


# Surface SERVICE MAGAZINE

P.S.

DECEMBER, 1942

AND SANTA PLEASE SEND ME SOME WAR STAMPS TOO!





# Season's Greetings

THE MANAGEMENT extends to the entire Surface Lines family its best wishes for a Merry Christmas and a Happy New Year, and its appreciation for the loyalty and coöperation shown under difficult war conditions.

It is the hope of everyone that victory soon will be won, and those who are serving with the armed forces will be back with us.

Walter A. Shaw, Chairman
Joint Board of Management and Operation

# A Christmas Story

*Editors' Note: Here's a Christmas story, a true one, about a trainman.*

*To us, it seems to have the Season's spirit of goodwill toward men.*

*The story belongs to Motorman Henry Riedel, Lawndale. Motorman Bud Walker, Archer, drew the cartoons. We'll have them tell it:*



"Merry Christmas, m'am," Mike greeted the tailor's wife, "I've brought your husband home."

ALMOST EVERY trainman, I guess, has at least one brother trainman whom he looks up to.

During my 44 years with the Surface Lines, I've worked with many good men. But the most outstanding of them all was Conductor Mike Etzkorn.

Nearly 40 years ago Mike left us to take another job. However, I still remember him saying: "Try really helping someone and see how good it makes you feel!"

Mike, a big good-natured Dutchman, really practiced what he preached.

On Christmas Eve, 1902, we—Mike and I—had just picked up some shivering riders in our four-wheeler electric car at the end of the Blue Island cable line when a large heavy-set fellow came plowing zig-zags through the snow toward us.

I had already started. But, at Mike's signal, I stopped.

Climbing onto the back platform, the big man, obviously drunk, began bawling Mike out for not waiting.

Recognizing him as one of our regular riders, a tailor who ran a small shop in the neighborhood, I was surprised. Sober, he was a very quiet man. I had never seen him intoxicated.

The tailor's shouts grew louder. As I looked around again, he swung a wicked right at Mike's head. Though bundled in a heavy bear skin coat, Mike nimbly side-stepped. The tailor fell on his face on the slippery platform.

Without losing his usual smile, Mike helped the big man to his feet. Guiding him into the car, he found him a seat.

The tailor, however, still wasn't happy. He shouted Mike had knocked him down, and kept asking other riders for their names as witnesses; but no one paid much attention.

It was four below zero and snowing and blowing hard when we reached the end of the line. Without a word, the tailor alighted and bucked off through the deep snow toward home.

On our return trip we hadn't gone more than a few hundred yards when Mike gave me the bell to stop.

Looking back, I saw him kneeling beside a figure in the snow. The figure, I soon learned, was the tailor. He was out cold.

"I don't care if he did swing at me," Mike said when I reached him, "he

*(Continued on page 10, column 1)*




"I don't care if he did swing at me," Mike said, kneeling beside the drunken tailor, "he lives just half a block away and I'm going to take him home. His freezing to death would make an awful Christmas for his wife and kids!"



# "Burma Road"
## (One Year)

*WHEN TRACK DEPARTMENT forces put the finishing touches last October on their huge, day-and-night task of reconstructing and restoring our track on State Street, which was made necessary by the settling caused by the building of the subway, they completed what is probably the most complicated reconstruction job in street railway history.*

*Throughout the three-year subway job, the northbound and southbound tracks, including curves and other special track work, from 13th Street on the south to Wacker Drive on the north, a distance of more than one and one-half miles, had to be kept open for our heavy street car traffic.*

*Even when the "Burma Road," as good-natured Chicagoans dubbed the ripped-up street, was full of muddy holes ranging from hog-wallow to elephant-wallow size, unavoidable delays in service were kept to a minimum.*

*With thousands of street cars, carrying hundreds of thousands of riders, passing over these tracks each day, it was no small task!*

*The job was further complicated by the construction of 11 mezzanine stations in open cut above the subway tubes. The building of each of these stations required our track forces to remove temporarily, then to replace, the tracks.*

*Because the subway construction made necessary the reconstruction of underground equipment be-*

*longing to other utilities and city service departments, a board, made up of engineers representing all concerned parties, scheduled in advance all the work, including the new street paving.*

*The teamwork between Surface Lines departments was no less impressive. Electrical Department crews reconstructed our underground and overhead equipment and handled other electrical tasks. Utility Department crews hauled in needed materials. And, even when the Burma Road was most torn up, Transportation Department trainmen and supervisors kept our cars running.*

*That even members of the general public noticed and applauded the co-operative spirit shown by all Surface Lines employes involved in the job was shown by a recent letter from David Mayer, Jr., chairman of the board, State Street Council, to Walter A. Shaw, chairman of our Joint Board of Management and Operation.*

*"Chicago's 'Main Street' is a credit to the entire city," wrote Mr. Mayer. "May I, on behalf of all State Street, tell you how much we appreciate your part in modernizing and improving our street and intersecting streets by seeing that the new roadway is one of the best obtainable."*

*The photos on these pages were taken at Van-Buren Street, looking north. The one on this page was taken, of course, on a Sunday morning.*




# State Street
## (Another Year)




# Christmas Contractor

PROBABLY NO ONE (unless it's Santa, himself) spends more time getting ready for Christmas than Motorman Bill O'Shea, North Avenue.

It was he who turned out the attractive little homes and churches which decorate the base of North Avenue's Christmas tree this year, just as they did last year when the tree photograph was taken.

Instead of selling the small buildings, which he manufactures in his basement workshop, Bill gives them away to anyone whom he thinks will appreciate and use them.

Building walls he makes from cheese boxes (see lower shelf of workshop cupboard in the two smaller photos) and apple crates. Roofs he makes from cardboard.

Bill gives most of his buildings a coat or two of white oil paint; but, for the trims, he uses water colors. The snowy effect on some of the buildings in the tree photo was achieved with powdered mica.

During the six years he has been a Christmas contractor, Bill estimates he and the missus (yes, she helps, too) have manufactured about 400 buildings.





# "Such Men Make Riding With You a Pleasure"

IMPRESSED BY the kindness of Conductor Ed Cahill, 77th Street, who helped her board and alight from his car with her two small children, Mrs. Jeanette Lamb, 5728 South Racine Avenue, wrote the words which serve as this page's headline.

Similar acts of courtesy, kindness and efficiency by other trainmen brought us 40 more letters of praise last month.

### *Praises Good-Natured Conductor*

"You are to be congratulated on the splendid manner of your conductor." So wrote Mrs. Mary Sharkey, 3823 Lexington Street, in praising Conductor John McInerney, Lawndale. She was pleased, she wrote, by the good-natured way in which he handled and watched over the safety of a noisy crew of high-school riders.

Winners of commendations for helping blind riders alight from their cars and board other cars were Operator Frank Sommer, Archer, and Motorman Ernest Pelletier, Cottage Grove. Writers of the letters were, respectively, Miss Helen Sommers, 6504 Yale Avenue, and Joseph McNichols, 6540 Minerva Avenue.

### *Helps Salesman Regain Briefcase*

After Supervisor Bob Joyce, North Avenue, helped him regain in only one hour the salesman's briefcase he had left on a car, Edward Kohl, 3220 North Leland Avenue, wrote: "I was amazed at his speed, and grateful that I could continue my work for the rest of the day. Such efficiency is deserving of the highest praise."

Struck by the cheery way in which Conductor Jim O'Donnell, Archer, deals with his riders, Mrs. Clara Davidson, 4754 North Albany Avenue, wrote: "Such employees can be missionaries of cheer. His smile invites one to feel good. You have a real asset in him."

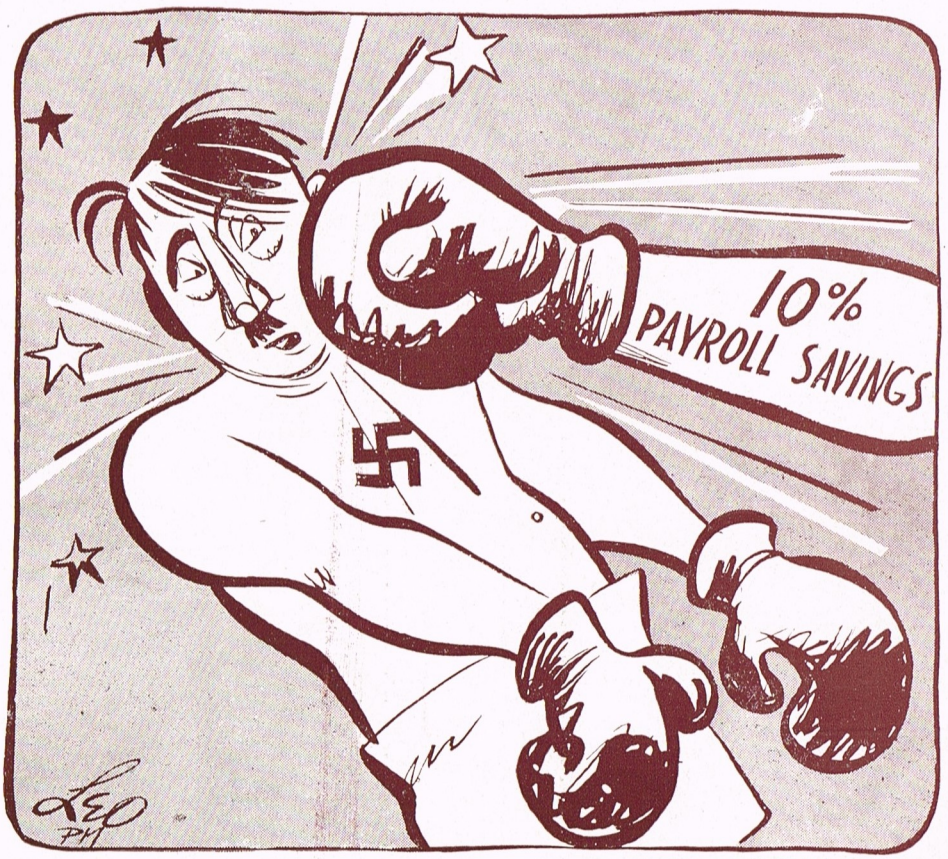
"I ride your lines a good deal and he is the real McCoy," began Raymond V. Lewis, Lombard, in lauding Conductor Jim Hughes, Kedzie, for his all-around efficiency and gentlemanliness. "A man like him," he went on, "doesn't need a build-up, for I believe he is an ideal employe."

After he noticed Conductor Paul Flanderka cheerfully take time out to help an elderly woman, walking with a cane, off his car, William Wackman, 11713 Stewart Avenue, wrote: "In these turbulent times, it warms the heart to see one going cheerfully out of his way to perform an act of kindness. His car was so crowded it could easily have been assumed he didn't see the old lady trying to get off."

### *Lauds Kindness to Negro Riders*

"I don't know if this letter will get any attention," began Clifton Cole, who gave no address, "but if it does it will certainly be appreciated by a lot of us colored men." Mr. Cole praised Conductor Ed Kratzke, Lawndale, "because he is as kind to us as he is to white people."

After she had taken her class of 40 second-grade pupils to the Garfield Park Conservatory by street car, Miss Nora J. Nelson, Drummond School, wrote commending Supervisor Jim Brennan, Elston, for his helpfulness in handling the children. "Together with the men on the Damen Avenue and Lake Street cars," she wrote, "he was responsible for the success and safe conduct of our trip."




*Courtesy United States Treasury*

# Folks You Know





## FATHER OF EIGHT ENLISTS IN ARMY

Because he is a father of eight young children whom he wants to be certain will never live in a conquered United States, Motorman Ed Vanderplow, Division, enlisted last month in the army.

Since he will be paid regular army allowances for his wife and children, his family will be able to get along financially.

Left to right, front row, are: Louis, 11 years old; Carylon, seven; Josephine, nine; and Frederick, 12.

Rear row: Frances, 13; Mrs. Vanderplow; Joseph, two; Ed; and Lester, 14.

Not present when the photo was taken was Edward, 15 years old, the Vanderplow's oldest child.

Motorman Morgan Grude, Division, snapped this photo.

## SMOKES FOR SERVICE MEN

All 42 of the 77th Street men who are serving with the armed forces will have something to smoke on Christmas Day.

Wrapping cartons of cigarettes (above), one of which was mailed to each boy in service, are Conductor Johnny Mahon (left), Motorman Walt Story (center) and Conductor Johnny Farrell.

Sponsor of the gifts was the L and A Club, an organization of all 77th Street trainmen.

Behind the camera for this photo was Conductor Lou Cramer, 77th Street.



## "MRS. LIEUTENANT"

Stenographer Elizabeth Healy, Department of Accident Investigation, became the bride of Lieutenant Forrest C. Taylor, United States Army, in Chicago October 31.

Following the honeymoon, Lieutenant Taylor left for his station at Sacramento, California.



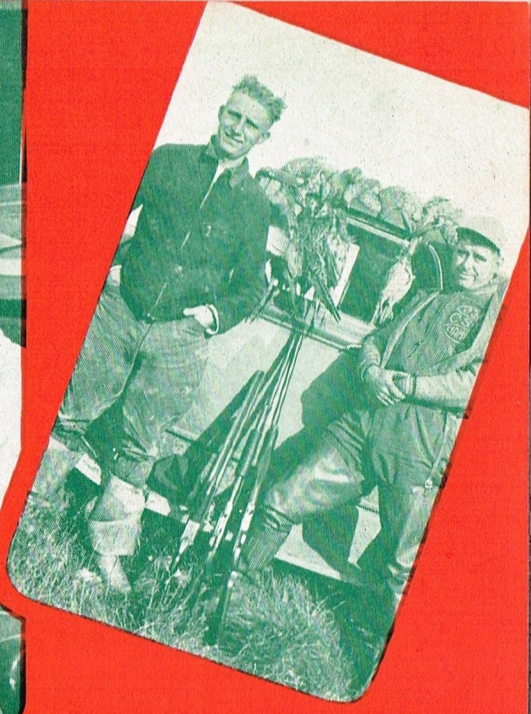
## PLAYING SANTA TO SERVICE MEN

Like several other employe groups, Electrical Department folks have made sure none of their 30 co-workers who are serving with Uncle Sam's armed forces would be forgotten on Christmas Day.

Here are Herb Peterson (above, left), Ruth Monahan and Roy Kutchinski, all of the Downtown Office, wrapping and addressing some of the Christmas packages which were mailed out to each of the boys.

Contributions from all employes in the department built up the fund from which the magazines, cigarettes, cigars, pipe tobacco, etc., which made up the individual packages were purchased.

Of the 30 Electrical men in the fighting forces, four are overseas and 26 are still in the United States.



## PHEASANT HUNTERS

When Motorman Art Lucas (above, left) and Conductor George Martin, Kedzie, recently took a week off for a little pheasant hunting near Lisbon, North Dakota, they got all these birds in one morning.




## ADVERTISING THE MARINES

Marines during the last war, Wilbur Meyers (left) and Walt Bebber, who make up a Utility Department supply car crew, recently decorated the ends of their car with a Join the U. S. Marines poster.

## AT 15TH ANNUAL GARDEN DINNER

When Surface Lines gardeners — 45 strong—turned out for the 15th Annual Garden Contest Dinner at the Union League Club November 5, turkey and all the trimmings, the awarding of prizes and a motion picture on railroading provided the entertainment.

In presenting the awards, which were announced in the November magazine, 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.



# SURFACE SERVICE MAGAZINE

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WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*


*(Continued from page 1)*

lives just half a block from here and I'm going to take him home. His freezing to death would make an awful Christmas for his wife and kids!"

Getting the tailor, who weighed more than 200 pounds, over his shoulder, Mike carried him home, then knocked on the door.

"Merry Christmas, m'am," he greeted the man's wife when she answered, "I've brought your husband home."

That, you would think, was the end of the story. But it wasn't.

The next day the tailor, sober and sorry, looked Mike up to thank him and apologize.

Time and again after that he asked Mike to forgive him. Often, too, when he rode with us, he would point at Mike.

"That fellow," he'd say, loud enough for everyone to hear, "saved my life once!"

## *Front Cover*

THE COVER makes a bow toward those fortunate employes who will share Christmas with "small fry" who are already bursting to know just what Santa has in his pack for them.

## *Utility Men Lead in War-Bond Buying*

WHILE UTILITY Department men took over last month Electrical employes' position as leaders in the buying of war savings bonds, 19 of the remaining 24 chief groups of employes boosted the percentage of their wages which they are investing in their own futures and in Uncle Sam.

Utility employes' amazing climb which, in two months, advanced them from 24th (last) place into the lead position, shows what a determined group can accomplish.

When notified of Utility's new standing, Magazine Correspondent Charles Belasich, speaking for the group, said: "The boys will be tickled to hear the news. And, now that we're finally out in front, you can bet they'll all fight to stay there!"

## *Where Does Your Group Stand?*

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 four groups which last month showed decreases in the amounts they are putting into war bonds each payday.

Many of the remaining groups showed increases of sufficient size to advance them one or more positions in the rating.

1. **Utility**
2. **Electrical**
3. **West Shops**
4. **Building**
5. **North Avenue**
6. **CAR HOUSES**
7. **Lawndale**
8. **Limits**
9. **Blue Island**
10. **Armitage**
11. **Division**
12. **ARCHER**
13. **Burnside**
14. **Track**
15. **South Shops**
16. **Cottage Grove**
17. **Lincoln**
18. **Elston**
19. **77th Street**
20. **Noble**
21. **Kedzie**
22. **MATERIAL AND SUPPLIES**
23. **DEVON**
24. **69th Street**

## *Bus Mileage Cut by O.D.T. Order*

COMPLYING WITH an Office of Defense Transportation order, the Surface Lines reduced its bus mileage operation on December 1 to 85% of the rate operated last December.

Issued from Washington to bus operators in many cities, the order is designed to conserve tires by diverting passenger traffic from rubber to rails.

In meeting the order's requirements, the Surface Lines temporarily eliminated some gas bus routes, shortened others, and limited service to rush hours on others.

Those bus lines discontinued include: Austin, Fullerton, Kimball, Kimball-Homan, North, Ogden and 83rd. Riders who formerly used the north end of the Kimball line are now being served by shuttle bus operation from the rail terminal at Kedzie and Bryn Mawr to the Peterson Avenue bus line at Kedzie and Peterson.

Bus lines limited to rush-hour service, Mondays through Saturdays, include: Division, Laramie, 47th, 87th, Ashland, Elston and Montrose.

Shortened bus lines include: Archer Avenue and 103rd Street, each of which had one-half mile eliminated from the west end of the line; and 71st Street, which lost one-half mile at the east end of the line.

Further reductions in bus mileage are being made by the storing of buses at ends of lines between rush hours, and by the reducing of off-peak service wherever feasible.

So that mileage can be saved in this manner without reducing our service to the public, the Board of Management and Operation has authorized considerable expenditure for the establishment of terminal storage facilities.

Last December we operated about 244,250 gas bus miles a week. This month we must reduce that figure to 207,600 bus miles a week.



# AROUND the CAR STATIONS

## *Archer*

WE AT ARCHER wish every Surface Lines employe a Merry Christmas.

Some of our boys in military service paid their old stamping grounds a visit recently. George Lally dropped in from Colorado, Ed Sabek from Alabama, and Sergeant George Aldworth from North Carolina. All three boys are doing fine and looking splendid.

Our honor roll is growing by leaps and bounds. Recent joiners of the armed forces were Tom Kalato, Mike Condon, Bill Field and Bill Moran. Good luck, boys; come back soon!

With the Holiday Season upon us, how about paying the boys on our sick list a visit? They'd appreciate it.

Our sympathy goes out to the families of Tom Nash and Martin Nelson, both of whom died recently.—Combine.

## *Armitage*

WE HAVE HEARD numerous stories about the prowess of Roy Croon as a hunter. Sure, he is expert; but what would he do without Jimmy Muir who points out the rabbits to him? Opening day he couldn't even see a rabbit "a-setting alongside of him," according to Jim.

Newcomers arrived recently at the homes of Art Nielson, Howard Leonhard, Lou Bloniarz and Nuel Howard. All babies arrived well and sound before Thanksgiving Day and therefore added extra causes for celebration.

Uncle Sam's newest recruits are George Rotunno, Anthony Hrdalo and Bill Kusch. Our best wishes, boys.

John Higgins and Ed Bartholomae have both earned corporal stripes. If their present rapid promotions keep up, who knows but what there may be a general or two in our group of returning veterans.

These old-timers retired December 1: Morry Munzer, Fred Inwood and Theo Davidson. May they long enjoy their well-earned rest.

Your scribe wishes all of you a Merry Christmas and a Happy, Prosperous and Victorious New Year.—Chief.

## *Blue Island*

WE WELCOME the trainmen who recently transferred over from Kedzie Station along with the Taylor Street line. We hope you enjoy working with us, boys!

We also welcome all the new men who joined us since the last issue, and hope you will like it here, too.

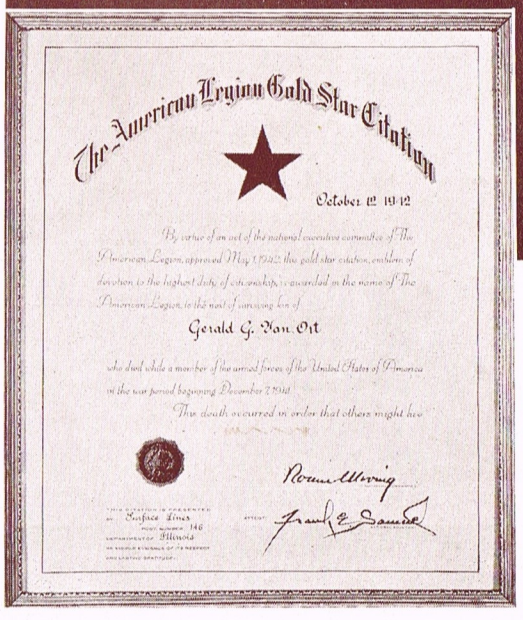
John Olinski, who entered the army November 23, paid us a visit Thanksgiving Day. He makes a good looking soldier, and we all wish him the best of luck.

Our sympathy is extended to Conductor Michael Laban in the recent loss of his young daughter.—C. P. Starr.

## *Burnside*

SYLVIA NEUTOUT, daughter of Operator Anton Neutout, has been in great demand recently as a singer of patriotic songs at neighborhood flag dedications. With such





The American Legion Gold Star Citation

October 12 1942

By virtue of an act of the national executive committee of The American Legion, approved May 1, 1942, the gold star citation, emblem of devotion to the highest duty of citizenship, is awarded in the name of The American Legion, to the next of surviving kin of

Gerald G. Van Ort

who died while a member of the armed forces of the United States of America in the war period beginning December 7, 1941

The death occurred in order that others might live

Surface Lines
Post Number 146
Department of Illinois

**GOLD STAR CITATION**

When members of Surface Lines Post No. 146 of the American Legion met November 17, they presented a gold star citation to Motorman and Mrs. Orie Van Ort, whose son, Private Gerald Van Ort, lost his life during army maneuvers last summer.

While his wife looks on, Motorman Van Ort (left), Kedzie, receives the citation (inset) from Junior Vice Commander Wilbert Allen, Lawndale.

Gerald, the Van Ort's son, was one of four boys who drowned in a Tennessee stream after volunteering to try to reach the opposite shore and establish a bridgehead.

The post plans to present similar citations to any members of the Surface Lines family who lose close relatives in the war.

a beautiful voice, she should go far on the road to success.

Another name was added to our fast-growing list of retired men when W. J. Ure left us last month. Good luck, Johnnie; may you enjoy your leisure for years to come.

On our sick list at present are W. J. Barnes, John Donnavon and Pat Minogue. Here's wishing you speedy recoveries, boys!

During the Holiday Season, we also think of some other sick brothers. Laid up for from one to 10 years each have been these men: Supervisor Bill Watson, Motorman John Undine, Dan McDonald, Martin Schroeder and George Langbeen and Conductors Bob Karolich and Pat Concannon. We're pulling for you, boys!

Operator Tom Leahy, who left us recently to help the army whip the Axis, paid a visit last month.

Do you know why the schedules we have been getting lately are so far superior to the old ones? It's because Conductor Alvin Kreutzer recently joined the Schedule Department.

Since our trainroom piano was evacuated, we miss the playing of Motorman R. A. Ashton. Though he can't read a note, he really could make that old piano go to town.

That elephants have rare intelligence was shown recently by Modoc, the circus elephant, when she went on her Indiana rampage. After her trainer whispered in her ear that the fearless elephant-driver Jim Cashman was starting south, what could the poor thing do but give up and go home?—Furgie.

## *Cottage Grove*

ON DECEMBER 13, colorful dedication services were held at this station in connection with the hanging of a service flag for the veterans of the first World War.

The Stockyards kiltie band provided music and the commander and chaplain of the Surface Lines American Legion Post were present with colors. The Oakland-Kenwood Post of the American Legion provided a speaker.

The idea was fostered by Conductor A. A. Johnston. He was aided by Conductors J. J. Casey and A. V. Hjortsvang and Motormen William Colledge and C. J. Detlefsen.

Did you know that our mop-swinging Jerry O'Connor hasn't been to a movie since the first World War, and then one of the receivers bought his ticket. Could it be that Jerry is waiting for the present receivers to take him?

Our own Willie Henderson has been called by the army, and left November 25 to take his place with the signal corps. Best of luck, Bill; we hope to see your smiling face as soon as the fracas is settled. Dick Bohlen has taken his place at the depot, and we wish him success.

This column depends on its friends and readers for its continued publication. If no help is forthcoming, this may be the last column by this writer. So let's get some stuff together.—Ostet.

## *Devon*

ALTHOUGH Pat Cassidy has heard of the night of the big wind in Ireland, he says he doesn't think it could have been much worse than the wind one night last month which stole his cap and laid it down in a prairie at Devon and Kedzie. All Pat had to aid him in his lengthy search was a book of matches.

Jimmy Burr, the No. 2 man on our conductor seniority list, retired last month. He began working for the Surface Lines in 1895, and came to Devon right after the cable line was taken up at Limits Depot. Enjoy yourself, Jim; and the best of luck to you.

Our Christmas gifts to the navy are Register Clerk Les Rage and Receiver Frank ("Pay Your Shortage") Pasche, who enlisted as pharmacist's mate and radioman, second class, respectively. Good luck, boys; come back soon!

Tom Hoppe has returned to work after a lengthy spell of illness; but Motorman Frank Glay is laid up at Hines Hospital.

Santa made early deliveries of baby boys at the homes of Conductor Tom Healy and Motorman Ed Dappen last month. Congratulations!

Our deep sympathy goes out to the family of Motorman George Gundlack. His sudden death last month was a shock to all of us.

Because of the lack of amateur photographers, Devon is losing out this month on two photos which might have appeared in this issue. If any of you boys can give us a hand, please sound off at once.

Here's wishing all of you a Merry Christmas and a Victorious New Year.—Ed May.

### AT ARMY CAR'S DEDICATION

When our third specially decorated street car, designed to promote the enlistment of army aviation cadets, was dedicated on La-Salle Street in front of the City Hall November 17, Supervisor Joe Hubberts (in uniform at right) was there to lend a hand with the arrangements.

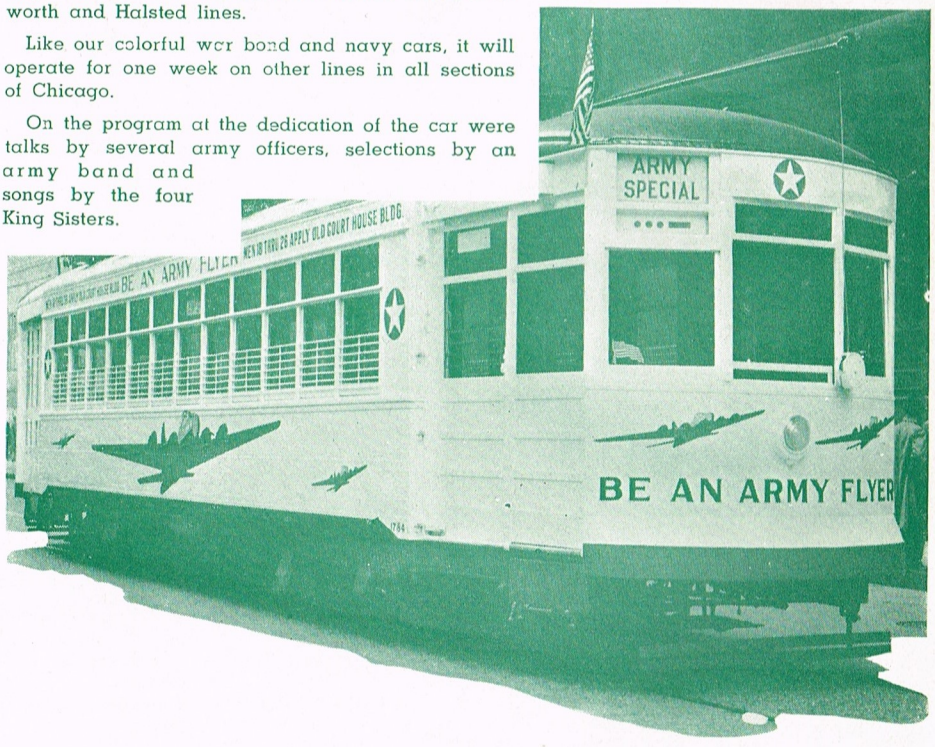
Though Joe had known, of course, that he was to help out with some special job, he reports his heart jumped up into his throat when he found himself standing next to Joe, Jr. (pictured with his dad), who was among the group of aviation cadets sworn in during the public ceremony beside the car.

Attractively painted in red, white and blue, the army car went into regular service for one week on the Broadway-State line the following day. The next two weeks it ran on the Clark-Wentworth and Halsted lines.

Like our colorful war bond and navy cars, it will operate for one week on other lines in all sections of Chicago.

On the program at the dedication of the car were talks by several army officers, selections by an army band and songs by the four King Sisters.






## *Division*

THE AMERICAN LEGION dance held recently at our auditorium was a huge success. Motorman and Mrs. George Mueller were there strutting their stuff, with Conduc-

tor Harry Cox and his wife trying to keep up the pace.

Also present with their "better halves" were Charley Dietz, Mike Verdonck and Art Eberlein. Conductor Walt Kraus spent much of the evening coaxing Art to bowl "just one line"—or was it vice versa?

Conductor George Dillas is our latest recruit for Uncle Sam's army. We don't know where George is stationed yet, but none of us will forget his farewell party for a long time.

Motorman Ray Smith, who has been hoping against hope to get Christmas week for his vacation, reports he'll have to be satisfied with December 29 to January 7.

Motorman Fred Nagel nearly spent his recent vacation in a hospital. While he was perched on a ladder putting on storm windows, a sudden gust of wind almost blew him off.

Morgan Grude, our genial photographer, is reported to have buried himself in his dark room during his vacation, coming out only for meals.

When Motorman Al Drost recently invited Charley Dietz, his connie, to share the contents of his thermos bottle during lunch, he found his missus had forgotten to fill it with coffee. It was plumb empty.

That good-looking supervisor you see in front of the depot these days is none other than former Motorman George Wickman.

Nearly any afternoon you may see one of the following playing pinochle or doing a fine job of kibitzing: Motormen C. Traeger, A. Jensen, C. Hoppe and Conductors Red Staton, Smiley Tezak, C. Baldwin and A. Sepke.

Former Conductor Art Waters now is a federal guard at the Douglas Aircraft Plant.

Motorman Sammy Regas christened his son John November 15; and, one day earlier, Conductor Louis Sanz and his wife celebrated their 25th wedding anniversary.

Our sympathy goes out to Conductor A. Sepke, whose mother died last month.

Your scribe wishes every contributor to this column a Merry Christmas and Victorious New Year. He also wishes to thank you for helping make this monthly offering the success many of you say it is.—R. T. W.

## *Elston*

TO ALL THE Elston men in military service we wish a Merry Christmas and a quick return to our ranks.

When you do come back, boys, you'll find a lot of new men working here. They are all swell guys, and we know you'll enjoy working with them as much as we do.

Since many of you left, George Studt has retired and Harold Fisher has been appointed a junior supervisor.

You'll be interested to know Suburbanites Ed Brechal, Louie Schultz, Carl Johnson and Lennie Senz are having quite a time with their gas ration boards. By the time you read this, they may be experienced cross-country hikers.—Ed Evenson.

## *Lawndale*

STATIONMASTER Thomas H. Eigelsbach and assistants wish all of you a Merry Christmas and a Prosperous New Year. —C. F. Karschnik.

## *Lincoln*

HAVE YOU SPOTTED the happy smile recently on Tim Keane's face. It's because his wife presented him a baby boy, their third child, last month. Latest reports are both mother and the new arrival are doing fine.

Welcome home to James ("Alderman") Nelson, who recently was discharged from the army because of ill health. Glad to have you back, Jim.

Don't forget to spend a few minutes of the holiday season writing a few lines to our boys in the fighting forces. Judging by their recent cards, most of the boys are eager to hear from their old friends.

Our sympathy goes out to the following because of recent deaths in their families: E. Retzer, his daughter; V. Thornton, his mother; and B. Witt, his wife.—Fred Murbarger.

## *Seventy-Seventh*

CHRISTMAS GREETINGS to all of you and your families and a sincere wish for a happy year to come is expressed through this medium by Stationmaster Bessette.

The officers and directors of the L & A Club, the officers of the Credit Union and your humble scribe likewise use this colorful issue to wish all youse guys the mostest of the bestest.

To our gallant little batch of fighting men, spread throughout the width and breadth of the services, we also send greetings and salutations. May your efforts be crowned with success!

Of all the far-flung corners of the globe where our men serve, we are particularly envious of those on Fiji Island through which the International Date Line runs. All you have to do is move across the street to celebrate two Thanksgivings, or two Christmases or two New Years. That's all right for celebrations, but we'd be sure to stay on our own side of the fence for the days when we had guard duty.

A good many new faces have appeared at our station during the last six months—so many that at times we look around and feel like a total stranger in our own home. We would like the new fellows, and some of the old ones who look at us askance, to know that our intentions as correspondent are nothing but the best, and we welcome any news that helps us cover the waterfront.

To facilitate our identification, we will gladly wear any article of distinction that will make us easy to spot, like a dunce cap, size 16 shoes, or a checkered coat. At any rate, here's for better coverage with your help during next year, and in the spirit of the artillery song, "Let the Caseys go rolling along!"

Speaking of Caseys, the following dialogue comes to our attention:

Conductor: "What was that lady so mad about?"

Motorman (Casey): "I don't know. She asked me if we had passed 43rd Street yet, and I said as politely as I know how that we hadn't but I would be glad to let her know when we did!"

A first child, a baby girl, was a Thanksgiving present to one of our new lads, Motorman H. A. Wagner, who incidentally is a special kind of Casey; he's King. That automatically makes the little one a princess, we're sure. Best wishes and a happy reign.

Our candid camera man, Johnnie Grobel, who has been snatching some fine shots, is so close to induction he can feel Uncle Sam's breath on the back of his neck. John says it's the briny deep for him, though, and when he goes it will be to the tune of "Anchors Aweigh."

Former photog and man-about-the-country, Fred Schroeder, has been heard from at Paine Field, Washington, keeping the Air Corps supplied with all luxuries and necessities. For the New Year, we wish Fred happy landings.

In Chemical Maintenance, we find Earl Kersten at Langley Field, Virginia, to whom we also say happy landings, recalling that in chemistry that what goes up must come down.

The leathernecks are taking care of Herby Pronesky at Jacksonville, Florida, or rather they're training him to take care of a few details that we know only the marines know how to do. We say happy landing to him, too, from any assault barge to which he may be assigned and come out from his corner shootin'.

Sympathy is extended to the family of Motorman C. G. Wickstrom, who died last month, and to the following men because of recent deaths in their families: Motorman W. F. Carr, his brother; Conductor A. J. Yanowsky, his father; and Supervisor L. C. and Motorman A. F. Bartelheim, their father and grandfather, respectively.—Walt Story.

## *Sixty-Ninth*

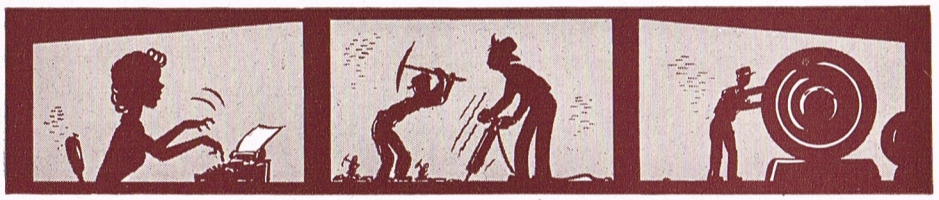
'TWAS just a year ago we worked together
Providing transportation to and fro;
The harsh impact of war had not yet reached us
At Christmas time, just one short year ago.
Then Uncle Sam sent out his "invitations,"
Each week we'd bid a friend or two good-bye.
Jim Noe, Phillip Thomas, Howard Felker,
All volunteered e're many days went by.
John Wilson was in camp before it happened;
Tom Nash and John O'Rourke had just come home.
They hurried back. John Lynch and Ed McNulty
And Henry Miller left for parts unknown.
Cornelius Callahan and Danny Carew,
Gene Bellheimer, Bob Galloway, Ray Cole,
Mel Bickel, Gus Milandes and George Clancy
All answered when their "Uncle" called the roll.
Hank Schroeder, Tony VanderBurg, Joe Herman,
Bob Schemel, Herb McDonough, Steven Gars,
Leo McMahon, Joe Gallagher, George Kelly
No longer run our 63rd Street cars.
John Burgeson, Bill Bertram and John Brennan,
James English, Charlie Coughlin, Jimmy Reis,
Vince O'Grady, John O'Neill, and Archie Hanson
Will do their best to bring an early peace.
George Kristof, Johnny Farrell, John McCarthy,
Ed Parker, Clerk Frank Rooney and the rest,
John Favel, Wesley Eaton, Patrick Hanley,
We assure you that we wish you all the best.
We hope that no one's name has been omitted;
But this issue went to press two weeks ago.
Some may have joined too late to be included;

But we're thinking of you just the same, you know.
Where ever you may be we send you greetings,
In the Solomons, Morocco, or Algiers,
We hope these lines eventually will reach you,
Though their journey may require half a year.
Though you're not here you haven't been forgotten,
We pray each night that God will see you through
We trust somehow you'll know you were remembered
At Christmas time in 1942.

Now for a word to our boys right here on the home front. Acting Stationmaster J. B. Becker wishes to express his appreciation to all the operating, clerical, and supervisory force for the fine spirit of coöperation which was so much in evidence during the past year, and to extend to one and all his best wishes for a Merry Christmas and a Happy New Year.

Armistice Day was celebrated at the home of Conductor R. A. Sommers by the arrival of a baby boy. Congratulations!

Last month witnessed the retirement of two more of our old timers, Motorman Martin Plattner and Conductor Art Taylor. Enjoy yourselves, boys, and don't forget to drop in now and then to say hello.—H. E. Harris.



# Departments and Divisions

## *Accident Investigation and Legal*

WE HOPE these new employes will enjoy working with us: Statementman Peter Maguire, Clerks Louis Gray and William Dowling, Night Switchboard Operator Lorenzo Thomas and Night Typist Bessie Lynch.

As we are writing this we're eating a part of Bill Henderson's birthday present to the office. It was nice to see Florence who did the honors for you in passing the candy around on your 77th birthday. Thanks, Bill, and many happy returns.

Eddie Karkocki and John Hennessey have left to give the Navy a helping hand. Good luck, boys, we are waiting to hear from you.

Art Phillips and Francis Wandrocke were in the other day. Art is at Great Lakes and Francis is having the time of his life traveling up and down the Mississippi on an 18-foot Chris-Craft.

It seems like old times with Tom Quinn back on the job again. It was quite a siege, Tom; but you can't keep a good man down!

The many friends of Dorothy Schroeder said farewell at luncheon November 24 at Pellegrini's Restaurant, where she was presented a gift from the department. We all wish you the best of luck in your new position, Dorothy.—Audrey.

## *Accounting*

PRIVATE James Paulus gave us a pleasant surprise by paying us a visit on his furlough. Apparently the Army Air Corps and Texas climate agree with him.

Candy was presented Agnes Samek, Isabelle Glass, Frank Robinett, and Helen Kazragis last month on their birthdays.

Congratulations and much happiness is our wish for Eileen Dempsey and Vernon Johnson who were married November 14 at the Nebo Lutheran Church. His co-workers presented him an electric toaster as a wedding gift.

Word has reached us that Richard Holzle, who enlisted in the U.S. Navy, is now convalescing at the Great Lakes Hospital from an appendectomy. We all hope for your speedy recovery, Dick.

We are glad to see Lillian Oesterreich back to work after recuperating from her recent illness.

When Marie Chevalier left us November 14 her co-workers presented her a hostess gown and slippers as a farewell gift.

As this item goes to press, we are looking forward to the return of Mrs. Ruth Johnson who is ill at home. Her office friends remembered her with "get well" cards and a gift.

To William Kennedy and Howard Dahl who recently received new assignments, we wish all kinds of good luck. We also extend a hearty welcome to these newcomers: Eileen Donovan, Colleen Dunne, Marie Kinser, Florence Ross and Bernard Fannin. Glad to have you.

When Henry Cullen left us last month to enter military service, another star was added to our departmental service flag. Our best wishes follow you, Henry.

Our chief clerk, Howard H. George, and his wife spent their recent vacation exploring the foot trails in the Smoky Mountains of Tennessee and North Carolina.

We wish all a very Merry Christmas and a Happy New Year.—Thomas F. Coan.

## *Car House and Bus Repair*

ARCHER: R. McGrath, veteran car cleaner, retired November 1. We hope he enjoys his leisure hours.

Bob Shea, stock room clerk, has joined the navy. Don't forget us, Bob; and make it a fast job!

August Wessel has been walking around lately with an especially big smile. Tell us about it, Bud.

T. Jankauskas and J. Baranauskas, two veteran repairmen, have been off sick. We hope to see you back at work soon, boys.

SIXTY-NINTH: Several new men were welcomed into our group recently in the persons of M. Howley, M. Ashe, G. Payne, M. Dwyer and J. Mauske. Glad to have you with us, boys; and we hope you enjoy working here.

Another of the boys who recently entered military service is P. Fitzgerald. He is now located in North Carolina.

J. Jestice recently wrote to say he is now located in the Hawaiian Islands, and Al Kaminski has reported he is with the marines in the South Pacific. We've had no recent news from John McGuire, who is somewhere at sea with a navy gun crew.

R. Ryan, our popular claim inspector, has been walking around with that cat-that-swallowed-the-canary look. Finally it leaked out that he was the proud father of a baby girl born September 29. Best wishes to mother, father and baby Ryan.

## *Electrical*

HERBERT PETERSON, Downtown Office, was sworn in as a flying cadet in the army air force November 21. Best of luck, Herb!

Draftsman Fred Hunche, Downtown Office, also reported to the army last month. He left us November 28.

Thirty-one Electrical men, according to the honor rolls now hanging in the Downtown Office and at Grand and Leavitt, are in Uncle Sam's armed forces.

Your scribe recently received a letter from Peter Janke, who has returned to the United



States after seeing service in Australia. He now is stationed in Fort Sill, Oklahoma, where he is attending officers' school. Pete, known to the ranks as "Young Janke," sent along a street car token from Honolulu and a transfer from San Francisco. He asked to be remembered to all his co-workers.

Our sympathy goes out to Albert Lund, Crawford Sub-Station, in the recent death of his mother, and to Walter Brown, emergency lineman, and Harold Brown, Milwaukee Sub-Station, in the death of their wife and mother, respectively.—Billy.

## *Material and Supplies*

W. GOVERDARICA has joined the Air Corps, and is now stationed in Texas. We all wish him the best of luck.

We have two new proud papas, Arthur Eggert, whose daughter was born recently; and Bruce Smith, whose daughter was born October 14. Muriel and Caren are the girls' names. Congratulations to you both, boys.

The office of the General Storekeeper was recently moved to room 1536. The new location is very pleasant.

We are taking this opportunity to wish one and all a very Merry Christmas and a Happy New Year.—R. E. Buckley.

## *General Office*

A NEW MEMBER has joined the ranks of the Purchasing Department in the person of Lumina Shay. We hope you'll enjoy working with us, Lumina!

Wally Sorensen, Insurance, has now finished the preliminary course in matrimony, having completed his first year on November 8, and is eligible to give excellent advice on any problems presented.

Frances Gendusa, Transportation Department, has resigned to go to California.

Private Larry Gurioli, Purchasing Department, has been transferred from Camp Grant to Fort Sheridan and is working in the Supply Room. Due to his experience in Room 1478, we understand he is one of the Army's "ace" typists, even so far as writing letters to the home folks on the boss's time!

The old slogan, "Join the Navy and See the World," is holding good for Leonard Penny, Central Division supervisor, Transportation Department, who is now with the Navy in Bermuda.

Edith Pruitt, Medical Department, had candles on her cake on November 16. Happy birthday, Edith!—Emily Waldruff.

## *Schedule and Traffic*

WE RECEIVED a visit from Al Pisors who is spending his time with the army deep in the heart of Texas. Al sure looks good, and wishes he had time to bowl a few games with the old bowling team.

Bob LaVoie has the honor of being represented by star number eight on our service flag. He has joined up with Uncle Sam's team in the army signal corps.

Louis Mader has joined our traffic checking group. The usual welcome sign is out for you, Louis!

The holiday season is upon us, so the Schedule and Traffic Department extends "Greetings of the Season" to everyone.—L. C. Dutton.

## *South Shops*

THE FATHER of W. C. Smith, assistant shop superintendent, recently passed away very suddenly. We wish to offer our sincere condolences.

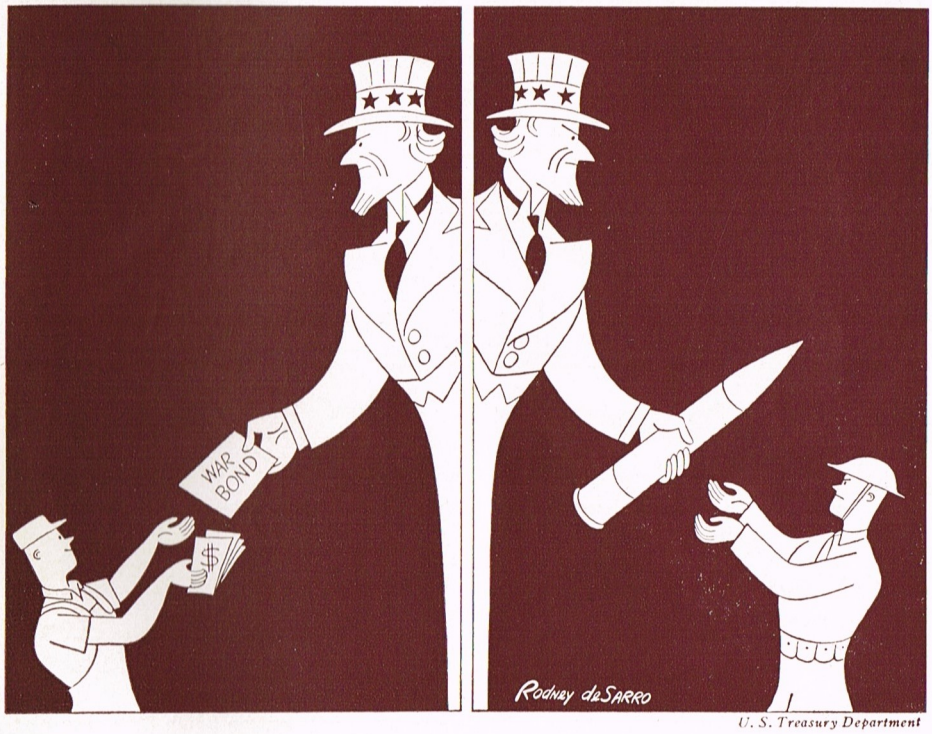
Doc Stork paid a visit November 20 to the home of Thomas Coates, Motor Repair Department, and his wife, Mildred, formerly of our Printing Department; and on November 24 to the home of Walter and Mrs. Remotis. Both couples were left baby boys. Congratulations, folks!

George Petryna, Machine Department, is now one of Uncle Sam's Army. His co-workers presented him a stainless steel wrist watch as a remembrance. The best of luck to you, and don't forget to look us up once in a while, George!

We offer our sincere sympathy to Joseph Hommes and Richard Hauptman, Machine Department, upon the recent loss of their mothers.

Edmond Bauer, Motor Repair Department, retired, celebrated his Golden Wedding anniversary November 28. He and Mrs. Bauer were remarried that morning at St. Columbanus Church, and held open house in their home that evening. All those attending really enjoyed themselves. We offer our heartiest congratulations.

The Christmas Season has arrived again and 'tis time for our annual toast. To all—those at home and our dear ones distant from us—we wish a truly merry Christmas and the happiest of New Years to bring about the culmination of all of our and Uncle Sam's plans.—Elsie S. Frank.




*U. S. Treasury Department*

## *West Shops*

IN OUR last 1942 issue of the magazine, we cannot help but think of the many boys who left us during the last year to enter the armed forces. We're proud of you, boys, and we're hoping for your speedy returns.

To the ranks of these boys, Jack Lee and George Emery, Office Force, were added last month. They entered the Army and Navy, respectively. R. Huberty, P. McGuire and N. Grimaldi, Machine Shop, together with J. Horvat, car wireman, and N. Schleich, Armature Room, have also entered military service. To all these men, we extend our best wishes.

The welcome mat is out for Betty Beesley and Jane Ritter. Betty has taken over the typist work, and Jane is operating the duplicator. We want you to feel at home with us, girls, and hope you enjoy your work here.

Edwin Hess walked down the aisle of Nazareth Lutheran Church with Miss Rose Surma, November 14, and a beautiful wedding it was. After the reception, the newlyweds left for a short honeymoon. Our congratulations and best wishes, Ed, both to you and your bride.

Corporal Walter Hager visited us last month during his 15-day furlough from Fort Worden, Washington. We all were pleased to see Wally, who has been away almost a year.

Our sincere sympathy is extended to the family of J. Kolasinski, Carpenter Shop, who died November 17, following a long illness.—Mildred Habeger.

# Magazine Makers

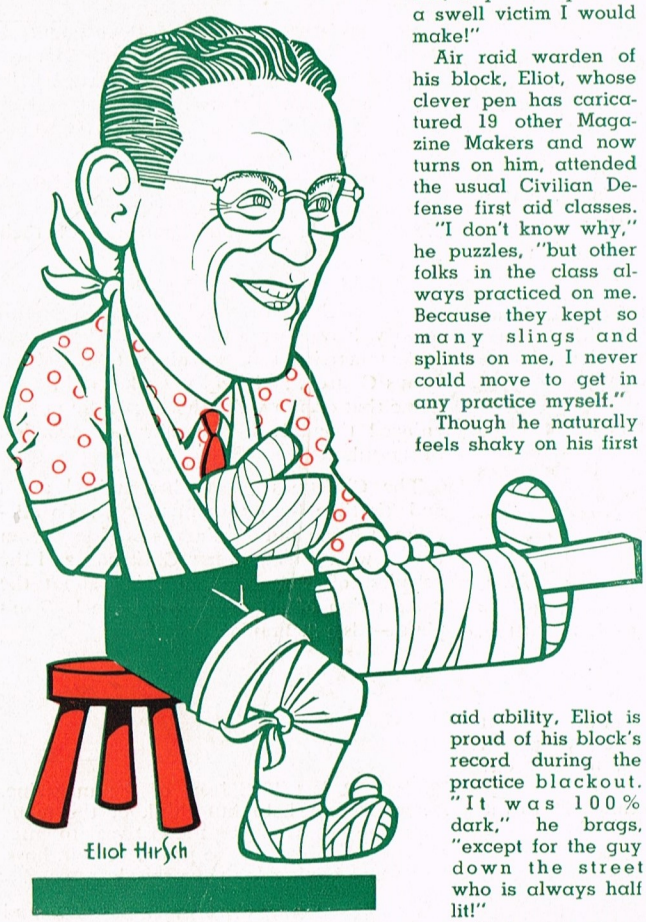
## Bombing Victim

"IN CASE OF a bombing," Cartoonist Eliot Hirsch will admit, "I probably wouldn't be much good at giving first aid. But, boy oh boy what a swell victim I would make!"

Air raid warden of his block, Eliot, whose clever pen has caricatured 19 other Magazine Makers and now turns on him, attended the usual Civilian Defense first aid classes.

"I don't know why," he puzzles, "but other folks in the class always practiced on me. Because they kept so many slings and splints on me, I never could move to get in any practice myself."

Though he naturally feels shaky on his first aid ability, Eliot is proud of his block's record during the practice blackout. "It was 100% dark," he brags, "except for the guy down the street who is always half lit!"




A born cartoonist, Eliot's first work appeared in high school publications at Oak Park. Following his graduation there in 1929, he attended the Chicago Art Institute for a time.

An ardent sports enthusiast, Eliot reports he spends much of his spare time at a summer home in Antioch which he and his late father, a Blue Island conductor and supervisor, built in 1935.

Joining the Surface Lines as a night timekeeper at Clark and Division that same year, Eliot was appointed timekeeper for Western Division track maintenance crews, the job he still fills, three years later.

His headquarters at Flournoy Yards, by the way, are just one block from his birthplace. Living in Oak Park with a sister and dependent mother, Eliot also supports a brother who is attending Cornell College in Iowa.

**Here's Installment No. 10 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.**

## Near-Sighted Plumber

BECAUSE OF a story in the *Union Leader* a few years ago, Cartoonist Bud Walker, an Archer motorman, still is known by many of his brother trainmen as the near-sighted plumber.

When he and the missus moved into a new home, so the story went, Bud was very proud of the speed with which he connected the gas and water pipes to the stove and sink.

So hungry from these exertions that he volunteered to help prepare dinner, he was assigned the job of lighting a stove burner.

Striking a match, he bent over and turned on a gas jet—only to be met with one of the finest shower baths he had ever experienced.

Seeing the missus reeling with surprise, helpful Bud rushed to the sink to get her a glass of water. When he turned on the tap, out came a rush of gas.

Like his brother cartoonist who shares this page, Bud studied for a time at the Chicago Art Institute following his graduation from Wendell Phillips High School in whose publications his work first saw print.

Creator of "Two Bells Bozo" which ran each week for two years in the *Union Leader*, Bud joined the Surface Lines in 1928, following previous street car experience in Springfield, Illinois, and Denver.

In Denver, he was within easy traveling distance of his Utah birthplace. For those who care to do a little research, here's a hint by which you can find out how old Bud is. He was born in Salt Lake City two years before Utah became a state.

A four-time grandfather through his two married daughters, Bud lives with his wife on the South Side. His older daughter, Dorothy, he reports, keeps him on his toes with her drawing ability; and one of his great joys is that two of his four grandchildren are the best drawers in their respective classes at school.

