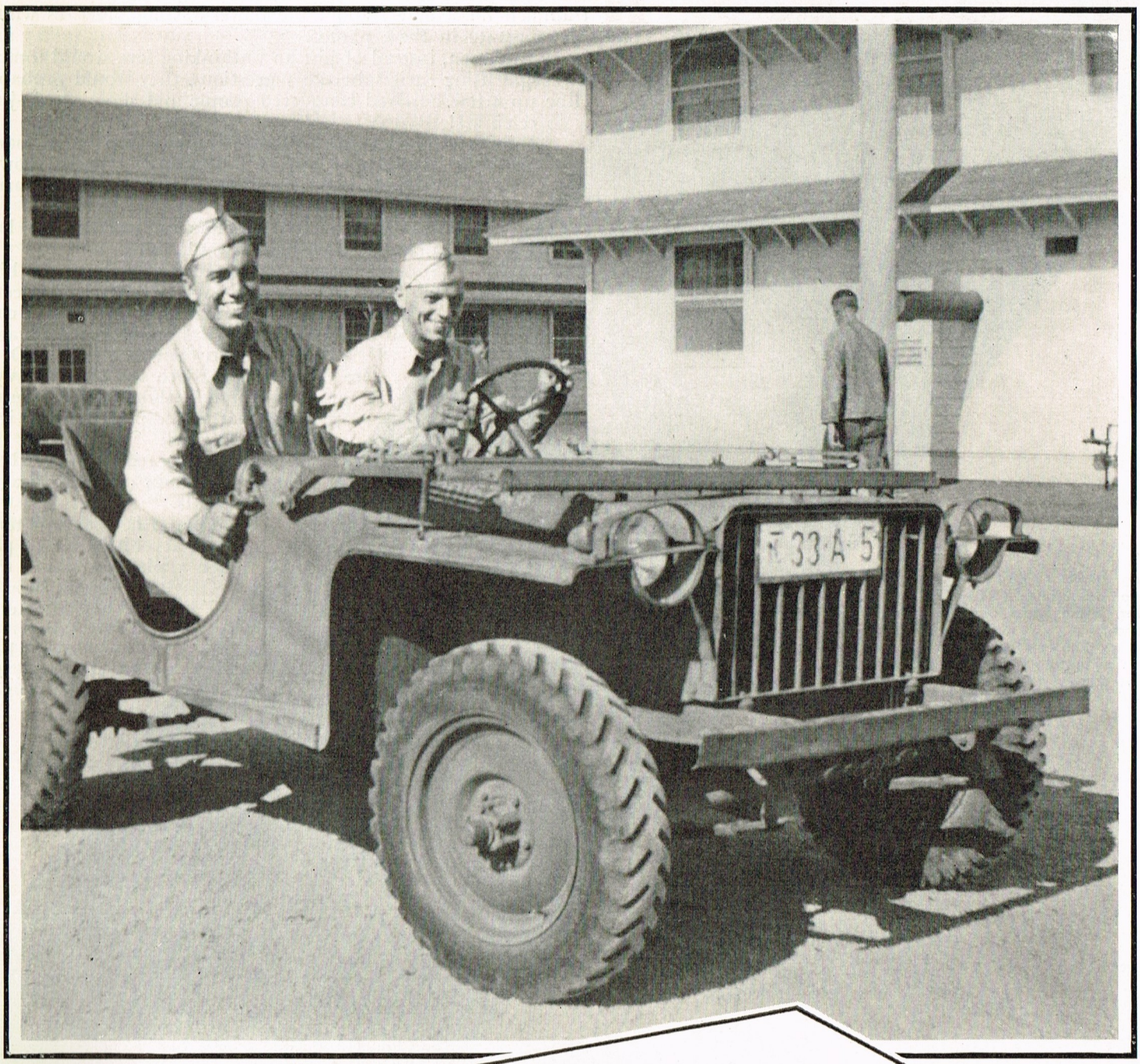


Surface Service Magazine

SEPTEMBER, 1942

How to Wa

SIX EASY

HERE ARE three lads who would love to have all Surface Lines trainmen immediately adopt the power-wasting practices which they demonstrate in these photos.

If every trainman, instead of just an unthinking few, would tomorrow begin using their sabotage suggestions, they would probably line up a few hundred conquered people and shoot them—just to celebrate!

"Vunderful! Vunderful!" Adolf (he's the shrimp "motorman" with the fuzzy upper lip) would enthuse. "Vasted power can't munitions make, or vorkers to var plants carry. Ain't it?"

"You saida the mouthaful, Fuehrer," Benito, the lantern-jawed "motorman," would agree.

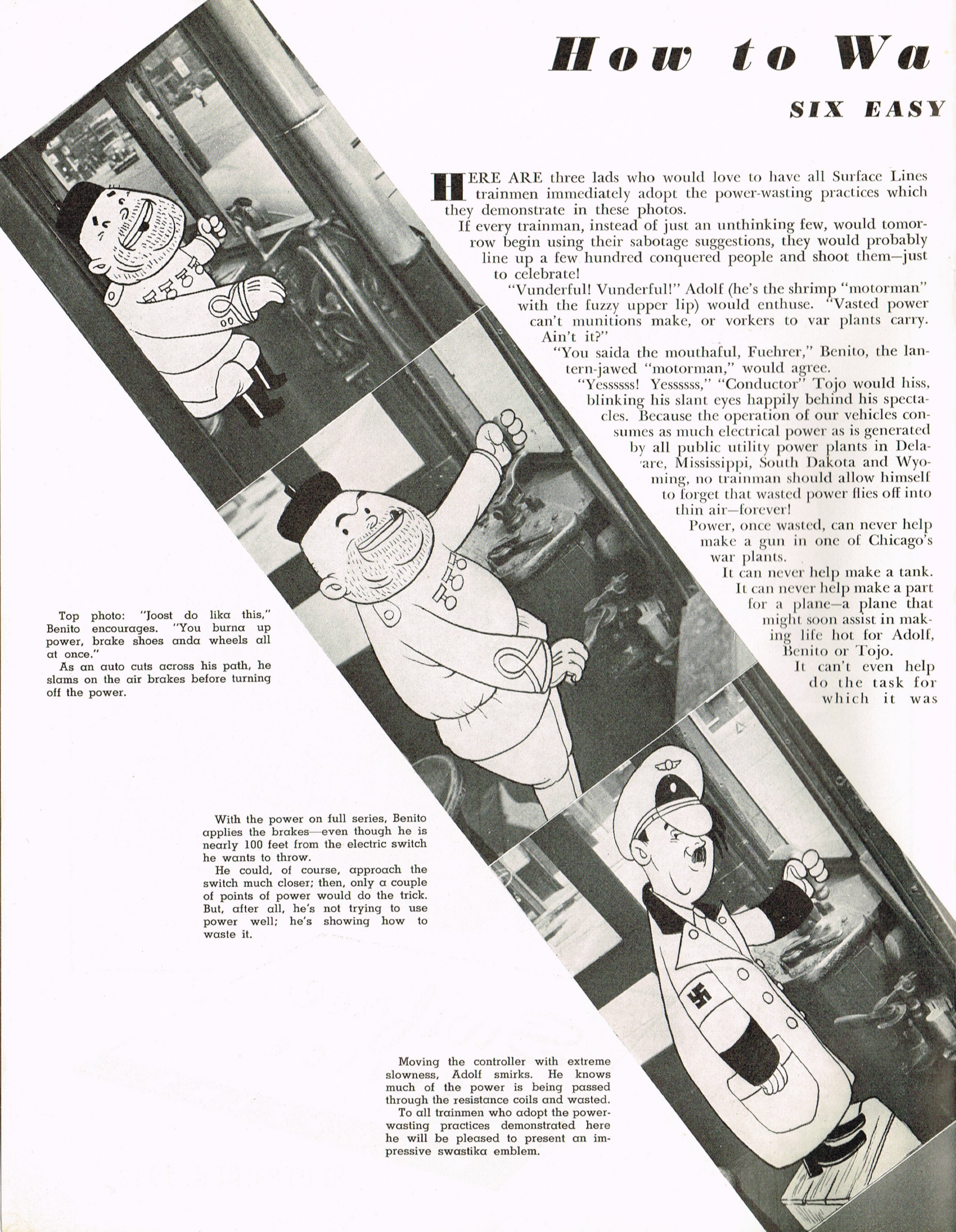
"Yesssssss! Yesssssss," "Conductor" Tojo would hiss, blinking his slant eyes happily behind his spectacles. Because the operation of our vehicles consumes as much electrical power as is generated by all public utility power plants in Dela-ware, Mississippi, South Dakota and Wyoming, no trainman should allow himself to forget that wasted power flies off into thin air—forever!

Power, once wasted, can never help make a gun in one of Chicago's war plants.

It can never help make a tank.

It can never help make a part for a plane—a plane that might soon assist in making life hot for Adolf, Benito or Tojo.

It can't even help do the task for which it was



Top photo: "Joost do lika this," Benito encourages. "You burna up power, brake shoes anda wheels all at once."

As an auto cuts across his path, he slams on the air brakes before turning off the power.

With the power on full series, Benito applies the brakes—even though he is nearly 100 feet from the electric switch he wants to throw.

He could, of course, approach the switch much closer; then, only a couple of points of power would do the trick. But, after all, he's not trying to use power well; he's showing how to waste it.

Moving the controller with extreme slowness, Adolf smirks. He knows much of the power is being passed through the resistance coils and wasted.

To all trainmen who adopt the power-wasting practices demonstrated here he will be pleased to present an impressive swastika emblem.

ste Power

LESSONS

purchased—carrying Chicago workers, thousands of whom are producing war materials, to and from their jobs. One instance of a motorman or operator using his brakes and power simultaneously doesn't mean much.

All alone, the fact that one trainman forgets to turn off inside car lights when they are no longer necessary is insignificant.

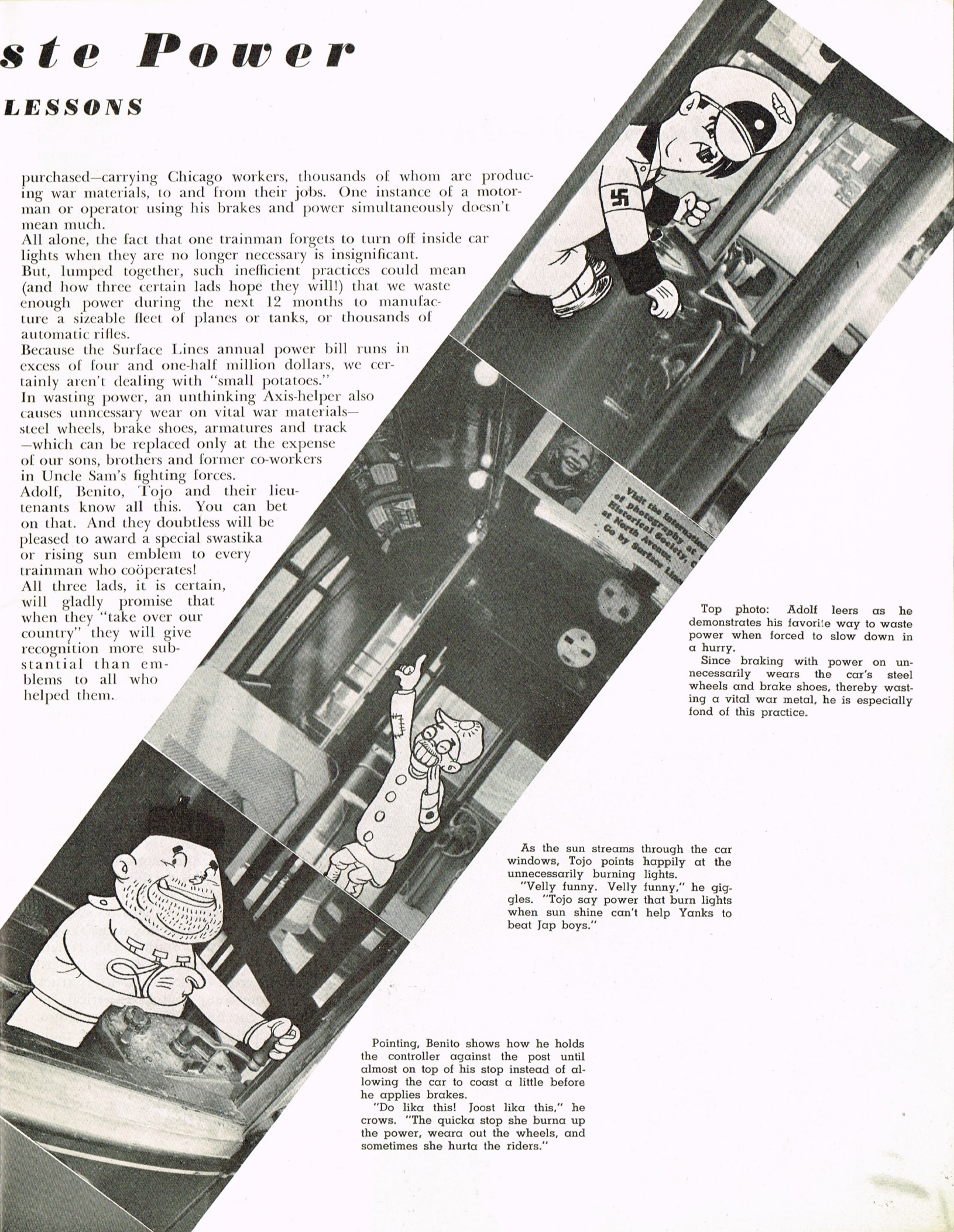
But, lumped together, such inefficient practices could mean (and how three certain lads hope they will!) that we waste enough power during the next 12 months to manufacture a sizeable fleet of planes or tanks, or thousands of automatic rifles.

Because the Surface Lines annual power bill runs in excess of four and one-half million dollars, we certainly aren't dealing with "small potatoes."

In wasting power, an unthinking Axis-helper also causes unncessary wear on vital war materials—steel wheels, brake shoes, armatures and track—which can be replaced only at the expense of our sons, brothers and former co-workers in Uncle Sam's fighting forces.

Adolf, Benito, Tojo and their lieutenants know all this. You can bet on that. And they doubtless will be pleased to award a special swastika or rising sun emblem to every trainman who coöperates!

All three lads, it is certain, will gladly promise that when they "take over our country" they will give recognition more substantial than emblems to all who helped them.



Top photo: Adolf leers as he demonstrates his favorite way to waste power when forced to slow down in a hurry.

Since braking with power on unnecessarily wears the car's steel wheels and brake shoes, thereby wasting a vital war metal, he is especially fond of this practice.

As the sun streams through the car windows, Tojo points happily at the unnecessarily burning lights.

"Velly funny. Velly funny," he giggles. "Tojo say power that burn lights when sun shine can't help Yanks to beat Jap boys."

Pointing, Benito shows how he holds the controller against the post until almost on top of his stop instead of allowing the car to coast a little before he applies brakes.

"Do lika this! Joost lika this," he crows. "The quicka stop she burna up the power, weara out the wheels, and sometimes she hurta the riders."

Radio Is Swell—Just Ask Men Who Use It!

WHEN CHICAGO had its first practice blackout last month, nearly 1,000 of our street cars and buses were immobolized on the streets for the period from 10 to 10:30 p. m.

Following the all clear signal, they swung back into regular service so smoothly that the four dispatchers at our emergency two-way radio system, who stood by in case of trouble, had almost nothing to do.

Radio Has Proved Its Worth

Although no tie-ups developed when the city's lights came back on and our vehicles resumed operation, the radio system has done more than enough to prove its worth since it began serving us June 1.

When, for example, a fire broke out at Clark and Oak Streets recently, it blocked our southbound tracks. Quickly the dispatcher radioed a mobile supervisor and had him reroute the cars west to Wells Street, south to Grand Avenue, east to Clark, then south over the regular route. The fire, it turned out, was a long-lasting one; but, because of the radio, our cars didn't bunch up at the scene.

Recently, too, the Southport wreck truck was assigned a defective westbound car at Lawrence Avenue and Tripp Street. Only two minutes later, there was a greater emergency —a Clark Street car was reported off the track at Lawrence.

"Disregard the first call," the dispatcher radioed the wreck truck men, who already were driving toward the scene, "and take care of the second."

In 10 minutes, the wreck crew had the Clark Street car back on the tracks; and the crew on the Lawrence Avenue car had cleared up their own trouble and were again under way.

Prevents Tie-Up of Busy Line

Had the wreck truck crew not been reached while on the way to the first emergency, Clark Street, one of our busiest lines, might have been tied up for a half hour or more.

Although our more than 2,100,000 daily riders benefit most from the improved and better coördinated service which the two-way radio makes possible, one trainman has a personal gratitude toward the system.

When a Lawndale clerk last month reported the motorman on Run 134 on Roosevelt Road was wanted at the hospital where his child, one and one-half years old, was dying, the dispatcher radioed a mobile supervisor, who intercepted the car near its western terminal.

Passengers Told of Emergency

Passengers, told of the nature of the emergency, immediately alighted. While the conductor took the empty car to its station, the mobile supervisor rushed the motorman to the hospital, where, fortunately, he arrived before the child's death.

Now included in the two-way radio hook-up with the dispatcher's office are 18 Transportation Department supervisors' autos; 15 Utility Department wreck trucks, one delivery truck and one auto; and 11 Electrical Department line trucks and five autos.

As the examples indicate, the radio is ably performing the tasks for which it was purchased — improving the regularity of our service to the public, and reducing the time necessary to reach and clear street blockades.

RADIO ROOM DURING BLACKOUT

Although nearly 1,000 of our cars and busses were immobilized on the streets during the 30-minute practice blackout August 12, they swung back into regular service so smoothly following the all clear signal that the four dispatchers on duty in the emergency two-way radio room had little to do.

Lit by a lantern, suspended from an electric light fixture, the radio room had heavy black coverings over its windows.

At the radio "mike" is Dispatcher Clarence Melbye. Left to right, the others are: Assistant Dispatcher Frank Mathews, Dispatcher Charley Batterson and Assistant Dispatcher Jim Tucker.



We Hit Million Mark in War Bond Buying

SURFACE LINES employes last month invested their millionth dollar in Uncle Sam through the purchase of war savings bonds.

An Accounting Department check-up on September 1, just 13 months after the launching of our payroll savings plan for the purchase of bonds, showed that the $1,050,000 mark had been reached.

Most Bonds Bought Through Plan

Bond purchases made through the plan accounted for $661,000 of the total. Cash purchases made through the Surface Lines by employes and employe groups amounted to $206,000 and $183,000, respectively.

Because savings made through the plan now are running nearly $80,000 monthly, bonds purchased through payroll allotments alone would, at the present rate, build up in the next 13 months to about $1,040,000—57% more than was accumulated by payroll savings during the last 13 months.

Award More 10% Club Emblems

More red, white and blue buttons and window stickers indicating membership in the patriotic Ten Per Cent Club of war bond buyers were awarded this month to second group of qualifying Surface Lines employes.



"The shipping department just signed up 100% to put 10% of their pay into War Bonds."

How's Your Group Doing?

RANKED BELOW by the percentage of their wages which they are investing in Uncle Sam are the 24 chief groups of employes.

Set in capital letters are the nine groups which last month showed decreases in the amounts they are putting into war bonds each payday.

All the remaining 15 groups showed increases—11 of them sizeable ones.

1. Electrical
2. West Shops
3. Building
4. Car House and Bus Repair
5. North Avenue
6. Archer
7. Lawndale
8. Blue Island
9. DIVISION
10. ARMITAGE
11. South Shops
12. TRACK
13. Burnside
14. Material and Supplies
15. LINCOLN
16. 77th Street
17. ELSTON
18. Noble
19. Limits
20. KEDZIE
21. Cottage Grove
22. DEVON
23. 69th STREET
24. UTILITY

As additional employes qualify for membership in the nation-wide club, which is sponsored by the United States Treasury Department, our Accounting Department will see that they are supplied with the attractive buttons and stickers.

Leave New Address If You Move

Employes who moved recently or plan to move October 1 may dodge difficulties in the delivery of their war bonds by notifying at once both the Post Office and our Accounting Department of their new address.

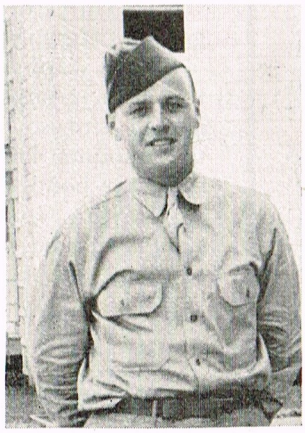
Because some forgot this important procedure again last month, the Federal Reserve Bank sent the Accounting Department 18 bonds which it was unable to deliver.

Uncle Sam's Nephews

THESE RECENT photos show nine of the more than 450 Surface Lines boys who are serving with Uncle Sam's fighting forces.



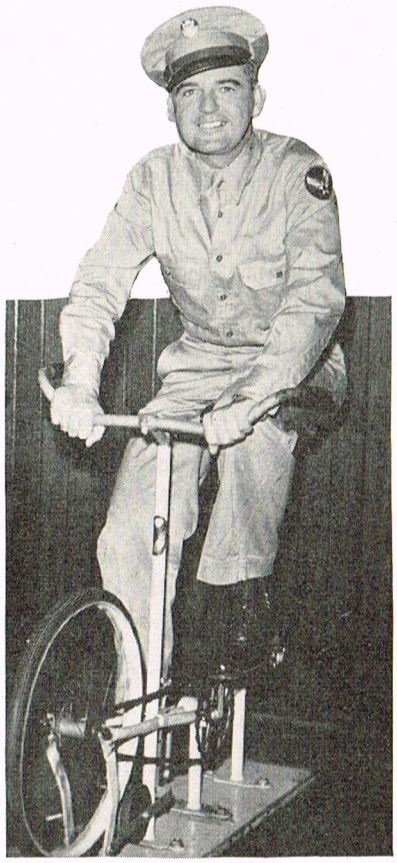
Private Howard Figge, progress clerk, Track Department, is in an Illinois medical training battalion.



Private Ray Fisher, Armitage motorman, is attending an aircraft warning school in Texas.



An infantry man is Private Johnny Higgins, Armitage conductor, who is stationed in Texas.



Private Johnny McKiernan, Kedzie conductor, works out on a "bike" while on furlough from the Illinois air field where he is stationed.

Receiver George Singer snapped the photo at the depot.



Serving with the artillery in Texas is Private Charley Baraglia, Division motorman, who hides shyly here behind a gas mask.



A member of the air corps ground crew in Michigan is Private Bernie Thurkow, Noble conductor.





An airplane mechanic at a Texas air field is Private Fred Hauser, a West Shops armature winder.

Technical Corporal Johnny McCrea, Archer bus repairman, is serving in Louisiana.

Signalman 1st Class Chet Nehls, Lincoln motorman, is serving with the coast guard in New York.



"Please Thank the Man Who Helped Me"

GRATEFUL TO Operator Fred Morris, 69th Street, who helped her board his car with her small son, Mrs. F. Gray, 909 East 64th Street, wrote: "Please thank the kind man who helped me." Mrs. Gray also praised Fred for assisting a blind rider to cross the street.

Similar helpfulness and courtesy on the part of other trainmen brought us 29 letters of praise last month.

Praises Motorman's Efficiency

"If all your trainmen were like him, many more people would put away their autos and ride street cars to and from work." So wrote C. W. Kirkham, 805 South Throop Street, in commending Motorman Florian Ciesiolkiewicz, 69th Street, for the smooth way in which he operated his car.

Commends Crew's Helpfulness

Because they did everything possible to assist her mother when she suddenly became ill on their car, Mrs. Cora Howard, 3019 Calumet Avenue, wrote lauding Conductor Al Bittner and Motorman Sigmund Wodarczyk, both of Cottage Grove.

Pleased by the helpfulness of Conductor Jerry Gleason, 77th Street, in helping her husband board his car and find a seat, Mrs. J. A. McCarthy, 1417 North Dearborn Street, wrote: "Such gentlemanly treatment should not go unnoticed. Even though I was with my husband, your conductor was most courteous in seeing that he was comfortably seated."

Lauds Another Kind Crew

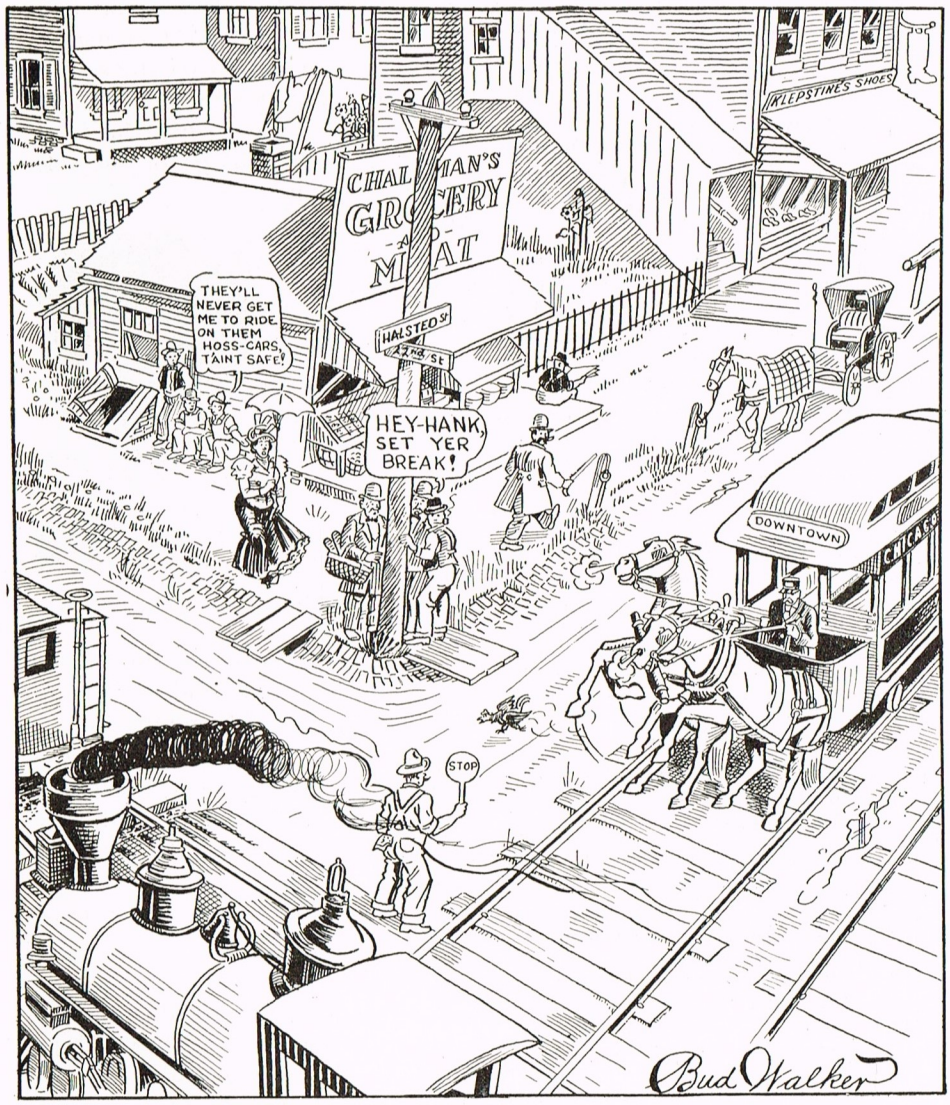
Their thoughtful assistance to a crippled and elderly rider prompted Mrs. W. C. Messner, 1420 Rascher Avenue, a rider on their car, to write lauding Motorman Carl Hard and Conductor Glenn Donnelly, both of Devon. "Their kindnesses," she added, "went not only to this rider, but to all others as well."

"I am nearly 80 years old, but never again will I feel nervous about riding alone on the Surface Lines when there are such kind conductors taking care of the public." So wrote Mrs. A. Kelley, 214 North Keystone Avenue, in commending Conductor John Halvey, Lawndale, for leaving his car and helping her into a drug store when she became ill.

Praises Courteous Motorman

After Motorman Al Block, Cottage Grove, had refused a tip for returning the briefcase he had left on his car, J. E. Mitchell, 166 West Van Buren Street, wrote thanking him for his kindness and courtesy.

Impressed by the courtesy and helpfulness of Operator John Werdell, Devon, Miss R. J. Hagerman, 5615 Winthrop Avenue, wrote: "He was so courteous and considerate to all passengers who asked him questions that he seemed outstanding."



A horse car driver, breaking in a new team, often has his troubles!

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 September, 1942 No. 5

WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*

170 Active Cases Listed on Employe Relief Roll

THERE WERE 170 active cases on the employe relief roll at the end of last month—10 having been removed by death or other causes.

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

A total of $1,704,460 has been paid out of the relief fund since the organization of the committee. Disbursements last month amounted to $6,988.

Front Cover

GRINNING as they ride an army jeep are Privates Charley Baraglia and Ed Puntil, former Division trainmen who are serving in Texas.

These boys, those shown on page 6, and others in Uncle Sam's fighting forces are the ones who will suffer if, by wasting power, trainmen hinder the production of weapons of war!

Obituary

Frank Foote, conductor, Kedzie, who left us because of illness four years ago, died August 22. An employe since 1897, he leaves a wife. One of the first Kedzie men to own an automobile, he liked to change his old car for a new model each year.

Dominick Pirro, Western Division, Track Department, died of a heart ailment August 11, following a long illness. Seventy years old, with 22 years of service, he was once assistant foreman of a section gang. He leaves a wife and daughter.

William H. Heise, motorman, Utility Department, who retired July 1, died August 8. His illness was brief. He joined the Surface Lines as motorman in the Transportation Department in 1905, but served in the Utility Department since 1914. Surviving are his wife, three sons, nine grandchildren and two great-grandchildren.

Edward Lantz, conductor, Kedzie, who left us in 1938 because of ill health, died July 30. Eighty years old and an employe since 1890, he had been frequently ill for seven years. His wife and daughter survive.

Joseph J. Kenar, conductor, Noble, died July 29, following a brief illness. Only 38 years old and a likeable, fun-loving man, he had 14 years of service. Surviving are his wife and mother.

Peter T. Fitzgibbons, chauffeur, Utility Department, died August 1, after an illness of about a month. Fifty years old and an employe for 29 years, he leaves a wife and one daughter.

Thomas O'Neill, conductor, North Avenue, died July 5. His illness was brief. An employe for 36 years and 58 years old, he leaves a wife, daughter and four sons.

Gustave Ahrendt, former receiver, Burnside, who retired last March, died of a heart ailment July 17. Sixty-seven years old, he once worked as a conductor at 77th Street. Surviving are a wife and one son, a South Side doctor.

Joseph E. Young, motorman, Armitage, died of a cerebral hemorrhage July 26, following an illness of more than three years. Sixty-six years old, with 22 years of service, he leaves a wife and one daughter.

John Lustick, watchman, Western Division, Track Department, died July 14 of injuries received in an automobile accident. Fifty-six years old and an employe for more than 14 years, he leaves a wife.

George M. Hein, former motorman, Burnside, who resigned in February, 1940, died July 16 of a heart ailment. Long ill, he was 67 years old. Surviving are his wife, daughter and son.

Surface Lines Boasts Two Army Majors

WITH THE RECENT promotion of Schedule Maker Clayton Steele to a major in the Army Signal Corps, the Surface Lines now boasts two majors in Uncle Sam's army, the second being Attorney Leigh Hunt.



Major Clayton Steele

Major Steele, who left us as a first lieutenant in January, 1941, has been serving on the staff of the Signal Corps School at Fort Monmouth, New Jersey, where he is assistant officer in charge of the telephone division. Men who will handle army radio and telephone communication systems are trained in his division.



Major Leigh Hunt

Attorney Hunt left us as a captain in April, 1941, and reported at Fort Knox, Kentucky. Following the war maneuvers throughout the South that fall and winter, he received his major's commission.

Since early this summer, Major Hunt has been stationed in Ireland, where, at last report, he was adjutant to the general of the First Armored Division.

Both Major Steele and Major Hunt earned reserve officers commissions while in college, and were actively interested in army work during their years with the Surface Lines. Major Hunt is a former president of the Cook County Reserve Officers Association.



Burnside

ASSISTED BY C. C. Cameron, Jr., Post, No. 130 and by the state champion drum and bugle corps of Square Post, No. 232, the boys from Burnside held an Americanism Day program on Sunday afternoon, August 30.

Hundreds of men from the depot, accompanied by their families, turned out to pay tribute to Burnside's fighting sons in World Wars No. 1 and No. 2.

Standouts of the day were the raising of a flag on the new flagpole and the dedication of a service plaque bearing the names of all Burnside men who fought in the last war and those who are now fighting for Uncle Sam.

Seated as guests of honor at the front of the crowd were parents of our present service men. During the program they were called upon to rise and receive the group's applause.

Among the numerous speakers at the affair were Joseph J. Kehoe, president of Division 241; and John B. O'Connell, assistant superintendent of transportation, who represented William A. Hall.

The weather during the affair was hot, but bright and sunny. Foreman Rudy Nebelsiek's gardens provided a beautiful background for the festivities.—R. Albrecht.

Cottage Grove

CONDUCTOR AND Mrs. Walter Regan announce the birth of Mary Christine August 15. Wallie is reflecting joy all over the place, and his cigars were really good. Lots of luck to the little one, and to the proud parents!

Clerk Willie ("Virgie") Henderson recently returned from his vacation minus his tonsils and some weight he could hardly spare. He says he feels swell now and is set for anything that comes.

Chief Clerk Atkinson, affectionately known by various and sundry monickers, has added a new nickname. From here on in, he insists on being called "Messiah."

Conductor Pat Kane, retired, passed away recently. His smiling face and jovial conversation will be missed here.

How about photos of some of you lads in service? We'd like some, showing action if possible, for the magazine.

That handsome cartoon on the back page is none other than your scribe. It's very flattering, to say the least.—Ostet.

Devon

FOLKS HAVE ASKED us what made our softball team click so well this year that it was able to grab off the North Section title.

Well, we think a lot of people and things played a part. Joe Bergthal's managing ability, coupled with Pinky Moran's debating prowess, made Devon a tough opponent right to start with.

Then, look at the battery we had! Why it would be easier to knock over a few General Grant tanks than to get many hits off Tom Joyce and Lenny ("Chuck Chuck") Beauchler.

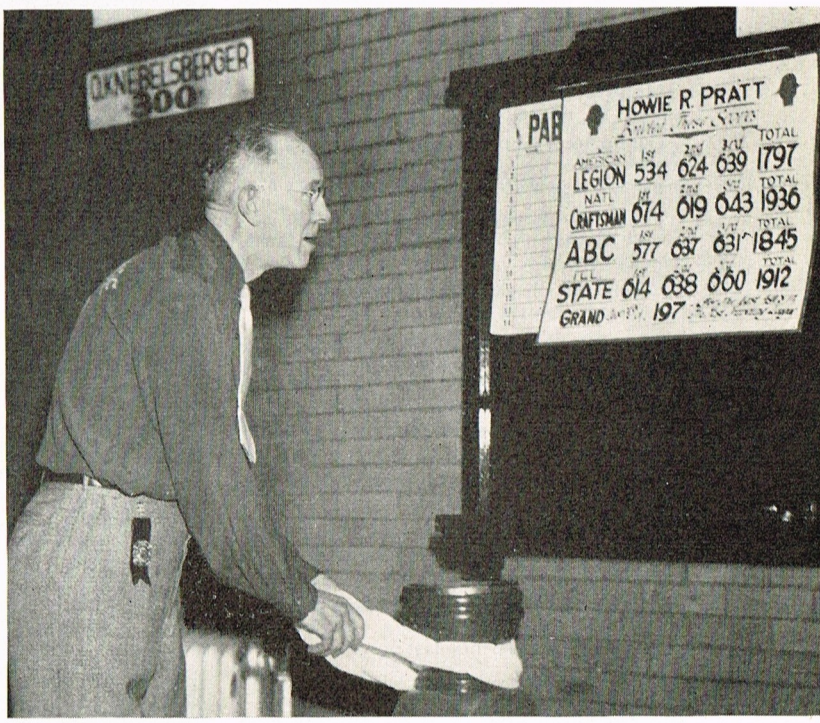
When, by some fluke, a batter did poke a fly out into right field, there was Joe McFadden waiting for it. In center field was Fred Harders; and in left field, Frankie ("Dead Ball") Rausch. When the outfield was short a player or two, John Brown, Blades or Pierson took over.

The boys who stood guard over the bases had a way of making their opponents wish they had kept in shape. With Matty Horan, "Wires" Sampson, Bernie Kelly, Bennett and "Sorrel-Top" Laske holding down the infield, our opponents never did have much of a chance.

Another group who did much to bring us victory was the crowd of faithful rooters who turned out for every game.

Devon is also out to worry it bowling opponents this year. Already getting their arms in shape are Conductor Bill Carr and Motormen Ben Dahl, Red Laske, Vic Micetic and Tom Zimmerman.

That Uncle Sam already has taken note of Devon's athletic men is shown by this list of trainmen who left us for the armed



EXPERT BOWLER

If there's a better bowler in the Surface Lines than Howard Pratt, a motorman at Devon for the last 30 years, he must be a hermit—for no one knows him!

A maple-mauler for 32 years and in the big leagues for 22 of them, Howie here looks over the chart showing some of his tournament scores this year.

The 197 at the bottom of the chart is his grand average for the last four years in the Northwest Traveling League, and the watch fob he is wearing represents third place in the Illinois State Tournament at Aurora last May.

The medals Howie has won during his 22 years in the major leagues are too numerous to mention.

He reports, however, that his all-time high, which he bowled in the Craftsmen League in Chicago 12 years ago, was 1989—a sparkling score, even for an expert.

forces recently: Conductors Paul Diezlinski, Bill Sanders, John Murphy, Tom Munster and Barney Osborn. Here's wishing you luck, boys!

While feeling around for a seat during the recent blackout, Motorman Red Laske bumped his noggin on a stanchion pole and nearly had a 100% blackout all by himself.

Relief Clerk Tom Birmingham is very thankful his new son missed being born during the blackout. He says it would have been awfully lonesome pacing up and down that long hospital corridor in the dark.

Conductor Joe Marks put some miles on that Ford of his during his recent vacation in Colorado, Utah and other western states. The urge to hear spurs jingle jangle also drew Chief Clerk Ekeroth out west for his vacation.

Conductor Boyington and Motorman C. Nelson rounded out their Surface Lines careers September 1 and retired. Good luck and health to you, boys!

We extend our sympathy to Motorman Joe Veseley, who learned of his mother's death in Mosinee, Wisconsin, August 12; and to Motorman Arvin Larson, who learned of his dad's death in the same town the next day.—Ed May.

Division

MOTORMAN FRED CLAYTON will take advantage of the retirement plan October 1. He plans to live in Vermont, Illinois, where he has bought a home and 15 acres of land.

Motorman Joe Johnson reports having owned 32 automobiles during his lifetime.

Conductors John Malawksi and H. Bruckhauser were last month presented $300 income tax exemptions—both baby boys!

Motorman George Wickman recently had a taste of the supervisory end of the business —badge and all.

Conductor Charley Mueller visited in Wisconsin last month.

The wife of Glenn Cooley, Repair Department, is on the mend now after a siege in the hospital. We would like to thank him and the rest of the repair force for enabling us to buy more stars for our service flag.

The flag, by the way, now bears 13 stars, the latest men to leave us being Motormen Tom Meier and Ed Kalas.

Visitors at the depot last month were Stan Strychalski and John Wood, both on leave from Great Lakes.

Charles, Jr., son of Motorman Charles Warnstedt (and your scribe's kid brother), enlisted in the marines last month.

Conductor and Mrs. C. Christensen had their 10th wedding anniversary August 17, and Conductor and Mrs. Henry Jorgensen observed their silver anniversary September 12. Many happy returns!

Dianne, daughter of Conductor Elmer Schulzke, recently underwent an appendicitis operation. She was four years old September 10. Ruth Ann, your scribe's big girl, will be the same age September 26.

The sons of Jimmy Wilson and Louis

COLLECT 3,500 RECORDS FOR SERVICE MEN

When the American Legion recently carried out its Records for Our Fighting Men drive, Surface Lines Post climbed on the band wagon and helped collect 3,500 of the discs.

Collection boxes, placed by the Post at large Surface Lines locations, gave most employes a chance to contribute.

Most of the records were ancient ones. Consequently they will be turned into new recordings before they are presented the service men.

Left to right, wearing legion caps, are: Finance Officer Clarence Hofmann; Commander Clarence ("Ducky") Drake, Archer; Commander-Elect Louie Hofmann, Armitage; and Adjutant-Elect Earl Dustin, Armitage. In trainmen's uniforms are Conductor George Oakey (wearing glasses) and Motorman Fred Lewis, both of Archer.

Post chairman for the record drive was John Maher, Archer, who was absent when the photo was taken.



Solak, Repair Department, are enrolled in aviation training. Mike Rurkas's son has not written since the attack on Pearl Harbor.

We welcome the new men who joined us recently. If you ever need any help, boys, call on any of the older men.—R. T. W.

Kedzie

WHEN KEDZIE held its annual golf tourney at White Pines August 12, 50 divot diggers turned out and had a swell time. Other stations represented were North Avenue, Cottage Grove, Armitage and Lawndale.

Ed Foreman, Kedzie, turned in the low gross score of 82. Runner-up honors went to Tarzan, Lawndale, who carded an 83. Third and fourth, respectively, were Kranz and Callahan, both of Kedzie, who scored 85 and 86, respectively.

These proud daddies are boasting new arrivals: Motormen Pat Murray and Ed Pruchniak, both boys; and Conductors Jim Kivilin, Tom Ryan, Joe Smith and Pat King, all daughters. Congratulations, boys.

Our sympathy goes out to the wife of Conductor Frank Foote, who died August 22; and to the following men because of recent deaths in their families: James Gaffney, his mother; and Edward Gallivan, his brother. —Clinton Sonders.



ONE-HOSS HACK DRIVER

Conductor Sylvester Kolecke, 69th Street says this photo shows him as he was in the early days of transportation when he drove a one-hoss hack.

Several of his co-workers report, however, the handlebar mustache is a phony and that Sylvester wore the fancy duds recently when he drove a rented hack for some just-married friends.



GIFTS FOR SERVICE MEN

Trainmen and clerks at Noble Station recently chipped in enough to send each of their former co-workers who is serving with the armed forces a carton of cigarettes.

While Conductor Roman Daluga wraps the smokes, Motorman Joe Schultz addresses them and passes them on to Motorman Anton Ipczynski for stamping.

On the wall behind the men is the depot's service plaque.

AT KEDZIE STATION'S OUTING



When 125 Kedzie trainmen, their wives and families held an outing at Cedar Lake, Illinois, last month, swimming, softball and horse shoes were on the entertainment schedule.

Later, Motorman "Smiling Bill" Mahoney played the "squeeze box" while the grown folks danced.

This photo shows a small part of the crowd.

Seventy-Seventh

THE ARMY, navy and marines have been augmented by 100% of John Shaw's Duke Club. The youngsters have been a winning combination and a great source of pride to their benevolent sponsor and to the neighborhood. They can't help but win for Uncle Sam.

A paradox of the blackout last month was the exposure by the *Chicago Sun* of the crew, O'Connor and Tobey sticking their necks out of the street car to see what they could see. Now if there was total darkness, how come the sun. And, if there was no sun, what could they see? Maybe you saw their picture in the paper, too.

Former taxi driver Earl Hogan struck up a casual conversation with his payload. Earl was impressed with his customer's physique. "Say," he said, "you ought to be a football player!" The young man just smiled and replied, "Think so?" Later when Earl found

out that his destination was Dyche Stadium, he became suspicious. The payload said: "This is on Arch Ward. I'm Tom Melton, All-Star guard from Purdue!"

The baby girl that came last month to the Frances home was just what the missus ordered.

Ernie Feltz and George Schletz also had orders delivered recently—both boys. There is no priority on infants.

Pete Conraths doesn't believe in any such thing as the curse of Allah, but he has a technique all his own for bringing luck to the team. All he does is touch the ball and things just happen. He did it at the first game with Devon, and four runs scored. We're going to get him to touch our balding head. We don't see how it can fail to restore our falling locks.

The last fly that put the period on Devon's effort to crash the championship atmosphere at Chase Park was caught by Johnny Phelps, who was all for keeping it for a souvenir—but they objected. John should know that the proper procedure is to take fence posts only.

Condolences are extended to the family of Conductor J. J. Mahoney, who died recently; and to the following men because of deaths in their families: Conductor J. Corless, his son; and Conductor R. Ferguson, his wife.—Walt Story.

Sixty-Ninth

CONDUCTORS G. M. KELLY and Joseph Gallagher have left us for the army since the appearance of our last magazine, and Conductor Jack O'Neil has enlisted in the coast guard. Good luck, boys, wherever you are!

When you know of something which should appear in this column may we suggest that you scribble it off and leave it with the clerk addressed to the undersigned. There ought to be plenty of news at a depot of this size if we could only dig it up.

Everyone at 69th Street has seen that oversized switch-hook which is kept in the shanty there to aid the supervisor in throwing that east to north switch in the rush hours. And almost everyone has seen those very dark glasses which Supervisor Pete Duggan wears when he is out throwing this switch on bright sunlit afternoons. But one day as Pete was standing out in the middle of 69th Street doing his stuff, a trainman and his wife happened to drive by in their auto. The lady had never seen Duggan before and as soon as she caught sight of him she called out for her husband to stop immediately. He did so, and inquired what was wrong.

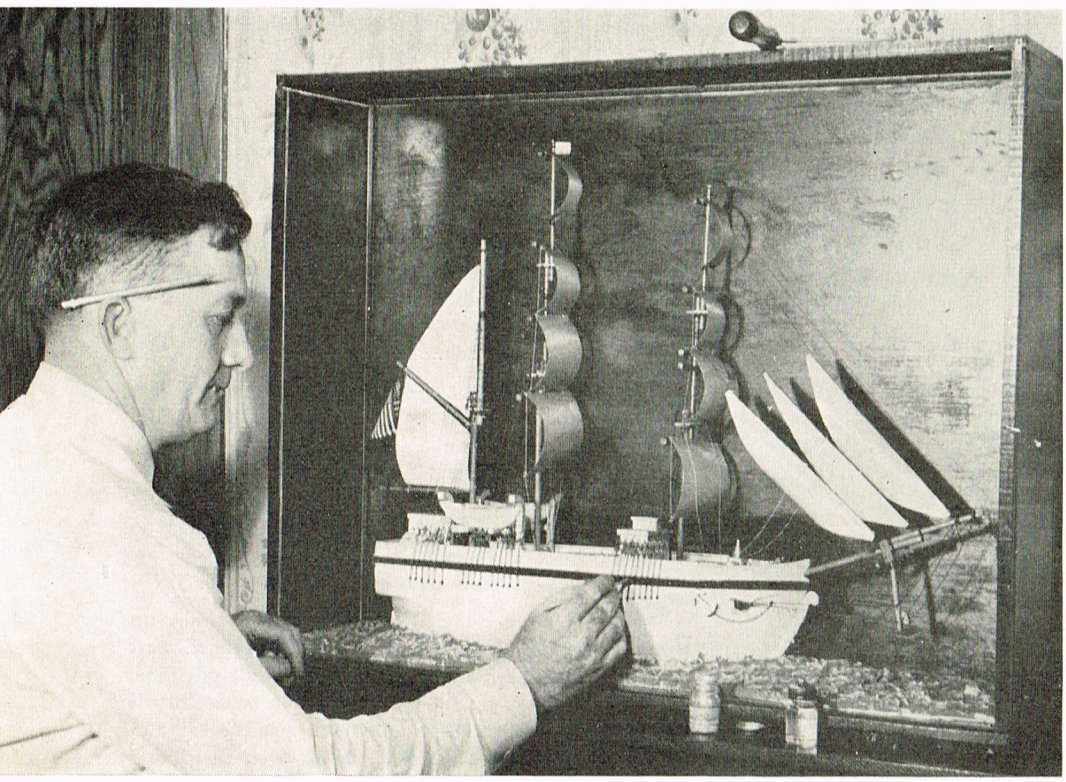
"Go help that poor blind supervisor out of the middle of the street," she commanded. "Can't you see him, with his cane, out there in all that traffic?"

Back in the early days of W A Y H, Supervisor Tocci, 77th Street's noted educator, was assigned to Radio Car No. 1, which

INTO THESE MODEL BOATS WENT A YEAR OF SPARE TIME

When Bob Prosser isn't working in the Utility Department office at 39th and Halsted Streets, he's usually at home building model boats.

Shown below, he puts the finishing touches on his model of the famed whaleboat, *Wanderer*, which was among the last whaling boats to operate on the Atlantic more than 100 years ago.

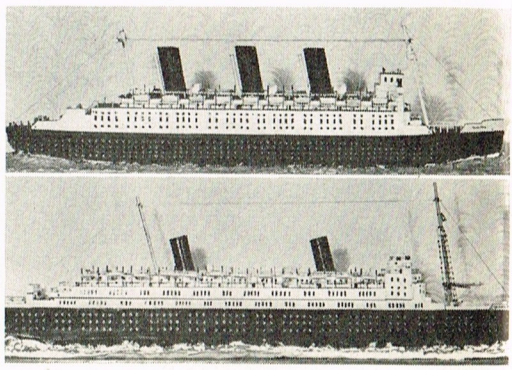


Twenty-eight inches long, six inches wide, and 21 inches to the top of its higher mast, Bob carved the model's hull from yellow poplar.

Twenty-seven inches long, the three-stacker model is that of the *Queen Mary*, which, in real life, is 1,017 feet from bow to stern.

The two-stacker, a model of the *Queen Elizabeth*, is 30 inches long. In real life, she is 1,030 feet long, with 14 decks, and carries 2,000 passengers and a crew of 1,000. Hulls of both models are made from selected California Red Wood.

How much time did building these models take? Well, Bob reports having spent six months on the *Wanderer* and three months each on the *Queen Mary* and *Queen Elizabeth*.



ranges around in that vast territory of South Chicago. One day the dispatcher, wishing to test the transmitter of Car 1, asked its occupant to give him a slow count from one to 10 over the air. Mr. Tocci complied and of course the broadcast was audible to all South Side cars.

Just at that moment Car No. 2 happened to pull up at 79th and Halsted; and the count was heard by Frank Flannagan, who was stationed there.

"What was that?" inquired Frank, when the broadcast was over.

"Oh that was Mr. Tocci," replied the driver of Car 2.

"I know it's Tocci," snorted Flannagan, "But what's he doing? Teaching the kids in South Chicago how to count?"

When those white metal helmets were issued to the block captains and air raid wardens, Conductor John McCourt drew one which was several sizes too large for him. On the night of the first blackout, John was out patroling his block and everything was so dark that when the helmet slipped down over his eyes he never knew the difference. He proceeded on his rounds; and, when the lights were turned on at 10:30 p.m., he continued to feel his way up and down the street for several more minutes to the great amusement of his neighbors. Then some kind soul told him to push back his helmet and he would discover that the blackout was over!—H. E. Harris.



Departments and Divisions

Accident Investigation and Legal

JOE LUBAWY, who reported for military service last February and who is stationed at Aberdeen Proving Grounds, Maryland, paid us a visit recently while he was home on furlough. Joe looked fine and reported very favorably on his experiences to date. We enjoyed your visit, Joe!

Private William J. Callahan, who left for military service last March, sends greetings all the way from India. We wouldn't mind having a few snapshots of Bill's latest accomplishments, which included riding a camel.

Jackie, Ronnie and Barbara Koch have a brand new baby brother, William Anthony, weighing nine pounds, who was born August 18 at St. Francis Hospital. Joe Koch, the proud papa, has been receiving congratulations from his co-workers.

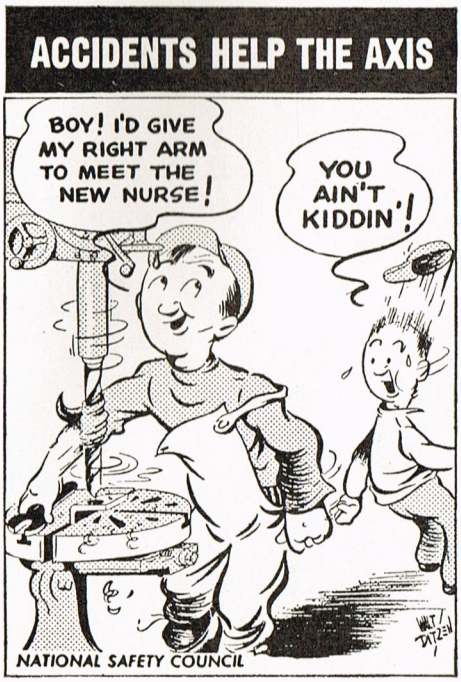
Congratulations are in order for Frank Cunningham, Accident Prevention, who now wears a staff sergeant's stripes. Frank was at Scott Field at the last report.

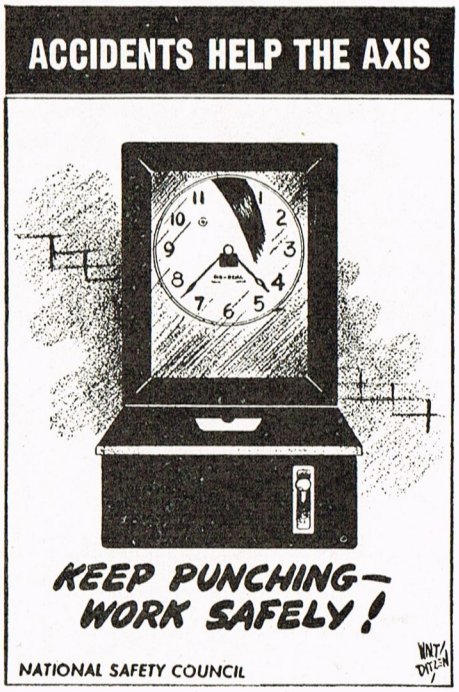
Charles Triplitt, Accident Prevention, who retired early this year, visited us after returning from a special vacation trip. He told us he has no trouble keeping himself busy; in fact, he doesn't see how he ever found time to work at all.—Audrey.

Accounting

WHEN JOHN BREEN left us August 15 to enter the Army Air Corps, another star was added to our service flag, making a total of seven. Our best wishes follow you, John!

After a pleasant boat cruise aboard the *North America*, Marie Brankin is perfectly







satisfied with her vacation. During her trip, stopovers were made at Mackinac Island, Detroit, Cleveland, Niagara Falls and other interesting points.

Birthday greetings were extended last month to Emily Coyne, Lillian Hurad, Hildegarde Ruedt, Lillian Oesterreich, Evelyn Leu, Russell Riesche, Bernice Lentema and Isabelle Moisant.

Edward Stanton, who recently joined us, has received a new assignment. We wish him all kinds of good luck.

Traveling by automobile to Michigan, Indiana and northern Illinois, William Folta states he and his family had a very pleasant vacation.

"Down on the farm" in Arcardia, Wisconsin, was selected by Letitia Knabe as an ideal place to enjoy a vacation, topped off with plenty of good food and rest.

We welcome Marion Gustafson and Clement Rodell, who joined us recently to succeed employes leaving the service.

Mable Magnuson, Payroll Division, spent her vacation taking short trips in and about Chicago.

Our sympathy goes out to Marjorie Fergusen and Andrew Fitzsimmons in the recent deaths of their mother and father, respectively.—Thomas F. Coan.

Electrical

JOHN CALLAHAN, Line Department, recently underwent a minor operation at St. Anne's Hospital. Here's wishing you a quick recovery, John!

Herman Hechler, Line Department, stationed at 77th and Vincennes, was presented with a baby daughter August 22. Congratulations!

Everett Balzer vacationed in Burlington, Iowa, where he did a little fishing. William Wende visited Island Lake, Illinois. He had plenty of excitement, for his neighbor's home burned down and nearly took his summer home with it.

Let your scribe hear more about vacation doings. Also, if you have any good action pictures, how about submitting them to us for possible publication in the magazine.—Billy.

Car House and Bus Repair

ARCHER: Joseph Gallovitch and R. Shea are spending their vacations down along the Atlantic seaboard, while W. Henderson seems to have had a lot of fun on the Canal Bank.

Foreman Eyer returned "all burned up," but minus any fish!

Our sincere sympathy is extended to August Wessel, in the recent loss of his mother.

COTTAGE GROVE: J. Wozlik and Foreman Timpe spent their vacations in the lake regions of Indiana and Michigan, respectively; but both fish stories were the same—"No Fish!" Mr. Wozlik reports the only bites he got were mosquito bites, and Foreman Timpe brought home a nice coat of tan.

Frank Stoll took life easy in central Illinois during his vacation.

DIVISION: Noted recently, in one of our daily papers, was a picture and write-up showing Richard X. Chablowski, son of Controller Man Frank Chablowski. Richard was shown as he received the Purple Heart Award from Captain M. H. Carlton at Hemet, California, for bravery in action during the Jap raid on Hickam Field, Hawaii, on December 7. Frank tells us his son, a pilot and a sergeant, has been in the army only a little over two years, while another son, Arthur, is somewhere overseas.

LINCOLN: Congratulations are in order for Mr. and Mrs. Frankenberger on the arrival of a baby boy, born August 24. Best wishes, and many thanks for the cigars.

SEVENTY-SEVENTH: Leo Keane, our night foreman, has returned from his vacation and boasts of having had a wonderful time fishing in Lake Michigan and sightseeing in Chicago.

M. McGinnis and Martin McMahon, Jr., left us for the army a few weeks ago; and, at this writing, Sam McElwee is preparing to join them.

Frank Walsek is at St. Joseph's Hospital, having undergone a knee operation. Here's wishing you a speedy recovery, Frank!

General Office

WE'VE FOUND a runner-up to Carol ("Morale-Booster") Schultze. Just ask Emily Waldruff, Purchasing, where and how she spent her vacation! Hint: It was at Virginia Beach, Virginia.

Bill Ashley and Alex McKinzie, Insurance, are making great progress in the army. Bill was commissioned a second lieutenant August 11, and Alex soon will wear a pair of silver wings.

Mildred Humes, Executive Department, reports a restful vacation at her cousin's Indiana farm. Mary Wiley, traveling the opposite direction, visited Wisconsin Dells.

A little bird in Purchasing reports Phil Waechter was "wined, dined and danced" by relatives and friends during his vacation.

Clarence Heath, Insurance, played golf and swam near Lake Ripley, Wisconsin.

New feminine addition to the Executive Department is Viola Pichler, who succeeds

50TH ANNIVERSARY FOR TWO ELECTRICAL MEN

When Billy Jones (center), superintendent of sub-stations, and John Stiglich (right), electrician, celebrated their 50th service anniversaries August 12, Electrical Engineer Stanley D. Forsythe presented them gold 50-year-service pins.

Electrical Department co-workers of the two men presented each of them 50 red roses, some of which may be seen at the edges of this photo.

Both men joined the Surface Lines in 1892 and, because of their pleasant natures and long service, are well known throughout the organization.



Don Rossi, recently transferred to Schedule. Lots of luck to you both!

That tanned young lady in Purchasing is Alice Hlinka, all done up in her north woods vacation disguise.

John Howe, Executive Department, is in Alabama doing his bit with the army.

Edith Pruitt, Medical, arranged her vacation to coincide with her husband's leave from the navy.

Ellen Shuman, Executive Department, visited friends at Ripon, Wisconsin.

Next time you see Louis Dixon, Executive Department, ask him how *Pickle Puss* is bearing up under the recent publicity in the *Chicago Tribune*. (*Pickle Puss* is his boat.) —Corinne Marshall.

Schedule and Traffic

ROBERT LA VOIE, traffic checker, selected August 6 as the date, and we would suppose that Frances Roth selected St. Sabinas Church as the place to be married. After a honeymoon in Cleveland, the young folks are busy settling down to what we hope will be many years of wedded bliss.

Lloyd Braff, schedule maker, has accepted a position as assistant traffic engineer with the City of Detroit. The best of luck in your new position, Lloyd!

Our sympathy goes to Ted Cowgill whose mother passed away recently.

Joseph Leger and Frank Duffy recently joined the traffic checking force. Welcome, boys; glad to have you with us!

Vacations had Lester Larson in Michigan rowing a boat, while Chicago and vicinity was a favorite for Frank Misek, Art Langohr, Bob Boal, Bob Sedlack and George Bryan. Walter Thomas played golf and won three war stamps. Guess he must be hitting the little white pill pretty well!

Ed Reilly attended to his victory garden. Fred Excell was busy at the Spanish-American War Veterans Convention. William Burkhardt obtained first hand information on the farming situation. Ruth Strand visited all the home folks in Indiana. Joe DeGrazia divided his time between house painting and swimming.—L. C. Dutton.

South Shops

DURING THE last month, we bid goodbye to three of our old-timers. Harold Talbot, Paint Department, died on August 8, after a brief illness; and Peter Marszalkiewicz and James Pribel, Car Repair, died August 17 and August 25, respectively, after prolonged illnesses. To the bereaved families and relatives, we offer our heartfelt sympathy.

Military Highlights: During the last couple of weeks, Faulkner McCrea, Paint Department, and Stanley Malochleb and Barney O'Malley, Machine Department, joined the air corps, the army, and the navy, respectively. Mac received a very handy pen and pencil set and Stanley and Barney received stainless steel watches from their co-workers as remembrances. We wish you the best of luck boys, and will be looking forward to seeing you whenever possible!

Jim Cervenka, Paint Department, recently wrote his foreman, Joe Hecht, telling him about Chanaral, Chile, where he is now stationed. Jim says he would certainly like to be back with the boys—in his own words, back with "the good old Chicago Surface Lines." Jim stopped at Panama, Ecuador, Peru and a few spots around Chile before arriving at his present station.

The boys in Motor Repair recently were visited by Al Grinis, who is now in the infantry. Al regaled the boys with stories of army life. We were very glad to see you, Al; and hope you will stop in again soon.

Al Nevin, Machine Department, received a letter from his son who is in the marines. He was wounded in action, but is coming along all right now.

Ted Kulma, Paint Department, became a very proud and happy dad recently. Ted and Mrs. Kulma were presented with a sweet little baby girl. To the happy parents we extend our congratulations; and to baby daughter, our best wishes.

Vacation Notes: C. D. Mack, shop superintendent, toured northern Michigan; W. C. Smith, assistant shop superintendent, also vacationed in Michigan; Ted Wahlberg, Car Repair, fished up at Shawano Lake, Wisconson; J. F. Gasser, Car Repair, again visited in Ohio; and Jim Canavan and Charles Maslauskis, Car Repair, remained to enjoy good old "Chi"; Lydia Matheny, Office, promised us that she would bring back a hillbilly from the Ozarks, where she is vacationing.

When we returned to work recently, we wondered about that preoccupied air of Heinz Doering, clerk, Blacksmith Department. A few days later we found out the reason for it. Heinz came bounding in one morning with cigars, etc. He had just become the proud father of a son, born August 28, weighing seven pounds, 14 ounces. Our congratulations are offered to the happy mother and dad; with loads of best wishes for young Billy.

As this issue goes to press we are notified that now Joe Hecht, Paint Department foreman, has to obey all hunting and fishing rules. He was recently appointed deputy game warden. Congratulations, Joe??? —Elsie S. Frank.

ON HORACE HEIDT SHOW

When arrangers for Horace Heidt's popular Treasure Hunt, a weekly coast-to-coast radio show, asked for a Western Avenue motorman to appear on the program recently, Motorman Norman Kierland (right), Division, was selected.

Norm, who shakes hands here with Horace Heidt, stepped into the verbal horseplay at the "mike" with all the assurance of a radio veteran.



Transportation

RUTH SOUTTER had a very enjoyable vacation at Lake Geneva. Rest and sleep, she says, were her favorite pastimes.

Charles Eitel vacationed in parts of Michigan and Wisconsin. One accomplishment of Charlie's is that he knows the art of milking cows.

Warren Powers reports he had a great time fishing on near-by lakes.

Supervisor John Krause has just returned from Mackinac Island.

Supervisor L. C. Bartelheim did some farming at Culver, Indiana.

Louis E. Bohlin has just returned from a splendid vacation at Waupaca, Wisconsin.

Supervisor Edward Hanson spent his vacation at Lake Dewart, Indiana, and really has a fish story. He gained a few pounds in weight, but will soon work it off on State Street.—Andy.

West Shops

OUR new mail boy, Edward Whiston, came to us last month, succeeding John Anderson, who left us to return to school. Welcome, Ed!

Wisconsin seems to be the favorite vacation state this year, Tony Vihnanek having enjoyed beautiful Lake Geneva, and John Landeck having his usual visit in that state. Ed Wendt also added his name to this list; and, when last heard from, was "resting" at Bayfield. While this is reputed to be an excellent fishing spot, we suspect that Ed's "catches" won't be from a boat, but on good old terra firma.

Ella Rall enjoyed her holiday in Chicago this year, while Joseph Bolech's card told us he was at Union Pier, Michigan, a small but delightful vacation spot.

Corporal Ed Sturm paid us a surprise visit recently. We are always happy to have our soldier boys drop in for a visit.

Congratulations to Lee Demzien, who became the proud daddy of a baby boy August 11. Thanks for the candy, Lee, and best wishes to the little son and his parents!—Mildred Habeger.

Magazine Makers

Goat Feeder

The world lost an American Paderewski, but the Surface Lines gained an employe and *Surface Service* a correspondent — all because of a pet goat.

Material and Supplies scribe since our magazine was established more than 19 years ago, Robert Buckley swears it really was a goat that brought an abrupt end to his musical career, and also indirectly caused severe pains in the back of his lap for years.

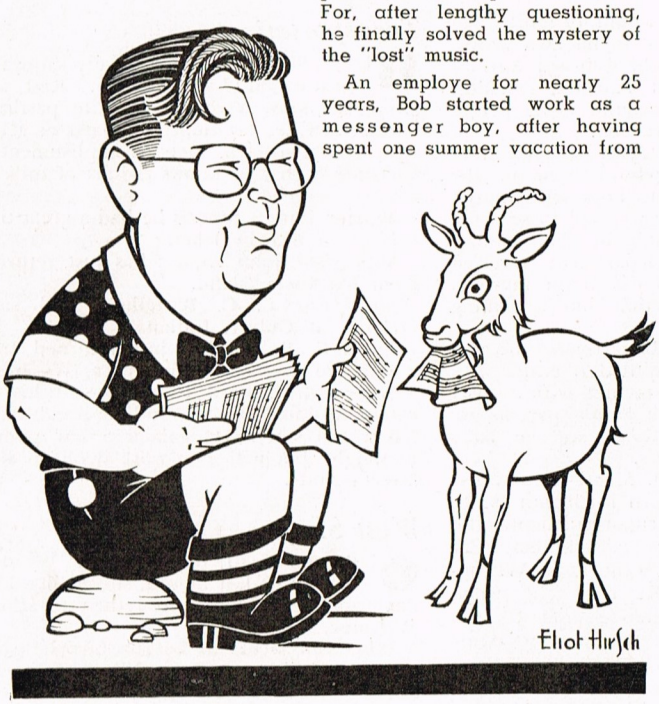
As Bob was banging out "Chopsticks" on the piano one day while the happy yells of neighbor boys floated from their ball game through the open window, he suddenly began to doubt his desire to be a pianist.

He stopped playing and thought. And the more he thought, the more certain he became he was meant to be a ball player.

On sudden impulse he grabbed up all the sheet music—"Chopsticks," "Tenting Tonight," "The Battle Hymn of the Republic"—perhaps $20 worth of scores in all.

Running to the back door, he called for his pet billy goat. When the bewhiskered animal trotted up, he fed him the music, piece by piece, until the last sheet had disappeared.

The long-lasting pains in the back of his lap began, Bob explains, when Pop came home. For, after lengthy questioning, he finally solved the mystery of the "lost" music.



An employe for nearly 25 years, Bob started work as a messenger boy, after having spent one summer vacation from school in the Track Department.

A native Chicagoan, he built a home at Crystal Lake some years ago, hoping to enjoy the life of a country squire. In 10 years, however, he and his wife got so lonesome that they sold out and built a new hime in Edgebrook, where they now live.

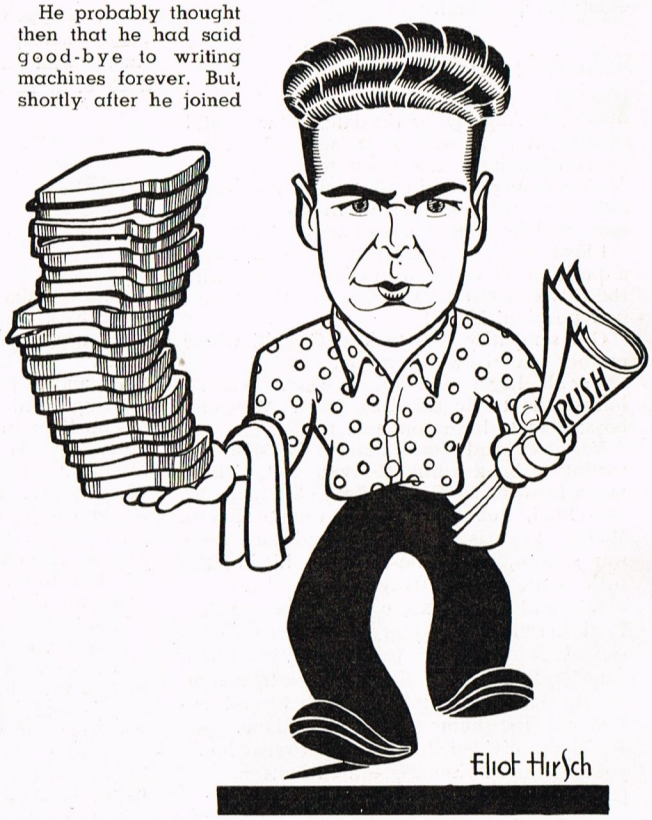
Here's Installment No. 7 in the series about the folks who help put out Surface Service.

It is being run so that everyone in the Surface Lines family may learn to know the people whose monthly contributions of news, photos and cartoons make this magazine possible.

Copy Boy

Nearly seven years ago Motorman Otto Tork, Cottage Grove scribe, quit pounding a typewriter for Chicago newspapers and began pounding a gong for the Surface Lines.

He probably thought then that he had said good-bye to writing machines forever. But, shortly after he joined us, he was drafted by *Surface Service*.



A long-geared fellow, reaching six feet two inches skyward, Otto seldom is seen without a juicy pipe in his phiz. Such a constant companion is this "hay burner" that his missus now and then accuses him of preferring the pipe to her.

Like many newspaper men, Otto, while still attending high school, broke into the business as a copy boy, that little-heralded cog in any newspaper's staff who must be able to carry a ream of stories in one hand and a dozen sandwiches in the other.

After being advanced to reporting, he bid his first paper, the *Journal of Commerce*, farewell and joined the old *Evening Post*, where he wrote financial articles and the daily play-by-play baseball reports.

In 1932, after he had spent two years with the *Post*, the paper went out of business. Otto then joined the *Daily News*, writing financial articles and helping to make up the financial pages.

The most spectacular news events during his term on Chicago's papers were, Otto reports, the stock market crash, Babe Ruth's "called" homer against the Cubs, and the stockyards fire.

During his nearly seven years at Cottage Grove, Otto, besides working as a motorman, has broken in as a clerk, starter and receiver.

In his own home on the South Side, he lives with the boss and their two daughters, Nancy and Carol, three and one-half and one and one-half years old, respectively.