

Surface
Service
MAGAZINE
AUGUST, 1942

Introducing the War Bond Car

WHEN OUR red, white and blue war bond car, now running in regular service, was introduced to the public Saturday, July 25, the cameraman caught these goings-on.

As Motorman Al Dahl, Devon, stops at Armitage Avenue while piloting the red, white and blue car to the Loop, he flashes a victory sign and gets one back from Supervisor Frank Adams.



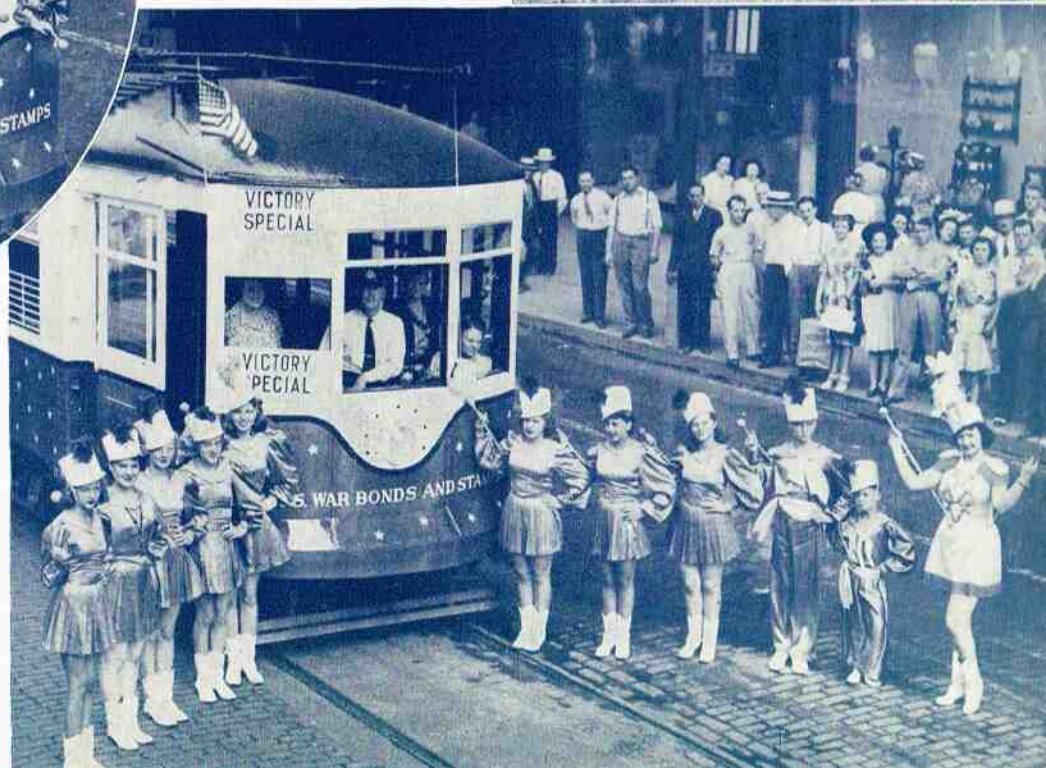
While they wait for the group of drum majors, Al looks at the Minute Man emblem, painted in red and blue on both sides of the car, which Conductor Maynard Moran points out.

No idle boast are the emblems on our car, for last April Surface Lines employees were awarded 24 Minute Man flags for their war bond buying.



Girl and boy drum majors, representing the Treasury Department, lean from the Victory Special as it stops on Randolph Street, between State and Wabash, for its introduction to the public.

Ready to go into their act is the troupe of drum majors. When the baton twirling began, the few onlookers in the background quickly built up into a sizeable crowd.



Specially Painted War Bond Car Will Run on Many Lines

THOUSANDS OF LOOP pedestrians stopped and stared on July 25 at the sight of an eye-catching red, white and blue street car.

Specially painted at the request of the Illinois War Savings Staff, United States Treasury Department, and bearing bond slogans and Minute Man emblems, the car, a standard, rear-entrance vehicle, was introduced that day to the public.

Place Car In Regular Service

Two days later the car was placed in regular service for one week on the Broadway-State line, then ran a week each on the Clark-Wentworth and Halsted lines, respectively.

So that all Chicago may have a look

at the car and be reminded of an American's duty to buy war bonds, it will be run for a week on various lines in all sections of the city.

Following is the schedule, which is subject to change, giving the starting date for the week's run on various other lines:

Ashland Avenue August 17
Western Avenue August 24
Kedzie Avenue August 31
Pulaski Road September 7
Archer Avenue September 14
Milwaukee Ave. September 21
Lincoln-Indiana September 28
63rd Street October 5
Lawrence Avenue October 12
47th Street October 19
Irving Park October 26

The Cover

MOTORMAN AL DAHL and Conductor Maynard Moran, Devon, and Supervisor Frank Adams were in gay company Saturday, July 25, when they operated the red, white and blue war bond car during its introduction to the public.

Popping out the car windows in the photo are members of the drum major troupe, representing the Treasury Department, who helped enliven the ceremony.

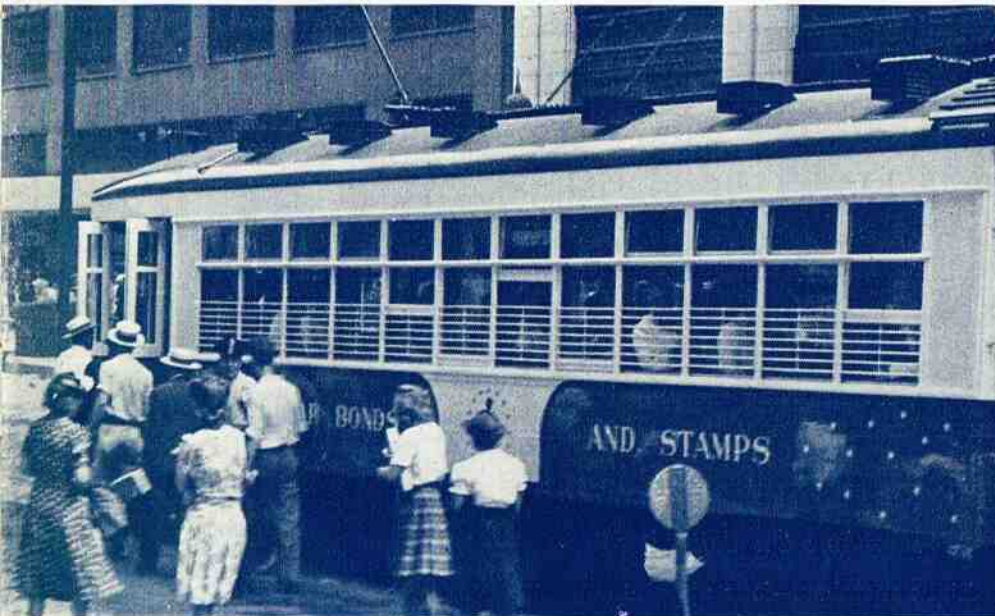
Roosevelt Road November 2
Fullerton Avenue November 9
Harrison Street November 16
Chicago Avenue November 23
Belmont Avenue November 30
79th Street December 7

Site of the brief ceremony on July 25 at which the war bond car was introduced to the public was Randolph Street, between State Street and Wabash Avenue.

Baton Twirlers Give Exhibition

When the red, white and blue car, with "Victory Special" and the dot-dot-dot-dash victory emblem in place of its destination and route signs stopped there at 3 p. m., out stepped a troupe of girl and boy drum majors, cooperating with the Treasury Department, who gave a brief exhibition of baton twirling.

Wherever the car went that day and wherever it has gone since, passers-by, accustomed to the standard color schemes on our vehicles, have looked—just as the Treasury Department and all of us would like them to—interested and inspired to buy more bonds and stamps.



WAR BOND CAR IN REGULAR SERVICE

Taken on the red, white and blue car's first day in regular service on the Broadway-State line, this photo shows riders boarding the car in the Loop.

Having already run a week each on Broadway-State, Clark Street and Halsted Street lines, the specially-painted car, urging the purchase of war bonds and stamps, is already scheduled for a week on each of 17 other lines.



PINOCHLE PLAYERS

Among the 627 employees who retired during the first year of the Surface Lines retirement plan and now enjoying well-earned leisure is Shiloh Mills, former Kedzie motorman.

While a grandson looks on, Mr. and Mrs. Mills, who have been married 56 years, play their daily games of pinochle on their front porch.

Shiloh, who retired after 40 years of service, owns his own home. When he and Mrs. Mills aren't playing pinochle or reading, they usually are tending their attractive garden.

627 Old-Timers Leave Under Retirement Plan

WHEN OUR retirement allowance plan celebrated its first birthday June 1, 627 Surface Lines employees had retired under the provisions of the plan.

The plan, the cost of which is borne jointly by the Surface Lines and its employees, provides allowances of \$40 a month to active employees who have reached the age of 65 and have 20 or more years of continuous service. The \$40 monthly sum is exclusive of Social Security benefits.

How Retirements Were Divided

Employees retiring under the plan were divided among the various departments, as follows: Transportation, 470; Shops and Equipment, 87; Track, 32; Utility, 10; Department of Accident Investigation, seven; Electrical, four; Material and Supplies,

four; Accounting, three; Building, three; Treasury, three; General Counsel, two; Accident Prevention, one; and Schedule, one.

Since death took 14 of the retired men, 10 from Transportation, two from Shops and Equipment, and two from the Department of Accident Investigation, a total of 613 retired employees were receiving monthly benefits under the plan at the end of its first year.

Eight Members On Committee

Eight members—four appointed by employe groups, and four by management—make up the committee administering the plan. The group was formed to rule on the eligibility of employees who submit applications for retirement.

Committee members are: Conductor John Devane, Devon Depot; Conductor William F. Gill, 77th Street Depot; Repairman Donald Sterling, Kedzie Depot; and D. A. Manning, Local B-9, Electrical Workers Union—all selected by employe groups; and Superintendent of Transportation William A. Hall, Assistant Superintendent of Shops and Equipment Thomas H. Shaughnessy, Superintendent of Insurance Howard B. Storm; and Executive Assistant Joseph V. Sullivan—all representing management.

Mr. Sullivan and Mr. Storm are chairman and secretary, respectively, of the committee.

5 Applications Approved by Relief Committee

TEN APPLICATIONS for relief were received last month by the Employees Relief Committee. After investigation, five were approved for assistance.

Active cases on the relief roll July 31 numbered 173-12 having been removed by death or other causes.

A total of \$1,697,472 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to \$9,006.



Award First 10% Club Emblems to Employees



RED, white and blue buttons and window stickers indicating membership in the patriotic Ten Per Cent Club of war bond buyers were awarded this month to the first qualifying Surface Lines employees.

The Ten Per Cent Club is sponsored on a nation wide basis by the United States Treasury Department.

These employees, as well as all the others who are investing in war bonds through the payroll savings plan, have clearly shown they are 100 per cent in

support of Uncle Sam and his drive to lick the Axis.

Future Qualifiers to Get Emblems

As additional employees qualify for membership in the Ten Per Cent Club, the Accounting Department, which is keeping a running check on the percentage of wages which each employe is investing in war bonds through the payroll savings plan, will see that they are supplied with the attractive buttons and stickers.

For employees who want to increase the amount they are putting into war bonds each payday, here's how:

1. Ask for a new authorization form.
2. Fill it out.
3. Return it along with the cancellation card for the present authorization.

No More Yellow Notification Slips

Because of a change in the form furnished by the Federal Reserve Bank

on which the Accounting Department orders bonds for employees, the yellow slips which have notified each employe when he has accumulated enough for a bond can no longer be sent out.

Although the Accounting Department will continue to buy a bond for each employe when his deductions total \$18.75, each employe who wants to know when his savings have built up to the necessary total should keep a record on his own form.

Employees who moved recently may dodge difficulties in the delivery of their war savings bonds by notifying the Accounting Department at once of their new address. Because some forgot this important procedure last month, the Federal Reserve Bank sent the Accounting Department more than a dozen bonds which it was unable to deliver.

TEN PER CENT CLUB MEMBERS GET THIS WINDOW STICKER



Buttons and this red, white and blue window sticker were awarded this month to Surface Lines employees who are investing 10% or more of their wages in war bonds.

As additional employees qualify for membership in the Ten Per Cent Club, they will be supplied with similar emblems.

Did Your Group Climb?

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

Marked with stars are those groups which last month showed increases in the amounts they are putting into war bonds each payday.

Daggers indicate groups where the percentage of wages invested in war bonds last month slumped below the June records:

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



Surface Lines Men

IN THE ARMED FORCES

SURFACE LINES men in the armed forces now number 432. Since our last Honor Roll, published in May, 150 employees entered the service.

Their names—by departments, then alphabetically—follow:

Accident Investigation

Bill Brown, Dick Nicholes, Ed O'Connell, and Francis Wandrocke.

Building

Don Miller.

Electrical

Bob Brophil, and Adolph Kutz.

General Office

John Cahill, Larry Gurioli, John Howe, Jim Kelly, Bill Malmberg, Jim O'Connor, Jim Paulus and Ed Thompson.

Material and Supplies

Roger Jestice.

SURFACE LINES SOLDIERS FROM MAY HONOR ROLL

Here are recent snapshots of three fellows whose names were among those listed in SURFACE SERVICE'S May honor roll.

Private Vince Shubat (left), former foreman, Western Division, Track Department, is shown at Fort Bliss, Texas. His brother, Ignac, is a night foreman, Southern Division, Track Department.

When he posed for this photo, Private Johnny Blaa (center), former motorman, Noble, was serving with a technical school squadron at

Jefferson Barracks, Missouri. Last month, however, he was transferred to March Field, California.

Warmly uniformed is Private Tom Murphy, former repairman, Kedzie, who is serving with a balloon barrage outfit at Saulte Ste. Marie, Michigan. Previous to this assignment, Tom served as a searchlight operator at Camp Wallace, Texas, then studied balloon barrage tactics in North Carolina and Tennessee.



Shops and Equipment

Jim Baraglia, Ray Blau, Paul Bloom, Gene Bokas, Ray Catanzaro, Jim Coughlin, Frank Delaquila, Bill Gedwellas, Al Kaminski, John Keane, Bill Kelly, Walt Labuz, Valentine Lukas, Mike McGinnis, Martin McMahon, Steve Nester, Tom O'Connor, Frank Ritrovato, Tony Rose, Gene Sheedy, and Andy Ziegelmeier.

Track

Dominick Abbinanti, Tony Cammarate, Pat Coogan, Dusan Mavrinar, Tom McCarthy, Joe Mulree, Frank Sipich, Tom Spasojevich, Dan Stimach, Bill Tigan, Angelo Venticinque and Victor Walling.

Transportation

John Aldworth, Ed Anderson, Joe Anderson, Larry Atkinson, Roscoe Babbitt, Ed Bach, Charles Baraglia, Tom Barry, Ed Bartholomae, Ruhl Bela, Jim Bell, Bill Bertram, Mel Bickel, Ken Bishop, Paul Boettin, John Burgeson, Bill Butler, Henry Carrion, John Clarke, Pat Cleary, Cecil Cline, Bernie Considine, Bill

Cooney, Joe DalSanto, and Elmer Dean. Al Deering, Martin Denash, Joe Dore, Tony Falco, Ray Fisher, Lou Filan, Earl Ganshaw, Al Fillmeister, Bill Gough, Norman Gunderson, Russ Gunderson, Archie Hanson, Art Heene, Dick Hester, John Hillinger, Joe Hoppe, Einar Johnson, John Kain, Herb Karschnik, John King, Andy Klick, Pete Kloss, Ed Kochan, Ross Lahlum, and Ed Lake.

George Lally, Harry Lang, Bill Lohse, Hugh Loomis, John Lynch, Tom Lyons, John Mallon, Charles Margaron, Morgan Mason, Olaf Mathisen, Charles McCarty, Dan McEvoy, George McFadden, Tom McGrane, Jim McGrath, John McKiernan, Joe McNalis, Joe McVey, Ted Meier, Gustaf Melander, Ed Moore, Doug Nelson, Joe Nolan, Vince O'Rourke, Howard Pahnke, and John Payne.

Mike Prendergast, Chester Ray, Jim Reis, Stan Rogers, John Ryan, John P. Ryan, John Schaefer, Bob Schmidt, Bill Schram, Harold Shea, Tony Shevchuk, Walt Shipper, Harold Springer, Dan Stillwagon, Jerry Strnad, Stan Strychalski, Tony Sullivan, Tom Teeling, John Thompson, Elmer Titus, and Joe Traxler.

United Service Organizations, is to make leisure hours of men in the armed forces more enjoyable, all who contributed can feel sure the cause is worthy.

Because of the changed war picture today, our contribution—like that of employes of most other firms—was far in excess of our \$4,269.14 donation last July.

2 Track Heads Leave for Military Service

WHEN Victor G. Walling, division superintendent, Western



Victor G. Walling

Division, and Thomas E. McCarthy, division superintendent, Southern Division, Track Department, volunteered last month for naval and army service, respectively, Rudolph J. Rumatz and Russell J. Shanklin were appointed acting division superintendents.

Mr. Walling, a civil engineering graduate of the University of Kansas in 1928, has reported as a lieutenant, junior grade, at Norfolk, Virginia, where he is serving in an engineering capacity. Mr. McCarthy, who served in the army during World War No. 1, was commissioned a captain and is serving with the engineers at Fort Sheridan.



Rudolph J. Rumatz

Appointed acting division superintendent, Western Division, Mr. Rumatz has, with time out for naval service in the last war, been with the Surface Lines since 1912. Mr. Shanklin, acting division superintendent, Southern Division, joined us in 1937. He is a 1926 civil engineering graduate of Purdue University.

Captain McCarthy, who became a division superintendent in 1936, joined the Surface Lines in 1919. Lieutenant Walling came to the Surface Lines in 1930, and was appointed a division superintendent five years later.

Employes Contribute \$11,396 to the U. S. O.

DIGGING DOWN into their wallets and purses, Surface Lines employes contributed \$11,396 last month to the U. S. O. The sum was among the largest employe group donations in the city.

Since the chief purpose of the U. S. O., which is "short" for the



FLAT CAR HELPS U. S. O. DRIVE

When the U. S. O. used one of our flat cars for three days during American Legion week last month, Supervisor John Kraus (left), Central Division, and Motorman Harvey Johnston (center) and Conductor Chester Vaillancourt, both of North Avenue, handled the controls.

Cruising around the Loop, the decorated car caught all eyes—especially when the children's band shown here was aboard and at work.

This photo was taken at our Roosevelt Road terminal July 25.

Saving War Materials

(Don't Be a Hitler-Helper!)

STREET CAR and bus materials don't belong to us anymore. They belong to the nation.

A motorman who needlessly skids his car to a quick stop wears life from the steel wheels, brake shoes and tracks.

A conductor who improperly hooks down the front trolley may cause it to be smashed into uselessness.

A bus operator who carelessly scrapes his tires against a curb shortens their service.

Metal and rubber transit materials can, so far, be replaced—but only at the expense of our sons, brothers and former co-workers in Uncle Sam's fighting forces.

Steel brake shoes, for example, weigh 30 pounds when new. But, in only eight hours, a careless motorman can wear them down to the seven pounds at which it usually is necessary that they be replaced.

With eight brake shoes on a car and each shoe losing 23 pounds, an unthinking Hitler-helper can quickly take more than 170 pounds of steel from the builders of war materials.

Each pair of photos on these pages shows a wasteful practice and the cost—in vital war materials—of repairing the damage.



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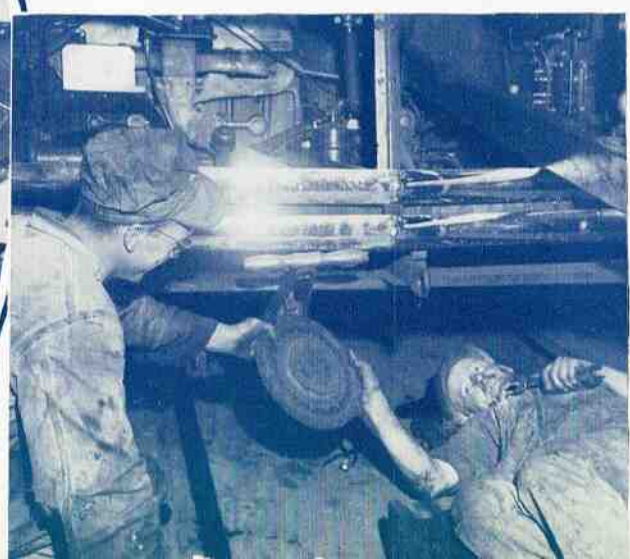


Bus Operator Charley Brisolaro, Lawndale, examines a tire which has been badly scraped against the curb.

Removing a curb-worn tire is Repairman Harry Mooney, Lawndale. The rubber in its replacement could have gone into war equipment.

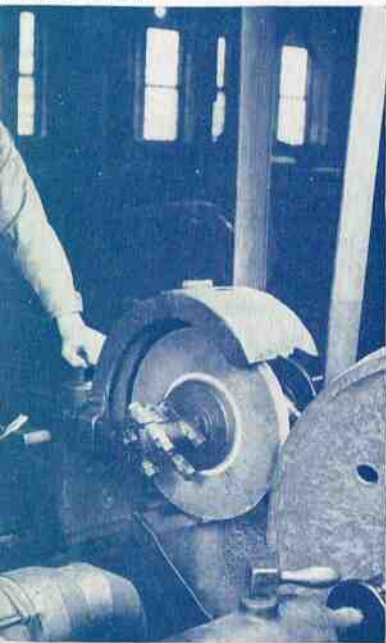
His foot resting lightly on the clutch, Bus Operator Elmer Good, North Avenue, demonstrates the destructive clutch-riding habit.

Such thoughtlessness gives a clutch-replacement job to Repairmen Tom Rogers (left) and Bob Caldwell, Lawndale.



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the life of car wheels, Motorman Mike
, Elston, jerks the controller handle in

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With power on and brakes set,
Motorman Johnny Sucholas, El-
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Comparing a worn brake shoe,
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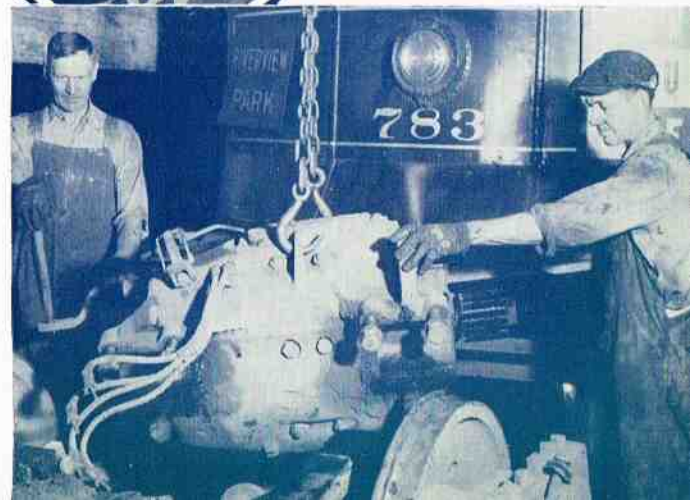


Motorman Nick Alver, Elston,
demonstrates the destructive habit
of swinging a controller too
speedily.

More war materials will go
into replacing the resulting
burned-out armature which
Repairman Stan Osak (left)
and Jimmy Craig, Division,
use a hoist to remove.

Conductor Ben Zentmeyer, El-
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sometimes catches under the
point, rather than in the hook.

Examining the fire damage
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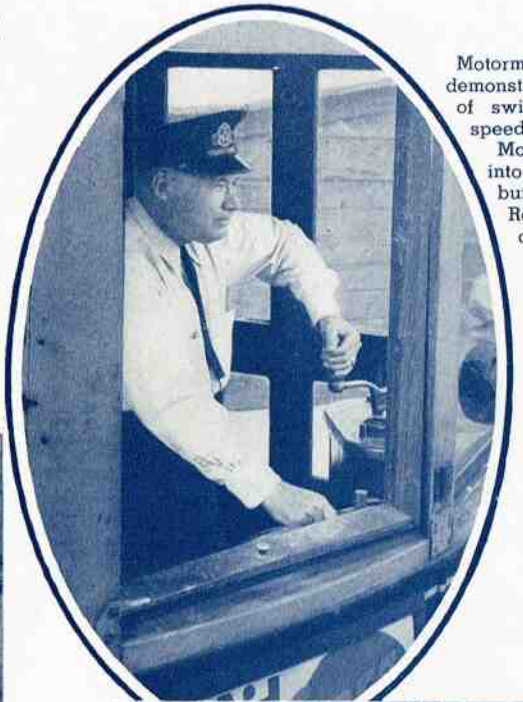
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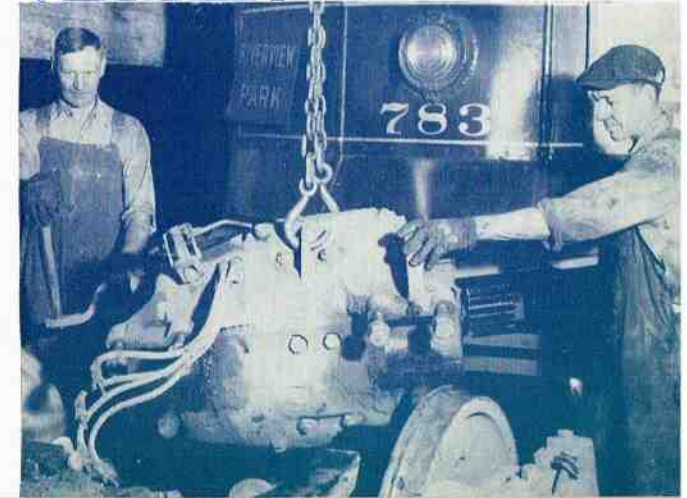
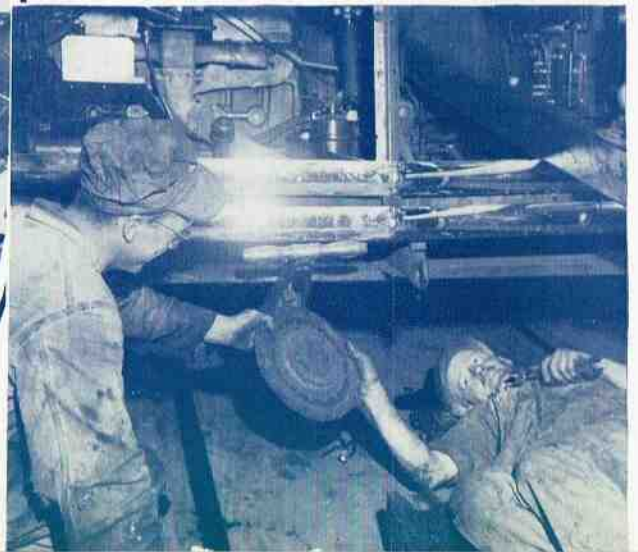


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“World Would Be Better With More Such Men”

IF THERE WERE more such men, the world would be a much better place in which to live.”

Impressed with the courtesy toward an elderly rider of Conductor Jerry Gleason, 77th Street, so wrote Frank

Morrison, 5451 West Washington Boulevard.

Assists Nervous Old Man

“The old fellow,” he continued, “was very nervous and afraid he might

pass his stop. But, whenever he arose from his seat, your conductor asked him not to worry. When the old fellow did reach his stop, your man helped him across the street.”

Similar courtesy, pleasantness and efficiency on the part of other trainmen helped boost the number of commendations received last month above the total received during July, 1941.

“While visiting in your city last month and riding a car near Jackson Park, your conductor helped me both on and off his car,” wrote Gustave Adolph, who gave no address. “Since I am past 81 years of age and often need assistance,” he went on, “I was very grateful.”

Helps Elderly Woman

Because Bus Operator Ed Kaczmarek, North Avenue, helped an elderly woman carry her bundles to the sidewalk, Thomas J. Dunn wrote: “He certainly is the type you must desire in your service. Most passengers do not expect such assistance, but it certainly did one good to see him help that lady.”

Impressed by the efficiency of Motorman Roy Wittendorf who, by a quick stop, averted a crash with an automobile, John Snyder wrote: “He stopped with only an inch to spare. When I said it was a close call, he replied it was all in a day’s work.”

Because Conductor Bill Winters, 77th Street, refused to lower himself by arguing with a man who boarded his car and immediately began to abuse him, F. M. Polharius, Insurance Exchange Building, wrote lauding his handling of the rider.

Shows Riders Courtesy

Pleased by his continual helpfulness and courtesy toward his riders, which he showed many times during his short ride, B. B. Rosen, 5645 Harper Avenue, wrote praising Conductor George Cannon, Kedzie.

Tickled that Conductor George Martin, Kedzie, had found and turned in her purse, containing \$24, which she had left on his car, Mrs. Dora Lustig, 2648 West Evergreen, wrote: “It is a pleasure to know that you have in your employ such men as he.”



BUD
with apologies
to CES

SURFACE SERVICE MAGAZINE

A Publication by and for
Surface Lines Employees
Published Monthly by

CHICAGO SURFACE LINES

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CHICAGO



Vol. 19 August, 1942 No. 4

WILLIAM H. BROMAGE . . . Editor

DON R. COWELL . . . Associate Editor

Burnside Out Front in Keep 'Em Rolling

BURNSIDE CLIMBED 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 12,450.

Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Decrease
Burnside	9	12,450	81.8
Lawndale	2	8,836	8.9*
Devon	1	8,568	34.4
Limits	10	7,186	56.9
Cottage Grove	2	6,819	.5
Sixty-Ninth	—	6,777	32.9*
Armitage	3	6,415	6.3
Seventy-Seventh	—	5,963	9.2*
Division	4	5,784	20.6*
Archer	—	5,670	3.5*
Blue Island	5	4,719	11.7
North	—	4,581	8.6
Elston	6	4,120	9.1
Kedzie	—	3,793	9.2*
Noble	1	2,795	4.4
Lincoln	—	2,720	5.0*

*Indicates decrease.

Carhouse records for the last six months:

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

AUGUST, 1942



Blue Island

GERALDINE, weighing six pounds, 14 ounces, made her appearance on July 22 at the home of Motorman and Mrs. Charles Savage; and Samuel, weighing 11 pounds, one ounce, visited Conductor and Mrs. Joseph Barbaro on July 20. Congratulations, folks!

Our sympathy is extended to the following because of their recent bereavements: Conductor Tom Dunn, his father; Motorman Vinc Cichowicz, his sister; and Motorman Leo Schwartz, his brother.—C. P. Starr.

Devon

OUR LAWRENCE AVENUE goat farm reporter says Conductor Eddie Rowland is about to join that enterprise. However, Eddie is said to be holding out until his future partners buy branding irons.

Stationmaster Smith reports a real vacation spent on a farm about 185 miles southwest of Chicago. Overalls were his uniform, and he spent most of his days on a tractor cultivating corn.

We expect some day to see Motorman Charley Saklem and Conductor Bill Clow wearing auxiliary firemen armbands. These two lads could easily put Suitcase Simpson, the stamper-outer of forest fires, to shame. Bill is likely to be boss, for his feet are one-half size larger than Charley's.

Motorman Tom Henry recently went the crew haircut one better. He had all his hair cut off. If you'd like to see how he looks, ask him to take his hat off.

Motorman Frank Lawlor is back at work. His broken gam, he reports, is a little stiff, but should last out. Glad to have you with us again, Frank!

Motorman Ollie Mathisen has left us for the armed forces. Drop us a line, Ollie, and we'll keep the gang posted on your whereabouts.

We received cards last month from Motorman Vince O'Rourke, who is stationed at Jefferson Barracks, Missouri; and from Operator K. O. Bishop, serving at Norfolk, Virginia, who reports gaining 11 pounds on army grub.

Motorman Nick Clesen, who is serving at Drew Field, Florida, paid us a visit last month. Glad to have seen you, fellow!

Your scribe would like to get a photo negative or print of each Devon man in the armed forces. How about it, boys; will you fix us up?

July 27 will always be a red letter day for Conductor and Mrs. Ed Goettert, for that's when their baby girl was born. Congratulations, folks!

Motorman John Youngdahl, an employe since 1907, left us August 1 when he decided

to retire. The best of luck and good health to you, John.

Conductor John Sullivan spent his vacation in the Golden Cantaloupe State, Arizona, where his wife was treated for a minor nose ailment.

Motorman Leroy Owens is in a hospital awaiting a major operation. We're all pulling for your speedy recovery, Roy.

The death of Motorman Joe Karl this month lost us a real pioneer. To his son, Joe, also a Devon trainman, we extend our deep sympathy.—Ed May.

Division

CONDUCTOR CLAUSSEN and Motorman Radicke will captain Division's two bowling teams this year. Anyone feeling the maple-mauling urge should see them as soon as possible.

Motorman Aaron Swensen writes from the Wisconsin Dells that he is trying to land another "fur-covered herring" as he did last year at Rice Lake. Motorman Andres Jensen went up to Sturgeon Bay, Wisconsin, for his hook-and-line vacation.

Gene Peterson, our genial clerk, spent his vacation with a brother in Detroit.

Conductor Henry Jorgensen vacationed at Curlew, Iowa, where he went back to nature and milked cows, fed chickens, etc. Says Henry: "After our six-day work week, vacations with pay lead in blessings."

Conductor Ed Daley looks like a matinee idol since the installation of a set of store teeth.

Motorman Ed Bach now is serving with a glider patrol in North Dakota. It's hard to see Ed, with his 200 pounds of muscle, in a glider!

Conductor Otto Warnstedt's son, Otto, Jr., also is serving with Uncle Sam's armed forces.

Frank Pretzel will celebrate his 34th wedding anniversary August 29. That's a long time with one woman!

Motorman Alvin Sachs and his wife celebrated their 12th anniversary July 26. (Did we get the date right this time, Al?)

Conductor Ed Fisher's daughter Jeannine, who has recovered from her recent bout with whooping cough, was eight years old August 9.

Motormen John Beyer and Danny Hartnett and Conductor Ed Smith are on our sick list, and Barnman Bill Macyouskis is at Hines Hospital. You can keep 'em smiling by paying them a visit.

Conductor Henry Tansor died July 18. His huge frame, a daily sight to the "P. M.'s", will be greatly missed.

Until next month, good-bye. And a good buy is a war savings bond!—R. T. W.



CIVILIAN DEFENSE WORKERS

Conductor Harry Prussat, Devon Depot, lieutenant zone captain of Zone 18, Division 11, studies an air raid wardens' manual with his wife, Sylvia, assistant zone secretary.

An employe since 1937, Harry helps supervise the work of 112 Civilian Defense workers in the eight North Side blocks bounded by Kimball Avenue, Grace Street, Kedzie Avenue and Irving Park Boulevard.

Both he and Sylvia, who have three children, have completed all the Civilian Defense basic training courses.

They are proud that

their zone rated second high in Chicago during the recent Minute Man war bond drive, and did an outstanding job in the collection of rubber, aluminum, paper and rags. Conductor Mike Striker, Devon, took the photo.

Noble

WE WELCOME these new trainmen who joined us last month: Conductors Robert Brown and John Kuizin and Motormen Emil Kloepper, Leslie Taylor and Walter Crawford. Glad to have you with us, fellows!

Congratulations to Motorman William Younglove who became the proud father of a baby boy last month, and to Operator Walter Olsen who became the father of a baby boy during June. News of the Olsen event failed to reach your scribe in time for the last magazine.

These trainmen took time out from their vacations to drop us a line: Motorman Stan ("Blackhawk") Czapiewski and family motored to Webster, South Dakota. Operator William ("Moon") Mullins says he was getting them two on a hook up at Deer River, Minnesota; and Conductor George Johnson and family motored to Windsor, Ontario.

Operator Tom Blaige bragged about a 20-inch pike up at Baileys Harbor. Conductor Al Carlson spent his time up at his summer home in Lake Geneva, also doing a lot of fishing. Conductor Frank Novak sent views of Lincoln Park in Chicago from Tulsa,

Oklahoma, and Los Angeles, California. Operator Charles Jacobs and family motored to Texas to visit his son who is in the army.

Conductor Frank Fischer, better known as "Boo Boo," spent his vacation in Dickeyville, Chicago; and your scribe has just received word that Motorman Henry ("Heinie") Meyer spent most of his vacation practicing his duties as an air raid warden. Is it true that you were perched on a roof all that time, Heinie?

Conductor (now Private) Edward Kochan is stationed in Battery A, 2nd Battalion down at Fort Bragg, North Carolina. He writes that army life as an artillery man seems to agree with him. Thomas ("Yardbird") Keegan is in Company B, 105th Medical Training Battalion down at Camp Robinson, Arkansas. Tom writes he was confined to the hospital for a short while due to inhaling too much gas while on maneuvers. Are you sure that you weren't calling your superior officer "Joe" when he instructed you to take a whiff of that gas pot, Tom?

Operator Henry Goetz left us July 18, and is now in the coast guard serving as a cook.

We now have 11 trainmen in the armed forces, and all of them would appreciate hearing from their former co-workers. Your

scribe has the addresses of most of the boys, and will gladly furnish them on request.

Sympathy is extended the family of Conductor Joseph Kenar, who died July 29 after a short illness. Joe's passing was a shock to his co-workers and his many friends here.

Welcome to our new clerk, Joseph L. Febre, and best wishes to Clerk Bill ("Skinny") Middleton, who has been promoted and transferred to clerk at Archer Depot.

Receiver Charles Vanek spent his vacation under a tree down at Braidwood, Illinois, and arrived back just in time to receive a package from his former co-workers in the office force at Archer Depot. Charley really appreciated this gift, a year's collection of wooden spools from adding machine paper. He wishes to thank Receiver Dan Eiredan and Chief Clerk "Skinny" Durkin at Archer for their work in getting this gift together.—Ed Devine.

Kedzie

LITTLE RED RIDING HOOD couldn't have seen any bigger eyes than did Motorman Ed Lacey the other day when the police invited him to ride to the depot in their paddy wagon. Ed was pleased at the ride for he was late in starting for work; but, when the coppers closed the door, he found the other occupant of the wagon was a dead man who lay on the floor. Ed's face was really white when his "friends" let him off at the depot.

Supervisor Jim O'Shaughnessy says he heard the saying "keep your shirt on," but admits he never knew what it really meant until the day he took his shirt off while painting his house in the hot sun. Well, you know the rest; and Jim knows now, too!

We are glad to see Conductor Ed Coman back on the job again after having undergone two major operations.

Supervisor Maurice Jones went fishing in northern Wisconsin during his vacation. Hope you go again soon, fellow, for those Northern Pike really tasted delicious.

Motorman Anthony Chevchuk, who was called up by the army recently, returned from Rockford one day after his induction with Uncle Sam's permission to fulfill his marriage vows. Tony believes in keeping his promises! He is now stationed at Chanute Field.

Conductor Ernest Haggstrom, who was married in June, spent his honeymoon in Michigan. He reports he still thinks two can live as cheap as one.

Conductor Ed Valek is now a happily married man. If you don't believe us, just ask him. Congratulations, Ed!

Motorman Sam Cinquegrani and his missus celebrated their silver wedding anniversary last month. Here is wishing you and yours many more years of happiness, Sam.

Congratulations to the following trainmen who recently became proud daddies: Conductors Pat O'Shea, a girl; and Barney Shedroff, Jim Sloan, Ed Gallivan, and Harry Burda, all boys; and Motormen Jim Bradshaw and Tom Hickey, girls, and Bill White and Charley Roe, boys.

Our sympathy is extended the family of Motorman Albert Boss, who died recently, and to Motorman Neil Cotter and Conductor Charles Schultz, in the recent loss of their mother and sister, respectively.—Clinton Sonders.

Seventy-Seventh

THE SURFACE LINES softball race is going into the home stretch. With every depot in the System represented except Kedzie, and West Shops taking in the slack there, League officials have more than extended themselves to promote a fine sport program.

Competition has been so keen, the race in each section has been so close at the top, the game this year has had wide fan-appeal. New life and new zest in the various teams have done much to intensify the interest of each depot in its own pennant hopeful.

About the time this issue is published, the last game of the season will have been played, and all eyes will be turned toward that interesting fall classic—the play-offs for the championship; and, an added feature this year, the round robin. The most pressing question now is who is going to play whom?

Last issue we made bold to forecast the winner in the South Section; but, the turn in events being what they were, we have been reminded almost daily of the low caliber of our foresight. So at this late date we have forsaken the pedestal of the seer and joined the multitude of plain folks who don't know how the pennant race will end and admit it.

But here on the great South Side, if they don't actually know who'll win, they have a pretty good idea. Having the Surface Lines champs in their midst and knowing the record, which is even more impressive this year than last, 77th Street fans are willing to string along with the favorite and are more than convinced they have a sure thing.

Winning the pennant twice in a row would be some kind of a record toward which any up-and-coming outfit would naturally aspire. Knowing the unpredictable nature of the game, however, most fans are willing to concede that, mathematically, the issue still is in doubt, but as soon as 77th Street does win the pennant there will be lots of celebrating going on. None will have deserved it more than our boys, and here's hopin'!

Our sympathy goes out to the family of Conductor W. W. Burke, who died last month, and to Conductor W. F. Gill, in the death of his mother.—Walter F. Story.

Sixty-Ninth

TWO OF OUR clerks were chatting the other day when certain metallic sounds floated in from what seemed to be a considerable distance.

"Our new clerk, Frank Rothman, is getting married today," remarked Art Lipphardt to his assistant. "Those must be the wedding bells." "Possibly so," replied John Sulka, "but they sound more like the clanking of chains to me!"

To compensate for this gloomy thought, here are our congratulations and best wishes to Frank and Mrs. Rothman.

Congratulations also to Jim and Mrs. Ryan, who became the parents of a baby girl on July 20.

Motorman Hank Risch recently undertook to decorate his bathroom, intending to make his walls a delicate peach shade. He wasn't so good at mixing colors and the first wall he completed turned out to be a dirty looking brown. Mrs. Risch took one look and chased Hank down to whitewash the basement while she did the bathroom over. Then



Departments and Divisions

Accident Investigation and Legal

WELCOME is extended to these new employees: Statementman Dennis Crowley, Clerk Calum MacRitchie and Night Typist Henry Christiansen. The Accident Prevention Department welcomes Stenographer Helen Conlon and Clerk Alice Sprenger.

Our sympathy is extended the family of Supervisor of Statementmen James Schultz who died on July 4. Jim was one of our most popular employees, and will be greatly missed by all.

Our sympathy is also extended to Gustav Vong, whose wife died July 26. Funeral services were held on July 29, with burial at Oak Hill.

The armed forces recently took two more of our men: Clerk Francis Wandrocke, who joined the coast guard on July 6, and Clerk John Leahy, who joined the navy August 6.

The Eddies have been busy passing out cigars and candy. Statementman Edward Aubin is the proud father of a baby boy, John Edward, born July 8; and Donald James Weingartner, born July 27, has a

proud father in Accident Investigator Edward Weingartner.—Audrey.

Accounting

RYAN'S WOODS was the site selected by a large group of our girls for a "weenie roast" on July 20. From comments made by members of the party, a pleasant time was had by all.

Our deepest sympathy is extended to Edward Stanton, whose aunt passed away July 13.

Agnes Samek has returned to work after an absence of several weeks due to illness. We are all glad to see you back.

Best wishes were extended Mable Magnuson, Evelyn Schlau, Phyllis Cusic, Ethel Gleason, Marjorie Organ, Virginia Czuj and Elsie Thiele who celebrated birthdays last month.

Lake Eau Claire, Wisconsin, was the vacation spot selected by Arline Towler. She reports swimming and fishing daily, and getting a much-needed rest.

Traveling by automobile to Sturgeon Bay and Green Bay, Wisconsin, Lucy Winkler, Payroll Division, returned to work perfectly satisfied with her vacation.

Ethel Anderson spent the first week of her

she sent him over to take lessons from Edwin Schneegas who is something of an expert on interior decorating.

Vincent Rutkowski also tried his hand at an unfamiliar trade. He, too, didn't end up so well. He undertook to insulate his roof; and, while walking around up in the attic, missed his footing and poked a hole through the kitchen ceiling. This gave him two additional jobs—plastering and decorating.

Wreck-wagon driver Frank ("Peanuts") Becker has a dog which has an annoying habit of jumping up and pawing everyone. Someone told Frank that it was very easy to break a dog of this habit, all one needed to do was to step on the dog's hind feet a few times and he would soon be cured. Peanuts decided to try it, and much to his surprise he found it to be very effective. The dog stopped his fawning at once, and took a chunk out of Frank's leg instead. Both Frank and the dog have recovered!

Operator Carol Thurston, one of our tiniest men, decided to become a kid again and spend a day at a children's playground out south of town. He got in all right and was having the time of his life on the swings and slides until one of the real youngsters went over to the guard and whispered: "Say, mister, there's a big kid over there who needs a

shave!" Thereupon Thurston was ushered out!

Our former paymaster, Captain U. S. Lee, and Conductor Tom Feeley, of this station, spent some time at Hines Hospital last month. We're happy to report they are both on the mend, and have been discharged from the hospital.

Motorman Charlie Tanner recently fell from the roof of a garage and sustained back injuries which may keep him at County Hospital for some time. We hope he gets out before this magazine is circulated; but, in case he doesn't, let this serve as a reminder to secure his room number from the clerk and pay him a visit.

Our sympathy is extended to the family of Motorman John H. Martin, who passed away on July 27.

They say that golf was invented by a Scotchman. That being the case, Motorman Leslie McDonald can't understand why he should have so much difficulty in mastering the game. No matter how carefully he aims down the fairway he always lands in the rough. One day Les got so disgusted he decided to drive his last ball into the rough and let it stay there. Much to his surprise that particular shot landed him on the green!—H. E. Harris.

vacation in Dothan, Alabama, and the second week in and around Gillett, Wisconsin, visiting friends and relatives.

Isabelle Glass had a good rest, with lots of fun and relaxation, enjoying what Chicago has to offer the vacationist.

Down on the farm (Fennville, Michigan) was chosen by B. O. Ratner as an ideal place to enjoy one's leisure time, topped off with plenty of good food and rest.

Robert A. Stack, son of Otto Stack, Voucher Division, recently graduated as aviation mechanic's mate from Great Lakes Naval Training Station. Congratulations!

Another star was added to our departmental service flag making a total of six, when Raymond Backlund left us July 28 to enter the Army Air Corps. His many friends remembered him with a military gift.—Thomas F. Coan.

Carhouse and Bus Repair

CARHOUSE FOREMEN and their families defied the weatherman and his rain and held their annual picnic on June 20.

Despite the dampness, the affair was a great success and the best attended ever held.

During the rain, activities were carried out in a large hall near the picnic grove. Following it, the crowd competed in outdoor contests.

High spot of the day for the children came when each of them received a bag filled with candy, balloons, paper hats, Cracker Jack and toys. Dancing finished off the day.

ARCHER: Have you noticed the big smile on Paul Romano's face lately? It's due to the recent arrival of a 10-pound baby. Paul reports both mother and new arrival are doing well. Congratulations!

Vacationists last month were: H. Stuewe, J. Jacha, J. Kennedy, J. Shlinsky and L. Uspel.

J. Keane has been called back into the army. We're sorry to see you go again, but perhaps you can come back and visit us as Val Lukas, night cleaner now serving with the navy at New Orleans, did recently. We were glad to see you, Val!

We were tickled, too, when Frank Leon-

hardt came back to work after a series of injuries. Best wishes, Frank.

LINCOLN: Pat and Mrs. O'Malley are the proud parents of a baby daughter, born July 22. Congratulations, Pat.

Electrical

IVAN JACOBSON, Grand and Leavitt, and Robert Dieter, Illinois Sub-Station, are reported recovering after recent major operations.

James Elliott, 44th Street Sub-Station, has been home ill, and Dan Barrett still is at St. Joseph's Hospital. Here's wishing all four of you speedy recoveries.

John Stiglich, maintenance electrician, observed his 50th service anniversary May 15. He started as a blacksmith's helper in the Track Department and held several other jobs before entering the Electrical Department, where his first job was trimming and maintaining the old type arc lamps in the LaSalle Street tunnel. Because he recently reached the age of 65, he plans to retire by

STUDYING ARTIFICIAL RESPIRATION

These General Office employes recently completed the American Red Cross (Civilian Defense) course in first aid offered to employes of all firms with offices in the Continental Illinois Bank Building.

The "victims" are, left to right: Bill Folta, Accounting; Leo Purcell, Electrical; John Blomberg, Electrical; Walter Sorenson, Insurance; Otto Stack, Accounting; and Art E. Johnson, Accounting.

Kneeling are: Emily Waldruff, Purchasing; Olive Battersby, Accounting; Helen Lowe, Accounting; Corinne Marshall, Public Relations; George Copithorn, Medical; Robert Buckley, Material and Supplies; and Perry Sears, Financial.

Instructor Sumner Leighton, Continental Illinois Bank, stands in the rear.

Also graduates of the course, but absent when the photo was taken, are Bill Gustafik, Executive; Walter Klotz, Engineering; and Ray Solberg, Transportation.



September. Our best wishes for your health and happiness will go with you, John.

Best wishes also to William Ryan, a steam-fitter in the days of the old steam power houses, who has retired after 37 years of service.

Congratulations to Melvin and Mrs. Felton on the recent birth of a baby son. Mel is repairman for electrically operated track switches.

Four more of our boys recently joined the armed forces. They were: Jim Solon, Sub-Station, who enlisted in the navy; and Bob Brophil and Ed O'Neil, Line Department, and Adolph Kutz, Downtown Office, who entered the army. The best of luck to you, boys. Let us hear from you.

William Albright, clerk at Grand and Leavitt before entering the armed forces, has graduated from the air corps as a lieutenant. A congratulatory telegram, bearing names of 50 of his co-workers, was sent him the day he graduated.

Several of our vacationists have spent their time visiting Olson's Park and Rock Gardens. Fred Schurke says he slept, standing up, in one of the tepees.

Fred Lundie, the first Electrical man to enter the service, now is stationed at Camp Funston, Kansas. Since he previously was serving at several other camps, he has seen a lot of the U. S. A.

Our sympathy goes out to the following because of recent deaths in their families: James Coleman, 44th Street Sub-Station, his wife; Walter Brown, Line Department, his wife; and Harold Brown, his mother.

Your correspondent wishes to apologize for failing to have news items in the June and July magazines. We hope it won't happen again.—Billy.

Engineering

BUILDING DEPARTMENT: "Pilot" Don Miller, who was called up by the army recently, has been assigned to the air corps at Flint, Michigan, where he is studying aircraft engines.

Draftsman Dick Koch has returned from his vacation in Minnesota with 50 pounds of fish and many more pounds of fish stories.

Welcome to John Phillips and Pete Stein. Hope you enjoy working with us, boys!

TRACK DEPARTMENT: Division Superintendents Thomas E. McCarthy and Victor G. Walling volunteered last month for the armed forces. Mr. McCarthy was commissioned a captain in the army and stationed at Fort Sheridan. Mr. Walling was commissioned a lieutenant, junior grade, in the navy. He reported at Norfolk, Virginia.

These men came back to work recently looking hale and hearty after their recent vacations: Harry Schlachter, John Ruzich, Clarence Kelly, Harry Abbott and Harry Safford.

Recently called up by the army were Harvey Figge and Joe Dugo. Best wishes, boys!

C. G. Powers, who retired recently after 37 years of service, will devote his leisure to his hobby of gardening.

George Sullivan was presented with a baby boy, weighing nearly eight pounds, on July 7. Congratulations, George; and best wishes to the mother and the new arrival.

UTILITY DEPARTMENT: The many folks who report spending their vacations seeing Chicago say there is no place like home.

Chauffeur Orel Secor and Trolley Tender

Dave Ferguson are collecting old phonograph records for the boys in service. Call them if you have any to contribute.

Has everyone noticed Motorman Bill Coleman's new haircut? It's good for 2,000 hours before his next trim!

Motorman Alex Allard has started his annual tour of carnivals, trying to win everything in sight.

Johnny Gusich recently drove to Fort Sill, Oklahoma, to visit an army friend stationed there.

Welcome home to Chauffeur Larry Heise who was recently released from the army, and Trolley Tender Mike Siuda who is back with us after a siege of illness.

Our sympathy goes out to the family of Chauffeur Pete Fitzgibbons, who died last month, and to Chauffeur Ed Birns, whose father died recently.

Material and Supplies

WE ARE SORRY to report that John Devery was taken seriously ill while on his vacation. Here's wishing you recovery, John!

Three new stars were added recently to our service flag. Jim Grimes and Roger Justice joined the navy, and Norman Middendorf the army. Good luck, boys!

Congratulations are in order for Al Mix. He is the proud father of a 10-pound boy.

Want your car polished? See Fred Nagel or Matilda Jung.—R. E. Buckley.

Schedule and Traffic

JOE KAREL, our long-distance bicycle rider, covered 142 miles on a recent week end. And was he weak at the end!

The last star attached to our service flag was for George Fisher who is with Uncle Sam's soldiers now. We hope George bowls the Japs over as well as he has bowled the pins over in the D.A.I. Bowling League.

Letters from the men in service have been numerous and the reports boiled down have Gene Lukes and Al Pisors in Louisiana, Dave Jacobs in Tennessee, and Ed Thompson in North Carolina. Glad to have heard from you, boys.

Two promotions of which we are very proud concern Evan Olmstead, who now wears two silver bars on his shoulder and answers to the title of captain; and Clayton Steele, who recently was made a major and has the necessary gold oak leaf as his shoulder insignia. Congratulations, fellows!

Ed Hill, traffic checker, has transferred to the Transportation Department. We hope you like it across the hall, Ed!

Welcome to William Kendall who joined up with us last month.

Vacations are a topic of which we never tire. Fish stories have been noticeably absent, but Andy DeGrazia did catch some while he was up in Wisconsin. Esther O'Brien enjoyed a week of carpenter work in the North Woods. Dorothy Peacock absorbed a lot of food and sunshine at Paddock Lake.

Frank Irvine spent a pleasant vacation at Lake Geneva, and Ted Cowgill returned from Oregon with a lot of driving behind him. Norman Johnson worked at all the odd jobs he could find at home, and John Franzen enjoyed a trip to Riverview Park, but spent the rest of the time on the South Side. Max

Kipping went to Iowa to see the tall corn. Pete Donahue had a snapshot of himself on a horse out in Oklahoma. (Do they have wooden horses there?) Bill Devereaux wandered away and landed at Wauconda, Illinois.—L. C. Dutton.

South Shops

OUR BEST WISHES go out to Andy Ziegelmeier and Paul Bloom, Machine Shop, and Tony Rose, Motor Repair, as they seek adventure in Uncle Sam's Navy. Ship ahoy, mates! Let us hear from you soon.

George Petryna, Machine Shop, has informed his fellow workers that he recently took unto himself a companion for life. Many happy years of wedded bliss, George!

Bert Brons, Printing, announces the arrival of a baby boy. Bert is mighty proud of his new heir, and has passed out tickets for a cribside seat at his home.

Walt Widinski, Machine Shop, came to work recently wearing a big smile. When asked for a reason, he told his fellow workers he is now the proud father of a baby boy.

Walter Sundquist, Motor Repair, is the proud father of a baby girl. Mother and baby are both doing well.

Joe Hecht, Paint Shop foreman, spent his recent vacation at Grass Lake, Wisconsin, trying to catch a good-sized fish. We wonder why he didn't use the old-fashioned bait, instead of the fancy butterfly type. Better luck next time, Joe.

Ed Anderson, Machine Shop, and Charles Buza, Office, vacationed on the shores of Lake Geneva, Wisconsin.—F. E. DeWitt.

Transportation

CLERK ROBERT STAGH recently graduated with four Chicagoans from Great Lakes as an aviation mechanic's mate. Success and good luck to you, Bob!

Supervisor Orin Loftsgaarden, Central Division, spent his vacation at Spring's Grove, Minnesota. The good coat of tan he wears was picked up while he painted his house.

Many others have returned from vacations but because they stayed close to home have nothing special to report.—Andy.

West Shops

IT TOOK 73 days for a letter to reach us from Lieutenant Dick Maerz, Office staff, who is stationed at an "outpost in the Pacific." Dick reported the package we sent him for Christmas had just arrived—that was on April 19! (Dick and we at West Shops are glad the contents of the package weren't perishable!)

Bob Jensen (the little admiral), who has been traveling around on the *U.S.S. Washington*, paid us a visit the other day while on leave. Continued good luck, Bob. We hope you surprise us again soon with another visit!

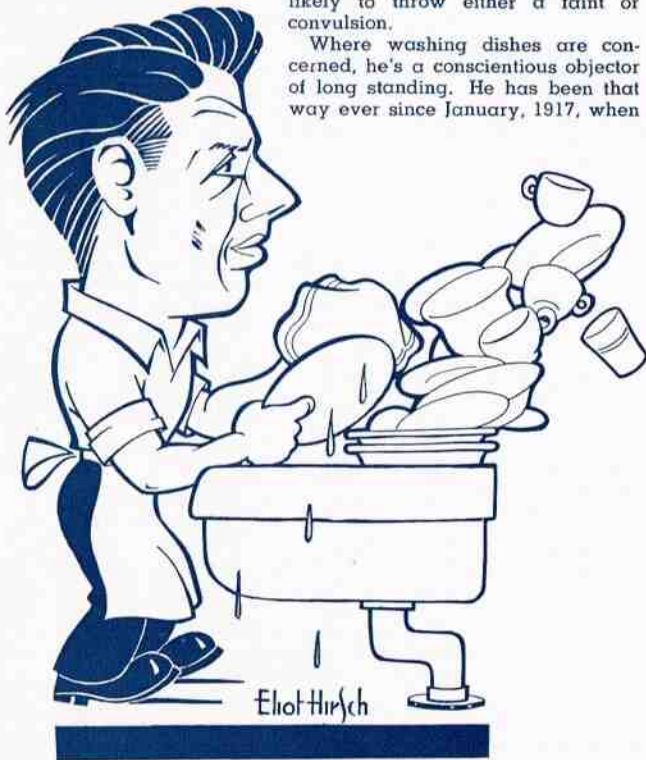
Our vacationists last month were: Mildred Habeger, Walter C. Krull, John Landeck, Joe Johnson, John Hickey, Frank Leyrer, John Horvat, Ed Olson, George Emery, Jimmy McCoy and Eugene Fogarett.

Our deepest sympathy is extended to Ella Rall and her mother on the recent death of a very dear friend who had resided with them for many years.—E. Lund.

Fourth Cook

IF SOMEONE suggests, "Let's wash up these dishes" within hearing of Charles Belasich, Utility Department correspondent at 39th and Halsted, Charley is likely to throw either a faint or convulsion.

Where washing dishes are concerned, he's a conscientious objector of long standing. He has been that way ever since January, 1917, when



he and a friend, just out of school, landed jobs as fourth cooks with the New York Central Railroad.

When Charley and his chum reported for work, they were put in a school for apprentices. There, much to their surprise, they discovered fourth cooks are the boys who wash the dishes.

Instead of learning how to tempt train riders' appetites, all Charley found out was how doggone tired and hot a fellow can get washing their mountains of dirty dishes three times each day.

After more than three weeks of violently massaging gravy spots and clinging bits of food, Charley told himself he had missed his calling.

"I wanted to stick around the school long enough to take at least one free trip to New York," he says, "but, with all those dishes, it wasn't worth it."

A few weeks later, he landed a job as an armature tester at our South Shops. After a year there, then a year in other employment, he returned to the Surface Lines—this time as a trolley tender in the Utility Department, where he has worked in the office since 1927.

Charley lives with his wife and two daughters in the Ogden Hill District on the South Side.

Here's Installment No. 6 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.

Magazine Makers

Horse Soldier

"YOU AIN'T a real artilleryman until you've been thrown 100 times!"

"That," reports Correspondent Ed May, Devon, "was what my hard-boiled top sergeant in the 22nd Horse-Drawn Field Artillery used to tell me. If he's right, I was a sure-enough horse soldier 'cause I'm certain I beat 100 spills my first week."

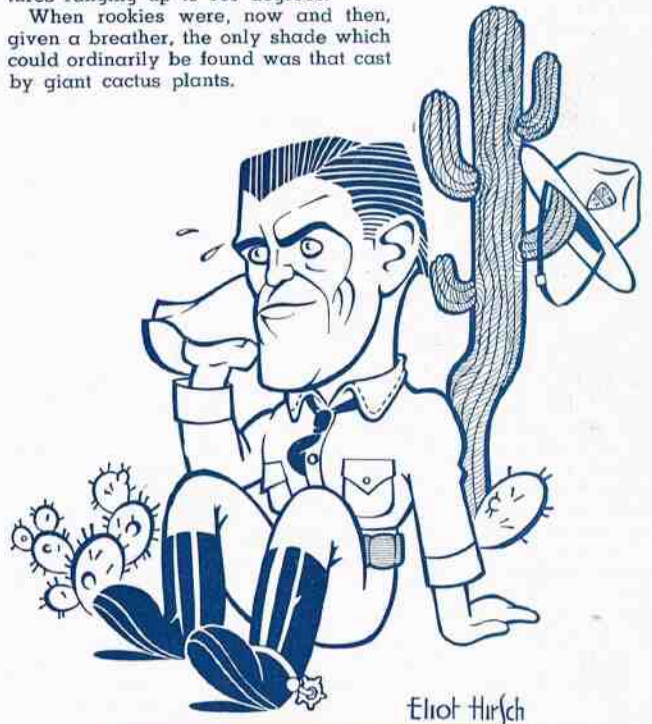
Ed, a motorman for six years and a magazine scribe for two, served a six-year hitch in the army beginning in 1929—three years in the field artillery at Fort Bliss, Texas, and three more in the anti-aircraft at Fort Sheridan.

Whenever he spies a horse today, Ed admits he has to turn on all his will power to keep from attacking the innocent animal with a switch iron, no-parking sign or whatever other club is handy.

He isn't, he swears, murderous by nature. But the sight of a horse brings out the beast in him—and thereby hangs a tale.

You see, during his first six weeks as a field artillery recruit, Ed and his buddy rookies—all dressed in itchy wool uniforms and mounted, without saddles, on enthusiastic army horses—were required to gallop, canter, or trot about for eight hours or more each day in blistering temperatures ranging up to 105 degrees.

When rookies were, now and then, given a breather, the only shade which could ordinarily be found was that cast by giant cactus plants.



While on maneuvers in 1935—this time up into Wisconsin with his anti-aircraft outfit—Ed met the girl who now bears his name and answers when four-year-old Carolyn or one-year-old Ed let out shrieks for mamma.