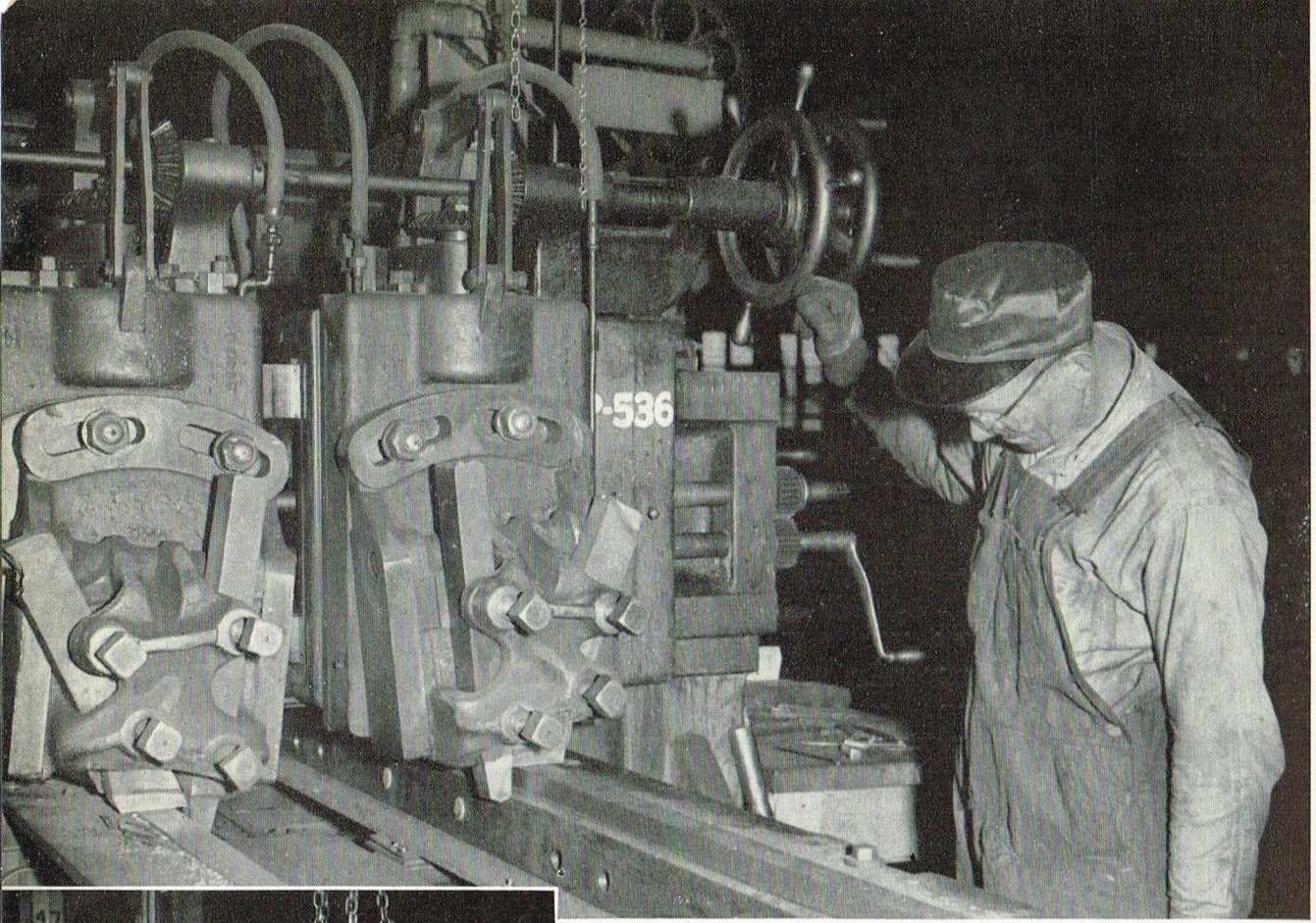


Pouring Steel
For Hitler's Doom

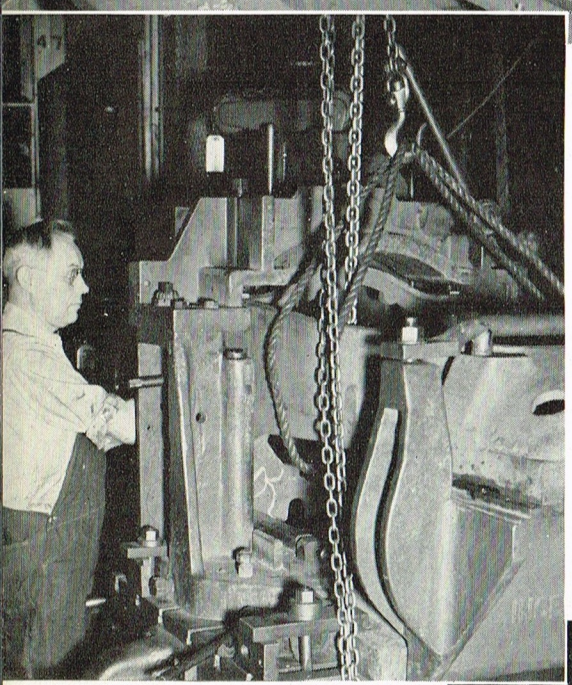
Surface Service Magazine

NOVEMBER, 1942



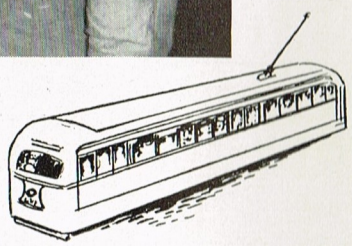
Operating a double-bit planer in the manufacture of railway switches for America and her allies at the Pettibone-Mulliken Corporation is Nels Erickson.

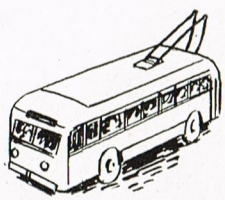
As at all other large Chicago war plants, many of this firm's workers depend on us to carry them to and from the job.



Emil Kozak works busily on an army ordnance job at the Tractor Works of the International Harvester Company.

Like many other workmen at the plant, he depends on us for transportation. He rides the Armitage and Western Avenue lines to and from work each day.





Our War Job

SHOWN TURNING out tools of war needed by our fighting men at a few of the many war plants which our car and bus lines serve are some of our daily riders.

These days our most important task is to carry them and the hundreds of thousands of others like them to their jobs — safely and on time!

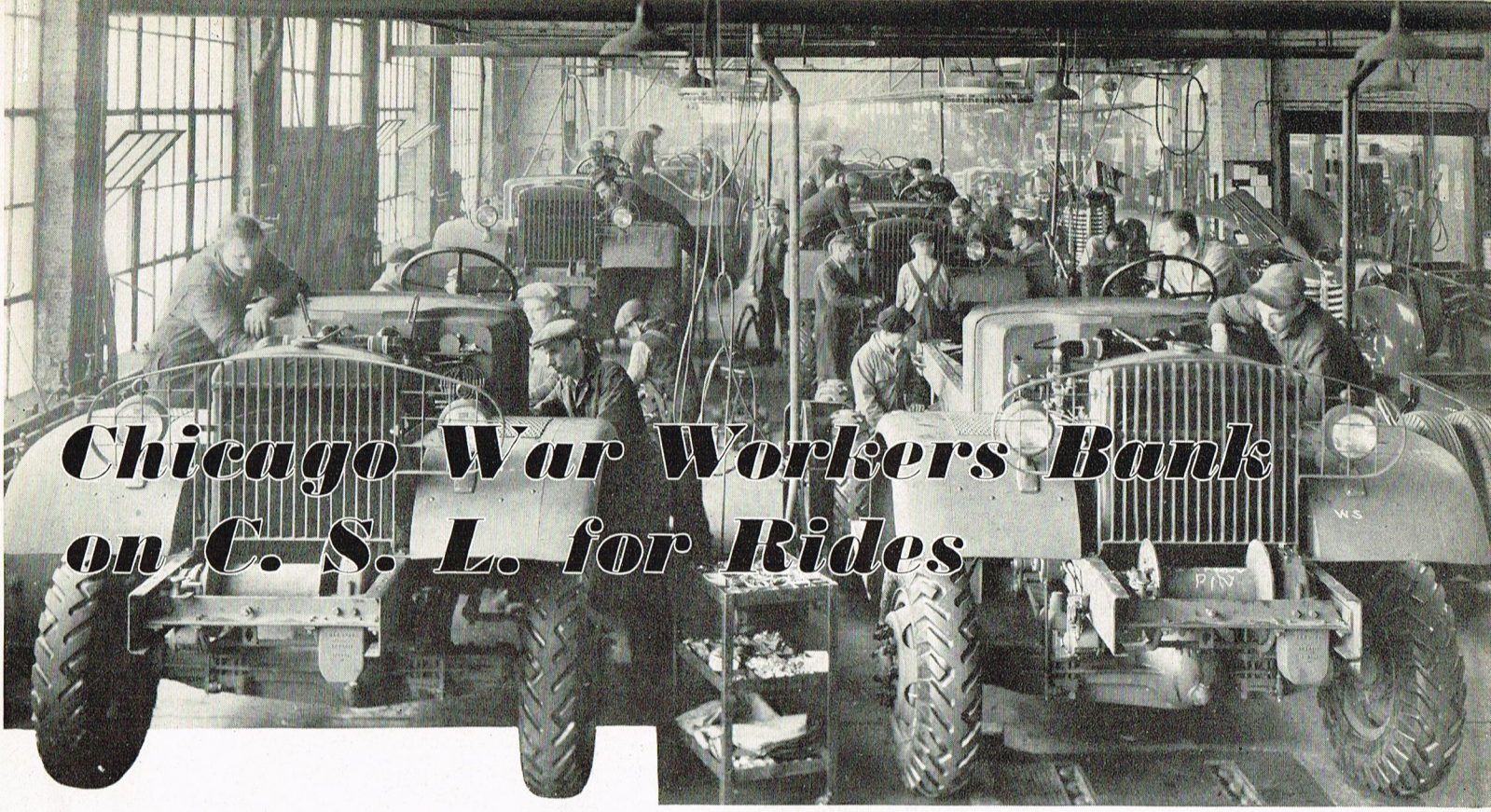
Every employe may be proud that without our essential service few large war plants in Chicago could continue operating.



Stephanie Check, a Western Electric Company employe, glances up from her job of helping to make telephone equipment for our fighting forces.

Like thousands of other women and men war workers at the huge plant, she rides Surface Lines to and from work.





Chicago War Workers Bank on C. S. L. for Rides

TURNING OUT SIX-WHEELERS FOR THE ARMY

Workers at the Diamond T Motor Car Company turn out heavy-duty, six-wheel trucks for the army in assembly line fashion.

While they provide essential equipment for the boys who do the fighting, we carry them to and from their jobs.

EVERY SURFACE LINES employe who has hung his head and fretted about whether he is doing his part in our country's fight for victory can start immediately to hold his head higher.

Two-thirds of Chicago's mighty army of war workers are carried to and from their jobs by public transportation, a survey, announced last month by the local Office of Defense Transportation, shows.

Most War Workers Ride With Us

The great majority of those soldiers in overalls, the survey also indicates, depend upon the Surface Lines.

Each day street cars on one line carry the greater part of three shifts of workers at a plant where artillery pieces are manufactured to the job, then home again.

At the same time street cars, buses and trolley buses on other lines carry more war workers—hundreds of thousands of them—to and from plants which make bomb fuses, tanks, airplane propellers, torpedo boats, ammunition, airplane motors, lend-lease railway equipment, and all the other weapons of war which are to help shave Adolf, Tojo and Benito down to their proper size.

"Transit's most important job these days," said Director Joseph Eastman, Office of Defense Transportation, when he travelled out from Washington to make an address in Chicago last month, "is to carry war workers to and from their jobs."

Although our service has played an important role in the everyday life of Chicago for more than three-quarters of a century, it now is vital to the effectiveness of Chicago's war effort.

Without our service, countless war workers who live miles from their jobs would be unable to reach their plants. And without workers, even the most essential of the war plants, could not hope to continue operation.

We Have "Know How" for Job

Although we are called upon to tackle our war task with curtailed equipment and supplies, we have the will, the trained personnel and the "know how" to do a good job.

We are going to have to conserve materials used in street cars—wheels, motors and brakes.

We're going to have to conserve power.

We're going to have to conserve tires and gasoline.

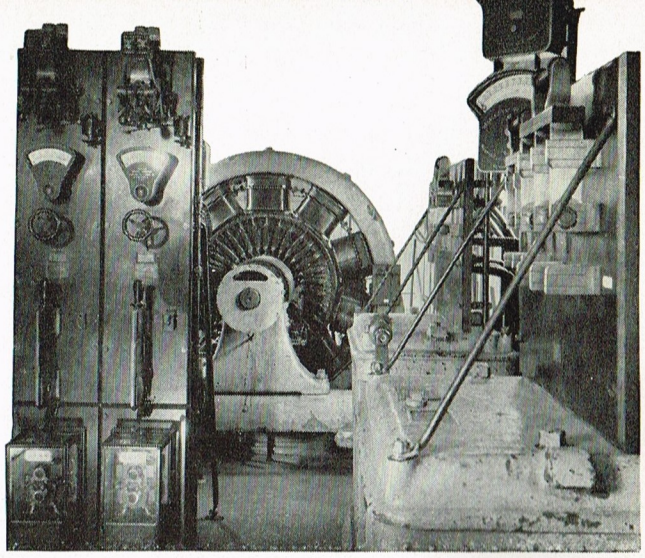
But, whatever we are called upon to do, Surface Lines employes have never yet let Chicago or our country down!

Front Cover

WORKING IN the white-hot glare, Carnegie-Illinois Steel men pour 160 tons of molten steel into ingot molds at the firm's South Works.

Men such as these, who are helping produce the steel which will later go into tanks, planes and ships, are among our 2,225,000 daily riders.

Victory Sub-Station Serves War Workers



WHEN WAR PRODUCTION in the humming Clearing Industrial District on the Southwest Side seemed likely to increase the number of war workers riding on the 63rd Street car line, our Electrical Department engineers foresaw the need of a new sub-station to provide additional power on the western part of that line.

Getting materials necessary to construct a building—especially a steel-eating sub-station—is a tough task during a time of war.

But, rolling up their sleeves, the engineers went to work.

Immediately they decided to:

(1) Build the sub-station so rapidly that no war workers in the district would be without dependable transportation.

(2) Use as few vital materials needed for war production as possible.

(3) Provide an adequate source of increased trolley voltage at low cost.

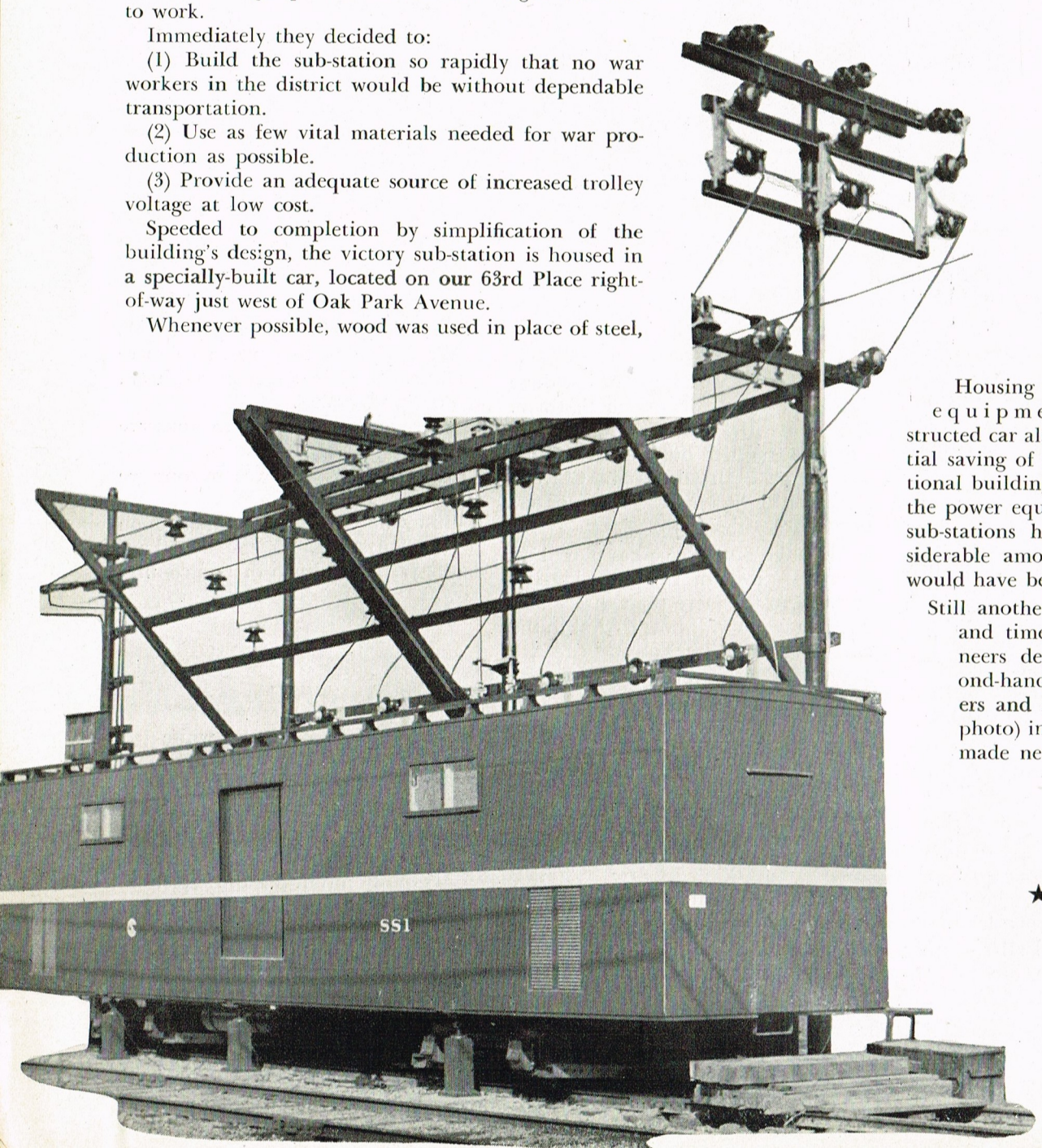
Speeded to completion by simplification of the building's design, the victory sub-station is housed in a specially-built car, located on our 63rd Place right-of-way just west of Oak Park Avenue.

Whenever possible, wood was used in place of steel, copper and other vital war metals in the construction of the sub-station.

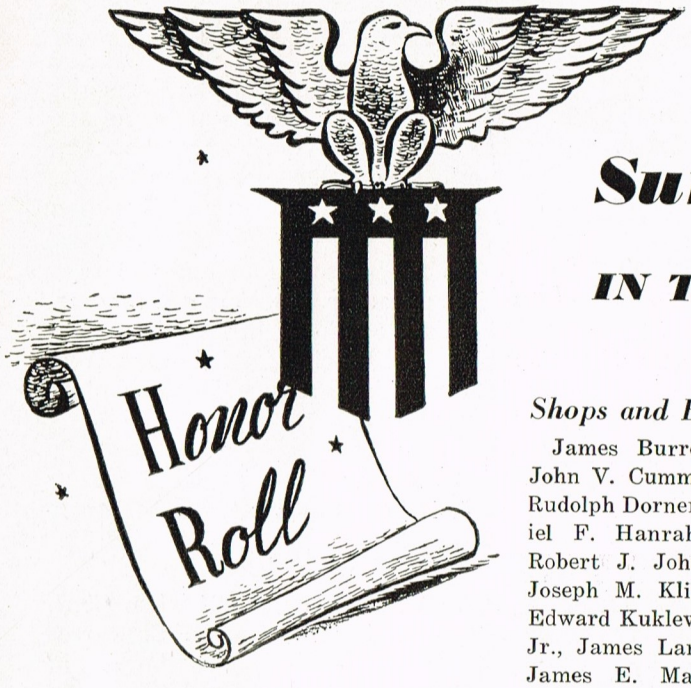
Several thousands of pounds of steel were saved for the production of weapons of war when the structure supporting the high voltage conductors (see larger photo) was built from creosoted wood and old trolley poles instead of the customary structural steel.

Housing the victory sub-station equipment in a specially-constructed car also resulted in a substantial saving of steel. For, if a conventional building such as those housing the power equipment at our 17 other sub-stations had been built, a considerable amount of the vital metal would have been used.

Still another saving in war metals and time came when the engineers decided to purchase second-hand converters, transformers and reactances (see interior photo) instead of ordering tailor-made new equipment.



★ ★ ★



Surface Lines Men

IN THE ARMED FORCES

SURFACE LINES men in the armed forces now number 626. Since our last Honor Roll, published in August, 194 employes entered the service. Their names—by departments, then alphabetically—follow:

Accident Investigation

John P. Leahy, John T. O'Brien, Arthur J. Phillips, and William M. Sunlin.

Building

Joseph A. Cuci.

Electrical

Bruno P. Dinter, Jr., Robert J. Engels, William J. Rappold, Ernest Sayers, and Kenneth L. Ward.

General Office

Raymond Backlund, John T. Breen, William Chaveriat, George A. Fisher, Richard F. Holzle, Thomas F. Hyland, George Ihnat, and John J. Ruberry.

Material and Supplies

James Grimes, James T. Korte, Norbert F. Middendorf, Norbert F. Palicki, Alex Spasojevich, and William T. Unwin.

Shops and Equipment

James Burrows, Francis J. Coonan, John V. Cummings, Patrick J. Dinneen, Rudolph Dorner, Patrick Fitzgerald, Daniel F. Hanrahan, Charles J. Hebner, Robert J. Johnston, Joseph F. Kehoe, Joseph M. Klimas, James G. Koclanis, Edward Kuklewicz, Sigfried B. Kurzweil, Jr., James Lamont, William G. Maehr, James E. Maher, Stanley Malochleb, Francis E. May, Henry J. May, Faulkner McCrea, Samuel A. McElwee, James A. Moone, Anthony Musacchio, John J. O'Brien, Bernard M. O'Malley, Nicholas P. Schleich, Thomas E. Turcotte, and Harvey G. Williams.

Track

Frank A. Bacanskis, Larry Benanti, Tony K. Boljat, William Capinegro, James Damico, Joseph Dugo, Harvey W. Figge, Patrick Flaherty, George Fleischman, Eugene A. Hoffert, Nick Janakos, Mike Kamenjarin, Anthony F. Kapov, Adolph Kucera, Lawrence R. Miller, Frank Milons, Marion M. Milos, Daniel Pantone, Ivan Pavletic, LeRoy A. Peterson, Anthony R. Raguzin, Samuel J. Scimeca, Arthur Swanson, Victor G. Walling, and Andrew Yurich.

Transportation

George H. Anderson, John J. Barber, Victor H. Belanger, Claude J. Benline, Edward J. Birk, Arvid W. Bjork, George F. Bowler, Howard J. Brandt, Archie D. Brooks, James M. Buckley, Andrew M. Buerger, Jr., Daniel G. Carew, James H. Carney, John E. Carbonel, Edgar H. Carroll, James J. Casey, Alonzo L. Clayton, A. H. Coates, Martin Coleman, Richard D. Collins, Joseph N. Coury, Merton J. Daley, and William J. Dressler.

John J. Dzedolik, Paul Dzielinski, George J. Edwards, Martin Egan, James L. English, Ralph D. Esterly, Paul J. Ferrigan, John J. Fitzmaurice, Frank Fogarty, William E. Forbrich, Herbert W. Foster, John J. Foy, W. G. Gabrielson, Joseph P. Gallagher, Lawrence J. Gerharz, Henry Goetz, Alfred C. Gross, Harry Goucher, Emory Grace, Earl S. Gray, Eugene Gutnick, Levi O. Halverson, Mathew V. Halligan, Eugene H. Hamilton, Byron M. Howard, Otha R. Harder, John J. Heelan, David W. Helein, Edward Heraty, Arnold H. Hillstrom, Theodore F. Hoellen, John E. Holly, Howard Huff, and Howard S. Humphrey.

Vernon H. Iler, Walter E. Johnson, Philip C. Jordan, Edward J. Kallas, Louis A. Keeshan, George M. Kelly, John P. Kelly, Edward F. Kennedy, Earl W. Kersten, Devaun W. Kessler, Stanley R. Klevin, Edwin Koldcek, Ervin Kvech, V. J. LaSalle, Thomas J. Leahy, George Loewe, Jr., William C. Maire, Joseph F. Matern, Donald Mathieson, William G. Mattes, Emmett J. McCarthy, Patrick J. McCarthy, John E. McGrath, Leo J. McMahon, Anthony Michael, Charles W. Miller, Jr., and Clarence B. Million.

William J. Moser, Chester Mroz, William H. Muelling, Thomas Munster, Earl T. Murphy, John Nehr, James J. Nelson, John C. Nyman, John J. O'Donnell, Frank E. Oliver, John P. O'Neill, Bernard J. Osborne, Julian F. Panfil, Leonard Penny, Lawrence M. Prendergast, Herbert A. Prueter, Edward E. Rich, Edgar A. Riggs, William J. Sander, Joseph T. Schoonmaker, Michael J. Shea, Vern Shepherd, Louis B. Stevenson, George Stokes, Martin H. Strutz, Leo A. Sullivan, Michael J. Sullivan, Charles J. Svoboda, Edward J. Szarek, George Thornton, Edward F. Vanderplow, Carl A. Voelker, Ernest L. Walthers, Donald C. Warrington, Louis J. Welzien, Charles G. Wiltgen, and John E. Wold.

Utility

Joseph A. Kelso.

Madison Street Cars Observe 6th Birthday

BECAUSE WE can buy no more for the duration, our 83 P. C. C. cars on Madison Street looked especially attractive and speedy when they observed their sixth birthday this month by gliding smoothly over their seven-and-one-half-mile route.

Since beginning operation November 12, 1936, the 83 cars have carried nearly 260,000,000 passengers, and traveled more than 18,300,000 miles—an average of almost one quarter of a million miles per car.

Rider appeal of the sleek vehicles is shown by the fact the Madison Street line has consistently carried a proportionately larger number of riders than our system as a whole during each of the six years the cars have been in service.

Chicago was one of the first cities to have a substantial number of the streamlined cars. Today, however, more than 2,000 of the vehicles are operating in American and Canadian cities.

So our cars will not lose their attractive appearance, a second general overhauling of the vehicles—begun last year—is still being carried out at West Shops. The first such job took place during 1939.



STREAMLINED CAR ON MADISON STREET BRIDGE

Its flowing lines harmonizing with those of the modern Civic Opera Building, one of the 83 P. C. C. cars which celebrated their sixth birthday November 12 crosses the Madison Street bridge.

Clerk Named Honor Man in Navy

IT WAS September 21 when Clerk Arnold Hillstrom, 77th Street Station, bid good-bye to the boys with whom he worked and enlisted in the navy as a seaman, first class.



Arnold Hillstrom

Exactly one month later a release to SURFACE SERVICE MAGAZINE from the United States Navy announced he had been graduated as honor man in his company of 130 recruits from the Great Lakes Naval Training Station. Arnie received the additional honor, the release also stated, of being selected to attend one of the navy's service schools.

Joining the Surface Lines as a stenographer in the Material and Supplies Department in September, 1938, Arnie, who is 26 years old, later worked at Archer Depot before his transfer to 77th Street.

As if the honors he won at Great Lakes weren't enough, Arnie's wife presented him a son, Robert, on October 15. Following the new papa's graduation six days later, the navy granted him a nine-day leave to go home and get acquainted with the newcomer.

War Bond Buying Gets Wholesale Boost

A PATRIOTIC URGE to do more toward helping provide planes, tanks and other weapons of war needed by our fighting men prompted a wholesale boosting of allotments for war savings bonds last month.

In nearly all of our 24 chief groups of employes this move caused boosts in the percentage of total wages being invested each month to help whip the Axis.

In many groups the increase was so steep that the comparative rankings of all 24 groups underwent the most thorough shake-up they have experienced during the six months they have been published here.

Utility Department employes, for instance, upped their bond buying so decidedly they were able to climb over the heads of 11 other groups from 24th (last) to 12th place.

Electrical Employes Lead

Still doing the best job of any group of employes are the Electrical Department workers. They are putting a much larger percentage of their wages into bonds than average employes in other groups.

During the last few months, however, the second-, third- and fourth-placers, West Shops, Car House and Bus Repair and Building Department, respectively, have been drawing closer to the leaders and may soon overtake them.

Altogether employes are now investing more than $82,000 each month in war bonds through our payroll allotment plan. With that figure increasing monthly, our present yearly rate of $984,000 (maturity value $1,312,000) should soon reach the million dollar per year mark.

For employes who would like to increase the amount they are putting into war bonds each payday, here's how: 1. Ask for a new authorization form. 2. Fill it out. 3. Return it along with the cancellation for your present authorization.



"What a hit these would be back home!"

Is Your Group Slipping?

RANKED BELOW by the percentage of their wages which they are lending Uncle Sam to help whip the Axis are the 24 chief groups of employes.

Set in capital letters are the 13 groups which slipped last month into lower positions in the ratings.

All the remaining groups either held their standings or —by increasing their war-bond buying — climbed to higher ones.

1. Electrical
2. West Shops
3. Car House and Bus Repair
4. BUILDING
5. North Avenue
6. Lawndale
7. Armitage
8. ARCHER
9. BLUE ISLAND
10. DIVISION
11. Limits
12. Utility
13. Track
14. Cottage Grove
15. Lincoln
16. BURNSIDE
17. SOUTH SHOPS
18. 77TH STREET
19. NOBLE
20. ELSTON
21. KEDZIE
22. MATERIAL AND SUPPLIES
23. DEVON
24. 69TH STREET

SURFACE SERVICE MAGAZINE

A Publication by and for Surface Lines Employes

Published Monthly by

CHICAGO SURFACE LINES

231 South La Salle Street

CHICAGO

83

Vol. 19 November, 1942 No. 7

WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*

154 Active Cases Listed on Employe Relief Roll

THERE WERE 154 active cases on the employe relief roll at the end of last month — nine having been removed by death or other causes.

Six applications for assistance were received during the month; and, after investigation, five were approved.

A total of $1,719,446 has been paid out of the relief fund since the organization of the committee. Disbursements last month amounted to $6,489.

Prizes Awarded at 15th Garden Dinner

SURFACE LINES gardeners were honored November 5 at the 15th Annual Garden Contest Dinner, held this year in the Union League Club. Turkey and all the trimmings, the awarding of the prizes and a motion picture on railroading provided the entertainment.

In presenting the awards, the Garden Committee recommended that next year, because of the war, the gardeners aim at a maximum of beauty with a minimum of work by reducing large-scale planting of flowers and substituting lawns and landscaping.

Prizes in the four groups into which our gardens were divided were awarded as follows:

Group One (properties with enclosed areas permitting extensive planting of beds, borders and grass plots): Noble, first; Devon, second. The other car house in this group was Burnside.

Group Two (properties with enclosed areas permitting only limited planting of beds, borders and grass plots): Kedzie, first; 77th Street, second. Other car houses in this group were: Armitage, Lawndale and North Avenue.

Group Three (properties where gardening is restricted to window boxes and parking strips): Ardmore Bus, first; Limits, second. Other properties in this group were: Archer, Blue Island, Cottage Grove, Division, Elston and Lincoln Depots, and Grand and Leavitt, Madison and Springfield and 13th and Ogden.

Group Four (loop plantings): Milwaukee-Imlay, first; Clark-Devon, second. Other contesting loops were Archer-Cicero, 80th-Vincennes, Madison-Austin and 39th-Halsted.

Making up the Garden Committee this year were Purchasing Agent Victor E. Thelin, chairman, and Superintendent of Insurance Howard B. Storm and Director of Public Relations William H. Bromage.

Dim-Outs Trouble New York Transit Lines

NEW YORK CITY'S transit lines are having their troubles, according to *Transit Journal,* over the nightly dim-outs now in effect.

While the army demands rigid observation of military regulations, the public is begging for enough light to read newspapers, or at least look at the pictures, on the way to and from work.

SOFTBALLERS GIVE $439 TO GREAT LAKES SAILORS

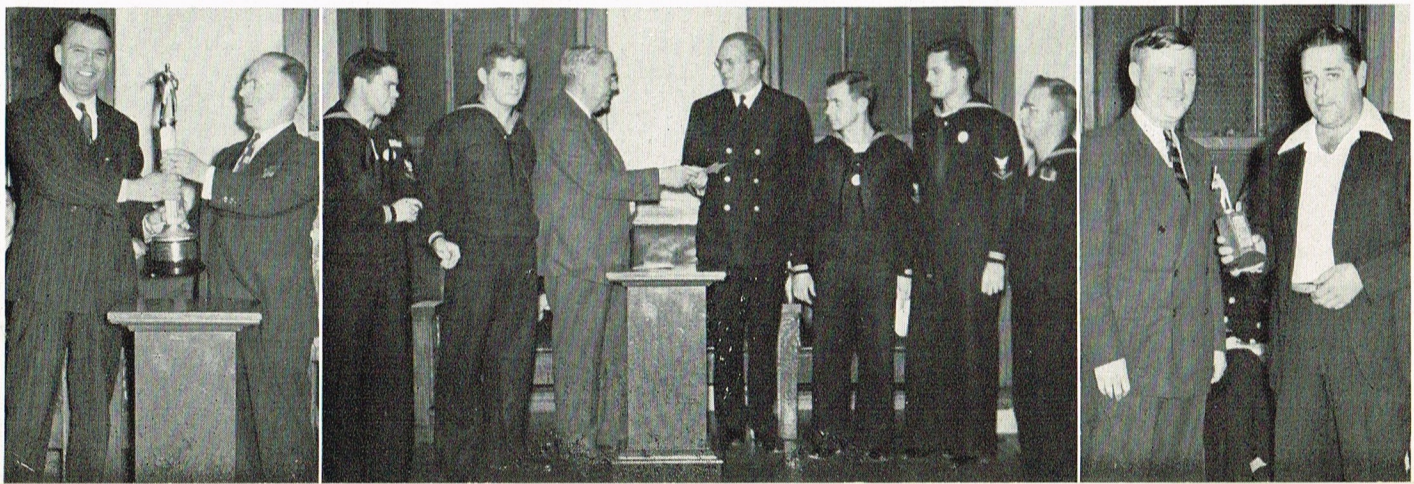
The relief fund for sailors at Great Lakes Naval Training Station was $439 richer following the ceremony at Street Car Men's Hall last month when softballers from 77th Street and Devon Stations, champions and runners-up, respectively, in the Surface Lines League, were presented their trophies.

In the middle photo, Recording Secretary Daniel J. McNamara, Division 241, presents Lieutenant Commander Goetz, Great Lakes Naval Training Station, the $439 check, representing the proceeds of the championship games.

Shown receiving the William A. Hall Trophy from Assistant Superintendent of Transportation Robert J. McKinney in the first photo is Tom Byrne, manager of the champion 77th Street team.

In the third photo, Chief Umpire Frank Schultz presents to Joe Bergthal, manager of the runner-up Devon crew, the second-place trophy.

Behind the camera for all three pictures was Motorman Johnny Grobel, 77th Street.



"Your Trainmen Best in 5,000 Miles"

"IN THE 5,000 miles I have traveled as a soldier, the courtesy of your trainmen was the best I have seen," wrote Private Ben Bernstein, Quartermaster Corps, Sherman, Texas. "Your free fare," he went on, "is a blessing to a soldier's pocketbook; and one of your conductors, in particular, was especially considerate in directing me to my destination." George Wertheimer, Lawndale, was the trainman who won Private Bernstein's praise.

Get 30 More Commendations

Similar courtesy, kindness and efficiency on the part of other trainmen brought us 30 more letters of praise last month.

Impressed by the pleasant manner and clear stop-calling of Conductor Charles Donnelly, Kedzie, Miss Ethel L. Canfield, 6325 Kenwood Avenue, wrote: "It was a pleasure to ride his car. When he called the streets, anyone – even a stranger in the city – could have no difficulty in understanding him."

Lauds Kindness to Ill Rider

Because he kindly assisted her ill friend, an elderly woman, on and off his car and even allowed her to sit on his platform stool so she could get fresh air, Miss Minta Hamar, 6806 Greenview Avenue, wrote lauding Conductor Mike Size, Devon.

"Men such as he are vitally needed on the home front," wrote Mrs. R. Mulvaney, who gave no address, in praising Bus Operator Ed Carroll, North Avenue. She especially praised his cheery treatment of his riders.

"A guard, a guide and a city directory." That characterizes Conductor Rudy Mordahl, Armitage, according to M. E. Smigislska, 2957 Milwaukee Avenue, who wrote praising him for those traits.

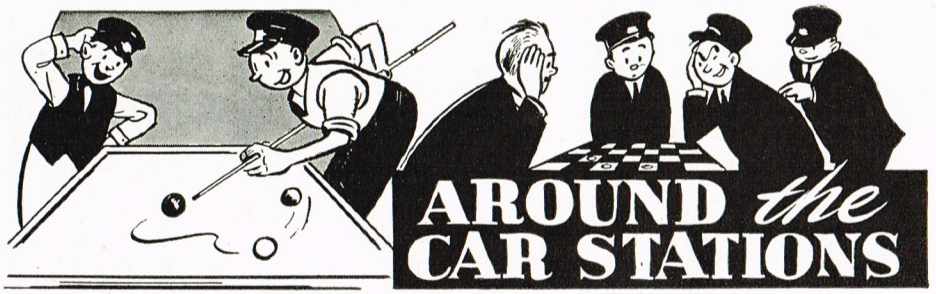
Impressed by the kindness and thoughtfulness of Conductor Clarence Heilbroner, 77th Street, when she saw him help a blind rider to the curb, Mrs. Mary McCabe, 1305 East 71st Place, wrote: "Perhaps his act was strictly in the line of duty, but it was your young gentleman's attitude that so favorably impressed me."

Other trainmen who last month won letters of praise from our riders were: Conductor Ken Stepps, Archer; Conductors Bill Carr, Joe Kuehn, Carl Norlin and Charley Saklem, and Motorman Pete Finan, all of Devon; Conductor Stan Dworski and Motorman Tom Kelly, Division; Conductors Bill Ahearn and Bill Fahey and Motorman Charley Donnelly, Kedzie; Conductors Ed Kratzke and Harry Piotrowski and Bus Operator Floyd Deets, Lawndale; Conductor Bill Gehrke, Lincoln; Conductor Walt Noffke and Motorman Les Deman, Limits; and Conductor Al Bateman, 69th Street.



Bud Walker

"What good does my 3-A in the draft do? I might as well be in the army as helping these pooches guard tires!"



AROUND *the* CAR STATIONS

Blue Island

WELCOME TO these new men who joined us recently: Conductors Aaron Wallman, Bill Brockman, Ed Budzinski, Ralph Riemer, Walt Chase, Walt Rajewski, Miles Pindak and Ferd Paris; and Motormen Lou Burdzinski, Charley Studnicka, Walt Zarbock and Tony Dabrowski. Hope you like working with us, boys!

Night Clerk Dick Rowley left us November 1 to take another job. We all wish you the best of luck, Dick!

Motormen John Nehr and Bill Muelling left us last month for the army. John, serving with the medical corps, is in Florida; and Bill is with the air corps in Texas. Good luck to you, boys; let us hear from you.

Conductor Henry Eggersdorf is laid up in the hospital with a broken leg. He would appreciate a visit, boys. You may get his address from one of the clerks.

We're all pulling for the speedy recovery of Motorman John DeMar, who recently underwent an operation.

Congratulations to Motorman Nick Semenchuk and Conductor Nick Zelesko, who became proud papas of baby daughters last month. Best wishes to the mothers and the new arrivals.

Our sympathy goes out to the following because of recent deaths in their families: Conductor Walter Sheridan, his sister, and Motorman John Hardy, his brother.—C. P. Starr.

Burnside

SEVERAL OF OUR fellow workers have worked out a plan to insure their independence in their old age. Buying their cigarettes in Indiana and saving a tidy sum on sales tax, they invest their savings in war stamps.

It looked like Surface Lines night when C. C. Cameron, Jr., Post No. 130 of the American Legion installed new officers October 17. Of the eight new officers, five were our buddies from Burnside.

They were: Thurman Rodey, commander; Nick Schuberth, senior vice commander; Pat Malloy, junior vice commander; Joe Magram, finance officer; and Eddie Butler, adjutant. Supervisor Rudy Miller, the retiring commander, was presented a diamond-studded legion button.

Night Clerk Rudy Albrecht, Supervisor Larry Borrowdale, Conductor Leo Blain and Andy McDonough are back on the job again, having been under the weather for several weeks. Still on the sick list is Conductor Jack Ure. Get well soon, Jack.

New trainmen are continuing to join our family circle. To all of them, we extend a hearty welcome and wish them good luck in their new jobs.

Conductor D. Carson, retired, reports from Florida he is enjoying all the good things in life and is sitting on top of the world.

Although Operator Draves picked a run on 93rd Street, he is used as a pinch-hitting motorman or conductor on so many lines he is coming to be known as Man-About-Town.

We are wondering if Bill ("Doc") Higgins is running for public office. He has been seen recently passing out match books engraved with his name.

Conductor Morris Mulkahy, a resident of one of South Chicago's suburbs, was seen looking wistfully at the Ewing-Brandon time tables recently. After all these years, Morris, it's tough to be run out of your home town.

Conductor "Diz" O'Connor showed his ingenuity recently when his one-man (nearside) car was blocked by a truck. Putting the controller on two points, he backed to the nearest intersection, regulating speed with the emergency valve at the rear of the car. To our knowledge, this is the first time a "muzzle-loader" has been operated from the rear. There was no delay to service. Good work, Diz!

Since the war effort has grounded civilian airplane pilots, Operator Mike Lydon has found an outlet for his instructive genius and now is teaching the fine points of one-man operation.

When DeVaun Kessler, Jr., son of a Burnside conductor, returned to Chicago following the sinking of his ship, the aircraft carrier *Wasp*, he was startled to learn his dad, a navy veteran of the last war, had enlisted again and was home on furlough.—Furgie.

Devon

OUR SPIES report Conductor Art Johnson and the missus recently were seen racing down Damen Avenue across Lincoln and Irving Park as they hurried to make the 6:30 p. m. deadline at the Bugg Theater's bargain matinee.

Conductor "Doc" Tearick got so wrapped up in his relaying duties out at Kedzie the other day he set out to relay Run 518. It later occurred to him that run was the one he was working at the time.

With the arrival of Nancy Carol October 2 the total number of girls at Instructor Ed Wehmeyer's dormitory was raised to four.

At Motorman John Kelly's frat house, the third boy, Christopher, arrived October 19. (Please don't assume that three is the grand total there!)

Seven days later the stork left another boy at Motorman Sam Walker's.

Congratulations, mamas and papas; and best wishes to the new arrivals!

Our heartfelt sympathy goes out to the family of Motorman Olaf Lindbergh, who died recently. A cavalryman during World War No. 1, he will be missed by all who knew him.—Ed May.

Division

MOTORMAN JIMMY DOWNS has been a busy lad of late, showing off his diploma as an auxiliary policeman in Civilian Defense. The moment one of the boys entered the trainroom, Jimmy would pounce on him and wave the diploma under his nose.

Motorman Milt Edstrand is duck-hunting down along the Illinois River and Conductor Bill Dobbins is at Lake Villa for the same reason. Bill also hopes to bag a few "peasants."

Conductor John Johnson recently drove to Berrien Springs to lay in his winter supply of fruit. He thought he had better take care of that job before gas rationing.

Conductor Ed Kotarek's brother-in-law recently sent him some pheasants from South Dakota. He's the kind of an "in-law" we'd all like to have.

Motorman Art Lamberti did some tuck-pointing and painting during his vacation. When he wasn't working, he visited with friends.

Motorman John McGuiness has left us to join the Chicago Police Department. Our loss is the city's gain. Good luck, Johnny!

Conductor Al Beelow's brother is "somewhere in the Pacific islands," and Carpenter Carl Turano's son is now in the army.

Paula, "the belle of the nursery," is the official title which Clerk George Fischer has

Obituary

Joseph L. Hannon, flagman, Burnside, died October 15, following a stroke. A conductor at Noble until ill health forced him to leave the train service in 1932, he had worked for the Surface Lines 33 years. Sixty-two years old, he leaves a wife.

Harry E. Davis, motorman, Kedzie, retired, died September 18. Known for his keen sense of humor and his love for telling jokes, he retired April 23. Sixty-nine years old and an employe since 1895, he leaves a wife.

John VanReekum, motorman, Noble, died September 14, following a long illness. Eighty years old, he began working for the Surface Lines in 1898; but, because of ill health, he laid off six years ago. He leaves a wife, daughter and son.

Richard Poltrock, motorman, North Avenue, died of a heart ailment September 24. Sixty-six years old, he had 37 years of service. Surviving is his wife.

John W. Lonergan, motorman, North Avenue, died suddenly September 22. Forty-four years old, he had nearly 19 years of service. Surviving is his wife.

given his new daughter born October 5. Jerome, the new grandson of Conductor Fred Penge, was born that same day.

Billy, son of Motorman Al Siewert, will be five years old November 28.

Motorman Otto Rosenbecker began a well-earned rest last month when he retired. He plans to visit a daughter in California this winter, and next summer will return to Chicago and make his home with another daughter on the North Side.

Our sympathy goes out to the family of Motorman Albert Lingren, off since 1934, who died last month, and to Motorman Robert Wozeschke and Conductor J. Eckles in the recent loss of their wife and daughter, respectively.—R. T. W.

Kedzie

A FEW OF the boys in military service paid us visits recently, and were we glad to see them. Motorman Jerry Keating, who is in the navy, informed us he has made two convoy trips to Cairo and Alexandria in Africa, and has experienced one bombing. He enjoys the navy very much—so much he even gave up his furlough to get back on the ocean waves.

Conductor Andrew Mason, who is in the medical corps and stationed in Georgia, looked swell. Conductor John McInerney, a naval mechanic, was in for a one-day stay. He said he was on his way to England, and that he has been all over the U. S. A. and also in the Hawaiian Islands.

Our old friend Frank Hester, who joined the police force before enlisting in the army, is now a corporal. He is stationed in Mississippi but doesn't expect to be staying there very long. Conductor Thomas Murphy visited us from Tulsa, where he is a chemical warfare instructor.

Motormen Martin Murray, Thomas Murphy, Sr., and Ashley Wheeler joined our retirement list November 1. Here is wishing all of you a well earned rest! Their retirements bring to 55 the number of our men who have left us to take it easy.

Motorman Matthew Fleischman was married October 3, while Conductors Roy Beahan and Irving Smith took the same step on October 10. We do not know the date Motorman Owen McGovern was married, but we knew it to be a fact when he filled out his draft census card. Congratulations, boys; and the best of luck.

These proud daddies are boasting recent new arrivals: Conductors Russell Collins, Jim Nallen and Ed Corboy, all boys; and Conductor Lawrence Shields and Clerk Fred Jauman, both girls. Congratulations, boys!

Conductors Joe Coury, Carl Voelker and Joe Schoonmaker are the latest to join Uncle Sam's army while Motorman Ed Lange has enlisted in the navy. The number of boys on our service honor roll now total 37.

To the family of Motorman Denis McAuliff, who died October 29 after a long illness, we extend our sincere sympathy. Our sympathy also goes out to the following trainmen because of recent deaths in their families: Conductor Edward Langel, his wife; Conductor Patrick Foley, his father; Conductor Jerome Flavin, his mother; and the Sullivans, their sister.—Clinton Sonders.



Herald-American Photo

GIVING FOURTH PINT OF BLOOD

When Bus Operator Augie Johnson, North Avenue, made his fourth donation of blood to the American Red Cross and signed up for a fifth, he was surprised to find newspaper photographers there to record his gift in photos.

Later he learned he had made the first donation at the Blood Bank's new headquarters at 5 North Wabash Avenue.

Because the organization has collected 50,000 pints of blood since its inauguration seven months ago, it recently was presented the army-navy "E" award.

Lincoln

WE EXTEND a hearty welcome to the many new men who have joined us recently. Glad to have you with us, boys; and we hope you enjoy working here.

James ("Alderman") Nelson, who recently joined the army, is in the hospital at Camp Grant. We don't know what has him down; but, in a recent letter, he said he expects to be laid up for some time.

Chester Nehls, who joined the coast guard some time ago, wrote recently saying hello to the whole gang. He reports he has been promoted to chief signalman. Congratulations, fellow!

John Egan still is with the army in California; and Haddon Phillips, who is also serving with the army in that state, paid us a visit recently while returning to camp after some special training on the Atlantic Coast. Good luck, boys!

Russ Gunderson reports he has been transferred from Fort Sheridan to the Induction Center in Chicago, where he is working at the information booth. Any boys who are paying the center a visit might look him up and say hello.

S. Johnson is the proud father of a baby born October 14. Congratulations, and best wishes for the mother and new arrival.

Our deep sympathy goes out to W. Porter, whose father recently died.—Fred Murbarger.

Seventy-Seventh

THANKSGIVING will soon be here. The idea of associating turkey with this day is one of long standing, but perhaps an unwarranted luxury today. This year we should be just plain thankful for our fortunate lot in this war—even if it is on a ham sandwich!

Our service men are going to get their Christmas presents from the L and A Club on time. Officials have generously and patriotically donated a carton of cigarettes for each man; and, on November 2, they were put into the mail. Pleasant smoking, fellows!

Sergeant M. Sherlock recently paid us a visit. He looks in the pink. Some girl is going to get a mighty handy man some day; he's a dietician. We had quite a chat, but forgot to ask him, "What's cookin'?"

The cavalry has been working on another of our lads, Sergeant Funk, who also visited us recently. His description of what the cavalry is like now-a-days leads us to believe their watchword is, "My kingdom for a horse!"

Vic Belanger also was around, but we didn't see him. He's in the medical corps, and doing all right. Somehow we can never think of him except in connection with hunting and the expression, "Let's have a duck dinner sometime—you bring the ducks!"

The chatterbox of the softball diamond, Moon Clausen, is celebrating the arrival of a baby girl. On this occasion he was so tickled he couldn't say a word.

Bringing home the bacon is no pun anymore, says Eddy Burns; and the coffee which



EXPLAINING SON'S BOMBING MISSION

Motorman Mike Tully, 77th Street, uses a model plane to demonstrate how his son, Lieutenant Bernard Tully, an army airman, swooped down on enemy shipping during the recent raid on Navarino Bay in Greece. His audience is Conductor Johnny Gallagher, 77th Street, his son-in-law.

Mentioned in newspaper dispatches along with the other heroic lads who made up the squadron of B-24 Liberator bombers, Mike's son was navigator of the lead bomber.

The boy attended high school at Mt. Carmel and was studying medicine at Loyola University when the war began. Because of his solid background in mathematics, he was accepted for air force training. About a year later, he was graduated as a navigator.

Bernie's plane, by the way, was known as "Snow White." Others in the squadron included "Alice the Goon," "Hail Columbia" and "Jersey the Jerk."

Motorman Johnny Grobel, 77th Street, snapped this photo.

GREETING NATIONAL LEGION COMMANDER

When members of Surface Lines Post No. 146 of the American Legion visited National Commander Roane Waring (fourth from left) during his stay in Chicago last month, they each gave him a double handshake.

President of the Memphis Street Railway, Mr. Waring is not only a brother legionnaire, but also a fellow street railway employe.

Left to right, the men are: Vice Commander Paul Totzke, Noble; Adjutant "Dusty" Dustin, Armitage; Commander Louie Hofmann, Armitage; National Commander Waring; Service Officer Orel Secor, Utility Department; and Second District Service Officer Tony Hartowicz, Division.



was so plentiful has slowed up to a trickle. When it gets to be a drip, well—we'll just have drip coffee, that's all!

When John Carney was giving his life's history recently for the draft status questionnaire, he was asked about the dates when his three children were born. The dialogue went something like this: "First child?"

"June."

"Second child?"

"June."

"I said second child!"

"June, sir."

"OK. Third child?"

"June."

The questioner dropped his pencil. "Now please be serious. I'm not asking for the first, or the second. I'm asking for the third."

"I am serious, sir," said John. "The answer for the first, second and third is the same. It's June!"

Sympathy is extended to the following men because of recent deaths in their families: Conductor J. L. Haynes, his mother-in-law; Conductor F. J. McIver, his father; Motorman Henry O'Toole, his father; Motorman C. H. Matthiesen, his father; Motorman C. A. Bunde, his mother; and Motorman J. Burke, his mother-in-law.—Walt Story.

Sixty-Ninth

SEVEN MEN FROM our depot have responded to Uncle Sam's call during the last two months. To the army go Leo McMahon, Wesley Eaton, James English and T. E. ("Sparky") Adams. The navy secures the services of Harry Miller and Robert Galloway. John O'Neill joined the coast guard. Best of luck, boys, from all of us to all of you!

Private Ed McNulty, who is serving with the air corps in Florida, was in town on a furlough early last month. He spent some time at the depot shaking hands with old friends and being told how well he looked in his uniform.

New arrivals consist of baby girls at the home of Conductor J. Murphy and M. J. Farrell, and a boy at C. W. Johnson's. Congratulations all! We have a hunch that we missed someone. How about that, spies? Was it a boy or a girl? And who had it?

Motorman Johnny Cavanaugh is so well pleased with his dentist that he invited some of his friends to go up to the office with him and witness the painless and skillful extraction of a troublesome molar. When one of the spectators wasn't convinced that such an operation could be entirely painless, Johnny had the dentist take out an extra tooth just to prove his contention. What a novel way to entertain friends!

Right now it's hard to foretell just how much this gasoline rationing is going to affect us, but there's bound to be some sort of an increase in riding on our lines. We'll probably be able to welcome back some patrons who have been strangers to public transportation for years. And this welcoming ceremony isn't going to take place under particularly auspicious circumstances.

John Public, long accustomed to the luxury of travel in his private auto, will suddenly turn to street cars and buses for transportation and find his habits of years violently upset. The cars will be crowded. He's going to be pushed around a bit. And it's going to take him a little longer than it used to to

get from here to there and back again. He's going to squawk, and loud! The trainman will be his most convenient contact with our organization so they will get the chin music. Perhaps it will be something like this:

"Why in blazes don't you put on more cars?"

"Where did they ever find this relic? It must be one that escaped the Chicago fire!"

"What did you do before you became a conductor—drive cattle or pack sardines?"

These are just samples. You probably know dozens of the standard wise cracks that you'll have to listen to. Maybe you've even thought up a snappy comeback for every one of them. If you have, don't use them. They'll get you into nothing but trouble! You may feel that you have just as much to complain about as they, but don't show it!

Remember that the fellow who pays his money considers it his God-given right to express his opinion of anything and anyone who doesn't meet with his approval. You've probably done the same thing on certain occasions. And argumentative or cocky salespersons never helped soothe your ruffled feelings at such a time, did they?

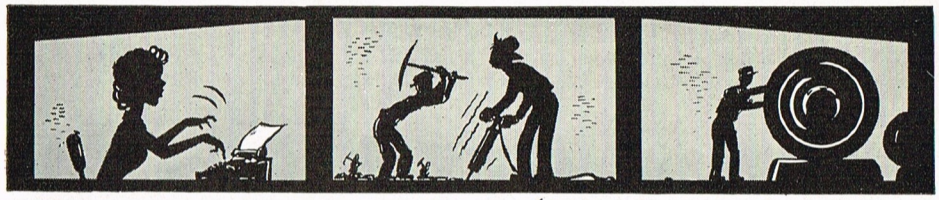
"I'm sorry, sir (or madam)," doesn't cost you a cent, and it often pays big dividends. But maybe you're not sorry at all. Perhaps whatever the passenger is beefing about is no fault of yours and you're just on the point of blowing up yourself. In that case just do a little acting. Just smile and precede your answers with that "I'm sorry" and after a while it will get to be a habit.

In normal times an increase in business would promptly be met by our increasing the service. But these are not normal times! There may be a limit to the amount of service which can be provided. We have a certain reserve, of course; but if the increase should turn out to be larger than our reserve capacity can handle we're going to have lots of explaining to do. Let's do it cheerfully!

It's something like the case of your neighborhood grocer or butcher. Right now he can't supply you with all the tea and coffee you would like, his stock of spices is sadly depleted and yes, he even has no bananas most of the time. But does he bark at you, tell you that it's no fault of his and express disgust because you are the 57th customer who has complained that day? Oh, no! He offers apologies for something which he can't help, and makes you feel that he is genuinely sorry for your inconvenience. Some day he WILL have goods of all sorts to sell, and he wants to retain you as a customer.

Now aren't we in the same boat? Right now we may have all the riders we can handle. Maybe we'll have even more than can be handled comfortably. But the day will come when these people will again be able to operate their own automobiles and unless we can convert a substantial number of these new patrons into permanent customers we will again be faced with a big decline in revenue. And a decline in revenue is just an advance agent for a decline in wages all up and down the line.

So let's not get cocky and try to show our independence just because business happens to be good at the moment. We're going to get a chance to meet a lot of people we haven't seen on our cars in years. Can't we make them our friends? It's nothing more than common sense and good business to try.—H. E. Harris.



Departments and Divisions

Accident Investigation and Legal

WELCOME TO these new employes: Locator James Florek; Statementmen Austin Hough, Joseph Mancal and Harold Fletcher; Clerks Isabel Maziarz, Josephine Ferricher and William Rhind, and Typist Shirley McCreary. Hope you like working with us folks.

Boot Training at Great Lakes recently was completed by two of our Bills—Sunlin and Chaveriat. When they visited us to show off their navy togs, we all decided they had grown four or five inches. Hope to see you soon, boys!

Staff Sergeant William Connolly paid us a visit the other day when he stopped off on his way from San Francisco, California, to his new post in Mississippi. Bill is a fine example of what the army does for a man. He has put on quite a few pounds in the last 18 months.

Sergeant Richard Nicholes, on three-day furlough from Rantoul, dropped in recently to say hello. It was nice to see you, Sarge. Make a repeat call the next time you wangle a furlough.

The armed services got two more good men last month. Art Phillips joined the navy, and Matt Wagner the army. We are waiting to see you boys in uniform.

Stenographer Elizabeth Healy was married October 31 at St. Peter Canusius Church to Lt. Forrest C. Taylor. The reception was held at the bride's home, after which the newlyweds left for a short honeymoon. The groom leaves in a few days for Sacramento, California, where he expects to be stationed for some time.

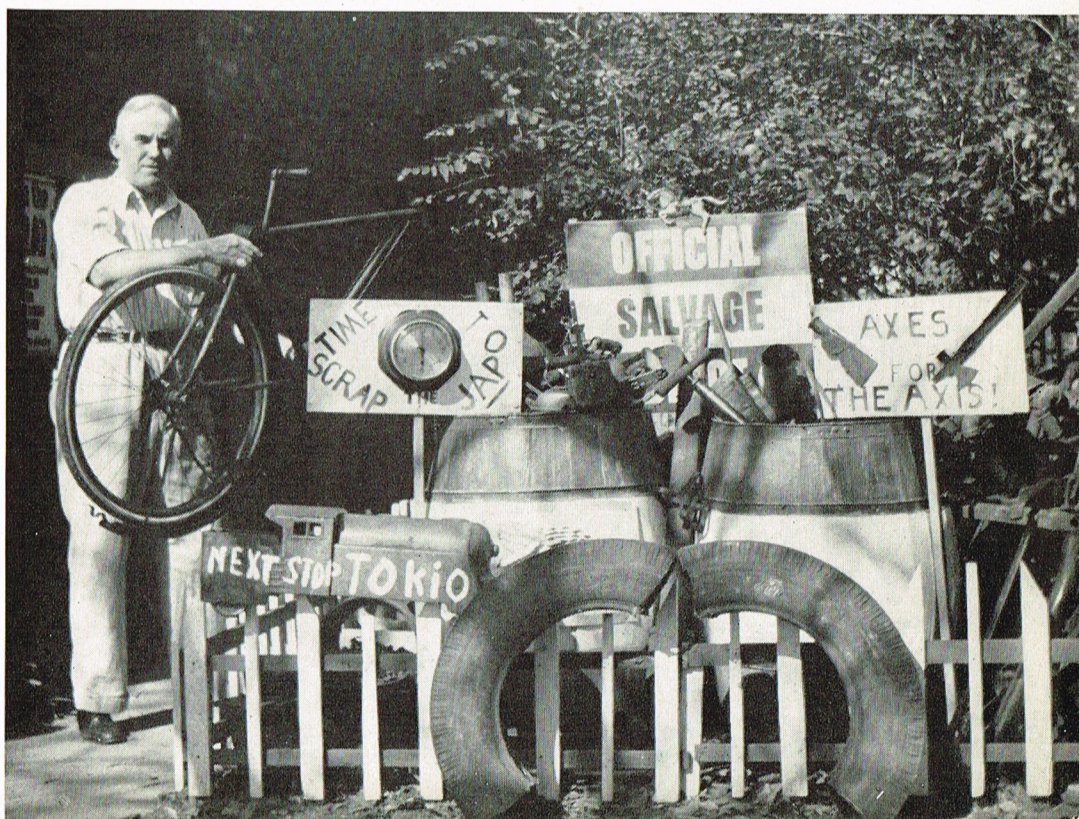
Your correspondent regrets the omission of the names of four of our employes who retired during the last few mnths: Investigator Ora F. Gilbert, Clerk Gustave Vong and Locators Lin Chamberlin and Phillip Kuby. Their appearance when they come in to see us shows their retirements agrees with them. Here's wishing them many more happy days

SALVAGE WARDEN SLAPPING A JAP

Among the many Surface Lines employes who are lending a hand in Civilian Defense work is Starter Earle Furguson, Burnside, who serves as salvage warden in his block.

Earle, who sandwiches in his salvage duties between his other jobs of piloting radio car No. 1 and serving as correspondent for this magazine, is shown here as he slaps a Jap by tossing an old bicycle onto the scrap pile near his home at 628 East 89th Street.

So imaginatively arranged is his scrap pile that it has caused favorable comments throughout the neighborhood.



of leisure.

Your scribe says many thanks to the gals for the lovely surprise luncheon on her birthday.—Audrey.

Accounting

HIS MANY FRIENDS offered their best wishes and presented him a useful gift when George Pellicore left us October 31 to enter military service.

The tenth star was added to our departmental service flag following his leaving. Others represented by stars are: A. M. Stewart, John Campiche, Bob Joost, Bill Malmberg, Jim Paulus, Ray Backlund, John Breen, Dick Holzle, John Ruberry and George Pellicore.

Birthday greetings were extended last month to Ruth Busse, Mildred Kramer, Marie Brankin, Catherine Rust, Shirley Gherken, Sarah Coffman, Dorothy McGuire, Eileen O'Connor and Millie Ehrlich.

Linda Jean is the name of the new baby born October 18 at St. Anne's Hospital to Leonard and Mrs. Noyle. Congratulations!

Our deepest sympathy is extended Mrs. Claire Koch and Miss Agnes Samek in the recent death of their brother.

Cupid visited us recently and chose Rita Callaghan as his target. Her friends are offering best wishes upon her engagement to Ensign Daniel McNamara.

If anyone should ask how our girls in the Stenographic Department keep streamlined, it is due to their Tuesday evening bowling exercise at the Playdium Alleys.

When you are a long way from home and accidentally meet one of your former coworkers, it is a grand and glorious feeling. Such was the experience of Bill Malmberg in Washington, D. C., when he met Lorraine Murphy, formerly of the Pay Roll Department. Incidentally, Bill paid us a visit recently. He looked great and was most enthusiastic about the service.

To Arlene Fischer and Lillian Haske, who recently received new assignments, we wish all kinds of good luck; and we extend a hearty welcome to these newcomers: Jeannette Zeman, Carole Churchill, Nancy L. Nixon and Frances Pueschel.

Having no motor trouble traveling to the Smoky Mountains in North Carolina and enjoying pleasant weather throughout his trip, Erwin Guy reports a most enjoyable vacation.

Stopping for a week at Lake Tanicomo in the Ozark Mountains, Missouri, and visiting relatives and friends in northern Missouri during the second week, Bernice Lentema also reports a pleasant vacation.

When Idabelle Moisant, Payroll Division, left us October 30, she was remembered with a farewell gift from her associates.—Thomas F. Coan.

LOOKING OVER WEST SHOPS' SAFETY AWARD

Because they reduced their lost-time accidents by 50% during the first six months of 1942, West Shops employes recently were presented an award by the Greater Chicago Safety Council.

Looking over the safety award, which, because of the metal shortage, is made of paper instead of the formerly customary bronze, are three of the many employes who helped win it.

Left to right, they are: Carpenter Bernhard Myhre, Truckman Mike Chucan (with sledge) and Carpenter Tom Clyne.



Building

PRIVATE DON MILLER gave us a pleasant surprise the other day by paying us a visit. Serving with the air corps, he is stationed in Ohio.

Bob Cooke recently showed up for work wearing an especially broad smile. Reason—a nine-pound son. Congratulatons, Bob!

We are happy to have Mrs. Thierkauf with us again following her illness.

Car House and Bus Repair

ARCHER: We welcome the new men who joined us recently and hope they will enjoy working with us.

Pat O'Shaughnessy has left us to help Uncle Sam win the war. Good luck, Pat; and come back soon.

Attention all block captains! When in need of speakers at flag raisings, call on S. Pocious or T. Jankorski.

By the way, did anyone see J. Jacka riding the horse at the flag dedication? John says it was the first horse he rode in this country.

R. Scheid is at home with a leg injury. We wish you a speedy recovery, fellow.

SEVENTY-SEVENTH: Delayed vacation notes tell us Frank Petriekis and Joe Porten have returned from their vacations, but where are all those big fish. Schley, Minnesota, is supposed to be good fishing country, but no evidence was presented. "Scotty" Reid enjoyed his trip to Canada, including a stop at Niagara Falls.

Corporal Ralph Short, formerly our clerk, wrote us recently he was on his way to California, and expected to go "across" soon. Good luck, Ralph!

Blessed events last month, and the proud papas are: Frank Tambrino and Wally Drabik, sons; and "Smoky Joe" Porten, a daughter. Congratulations, boys; and best wishes to the new babies.

Clerk Kenneth Landeck has left us to take up another job—one with Uncle Sam in the armed forces. We are proud of you, Ken; and of the six other boys who answered our country's call!

Cazimer Janikas has been home several weeks because of a back injury. We're all pulling for your speedy recovery, "Little Peanuts!"

The sudden death of William Burke was a shock to all of us. He was a grand man, and we all extend our sympathy to his bereaved family.

Electrical

OUR HATS ARE off to James Union and George Mikota, Grand and Leavitt, who recently aided in rescuing a

mother and her two young children from their burning flat near our building.

Most of our heavy coffee drinkers will soon be going on the water wagon—that is, unless they see Harry Lauer who is reported to have a system all his own for getting the tasty brew.

Ruth Monahan, Downtown Office, has returned from her vacation in the Smoky Mountains. She reports the weather was ideal, the autumn colors beautiful and the mountains not bad at all.

Gilbert Andrews, formerly of the Transportation Department, has taken up his new duties with us as an assistant estimator. Hope you'll like working with us, Andy!

George McDonald, emergency line crew, Van Buren and Jefferson, is recuperating in St. Anne's Hospital, following an injury he received while at work. We're all pulling for your speedy recovery, George.

Four more of our boys have joined Uncle Sam's fighting forces. They are John Hebner and LeRoy Kutchinski, who chose the navy, and Roy Leaders and Ed Juric, who selected the army.

Lieutenant Bill Allbright visited the Downtown Office recently and pronounced himself well pleased with his army air force duties. He is stationed at Topeka, Kansas.

Peter Janke has returned to the U. S. A. after several months in Australia. Stationed at Fort Sill, Oklahoma, he is soon to enroll in an officers' training course. Good luck, Peter!

Ray Callahan, assistant superintendent of sub-stations, is back home after his three-week stay in the Mayo Brothers' Hospital, Rochester, Minnesota, where he went for a check-up on a stomach ailment. We hear your condition has improved, Ray; and we're all pulling for your speedy recovery.

Leo McKeever, chief clerk, Grand and Leavitt, is coming along nicely after his illness of last month which necessitated several blood transfusions.

Among those who volunteered their blood for Leo were S. D. Forsythe, Al Morf, Earl Essington, Fred Hunsche, Frank Parise, John Michnick, Tom Lanigan, Ernest Anderson, Everett Balzer, Bob Jacobson and John Grady.

Following three transfusions, Leo rallied. We're all hoping for your speedy and complete recovery, Leo.

Herbert Lindell, also on our sick list, has left the hospital and expects to be up and around again soon. Hurry back, Herby!

Our sympathy goes out to Arvin Wilmot, Sub-Station Division, whose mother recently died.—Billy.

General Office

BOTH THE ARMY and navy were represented when Bill Ashley, Insurance and Bill Chaveriat, Executive, visited us recently. Bill Ashley is now a second lieutenant and is stationed in Kentucky. The second Bill has completed his training at Great Lakes and now is studying diesel engines at the University of Missouri. Come in again, boys!

Bill Allbright, a lieutenant in the army air corps, visited his old home base in the Electrical Department last month. Bill, who is stationed in Topeka, Kansas, reports he has already flown over Chicago. We're wondering if he guided the stork when the bird left a baby boy at the home of Art Stahl, Schedule and Traffic, October 5.

Carol Schultze, Purchasing, has returned from her vacation trip to California. She reports numerous sightseeing jaunts—all well chaperoned by various members of the army, navy and marines. She telephoned Captain Edward Horning, former assistant purchasing agent, at Camp Young near Indio, California, and greeted him for all of us.

Corinne Marshall, Public Relations Department, former scribe for this column, was guest of honor last month at a farewell luncheon. The 15 girls who attended presented her an electric toaster. She was married October 7 to Lieutenant William Wood, and now is living at Fort Maxey, Paris, Texas. She was succeeded in the Public Relations Department by Anne Sadler, formerly of the Executive Department.

Bob Engels, Electrical Department, writes he is very much enjoying his training in the army air corps. He has finished his basic training at Sheppard Field, Texas, and is to be sent to a radio mechanics school.

Our deep sympathy goes out to Alice Hlinka and Claire Kappen, Purchasing, in the recent loss of their mother and father, respectively.—Emily Waldruff.

Schedule and Traffic

PRIVATE EDWARD THOMPSON stopped in recently while on furlough. Eddie sure looks good, and that additional 17 pounds was just what he needed!

Arthur Stahl showed up for work October 5 with that proud and puffed up look only a new father can get away with. Ronald Arthur is the finest boy born on the South Side in many years. At least, that is what papa says. Thanks for the cigars and candy, Art!—L. C. Dutton.

South Shops

SEVEN MORE of our young men joined Uncle Sam's fighting forces last month. Jim Lamont, Motor Repair, is with the signal corps in Missouri; and Joe Kehoe, Motor Repair, is with the air corps ground crew in Texas.

In Louisiana are Frank May, Motor Repair and Tony Musacchio, who are serving with the coast guard and army, respectively. Frank Coonan, Paint Department, sent us no information as to his whereabouts. Like Joe Kehoe, Dick Zajac, Motor Repair, is to serve with the air corps ground crew; but he still doesn't know where he is to be stationed.

Felix Winslow paid his former Printing Department co-workers a surprise visit recently. Stationed in California with the army, he reports he is so impressed with that part of the country he would like to stay there permanently.

"If you don't write," says Kate Smith, "you're wrong!" Don't forget to drop the boys a line occasionally. Your scribe will be glad to give you their addresses.

Our sincere sympathy goes out to Victor Kazimer, Truck Department, whose wife died last month.—Elsie S. Frank.

Track

C. C. CHAMBERS, division superintendent, recently returned from a belated vacation at Stone Lake, looking hale and hearty.

Arriving at least 10 minutes early each morning, Mrs. G. Figge and Miss D. Peterson eagerly await the mailman for news from a son and sweetheart, respectively.

Ill with stomach trouble, Frank Beshk spent the last few weeks in the hospital and at home.

Showing their American spirit, our messenger boys, F. Smith, J. Ford and F. Higgins, have signed up with Uncle Sam's fighting forces.

Sixty-seven Track Department employes, at this writing, are serving in various branches of the armed forces.

Utility

OUR RECENT DRIVE to increase the amounts of our war bond allotments brought a commendable response.

Congratulations to Helper Bob Reidy, who recently became the father of a baby girl!

Chauffeur Bill Gaw spent his recent vacation fishing at North Home, Minnesota. His luck was very good.

Trolley Tender Fred Merker has been called for military service. We know he'll make Uncle Sam a fine soldier.

John Gusich reports his troubles have vanished since he sold his Ford. He has no tire shortage or gasoline rationing to worry him now.

John Johnson, retired, and his wife were hosts to many friends when they recently observed their 50th wedding anniversary. Congratulations, John!

We are glad to report Chauffeur Richard O'Gorman has fully recovered from his operation and is back at work.

West Shops

ADDED TO the ranks at the West Shops last month was a new employe in the person of Roy Reinhart. Although he has been with the Surface Lines for some time, we wish to welcome him into our immediate office force. Roy succeeds James Maher, who recently enlisted in the navy and is now a first class seaman.

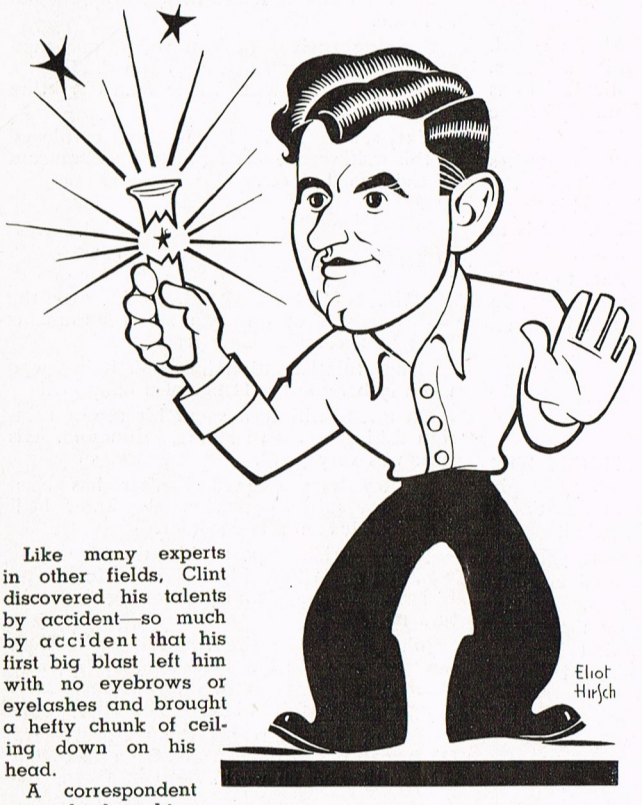
Arthur Bowes, Machine Shop foreman, and Earl Larsen, our timekeeper, were late vacationists this year. Mr. Bowes took a trip around the lakes this year instead of his usual journey to Florida and Earl stayed at home and played with his brand new son.

Elaine Lund was besieged by a very bad cold during the last few weeks, and was obliged to stay at home for a few days. We are glad that she is back at work and feeling better again.—Mildred Habeger.

Magazine Makers

Demolition Expert

WHILE FEW FATHERS of two children are much concerned, as yet, about the draft, Scribe Clinton Sonders, Kedzie, expects the armed forces have heard about his demolition talents and will call him any day.



Like many experts in other fields, Clint discovered his talents by accident—so much by accident that his first big blast left him with no eyebrows or eyelashes and brought a hefty chunk of ceiling down on his head.

A correspondent since the launching of our magazine, Clint was doing some chemical laboratory work as part of his pre-medic studies at Lewis Institute on the South Side when the test tube in which he had been cautiously heating an explosive mixture blew up.

"I had thought all along I was going to get an A in that course," Clint will tell you today; "but, when I saw how mad the instructor was, I realized I was lucky not to get kicked out of the class."

Having spent his grammar and high school days in jerkwater towns in North and South Dakota, Clint moved to Chicago and began working as a register clerk at Kedzie Depot on St. Patrick's Day in 1917.

After becoming a sub-receiver, working nights, in 1920, he began a three-and-one-half-year grind of attending preliminary medical school days. When the double shift of school days and work nights began to wear on his health, he was forced to give up ideas of becoming a doctor.

Appointed chief clerk in 1924, Clint has served in that capacity ever since. Married and the father of an 11-year-old daughter and four-year-old son, he lives on the Northwest Side.

Ambitious Reducer

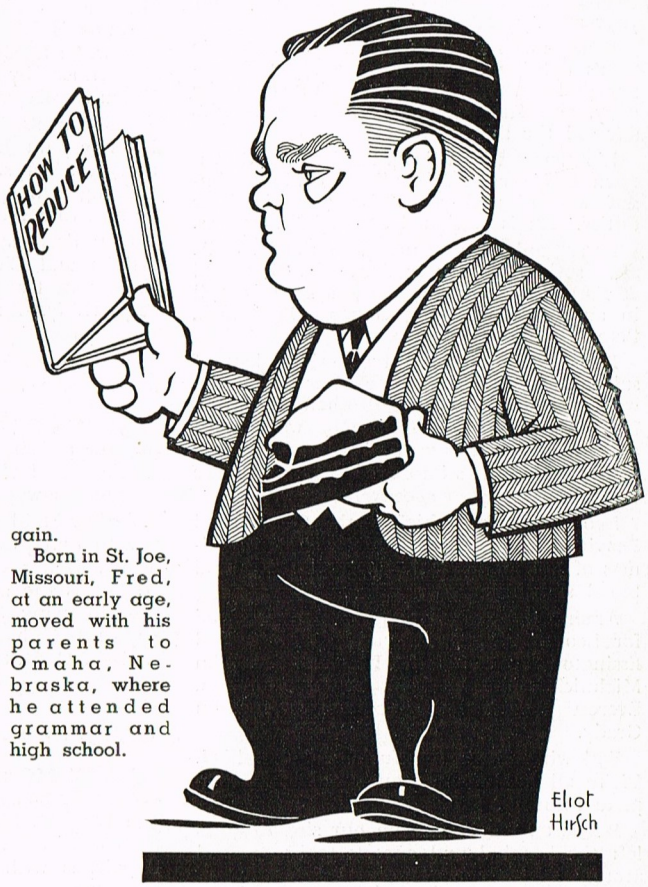
"MY FAVORITE SPORT is eating, but my greatest ambition is to get thin."

Those sad words tell the bitter struggle which is forever boiling behind the deceivingly cheerful features of Correspondent Fred Murbarger, Lincoln.

A magazine scribe for less than a year, Fred swears he would do anything to remove some of his excess poundage—that is, anything that wouldn't interfere with his favorite sport.

Rumor has it that when Fred recently resolved to lose 20 pounds by Christmas, he purchased a pair of dumbbells and began exercising with them each morning. After his first week of conscientious workouts, he was astonished to find he had gained two pounds.

Cartoonist Eliot Hirsch, who shadowed him for several days before drawing the accompanying portrait, suggests the before-breakfast chunk of cake which Fred soon substituted for one of the dumbbells may have had something to do with the mysterious gain.



Born in St. Joe, Missouri, Fred, at an early age, moved with his parents to Omaha, Nebraska, where he attended grammar and high school.

After moving to Chicago in 1926, he spent a few months in other employment, then joined the Surface Lines as a clerk at Limits Station. Following two years as a relief clerk and starter between Limits and Devon, he was appointed chief clerk at Devon. In March, 1932, he became chief clerk at Lincoln, the job he still fills.

Fred lives on the North Side with his wife and three children, two girls and a boy.

Here's Installment No. 9 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.