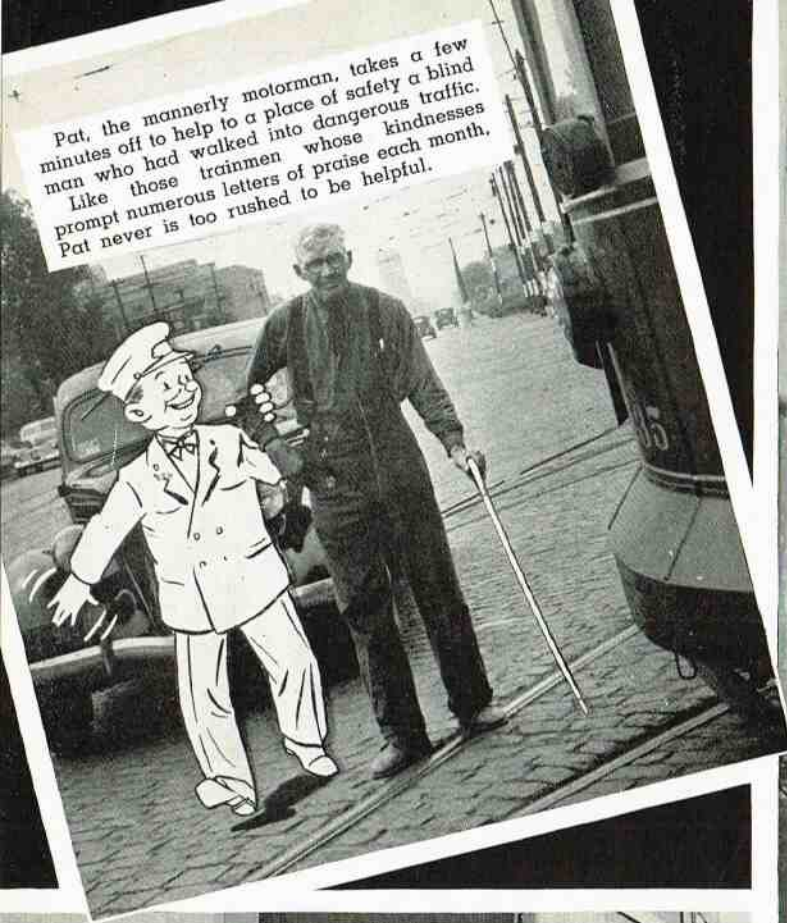




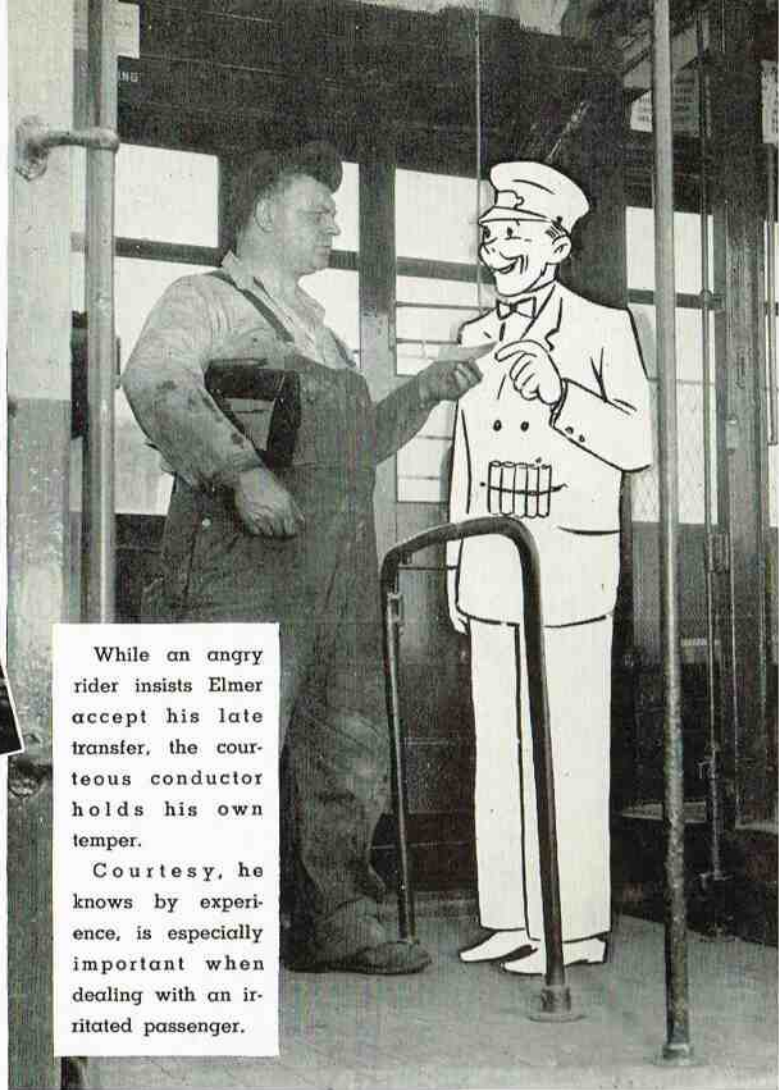
*Surface
Service*
MAGAZINE

JULY, 1942

Pat, the mannerly motorman, takes a few minutes off to help to a place of safety a blind man who had walked into dangerous traffic. Like those trainmen whose kindnesses prompt numerous letters of praise each month, Pat never is too rushed to be helpful.



While an angry rider insists Elmer accept his late transfer, the courteous conductor holds his own temper. Courtesy, he knows by experience, is especially important when dealing with an irritated passenger.

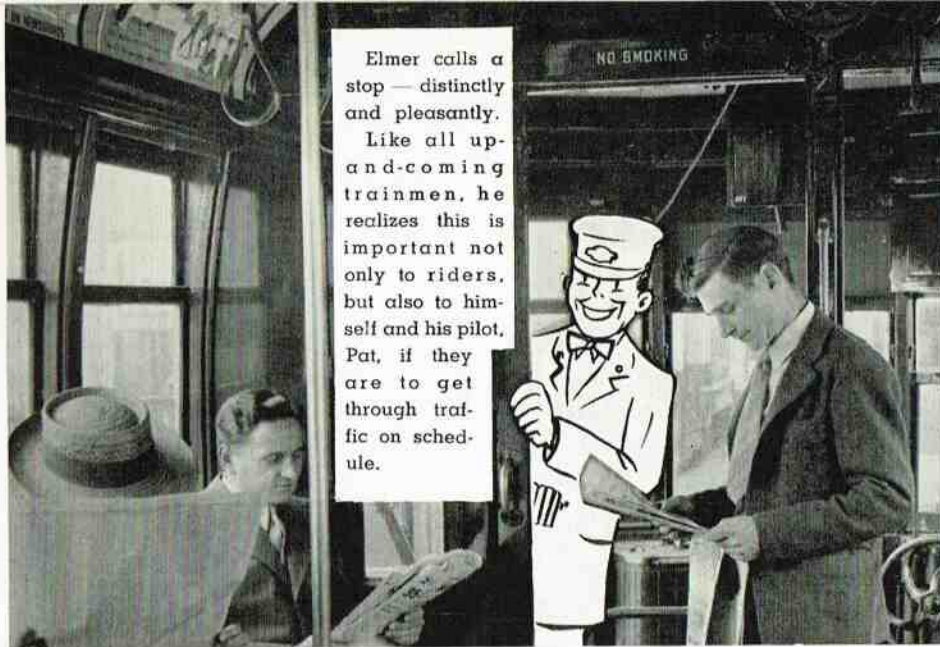


Pat hands down a shopping bag to a woman rider who already has an armful. Such kindnesses, which cost little in time or effort, usually gain a friend.



Elmer, with his characteristic grin, gives a stranger directions for transferring to another line. He thoughtfully puts the rider at ease by telling him he'll let him know when to get off.





Elmer calls a stop — distinctly and pleasantly. Like all up-and-coming trainmen, he realizes this is important not only to riders, but also to himself and his pilot, Pat, if they are to get through traffic on schedule.

Courteous Elmer Gets a Late Transfer

WHEN THE overalled man swung up onto the back platform and handed Elmer (see opposite page) a transfer, the courteous conductor's forehead wrinkled.

"Sorry," he said, smiling pleasantly, "this transfer's nearly five hours late."

"What?" roared the rider. "I just got it. That guy there"—he jerked an irate thumb toward the rear platform of a near-by car—"just gave it to me."

Elmer, still smiling, looked again at the transfer, then held it out for the rider to see.

"I saw you running from that car," he told the man, "but this transfer is late. Maybe you have another one in your pocket."

Other passengers waiting to pay their fares shifted nervously and braced themselves for a blast, but they did so needlessly.

Rider's Anger Disappears

When the angry rider reached into his side pocket and pulled out the proper transfer, his displeasure quickly disappeared.

"Sorry, I guess . . . my mistake," he

said, then went past Elmer and into the car.

All the remaining passengers on the platform, except one small boy, paid their fares and entered the car.

"Say," said the lad admiringly, "you sure handled that well. You were in a tight spot."

Elmer grinned.

"No," he said, "it wasn't that bad."

"You Wasn't Mad, Were You?"

"You wasn't mad at all, were you?" asked the boy.

"If I got mad at everyone who disagreed with me," Elmer told him, "I couldn't do my job right. Besides, the guy who doesn't get mad has a big advantage. I always try to remember that because it really works."

Like his motorman, Pat, Elmer has a clear idea of what riders have coming besides transportation in return for their fares.

Both men, as is obvious from the pictures accompanying this story and from Elmer's courteous handling of the late transfer case, perform their daily jobs with pleasant manners.

The importance of courtesy—espe-

cially toward irritated passengers—is illustrated by the letters of complaints and praise which come in every month.

Many complaint writers say something like this: "Perhaps my transfer was a little late. If so, I'm sorry. But I don't think your conductor had any right to be so discourteous in turning it down."

Similarly, writers of letters of praise frequently report something like this: "Your trainman's courtesy was so outstanding that I couldn't resist writing you about it. You should be proud of such a man."

Courtesy and Discourtesy Count

Time after time, complaint writers say, or intimate, they wouldn't have bothered to write if the trainman had not been discourteous. Just as frequently those writing letters of praise say some kindness, or some act of courtesy so pleased them they HAD to write.

Suppose Elmer had been discourteous and had prompted a letter of complaint from the angry rider who, by mistake, presented a late transfer.

The usual check-up following the complaint would have shown the rider to be wrong—as riders sometimes are—in claiming the transfer was valid. However, had Elmer been discourteous, the rider would have been dead right—as riders often are—in complaining.

Elmer and Pat Ordinary Folks

Elmer and Pat, as you can see from their faces, are just ordinary folks—not handsome enough to be Clark Gables, not suave enough to be male Emily Posts.

However, they realize they are sales representatives for the Surface Lines and that courtesy isn't something to be turned on only once in a while, but to be worked into the performance of their daily jobs.

Also, like most trainmen who regularly practice politeness, they are an efficient team and get their car through traffic safely and on time.

Remove Historic Third Track on State Street

FIRST STEP in the sizeable track removal and relocation job on State Street was taken last month when a Central Division Track Department force pulled up one of the oldest street railway installations in Chicago—the third set of rails between Madison and Lake Streets.

Other Tracks to Be Centered

Later this summer, as part of the reconstruction of State Street, the remaining two tracks will be relocated in the center of the street. Authorization for removal of the third track, located on the west side of the street, came from Federal Judge Michael L. Igoe, the City of Chicago and the Illinois Commerce Commission.

The third track was originally in-

stalled in 1863 for horse cars. Converted for cable cars in 1890, it began carrying electric cars in 1906. Until 18 years ago, it was heavily used in regular service.

Cars Looped on Third Track

Before the 1924 change in routing, which was adopted as part of a major street traffic program eliminating most left turns in the Loop, Madison Street and Milwaukee Avenue and other

West and Northwest Side car lines, which now loop back at Dearborn Street, went east to State Street, using the third track for a turnback loop.

Nearly 200 tons of rail were released by the removal of the third track and its connections. Because of the present rail shortage, that which is still serviceable will be held for possible reuse. The rest will be sold as scrap.

Reconstruction of the remaining State Street tracks from Harrison Street to Wacker Drive, made necessary by the building of the subway, began June 22. So that permanent paving may be laid before cold weather, relocation of underground utilities along State Street already is under way.

Bus Extension Serves War Plant Site

UNDER AN arrangement recently made by the Surface Lines, spe-

cial bus service is now being provided for the convenience of construction workers employed in the building of the Chrysler War Plant, south of 71st Street between Cicero Avenue and Pulaski Road.

REMOVING THIRD TRACK

Helping remove the historic third track from State Street last month, a group of Central Division Track Department men steady two crossing frogs as the derrick begins its lift.

Removal of the third track, located on the west side of the street and originally installed nearly 80 years ago, was begun June 15 and finished June 17.

As part of the reconstruction of State Street, the remaining two tracks will be centered in the street later this summer.

Photo was taken at Washington Street, looking east.

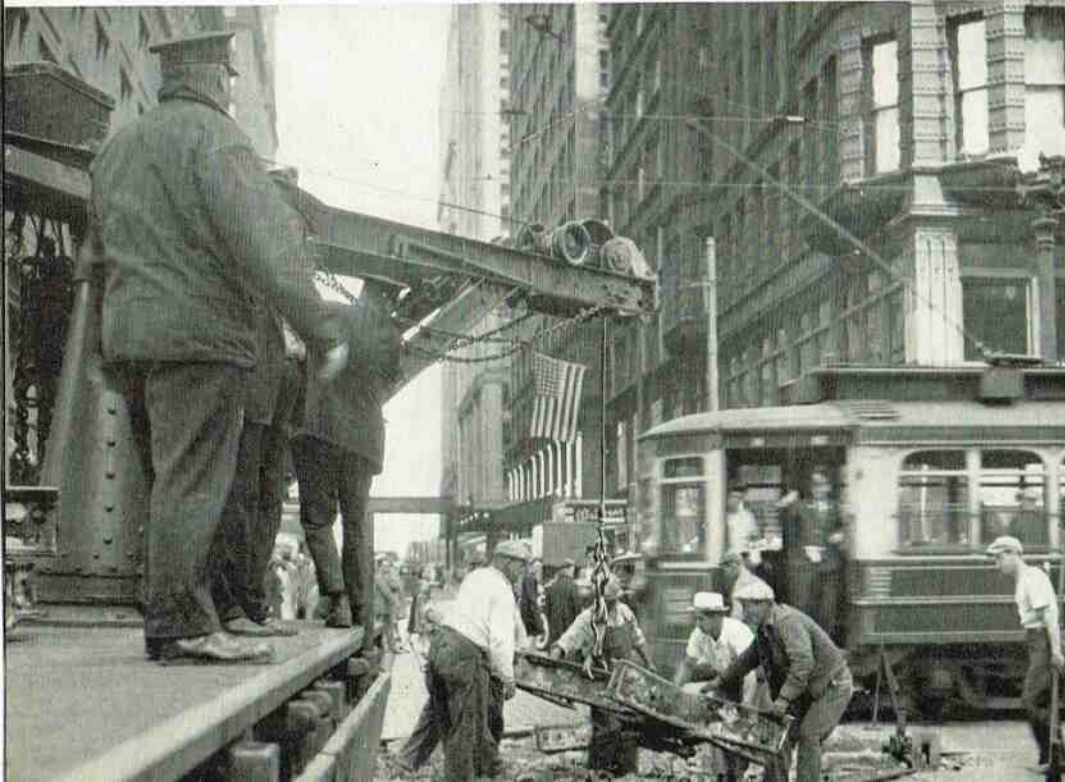
Builders Make Transit Survey

Before construction of the plant was started at this location, a survey was made by the builders to insure that adequate local transportation service could be made available for the thousands of war workers who will be employed there when the plant gets into operation.

Special bus trips are now being made to provide service on Pulaski Road between the plant site and the 64th Street terminal of the South Pulaski bus line. The trips are arranged to accommodate the workers at the hours of shift changes.

Employes to Number 35,000

More than 1,000 people are now employed in the construction work on the Chrysler Plant. As the building progresses, the construction force is expected to reach 4,000 to 5,000 em-



ployes. When the plant gets into full operation producing war supplies, it is understood, the number of employes working there will reach a total of 35,000.

Plant Builders Write Thanks

Following the installation of the special service to the plant, Walter A. Shaw, chairman of the Surface Lines Board, received a letter from Lewis L. Spangler of the George A. Fuller Company, builders of the plant.

"I wish to express my thanks," wrote Mr. Spangler, "and the appreciation of the George A. Fuller Company for the very fine cooperation received

from your Mr. Ihnat and your organization in the extension of service on the Pulaski Road bus line to the plant site."

"Paddy-Wagon" Pat Becomes National Figure

MOTORMAN PAT CAREY, 69th Street, became a national figure recently when *Transit Journal*, trade magazine of the transit industry, re-hashed an item from Scribe H. E. Harris's 69th Street news.

Said *Transit Journal*: "When a Chicago trainman is about to miss on his run, it isn't at all unusual to see him dashing madly to the depot in a taxi.

"But Motorman Pat Carey is different. He seems to have a stand-in with the police. Not long ago the paddy wagon pulled up to the depot just a couple of minutes before the calling of Pat's run.

"The usual crowd gathered to see who was going to be taken for a ride. Then the door opened and out stepped Mr. Carey, with all the nonchalance and dignity of a Wall Street broker alighting from his private limousine.

"'Sure now,' said Pat, 'for 20 years I've been paying taxes for the upkeep of those things. Why shouldn't I have a ride in one once in awhile?'"

PARTICIPATING IN UNITED NATIONS DAY PARADE

When nearly all Chicago turned out June 14 to march in the United Nations Day Parade, the Surface Lines was well represented.

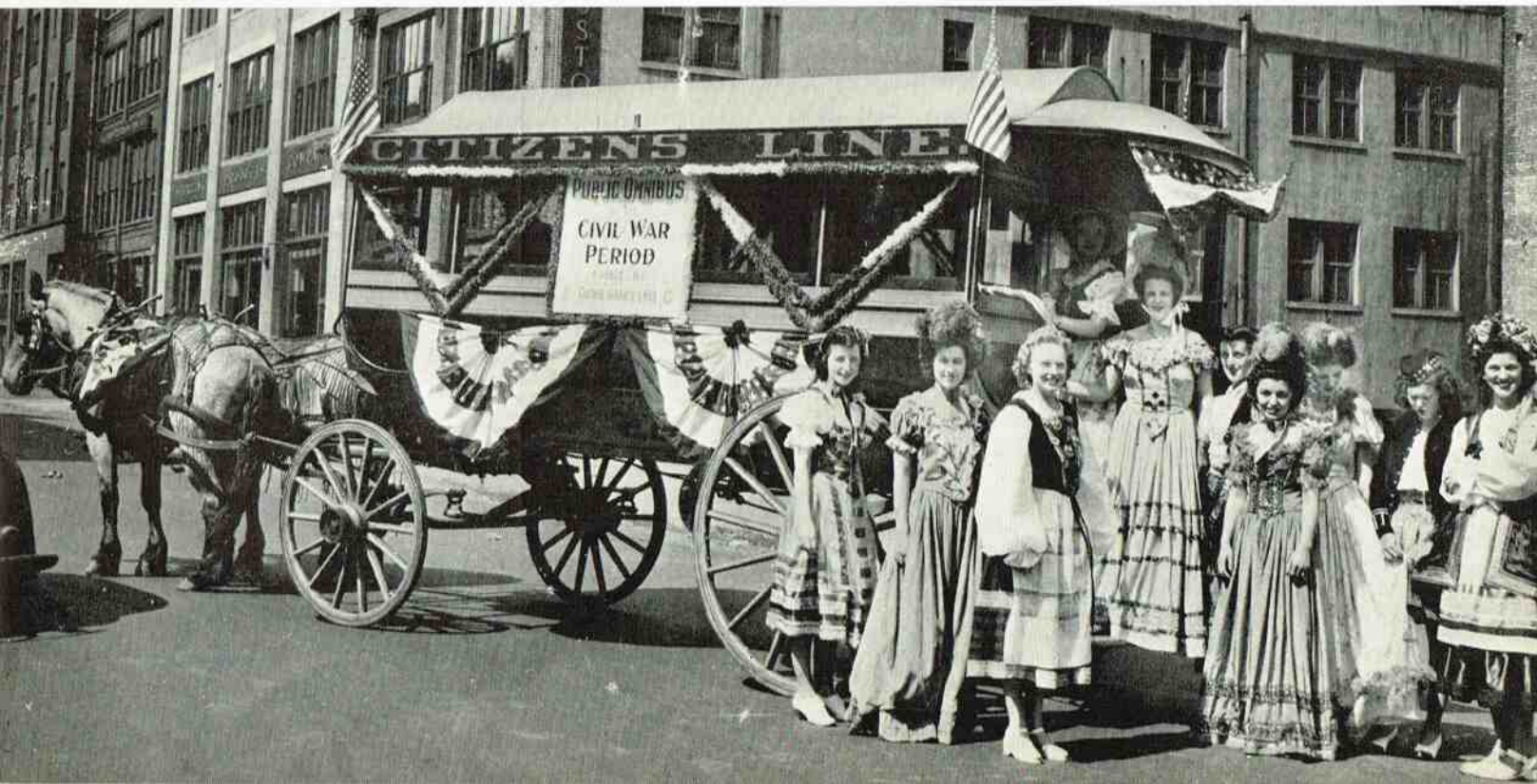
Snappily led by 45 members of Surface Lines Post No. 146 of the American Legion was our "float" (shown below before the parade), a horse-drawn omnibus of the Civil War period.

Although two photographers were on hand to snap pictures of the complete Surface Lines delegation, they became separated from the group in the giant crowd and, consequently, missed getting them.

Riding in the float were 10 Surface Lines girls (right) dressed in American costumes of the Civil War period and in peasant costumes of six Allied Nations.

Left to right, the girls are: Sarah Coffman, Accounting; Georgiana Shelkopf, D. A. I.; Isabelle Glass, Marjorie Organ, Gladys Wedman, Marie Chevalier and Dorothy Pullen, all of Accounting; Emily Waldruff, Purchasing; and Danza Kanjer and Audrey Johnson, D. A. I.

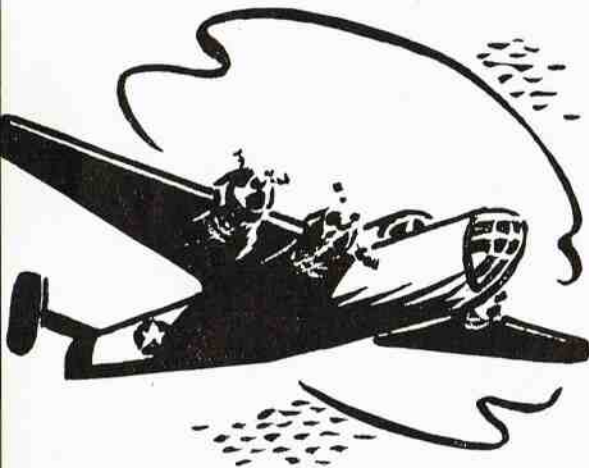
Handling the horses were Chauffeurs George Mander and Tommy Rice, Utility Department.



1,000 Increase Their War Bond Buying

EAGER TO DO more toward helping provide planes, tanks and other weapons of war needed by our fighting men, more than 1,000 employes have boosted the amounts they are investing in war savings bonds since the Minute Man Drive during May.

Employes in 23 of the 24 chief Sur-



Costs of bombardment planes range from \$210,000 for light bombers to \$335,000 for heavies.

Your semimonthly deductions for war bonds help buy 'em! To help buy more planes, ask that the amount you save for bonds each payday be increased.



Light tanks cost \$40,000 (more than twice as much as one of our Madison Street streamliners); medium tanks, \$75,000.

Our fighting men need them. Your war bond purchases help buy 'em!

face Lines locations showed increases last month in the percentage of their wages which they are investing each payday in war bonds.

Electrical Employes Still Lead

Still doing the best job of any group of employes are the Electrical Department workers. They are putting nearly twice as great a percentage of their wages into war bonds as are average employes in other departments and divisions.

The four runners-up—employes in Building Department, West Shops, Car House and Bus Repair and Archer Station—remained the same last month as in May. But so many

Building Department workers increased their bond allotments that their group crowded West Shops employes out of second place.

Big Changes Farther Down

The biggest changes, however, in the rankings of the 24 groups by the percentage of their wages which are being invested in war bonds came farther down the ladder.

By a sizeable number of increased allotments, North Avenue employes climbed from 19th place in May to seventh place last month. During the same period, Noble and Burnside employes, respectively, advanced from 22nd to 15th place, and from 17th to 13th place.

Four Depots Up One Step

An upping of bond allotments by employes at Lawndale, Armitage, Division and Cottage Grove Stations boosted all these groups one step higher in the standings.

To increase the amount you are investing each payday in war bonds, ask for a new authorization form. Fill it out and return it along with the cancellation card for your present authorization, and the Accounting Department will take care of the rest.

Be Careful Of Your Horse at Randolph and 20th!

GREAT CARE will be taken to prevent the horses from drinking more than a few swallows of water at Randolph and 20th Streets to avoid injuring the stock!"

Present employes whose horses happen to be very thirsty may disregard that order, for it was sent out, written in longhand, by Superintendent C. B. Holmes of the Chicago City Railway Company in February, 1878.

How Does Your Group Stand?

THE TABLE below ranks the 24 chief groups of employes by the percentage of their wages which they are investing in Uncle Sam to help whip the Axis.

Stars denote groups which last month climbed to higher positions in the rating because a number of their employes increased the amounts they are putting into war savings bonds each payday:

- | | |
|-----------------------------|---------------------------|
| 1. Electrical | 13. Burnside* |
| 2. Building* | 14. Elston |
| 3. West Shops | 15. Noble* |
| 4. Car House and Bus Repair | 16. South Shops |
| 5. Archer | 17. Material and Supplies |
| 6. Lawndale* | 18. 77th Street |
| 7. North Avenue* | 19. Cottage Grove* |
| 8. Blue Island | 20. Devon |
| 9. Armitage* | 21. Kedzie |
| 10. Division* | 22. Limits |
| 11. Lincoln | 23. 69th Street |
| 12. Track | 24. Utility |

Riders Praise Service of 37 Trainmen

ALTHOUGH COMPLAINTS for the first six months of 1942 number more than they did a year ago, while commendations number less, the courtesy and efficiency last month of 37 Elmers and Pats (see pages 2 and 3) prompted letters of praise.

Soldier's Mother Writes Thanks

"Please thank your polite young man for a very grateful mother," wrote Mrs. J. Kaemerer, 8823 South Wabash Avenue. She explained that in the excitement of seeing her son

off for the army she forgot her purse. She began walking home; but, because of the distance and her advanced age, gave up. Boarding one of our cars, she told her story to Conductor Art Reed, 69th Street, who offered to pay her fare.

Lauds Courteous Conductor

Terming Conductor Al Glueckert, Elston, "the most courteous conductor I have seen in 30 years of riding Surface Lines," Mrs. Nellie M. Hill, 3638 North Kedvale Avenue, continued:

"He assists every woman with small children to the street.

"His care in explaining directions to strangers leaves them without a doubt as to where to go. If all the people he has helped would stop to drop you a line, the mails would be swamped. I always try to time myself so I can catch his car."

Praises Thoughtful Motorman

Pleased by the thoughtfulness of Motorman Pete Hnatiuk, Kedzie, in waiting while he crossed the street to catch his car, John A. Chapman, Blair, Bonner and Company, wrote: "Perhaps this was a small act, but it was one of friendliness which would naturally create goodwill for you organization."

The "exceptional kindness and courtesy" displayed by Conductor Ed Langil, Kedzie, brought a commendation from G. E. Dunlop, 1644 South 61st Street, who praised his handling of a rider who had presented an invalid transfer and his assisting a crippled man to alight from his car.

Help Aged, Blind Riders

Praised for their kindness in helping aged, blind or crippled riders board and alight from their cars were Motorman Ken Miller, Armitage; Conductor Bill Carr and Motorman Frank Laski, Devon; Conductor Ed Gallivan, Kedzie; Conductor Jerry Hynek, Lawndale; and Conductor Johnny Stancik, 77th Street.

Safety-mindedness and smooth operation of their vehicles won letters of commendation last month for Motorman Roy Crow, Armitage; Bus Operator George Repine, North Avenue; and Motorman Al Wendling, 77th Street.



"Yes, Hans, I know the Fuehrer and the Emperor wouldn't like it; but I think they're a darn good investment!"

SURFACE SERVICE MAGAZINE

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Surface Lines Employees

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CHICAGO



Vol. 19 July, 1942 No. 3

WILLIAM H. BROMAGE . . . Editor

DON R. COWELL . . . Associate Editor

69th Takes Lead in Keep 'Em Rolling

SIXTY-NINTH STREET came up from fourth place last month to take over the lead in the Keep 'Em Rolling Contest.

Its average mileage per pull-in because of equipment failures was 10,101.

Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Decrease
Sixty-Ninth	2	10,101	25.8
Lawndale	3	9,698	18.5
Division	2	7,283	8.6
Burnside	3	6,848	26.9*
Cottage Grove	1	6,783	5.6
Seventy-Seventh	-	6,566	2.1*
Devon	1	6,374	29.3*
Armitage	2	6,033	3.4*
Archer	-	5,873	10.6
Limits	5	4,568	2.9
Blue Island	1	4,224	21.3
North	-	4,219	4.2*
Kedzie	-	4,179	4.8*
Elston	2	3,778	24.9*
Lincoln	-	2,877	11.9*
Noble	-	2,676	21.0*

*Indicates decrease.

Carhouse records for the last six months:

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

Obituary

Gaetano Guinta, foreman, Northern Division, Track Department, died while at work May 7 of a heart attack. His death came within a few minutes. Fifty-three years old, with 24 years of service, he leaves a wife, three daughters and a son.

Henry Grundlehner, conductor, Kedzie, died May 25, following a brief illness. He was 55 years old, and had worked for the Surface Lines nearly 27 years. On pay days, he served as paymaster at Archer, Armitage and North Avenue Stations. Active in American Legion affairs, he leaves a wife and stepson.

George I. Potter, chauffeur, Utility Department, died June 15, following a brief illness. Fifty-seven years old, with nearly 23 years of service, he is survived by his wife, seven daughters and four sons.

Edward P. Taylor, material clerk, Northern Division, Track Department, died June 10. His illness was brief. Sixty-seven years old, he had about 24 years of service. He leaves a wife and daughter.

John J. Beatty, mileage clerk, Accounting Department, died June 20, following a brief illness. Seventy-eight years old, with more than 53 years of service, he was exceptionally fond of his wife, two daughters and four sons, all of whom survive him. On his 50th service anniversary, three years ago, his co-workers honored him at a dinner. He retired last April.

John Vogt, North Avenue Car Repair, Shops and Equipment Department, retired, died June 25. Long ill, he was 68 years old. When he retired last September, he had more than 36 years of service. He leaves a wife and daughter.

John Kern, motorman, Kedzie, retired, died June 29. Ill for more than a year, he retired last October, following 24 years of service. Seventy-two years old and a bachelor, he is survived by two sisters and three brothers.

Joseph J. Arbiaga, motorman, Blue Island, died suddenly June 6, following a heart attack. Fifty-three years old, with more than 28 years of service, his hobby was fishing; and, in a pool in his backyard, he had several species of fish. Surviving are his wife and daughter.

Louis Plotz, motorman, Elston, retired, died June 16. Sixty-eight years old, with 41 years of service, he retired last December. He leaves a wife, two sons and five daughters, one of whom is married to Clerk R. Peterson, North Avenue.

Albert J. Boss, motorman, Kedzie, died of a heart attack June 24. He was taken ill while at work. Fifty-one years old, with 22 years of service, his hobby was tinkering with automobiles. Surviving are his wife, three daughters and two sons.

180 Active Cases Listed on Employe Relief Roll

THERE WERE 180 active cases on the employe relief roll at the end of last month—11 having been removed by death or other causes.

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

A total of \$1,688,466 has been paid out of the relief fund since the organization of the committee. Disbursements last month amounted to \$7,412.

The Cover

Pat, the mannerly motorman, helps two young girls alight from his car.

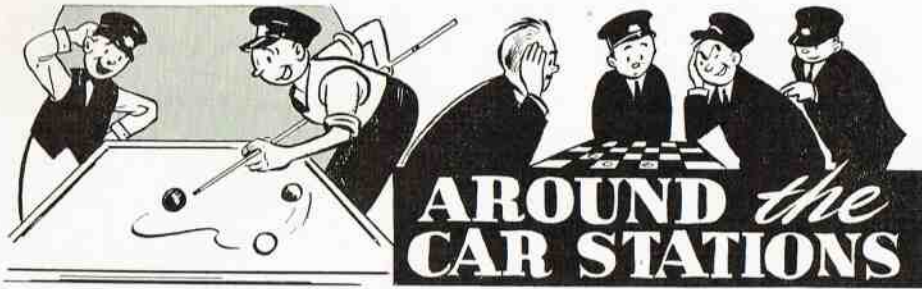
Like other trainmen whose kindness toward children and blind, crippled or aged passengers prompt numerous letters of praise each month, Pat never is too rushed to be helpful.

For more photos of Pat and of Elmer, his courteous conductor, see pages 2 and 3.

London Trainmen Find War Changes Lost and Found

TRAINMEN distressed by the large number of articles they must turn in daily to Lost and Found Departments should be interested in present experience of London transportation people.

They are finding that "tin hats," gas masks and other military articles now far outnumber the former "old faithfuls" of gloves, umbrellas and purses.



Blue Island

CONDUCTORS ED LAKE and Bernard Considine left us for the navy and army, respectively, last month. The best of luck to you, boys. Let us know where you are and how you're doing.

Have you seen the silver emblem Operator Rudy Kadlec is wearing? He's proud of it, and with good reason. It signifies that he has

donated his third pint of blood to the Red Cross Blood Bank.

We all welcome Conductor Hugh Snell, who joined us recently. Glad to have you with us, Hugh!

Ask Motorman John Shtukus to show you the cartoon story of his son, John, published in the Chanute Field army paper. Any men who fancy themselves as athletes will turn green with envy reading of the boy's athletic

accomplishments in army contests.

Diane Louise Kleidon, weighing eight pounds, put in an appearance June 21 at the home of Motorman and Mrs. Ed Kleidon.

Conductor Marion Kariolich, who broke his back a few months ago, is out and around again. Though it will be some time before he can return to work, we wish him a speedy recovery.

Operator Albin Trembacz came back to work June 21, following an illness of several months. Welcome home, Al!

Our softball crew collected its first victory June 28, beating Burnside, 13 to 12. Before this issue is out, we know the boys will have chalked up several more wins.

Our sympathy goes out to the family of Motorman Joseph Arbiega, who died of a heart attack June 6. Our condolences also to the following trainmen because of recent deaths in their families: Motorman Edward Ahearn, his son; Motorman John Kobes, his sister; Motorman Frank Dobesh, his father-in-law; Conductor Adolph Gach, his brother;

GIVING NEW SIZE MAGAZINE THE ONCE OVER

Following each of the last two issues of SURFACE SERVICE, photos were snapped of employes reading the larger-sized magazine.

Because of the increased space provided by the new format, many employes, such as those pictured here, have taken advantage of the invitation to submit for possible publication glossy photos of employes who are doing something interesting.

Any employe who hasn't yet submitted pictures, but would like to do so, may learn from his or her correspondent what type of pictures

the magazine is especially interested in receiving.

Top row, left to right, are Conductor Bill Stoeke and Motorman Dick Collins, Kedzie; Chauffeurs Joe Heisman and Roy Nelson, Utility Department; and Gus Wessel, North Avenue Car Repair.

Bottom row: Aideen Vibert, Correspondent Audrey Johnson and Elvera Potensa, D. A. I.; Ray Callahan, Electrical Department; and George Rancich, Dave Papic and Mike McNamara, Track Department.





MOTORMAN CLOWN

When Motorman Ted Appel, Burnside, drove a 1911 Ford in the United Nations Day Parade, everything went well until he chugged up to 12th Street.

There the jalopy coughed, stalled on the westbound track, then refused to move another inch.

Knowing he wouldn't be recognized in his clown get-up, he ordered two near-by Surface Lines supervisors to give him a push.

They complied so willingly that Ted has been wondering ever since if his orders would have worked equally well had he been in uniform.



GIVING AWAY BRIDE

Here, all dolled up in his Sunday best, is Motorman Patsy Fiorita, Division, as he recently walked down the aisle of Holy Rosary Church to give his daughter, Carmella, away in marriage.

Conductor William Rampage, his son-in-law; and Conductor John Helzing, his new-born infant.—C. P. Starr.

Cottage Grove

GIRL BABIES seemed to have priorities here last month. Motorman James Hastings announced the birth of Shirley Ann on June 23. She weighed six pounds, 13 ounces. Best of everything to Shirley, and congratulations to Jim and Florence!

Conductor Edward Bennett reports the arrival of his third daughter, Nancy Joyce. Ed says he is going to get a boy yet! We wonder?

Conductor Charles Shanaberger proudly declares that his new son, James Joseph, is going to be a ball player, too. If he is half as good as his dad, the Major Leagues have a prospect in the offing.

Another of our staid bachelors has taken the fatal step. After living alone for some 50 years and apparently not liking it, Motorman Matt Donnelly took upon himself a wife recently. This may be a secret. We don't even know the lucky girl's name.

Trouble-shooters supreme are that inseparable team of Johnnie Aardema and "Big Mike" Mahoney. "Tall and Short" are the fellows who check the sign-in sheets for car repairs and remedy the trouble. If you motormen would put the bay and track number on your reports, the boys would be most appreciative. How about it, fellows?

What is this about the recent heat wave driving Barnman Dave Hagins to desperate measures. We have it on good authority that he took, of all things, a shower, the other morning! Careful Dave; don't be too hasty about these things.

Stationmaster Cricks requests that we caution the fellows against running ahead of time and not stopping for the electric switches. If you just observe these two rules, you'll find you'll stay out of the office a lot and also cut down accidents. Be careful, lads.

Have you increased your payroll deduction for war bonds yet? If not, try and do so! Bonds are a good investment and the country really needs the money. Every little bit helps, so keep buying!

To the new fellows recently assigned this depot, we offer a hearty welcome and again repeat our offer of help. Just ask any of the old-timers, and they'll be more than glad to lend a hand.—Ostet.

Devon

WITH POSSIBLE gas rationing, etc., it looks rather dark for our softball game at Hines Hospital August 9. However, the West Towns runs a bus from the Garfield Park L, with a 10-cent fare and a half-hour headway. It would be swell to have a large cheering section on hand.

Aided by our Lawrence Avenue reporter, we hope to crack the story of the goat farm at Kilpatrick and Lawrence run by John Chambers, John Finnegan and Tim Touhy. We hear Tim has lost enthusiasm in goats, and has turned to mushroom culture. We'll keep you up to date on developments if we can.

We salute Motorman Vince O'Rourke, who

has left us to become one of Uncle Sam's fighting men.

Our apologies to Motorman John Hardigan and Operator Eddie Shields for having slipped up on announcing the recent births of their children. Motormen Teddy Weiss and Walt Olson gained new star boarders recently—a baby daughter and son, respectively.

Our sympathy goes out to the families of Motorman Mike Eardley and Conductor William Pohlman, retired, both pioneers at Devon, who died recently. Our condolences, too, to Conductor Charley O'Grady, whose father died.—Ed May.

Division

BARNMAN MALONEY, our new heavy-weight, is an accomplished singer of Irish ballads. Journey over to No. 7 house some afternoon and hear him. Tom O'Connor, another barnman, joined the navy June 27. That's another slap for a Jap.

Conductor Fred Shippy, our credit union treasurer, reports Division now has purchased more than \$5,000 worth of war bonds. Let's keep up the good work!

What motorman stalled on State Street, called for a wreck wagon, then discovered the "overhead" was not thrown?

Extra Man H. Hodges will be inducted into the armed forces about the time you read this.

Conductor Al Hengst's four-year-old daughter, Janice, danced at a recent recital in Lane Auditorium; and Motorman Wallace Lund's daughter, Shirley, graduated from school last month.

Motorman Ray Smith divided his recent vacation between visiting in Green Bay, Wisconsin, and painting his garage.

Motorman A. R. Hartman's daughter, Dolores, had a double-header recently when she graduated from school on her 14th birthday.

Motorman Herb Hasenkampf was presented his third child last month. They'll call him Jimmy.

Celebrating wedding anniversaries this month will be Motorman Glenn Hopkins, his ninth; Motorman "Bubbles" Cichy, his third; and Conductor Frank Fournier, whose son, Jackie was four years old July 8, his ninth.

Motorman Frank Cheney's son, Lynn, and Joe Badin's boy, Elmer, were five years old July 9 and 12, respectively. Motorman Paul Plant's daughter, "Cookie" will be five August 18.

Our sympathy goes out to Conductor George Dillas, whose mother died recently.—R. T. W.

Noble

FOUR MORE trainmen have been called to serve in Uncle Sam's fast-growing army. Conductors Ross Lahlum, Edward Kochan, Roy Lemke and Thomas Keegan. Ross Lahlum is stationed in Flight D, 567 Technical School Squadron, Jefferson Barracks, Missouri, and should feel right at home with Johnny Blaa in Flight C of the same squadron to keep him company.

Harold Tuft writes from Keesler Field,

DRUM AND BUGLE CORPS INSTRUCTOR

Chauffeur Pete Rechs (in civilian clothes, seated in middle of front row), Utility Department, is pictured with the Drum and Bugle Corps of the Sea Scout Ship, *Flying Dutchman*, which he has served as instructor for the last 10 years.

Originally the group numbered 40 bandsmen, but 15 of the boys had joined the navy when this picture was taken.

That Pete is a good instructor is shown by the fact that his boys have won high honors in the Chicagoland Music Festival, Illinois State Fair, American Legion and in other competitions.

Not content with his labors with this group, Pete also instructs several other musical organizations.



Mississippi, stating that he is more than half way through school. He also says the weather down there is only 110 degrees in the shade, with very little shade!

Bernard Thurkow visited us last month while on a three-day leave from Selfridge Field, Michigan. He looked in the pink of condition.

Conductor Rudolph Robertson, our leading expert on fishing, vacationed at Lake Elizabeth, Wisconsin. He reports having one of his best fishing trips, and says the wind was blowing almost every way but from the bottom of the lake.

Conductors Joe Beckers and Barney Malecki motored to northern Wisconsin on their vacations, and also report a very successful fishing trip.

Sympathy is extended to the following trainmen because of recent deaths in their families: Conductor Arthur Manke, his mother; Conductor Barney Malecki, his father; and Conductor Stanley Czrylanis, his mother.—Ed Devine.

Seventy-Seventh

UNCLE SAM has been doing some picking at our station, and trainmen who landed on his list during the last couple of months are: Conductors R. T. Schmidt, D. J. MacAvoy, W. F. Cooney, H. J. Loomis, A. Sullivan and H. F. Bleschke, and Motormen N. T. Veatman, J. Ryan, T. L. Teeling, and J. DalSanto. Parting comment seemed to be pretty well expressed in the words of the song that goes: "Don't sit under the apple tree with anyone else but me!"

The rubber campaign was a windfall to Motorman J. J. Becic. It gave him a chance to get rid of that old umpire's chest protector he's been nursing all these years. We

don't know how many fast ones he stopped with it, or how many more it could stand, but where it's going it will help put plenty on the ball to strike out the Axis.

This is the time of year when we go out on the limb in the way of softball forecasts. We've stuck our neck out so often and been hit, a few more lumps won't make any difference. Every year since 1936 we have said 77th Street would win, but our boys didn't. Last year we believed they wouldn't, but they did! So, on the basis of incomplete returns, and with our usual distorted foresight, we name the finishing lineup: Cottage Grove, an inspired team, a dark horse who gives nightmares, first; West Shops, a newcomer with a punch and a horseshoe on every base, second; 77th, lots of stuff, championship caliber, but "too little, too late," third; Archer, unknown quantity, a headache to pennant aspirants, fourth; and 69th, about same quality as Archer, fifth; Blue Island, Burnside and Lawndale should follow in that order, or whatever you say. Well, we'll see you in August, and we'll probably be wearing dark glasses.

Man about town, most cited and quoted of Surface Lines super-service salesmen, Jerry Gleason, entertained royalty last month. The royalty was not of the regal but of the Royal Air Force kind. Jerry's objective was good, patriotic, unselfish fellowship, and communique report his bombs of charming personality all reached the target area.

Another young man's fancy has caused him to foresake bachelorhood. Clerk Charlie Roane chose June (or was it Mildred?) to take the big step. He had a nice honeymoon, and is back in step again behind the cage, fancier than ever!

Sympathy is extended the following men because of deaths in their families: Conductor J. E. Cuculich, his mother; Conductor

Tom Patterson, his wife; and Motorman Hugo DeHeer, his father. Our condolences also go out to the family of Conductor William O'Shea, who died last month.—Walter F. Story.

Sixty-Ninth

HERE IT IS time to write our July column, and we're fresh out of news. However, we do have an interesting communication from one of our younger motormen.

He heads his letter "Little Things That Make the Job Easier," and starts out by telling how he left the depot one day displaying a 69th-Ashland sign instead of the proper Southport-Clark. No bawling out was forthcoming from the supervisor there, who merely suggested: "Maybe you ought to let the public in on the destination of your car—if it isn't a military secret!"

At 47th and Ashland, the young motorman received a smile and cheery greeting from Supervisor Hickey. He goes on to tell how he managed to get to Madison Street right on schedule—a most difficult achievement, it seems! When he asked Supervisor Peterson why the newsreel people were not on hand to record this unusual event, he got another smile and this reply: "Keep going, kid; we'll have a brass band meet you at the north end!"

Later, our writer had occasion to call the dispatcher and report a certain dangerous condition. He reports he was warmly commended and thanked by that gentleman for taking the trouble to call.

He closes his letter by stating that he went home that night feeling pretty good for having such a swell bunch of cooperative fellows to work with.

Well, that's just fine! We're glad he feels

that way, and we hope everyone he mentioned is deserving of the nice things he had to say about them. But we wonder if this modest violet (he doesn't want his name mentioned) isn't himself largely responsible for much of the courtesy and good humor which he met. You know, "bosses" aren't hard people to get along with if you do the right thing and give them a chance to get along with you. When you go down the street doing your best and just radiating cheer as this boy does, it's small wonder that everyone reacts

in a similar manner. That's a point we would all do well to remember. Of course, you're going to meet a grouch now and then; but, if you've formed the habit of cheerfulness and courtesy in dealing with all, you'll find you're just about immune when exposed to the most contagious case of grouchiness.

All the foregoing turns our thoughts to complaints, of which we still have too many. Now why should this be? In talking with one of the boys, he suggested perhaps we have a lot of new customers who have long been

accustomed to the convenience of their private autos and may be inclined to be over-critical of public transportation. If so it's our job to satisfy these people so we can retain the business of as many of them as possible after the present emergency has passed.

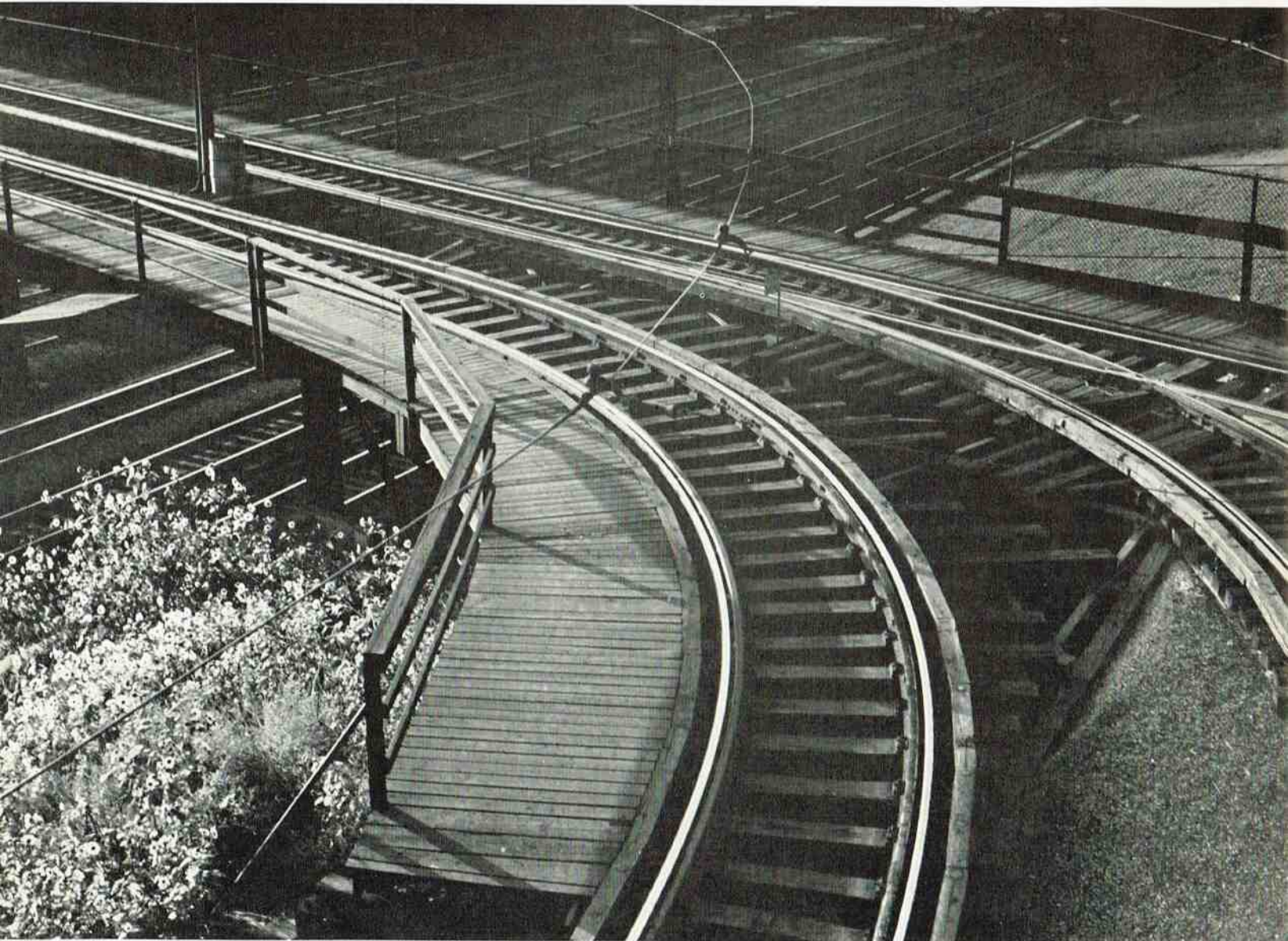
This calls for a large measure of tact and courtesy, together with operation as smooth and efficient as we can make it.

Old stuff, did you say? Sure it is! We've heard it many, many times. But to judge

SURFACE LINES SCENE WINS FIRST PRIZE FOR EDISON CAMERAMAN

When B. D. Holley, engineer, Testing Department, Commonwealth Edison Company, saw this scene where our Roosevelt Road tracks cross Illinois Central tracks, he whipped out his camera and fired.

The resulting photo captured first prize in the General Class of the recent Edison Camera Club Salon. Mr. Holley titled his photo "Pattern."

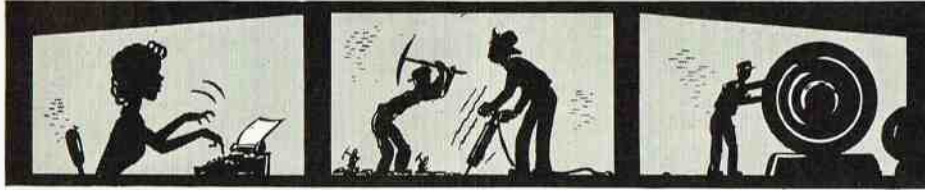


from the way these complaints keep right on coming, there must be some of us who haven't got around to putting these ideas into practice!

Let's do it! You'll be surprised to find things will brighten up considerably, as they

have for this young motorman whom we mentioned in the beginning.

Now if we can only get in some legitimate news, we'll try for a better column next month. 'Til then, thanks for the use of the hall.—H. E. Harris.



Departments and Divisions

Accident Investigation and Legal

THESE NEW employes joined us recently: Stenographer Norma K. Bielawski, Statementmen Herbert A. Slade and Henry P. Stretch, Messenger Michael Vitale and Clerk Joseph Sewell. Welcome, folks; we're glad to have you with us.

Our sympathy goes out to Adjuster George Schaefer, whose brother passed away June 30.

Henry Praiter and John Nattinger celebrated their 20th and 30th wedding anniversaries, respectively, June 12. They are justly proud of their marital records, but have a long way to go to catch up to John Golden, who celebrated his 48th anniversary June 26.—Audrey.

Accounting

THE DEPARTURE last month of Jim Paulus and Bill Malmberg for the air corps and navy, respectively, brings to five the number of stars on our departmental service flag. Good luck to you, boys!

Congratulations to Patrick Kenny, who has been promoted from blue transfer analysis clerk to token supervisor in the Treasury Department; and to Ed Redmond, who has been advanced from office boy to junior clerk.

These new employes joined us recently: Helen Kazragis, Anna Huard, Edward Francoeur, Rita Callaghan and Mary O'Connor. Welcome, folks; hope you like working with us.

Dorothy McGuire and Alice Shuman reported enjoyable times when returning from their vacations. Miss McGuire spent one week in Chicago and visited friends in Dayton, Ohio, during the other. Miss Shuman spent both weeks enjoying the Windy City's attractions.

Our deep sympathy goes out to the family of John J. Beatty, who died June 20, and to the following because of recent deaths in their families: E. J. Sigwalt, his mother, and B. A. Hall, his brother.

Josephine Govedarica, Blue Transfer Division, has returned to work after her illness. Glad to have you with us again.

Many happy returns of the day were extended last month to Sophie Danielson when she celebrated her birthday.

Agnes Loretta Rheberg and Eva Frendreis are proudly displaying diamond rings and have announced their engagements to Russell Anderson and Walter Stegman, respectively.

Although June is supposed to be *the* month for marriages, Dan Cupid's arrows failed to find a target in the department last month.—Thomas F. Coan.

Carhouse and Bus Repair

ARMITAGE: Trolley-Man Steve Nester is now with the armed forces. Our best wishes go with you, Steve!

Clerk Eddie Pilarski is now working at North Bus, and we hope he likes his new job. To his successor, George Fyock, we extend a hearty welcome.

COTTAGE GROVE: All the men returning from vacations report having had a fine time except M. Gorman, who says the rain prevented him from finishing the concrete sidewalk he was making.

We've heard of people "killing time" but never "burning time." However, that's what M. Kelly did when he threw his old torn pants into the boiler the other day, but forgot to remove his watch!

M. McGwarty now has the distinction of being our leading checker player.

DEVON: We are all happy to have Foreman E. Phillips back with us after a brief illness, and hope he enjoys good health from now on.

William Stiglich, Jr. is performing his civic duty as a block captain. He enjoys the work, but finds it keeps him quite busy.

B. Jonkowski recently left for Los Angeles on his vacation. He planned to visit his son who is in the armed forces. We hope they enjoy their time together.

The boys at Devon extend their deep sympathy to the family of J. Pieczonka who passed away suddenly on June 19th.

And to Harry Henry, our assistant foreman, we express our heartfelt sympathy in the loss of his beloved mother, who passed away on June 17 in Harvey.

DIVISION: Mr. Cremin recently returned from an enjoyable vacation auto trip, during which he visited several near-by states.

Clerk Jimmy Moore has gone fishing! Bail and alibis are all ready!

LIMITS: H. Pettigrew is vacationing in Northern Wisconsin, and Clerk Walter Labuz used his vacation time to join the navy. Best wishes and good luck from all of us go with you, Walter!

Welcome to Bob Johnson, our new stock-

RECORD-BREAKERS? KEDZIE TRAINMEN THINK SO!

Co-workers of this quintette of Kedzie trainmen believe no other Surface Lines location can boast five such patriotic fathers.

Together the five have an army of 19 sons who are in the armed forces of the United States.

Left to right, the men, with the number of sons each has in service, are: Motorman Jim Byron, four; Conductor Pete Golden, four; Motorman Pat Callaghan, three; Motorman John Ryan, four; and Conductor Al Thompson, four.

Are all the fathers buying war bonds each payday? You can bet your new straw hat they are! They've got more than the usual interest in seeing our fighting men get all the equipment they need!

Receiver George Singer snapped the photo.



room clerk. Hope you enjoy working with us!

LINCOLN: Repairman Joeffrey proved his ability as a fisherman when he recently sent us 20 pounds of Walleyed Pike. The fish dinner we enjoyed that evening was really worth talking about!

Our deepest sympathy goes out to the family of T. Piontkowski, who died May 25 after a long illness.

SEVENTY-SEVENTH: Our deep sympathy goes out to the family of Alvin Green, Bus Department, who died June 17.

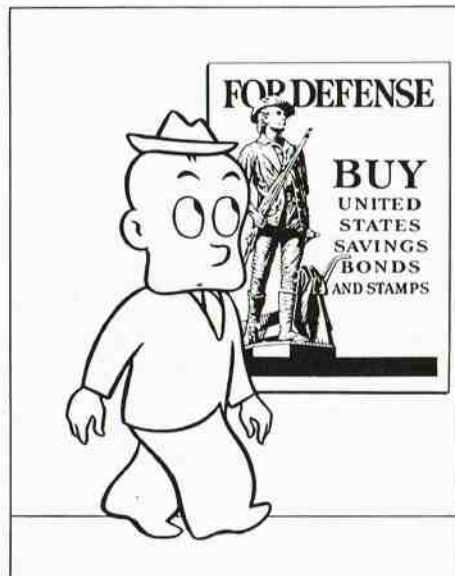
SIXTY-NINTH: The boys wish the best of luck to Car Placer A. Kaminski, who recently enlisted in the navy. He has been sent to Norfolk, Virginia.

Repairman J. McGuire, also of the navy, has volunteered for submarine duty and is now en route to San Diego.

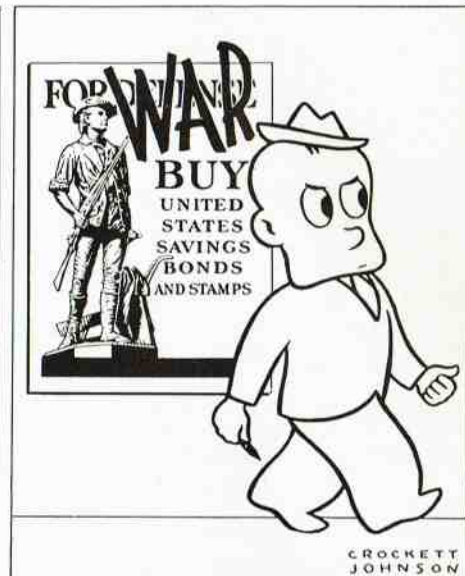
Don't forget to see Repairman N. Howe for those unbreakable goggles. They are guaranteed to take the dropping of two brake shoes without breaking.

Engineering

TRACK DEPARTMENT: Material Clerk George Johnson, Burnside, became the proud father of an eight-pound-12-ounce son



June 25. Congratulations, George. Congratulations also to Robert Alexander, former employe and son of N. R. Alexander,



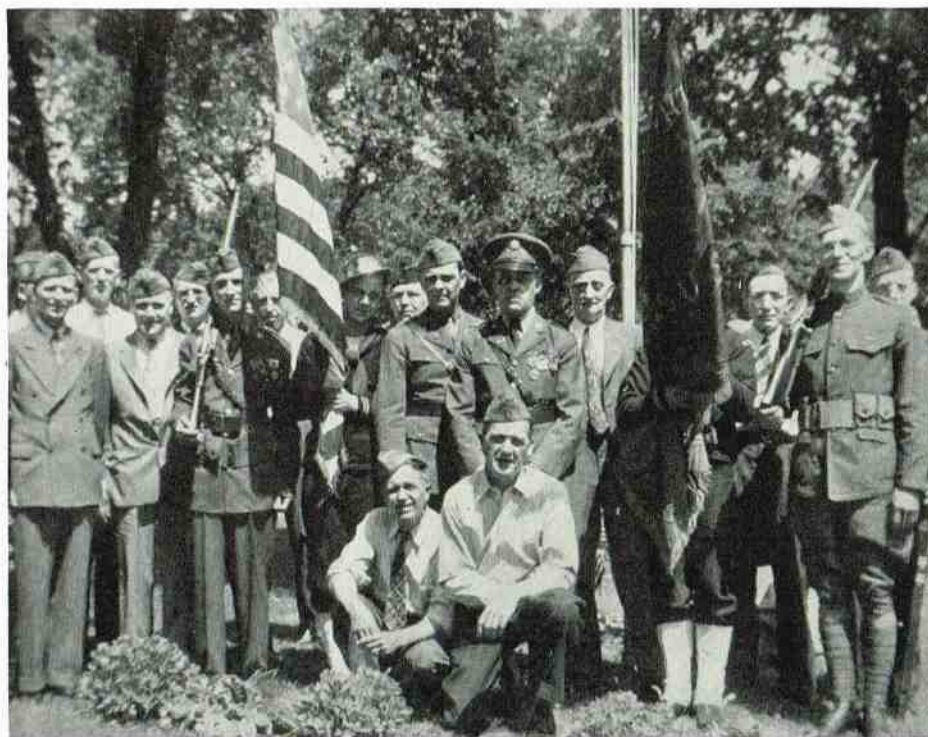
69TH STREET VETERANS HONOR FORMER BUDDY

Members of C. J. Burke Post No. 177, Veterans of Foreign Wars, composed chiefly of 69th Street trainmen, held their annual services Memorial Day at the grave of C. J. Burke.

Named for Christopher J. Burke, former 69th Street conductor and only trainman from that station killed in action during World War No. 1, the post is one of the oldest in the nation.

Among trainmen members is one holder of the Congressional Medal of Honor, one holder of the Distinguished Service Cross, one with the Silver Star and Purple Heart and numerous holders of the Verdun Medal.

Present commander of the post is Motorman T. D. Sullivan.



who enlisted in the navy as an ensign. Bob will take his training at Notre Dame.

D. W. Dartt and his wife divided their vacation between the Ozarks of Missouri and their home town of Montello, Wisconsin.

A. B. Bonhomme was pleasantly surprised to learn his son, Art, Jr., a former employe and now a member of the marines, was transferred from San Diego to Navy Pier recently. Art is taking an advanced course in aviation mechanics, following which he will be in line for flight training. Best wishes, Art; and welcome back to Chicago.

Post cards were received last month from the following employes who are serving with the armed forces: Tony Giovenco, Bermuda; G. T. Spasojecich, Newark, New Jersey; and D. Mavrinac, Rockford, Illinois. Glad to have heard from you, boys!

Our sympathy goes out to the family of Material Clerk E. P. Taylor, who died June 10.

UTILITY DEPARTMENT: Helper Mike O'Connell, who has been on the sick list, retired July 1. He had been an employe since 1885.

Trolley Tender John Neely has returned to work after a long siege of illness. Glad to have you back, John!

Co-workers presented Jimmy Dudas, Grand and Leavitt, a \$25 War Bond when he retired recently.

Bill Smith and Pete Rechs keep busy these days as block captains in Civilian Defense.

Our deep sympathy goes out to the family of Chauffeur George Potter, who died June 15.

General Office

EILEEN COAN, the newest member of the Insurance Department, is the daughter of Thomas Coan, Accounting Department—just in case you didn't know. We hope she likes working with the Surface Lines as well as her father. He already has put in 30-odd years.

Claire Kappen, Purchasing Department, has

returned from her vacation. Although she didn't take an extended trip, she found plenty to do dashing in and out of Chicago.

The armed forces certainly have kept the Purchasing Department smiling lately. Remember Harold Danenhower, Edward Horning and Larry Gurioli? Well, they all dropped in last month to say hello, and it was grand to see them.

Speaking of the army, John Sullivan's son is a lieutenant, stationed at Camp Rucker, Alabama. He's been "down South" some time now, having been graduated from officers' school at Fort Benning, Georgia, in May.

The new face in J. V. Sullivan's office these days belongs to Edwin Hanford. Lots of luck on your new job, Ed!

We certainly were surprised to see the young lady who dropped in on us the other day. Yes, it was Evelyn Sabs Sheddou, formerly of the Insurance Department.—Corinne Marshall.

Schedule and Traffic

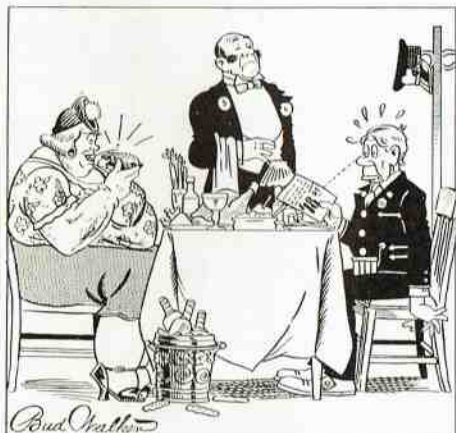
FIFTY-ONE YEARS in the street railway transportation business is the enviable record of Lee Gilbert who retired recently. In March, 1891, Lee started out of Limits Depot as a conductor on the cable cars. When electric cars began running in 1893, he transferred to Edgewater Depot. After seven years as a conductor, an able receiver was needed, so Gilbert was the man.

In 1901 when Devon Depot was constructed, Lee became chief clerk there. Two years later the Southport barns needed a superintendent. Lee filled that job very capably until 1909, then became assistant to the general superintendent at the Clark and Division Offices.

In 1910, when the Chicago Consolidated Traction Company was split up, the portion outside the city became Lee's special charge, and he was general superintendent until 1917.

The year 1917 brought Lee back to the Chicago Surface Lines—first as assistant to the chief investigator in the Claim Department. This lasted three years, then he became a special clerk in the Transportation Department.

In 1923 the Schedule Department was in



Mary had a little lamb.
His hair was white as heck.
And everywhere that Mary went
The poor sap paid the check!

SEWING STARS

Bill Malmberg, Accounting, who left June 9 to join the Navy, helps Marie Brankin (right) watch Alice Shuman sew his star on the departmental service flag.



need of a schedule maker. Lee received the call again, and ended up his career with the Chicago Surface Lines as a schedule maker. From now on, Lee will enjoy his new leisure on the shores of Crooked Lake near Angola, Indiana.

In presenting Lee a little token from his co-workers, Frank Irvine did the honors capably, calling attention to the long hours and hardships which accompanied the early part of Lee's career and the diligent application which was characteristic of him throughout his 51 years of service.

We now have a new service flag with a star for each member of this department serving in the armed forces of the good old U. S. A.

Andy Birney, traffic checker, now is a clerk at Cottage Grove Station. Hope you like it, Andy!

Edward Thompson, traffic checker, is now taking his exercise on the parade grounds of some army camp.

The welcome mat is out for Stanley Brandt, who recently joined our traffic checking force.—L. C. Dutton.

South Shops

WE ALL WISH our magazine correspondent, Mrs. Elsie S. Frank, a speedy recovery from her recent operation.

Our sincere sympathy is extended the family of William Linefeleser, Tin Shop, who died June 11.

A. Koncel, Motor Repair Department, became the proud father of an eight-pound, four-ounce baby girl June 17. Baby and mother are doing well.

Mr. and Mrs. Ernest A. Frank, Office Staff, spent their vacation cultivating their Palos Park Victory Garden; and Mrs. Minnie Stoffle, Office Staff, visited relatives in Michigan.—F. E. Dewitt.

Transportation

PERL A. GREENE, an employe from 1894 until his retirement last November, died May 12, following a short illness. During his 48 years of service, he worked as a dispatcher and clerk. All his many friends in the Surface Lines mourn his loss.

Frank Matthews has just returned from his vacation, and says he really knows how to play golf.

Supervisor Leonard Penny returned from his vacation, which he spent fishing in the lakes of Michigan.

Supervisor John F. Schultz has just returned from vacationing back home in Indiana.—Andy.

West Shops

AMONG THOSE recently returned from their vacations are John Cummings and Jack Lee. Their smiles prove they enjoyed themselves.

A card from Foreman J. Hecht, Paint Shop, stated he was vacationing at Grass Lake, Wisconsin. We are waiting to hear about the fish he caught. Although he didn't mention it on his card, we know what his favorite pastime is!

Three Armature Room apprentices entered the armed forces last month: Eugene Boksa and Raymond Catanzaro, who joined the navy; and F. Delaquila, who joined the army. The best of luck to you, boys; we'll all be waiting to hear from you!

We were pleased to hear again from Walter Hager, who's on the West Coast, and from Bob Jensen, "somewhere at sea." A letter from Walter Hodonsky tells us his training here greatly assisted him in his present job—that of an army tailor.

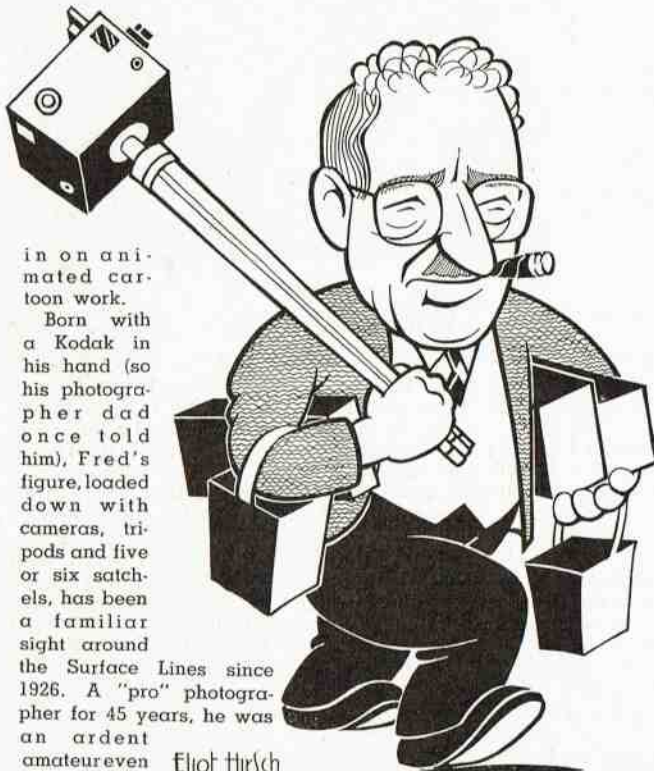
Our deepest sympathy is extended the family of V. Chmielewski, Carpenter Shop, who died June 14.—Mildred Habeger.

Magazine Makers

"Free Frenchman"

Whenever he sees one of Walt Disney's cartoon creations, Photographer Fred Chouinard shifts his ever-present cigar to one side of his mouth and grins.

He's proud of Disney, and he's watched him climb a long way. Years ago in a Kansas City movie firm, he helped break Walt



in on ani-
mated car-
toon work.

Born with a Kodak in his hand (so his photographer dad once told him), Fred's figure, loaded down with cameras, tripods and five or six satchels, has been a familiar sight around the Surface Lines since 1926. A "pro" photographer for 45 years, he was an ardent amateur even before that.

When Chicago was America's film capital (long before Hollywood was even thought of), the fiery "Free Frenchman" shot and developed film for the old Essanay Studios and American Film Company.

He developed pictures Charlie Chaplin was then making, and shot miles of tear-jerking serials similar to the "Perils of Pauline."

His first brush with photography came in his dad's studio. There he helped strap photo subjects in a chair and clamp their heads so they couldn't move during the long minutes required for an exposure.

Any photographer who's had to climb towers and buildings for bird's-eye views is bound to have had some scares. Fred got his big one in Minneapolis.

Just as he was taking a photo from atop a 75-foot wooden tower, the structure began to tip. Fred instantly began sliding down one of the uprights. Twelve feet from the ground, he leaped clear—just as the tower collapsed.

Fred's a few years older these days. But anyone who's seen his amazing agility in collecting difficult shots for *Surface Service* will agree he probably could do the same thing tomorrow.

Eliot Hirsch

Pail Carrier

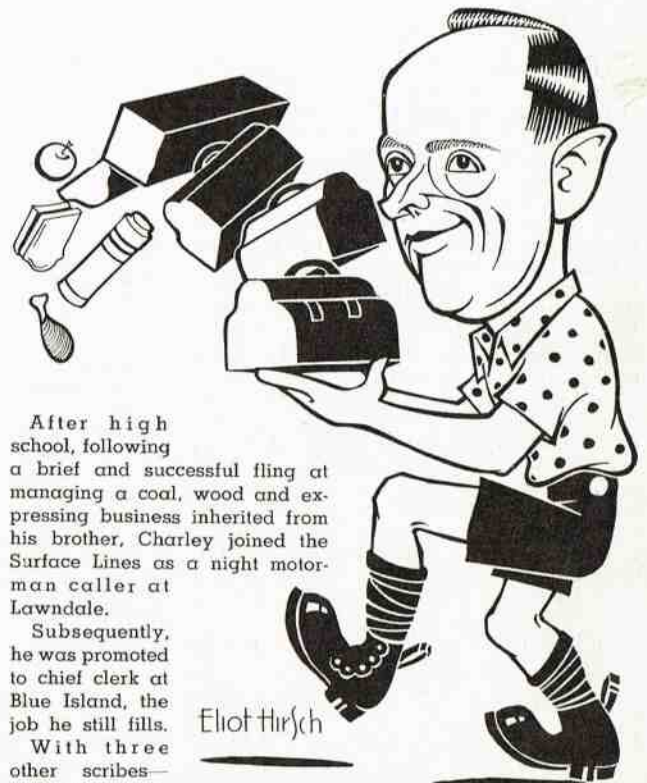
Though still a young sprout, Scribe Charles Starr, Blue Island, has a service record as long as that of many a white-haired veteran—that is, if you don't mind counting his years as an unofficial employee.

He first went on the payroll in 1921; but his years of gratis service began long before that—almost from the time he learned to walk.

His dad was a motorman at Lawndale Depot, and for years it was Charley's duty to tote Pop's dinner pail over to the station each morning.

In the evening, he proudly carried the pail home again. Since many of his family's neighbors were street car men, Charley frequently had a load of eight or 10 empties on his evening trip.

Before he had even finished grammar school, he knew how to run a street car and pretty much about what makes one tick.



After high school, following a brief and successful fling at managing a coal, wood and expressing business inherited from his brother, Charley joined the Surface Lines as a night motorman caller at Lawndale.

Subsequently, he was promoted to chief clerk at Blue Island, the job he still fills.

With three other scribes—R. E. Buckley, Material and Supplies; Thomas Coan, Accounting; and Clinton Sonders, Kedzie—he shares the distinction of having served as a correspondent ever since the birth of the magazine, more than 19 years ago.

Charley has his own home on the West Side, where he lives with his wife and 18-year-old son.

Eliot Hirsch

Here's Installment No. 5 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.