducted in the army last February, and

is now stationed at Angel Island, California. He recently managed to run afoul of an M.P., and regrets it very much!

General Office

WALLY SORENSEN, Insurance Department, returned a few weeks ago from a motor trip down south. Wally says he, his wife and sister were sightseeing and visiting friends, but since Wally likes fried chicken so well, we're suspicious. Did you get your new bride the recipe, Wally?

Ed Sinnott, Counsel's Office, passed his bar examination in March and graduated from Loyola University Law School June 3. All Ed is worrying about now is that the army will have some cases for him to try.

Gladys Montgomery is the newest member of the Purchasing Department. We hope you'll enjoy working with us, Gladys!

Our congratulations to Dr. A. A. Small, medical director, who was married May 16.

Clara Smith and Marie Krausman vacationed together this year and visited Mexico. They say they saw many beautiful and interesting sights, but scampered back over the border before war was declared.

Bill Gustafig finished his night high school course and graduated this month.

Bob Engels really returned from California despite those beautiful girls in Hollywood. He's no longer in the Insurance Department, having been transferred to Grand and Leavitt. Taking his place is Margaret Palmer, whom we wish to welcome. Good luck on your new jobs, Margaret and Bob!

We certainly hope there will be no shortage of writing paper. Just imagine the catastrophe if Carol Schultze, Purchasing Department, couldn't cheer her four and twenty "pals" in the armed forces. Uncle Sam WOULD have a morale problem then!—Corinne Marshall.

Material and Supplies

CAROL JOHNSON recently joined us in the Requisition Division. We hope she'll enjoy working with us.

Matilda Jung has transferred from South Shops to the General Storekeeper's Office, and John Pieler has reversed the procedure by going to South Shops.

Another recent transfer sent Norbert Palecki from the Requisition Division to West Shops.

Here's wishing success to all of you in your new jobs!

We extend our sincere sympathy to E. J. Sigwalt, whose mother recently died.—R. E. Buckley.

Schedule and Traffic

TOM O'CONNOR has been transferred to the Transportation Department as an engineer of transportation. We regret the loss of Tom, but wish him a lot of success on his new position!

"Smiley" is the proper nickname for Joe Karel, who joined us recently. Welcome, Smiley!

Lester Larson, who has been associated with the Board of Supervising Engineers for the last 11 years, is now a member of our department.

Luanna Beierwalter is now poking a typewriter for this department, and Bernie Kincanon is the new traffic checker you may have seen. Glad to have you with us, folks. We hope you and the other newcomers like working with us.—L. C. Dutton.

BOND-BUYING BABY

Even before Antoinette Gasparovich, now nine months old, was born, her parents—Tony, an armature winder at South Shops since 1927, and Anna—were collecting new Jefferson nickles for her.

Armed with 375 shiny nickles ($18.75) and closely followed by Mom and Pop, Antoinette paid a call last month on Cashier Walter Lange at the General Office.

Climbing onto the ledge outside his window, she poured out the nickles for a $25 war savings bond.

Through her interpreters, Tony and Anna, the child made a brief statement for the press: "It's an honor," she said, "to help Uncle Sam. As soon as I have 375 more nickles, I'll be down for another bond."

Adam Gasparovich, the girl's grandfather, a former frog shop employe, retired September 1.



South Shops

WE GOT PLENTY of news last month from our boys in the service. Jim Cervenka wrote, saying he is no longer in the States but was among those chosen to take a one-month boat trip. Fish we catch here, he said, wouldn't even make good bait where he now is.

Ralph Short, Tom O'Malley and Bob Motis visited us while they were in the city. Ralph is now at Barksdale Field, Louisiana, and Tom is helping conduct recruits from induction centers to camps. Bob is training in ground crew work with the air corps. Glad to have seen all of you, boys; and the best of luck from all of us!

We are pulling for the speedy recoveries of Louis Hoey, Mill; William Linefeleser, Tin Department; and Matthew Detchon, stationary engineer, who, at this writing, are on the sick list.

Our deep sympathy goes out to the family of Andrew Chanda, Motor Repair, who died May 2 after a long illness. He had returned to work after being off ill for some time, but illness had forced him to lay off again.—Elsie S. Frank.

Transportation

MARIE KRAUSMAN has just returned from a very interesting trip "South of the Border." She says that the scenery and sights are indescribable, but has no snapshots for her camera was taken from her at the border.

Many report great concern about the new style puttees worn by Supervisor Penny while he rerouted cars at Clark and Division recently.

The new voices you've heard over the switchboard these last few weeks are those of Margaret Rochford, Bill VanMere, Jr., and Anton Mokstad. A hearty welcome to all of you, folks.—Andy.

West Shops

WE HAD the pleasure of visits from two of our soldier boys recently. Elmer Natzke, formerly of the Armature Room, called on us one day; and Tony Amodeo, Ardmore Bus Department, was in Chicago on a 30-day furlough from California. Tony expects to be transferred to the Air Corps on his return to the army. We're happy for you, Tony, for we know you have been looking forward to Air Corps work.

Harold Ebeling was the first in the West Shops office force to start the ball rolling along "Vacation Lane" this year. He took his time off last month.

We received a letter recently from George Brignac, who is stationed in the Air Corps at Sheppard Field, Texas. George tells us that he is receiving some very fine training there, and is enthusiastic over the work to which he has been assigned.

Just as this article was going to the editor, Donald Riess, formerly of the West Shops office force and now in Uncle Sam's fighting force, dropped in on us while on his 15-day furlough from Georgia. Needless to say, we were delighted to see him.—Mildred Habeger.

Magazine Makers



Victory Gardener

Gardener Luther Burbank made a name for himself through plant experiments.

Though still an apprentice with a hoe and sprinkling can, Elsie Frank, magazine scribe at South Shops, has prospects for a still brighter future!

Luther, you see, was just a run-of-the-mine gardener—without her advantage of a great interest in fashion designing.

Where he spent hours trying to increase the mealiness of potatoes, Elsie laughs at such foolishness. She is puzzling over something greater—a scheme for livening up spuds' color schemes and breeding out their ugly eyes.

At her Palos Heights home, which she and her hubby built two years ago, she has flowers, fruit trees, grape vines and a Victory Garden of vegetables on which to lavish her attentions.

Though always greatly interested in fashion designing, Elsie studied secretarial work at a local business college; then, after several secretarial jobs, joined the South Shops office force in 1931 and became a magazine scribe that same year.

About her magazine duties, Elsie says: "I'm glad to see that carhouse and bus repair crews sent in items for this issue. (Editors' Note: So are we!) The magazine is as much theirs as any other group of employes, and they seem ready to make it appear so."

Dummy Dresser

It's a far cry from *addressing* women passengers and asking them to move up in the car to *dressing* women dummies in the window of a Loop Department store!

But that's the story of Conductor Russell Warnstedt, Division Depot's magazine correspondent, who once served for five years as a window dresser—his chief task being to help keep female dummies in up-to-the-minute clothes.

"That job," Russ will tell you, "taught me how to blush!"

When he was slipping silky unmentionables on a plaster-of-paris redhead, some woman shopper, passing outside his window, would catch his eye and redden. Russ would quickly follow suit.

Most embarrassing of all, he says, was his daily task of carrying flimsy lingerie through crowds of startled shoppers from the pressing room to his dummy girl friends in the windows.

Since the garments were freshly pressed, he had to carry them held out before him at an arm's length so they wouldn't become rumpled. You see, no self-respecting window dummy will appear in wrinkled underthings!

A SURFACE SERVICE scribe for two years and an employe for six years, Russ is married to a girl who operated an elevator in the store in which he worked and is the proud father of two small children.

Here's the fourth installment in the series 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 larger-sized magazine possible.

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



Wartime Job

THE DAILY JOB of Surface Lines employes has been essential for decades to the welfare of the everyday life of Chicago. Now it is vital to the effective consummation of the war effort here.

Everyone of us can put something more into his job. We must carry the people of Chicago not only on their everyday travel but, and this is most important, to the plants producing the sinews of war.

We must do the job better than ever before. We must do it with the maximum of efficiency and the minimum of delay and inconvenience. At the same time we can all try to do it with more tact and more courtesy. We have the opportunity to show all Chicago that we can do the job—and do it cheerfully.

We are going to have to do the job with less in the way of materials and supplies—vital materials needed for implements of war. These materials are far more necessary to the men at the front than the people at home.

Conserve is the watchword for us at the Surface Lines.

Conserve materials used in street cars—wheels, motors, brakes, etc.

Conserve power—every motorman knows how to get the maximum power with the minimum use of electricity.

Conserve rubber and gasoline—every bus operator knows how to start, and run, and stop so as to get the most from the tires and fuel.

Conserve in the shops and other departments.

Waste is as damaging as *sabotage!*

Let's all work *shoulder to shoulder* to the wheel to *win.*