



"Leathernecks" Hold Thumbs Up for Victory
as Trainman Receives Defense Savings Bond

SURFACE SERVICE

— M A G A Z I N E —

JANUARY, 1942



Parties and Luncheons

Thirty-five members of the Engineering Department turned out for their annual Christmas party at the Track Department offices on December 24.

The photographer coaxed these folks into posing before they opened their grab-bag gifts.

Purchasing Department folks held their Christmas party around the office tree on December 24.

On hand for the affair, which was enlivened by grab-bag gifts, was Captain Edward Horning (standing, fifth from right), former assistant purchasing agent, who was in Chicago on a holiday furlough.



Girls from various divisions of the Auditing Department held their Christmas celebration in the office on December 23.

One look at the festive table shows that eating provided much of the entertainment.

When Mrs. Ida Curwen (indicated by arrow), claims clerk, Department of Accident Investigation, retired November 29 after 34 years of service, these girls bid her good-bye at a luncheon in the Parkway Tea Room.



SURFACE SERVICE MAGAZINE

A Monthly Publication by and for Chicago Surface Lines Employees

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No. 10

War Spurs Employees in Defense Bond Buying

WHEN THE FIRST Japanese bombs struck outposts of our country on December 7, the repercussions were reflected right here in the Surface Lines family.

In 18 days following the attack on Pearl Harbor, 1,750 employees who hadn't been buying defense bonds spontaneously authorized bond deductions from their semi-monthly pay checks.

Many Increase Allotments

The urge to lend Uncle Sam a greater hand prompted many who already were buying bonds under the Payroll Allotment Plan to ask that their allotments for each pay period be increased.

Both new bond buyers and those who increased their deductions seemed to feel that since war had come they should do more than they had during peacetime.

The 1,750 folks who so quickly signed up for bonds after the United States entered the war increased by 25% the number of Surface

Lines employees who have authorized payroll deductions for the purchase of bonds.

Fifty-six per cent, or 8,755 of our 15,600 employees, were buying bonds under the plan on January 1. Present monthly allotments for the group total more than \$34,000—an average of about \$4 per participating employee.

Besides the money accumulated by employees under the payroll allotment plan, 146 cash purchases of bonds have been made through the Surface Lines for an amount totaling \$74,680.

Six Credit Unions Buy Bonds

In addition to cash bond purchases made by individual employees, six employee credit unions last month invested a total of \$33,680 in bonds.

Seventy-Seventh Street's credit union put up \$10,000; Archer, \$10,000; Armitage, \$5,180; Sixty-Ninth, \$5,000; South Shops

AT WORK ON DEFENSE BOND RECORDS

Auditing Department girls who keep employee defense bond records had a busy time last month when the Japanese attack on U. S. possessions prompted a 25% increase in the number of employees buying bonds under the payroll allotment plan.

Hard at work here, left to right, are: Isabelle Glass, Jeanette Butkus and Mabel Magnuson.



and Utility Department, \$2,000; and Devon, \$1,500.

As announced in the July issue of *SURFACE SERVICE MAGAZINE*, any regular employe may arrange for purchase of Series E bonds, in \$25

DO's and DON'Ts on Buying Bonds

1. IF YOU want to increase your deductions, or change the beneficiary or co-owner of your bonds, fill out a new authorization card and cancel your present authorization. You may cancel your present authorization by filling out the form you detached from your authorization card.

2. IF YOUR bond doesn't reach you immediately after the yellow slip attached to your check says you have bought a bond, don't request the Auditing Department to check up on it for at least 15 days. The Federal Reserve Bank requires from 10 to 15 days after receiving your money before it mails the bond to you.

3. IF YOU decide to buy a bond for cash, why not let the Surface Lines get credit for the sale? Buy your bond from the cashier in the downtown office.

4. IF THERE is anything about the Payroll Allotment Plan that puzzles you, see the head of your department or division. If he doesn't know the answer to your question, he can get it for you.

denominations, by signing one of the authorization cards which may be obtained in any car station or office.

Since the plan will continue indefinitely, employes who are not now participating may—and are urged to—join at any time.

Black-Out Plans Drawn by C. S. L. Group

UNTIL A FEW short weeks ago, stories about air raid wardens and auxiliary police and fire-fighting forces had a foreign sound to Americans.

Now, however, with the realities that the shock of war has brought home to us, the whole country is preparing to meet any eventualities the conflict may bring.

Even in Chicago, thousands of miles from the scenes of actual conflict, plans are being made to prevent sabotage of the vital war effort and for protection against possible—even though remotely possible—air raids.

Among the plans being drawn are preparations for a "black-out." In a "black-out," the Surface Lines, with its thousands of vehicles on the streets, will have an important part.

To draw up the plans for "black-outs" on the Surface Lines, a committee has been appointed by President Chase. This committee consists of Chairman E. J. McIlraith, H. H. Adams, H. B. Fleming, S. D. Forsythe and W. A. Hall.

Preliminary plans require that the Transportation Department will be responsible for carrying out "black-out" procedure on all cars and buses, and for lighting in the tunnels and in trainmen's quarters.

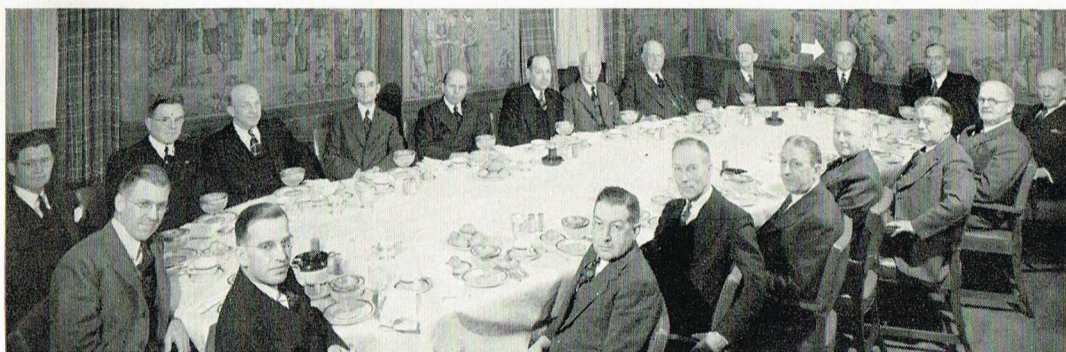
The Shops and Equipment Department's job will be to handle the main shops, adjacent yards and the carhouses and yards not taken care of by the Transportation Department.

The Electrical Department will have jurisdiction over sub-stations, outlying lights at terminals and its storerooms and workshops.

The Engineering Department will have jurisdiction over emergency trucks, store yards not otherwise allocated and all buildings not assigned to other departments.

Plans are being drawn to cover frequent periods of indefinite duration such as may prevail where actual danger exists, as well as simply methods if only for trial demonstration.

Further details will be announced after the committee has completed formulating the plans.



SAYING GOOD-BYE TO JOHN R. GUILLIAMS

John R. Guilliams, who resigned as general counsel January 1, was the guest of honor at a luncheon at the Union League Club January 7.

Mr. Guilliams (designated by arrow) is at the head of the table. At his right is President Chase, who was host to Mr. Guilliams and Surface Lines staff members.

On behalf of the group, J. V. Sullivan presented Mr. Guilliams an electric razor and a lounging robe. The razor, Mr. Sullivan said, is to be used in case Mr. Guilliams "is tempted to grow a long beard" when he moves down to his farm near Peoria.

General Counsel J. R. Guilliams Resigns

JOHN R. GUILLIAMS, general counsel of the Chicago Surface Lines since 1924, resigned effective January 1.

A native of Hendricks County, Indiana, he first joined the Surface Lines family in 1888 when he took a job in the claims department of the North Chicago Street Railway Company.

After two years with that line, he moved to the National Casualty and Security Company; and, in his spare time, studied law at the Chicago College of Law and Lake Forest University.

Admitted to the bar in 1894, he served on the legal staff of the Chicago and North Western Railroad; then, in 1903, returned to the Surface Lines and became trial attorney for the Chicago Union and Chicago Consolidated Traction Companies.

Following the merger of the North Side and West Side lines, he became general attorney for the Chicago Railways Company. Still later, he was appointed head of the Legal and

Accident Investigation Department of the Surface Lines—the position he held until 1924.

To succeed Mr. Guilliams, William J. Flaherty was appointed counsel on January 1 by the Joint Board of Management and Operation.

The Front Cover

TELLING a story of cooperation between civilian and armed forces, the front cover shows Conductor Rudy Schultz, Kedzie, who is receiving a defense savings bond, and two marine sergeants who hold thumbs up for victory.

Rudy, who served in the army during World War I, told the determined "leathernecks": "If you fellows handle the fighting, we'll buy the bonds."

Behind the desk, handing out Rudy's bond, is Chief Instructor Tom Moore. The marines are Sergeants Charles Rice (center) and Edward Miller.

Don't Place Lamps on Seats, Says Old Bulletin

"CONDUCTORS will be careful to avoid placing lamps on the seats of the car at any time—even for a moment."

Any of today's conductors who happen to carry lighted lamps or lanterns will do well to follow this advice in the interests of safety. The order was a "must," however, in February, 1878, when it was written by Superintendent C. B. Holmes of the Chicago City Railway Company.

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Volume 18 January, 1942 No. 10

WILLIAM H. BROMAGE Editor
DON R. COWELL Associate Editor

Buying Defense Bonds

A MONTH or two ago we were crowing about the 45% participation of Surface Lines employees in buying defense savings bonds under our payroll allotment plan.

For peacetime, that was an excellent record!

Now, however, our country is at war; and peacetime standards no longer apply.

Nothing short of 100% participation in the plan can be considered good today!

Red Cross War Relief

SINCE DAWN on December 7 when Japanese bombers showered injury and death on American soldiers, sailors, marines and civilians at Pearl Harbor, the American Red Cross has been operating on a combat basis.

No estimates can be made of how long the war will last, how widespread its operations will be, or how many men will have to be called into service by the armed forces before our country's victory.

We do know, however, that the Red Cross is on the job. To care for the wounded and perform its humanitarian services on all war fronts, it needs money.

Already under way is a national campaign to gather at once a \$50,000,000 war relief fund with which the organization may finance its services in embattled areas.

Surface Lines employees, as President

Charles W. Chase noted in the poster which recently was placed in all car houses, shops and offices, have always been prompt to do their share in emergencies.

To make it convenient for employees to contribute, payroll deductions have been authorized for all who will participate.

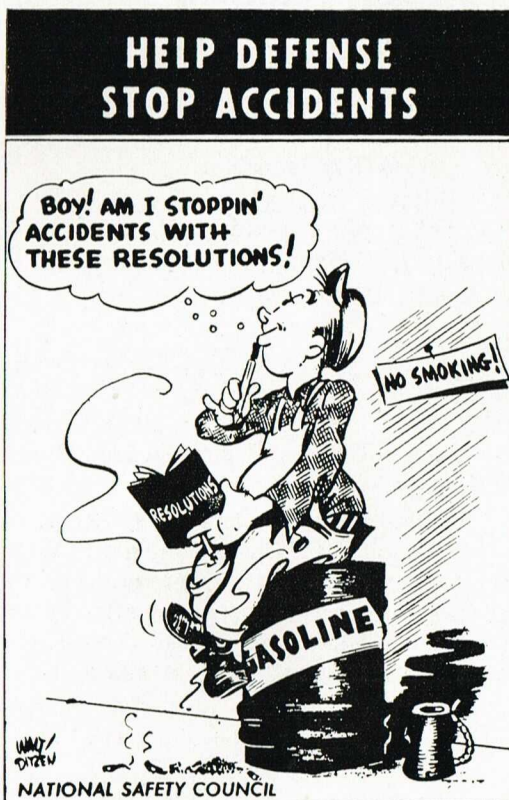
Subscription forms providing for deductions of \$2 or more are available at all stations and offices. The Red Cross will furnish special buttons to contributors.

While many men in our country's armed forces already have given their lives in this war, we who are safe and secure at home are asked to give only occasional cash contributions.

"We all have," as President Chase pointed out, "someone close to us who is facing the danger, or preparing for the battle. Many have gone into the armed forces from the Surface Lines family, and more will be called."

"I am confident," he wrote, "that every patriotic Surface Lines employee will want to have a part in this work."

"Remember Pearl Harbor—and GIVE!"



Complaints Increase, Praise Decreases During '41

LETTERS FROM customers are presumed to provide a ruler by which goodwill may be measured. If that is so, the Surface Lines lost some valuable regard during 1941.

Complaints for the year numbered 81 more than during 1940, and letters of praise decreased by 36. Last month's record is a similar one. While commendations decreased by 15, complaints grew by 36.

After she had been "rudely put off a car" because of what she believes was a mis-punched transfer, Mrs. Emil Johnson, 2557 Argyle Street, boarded another car and en-

countered Conductor Frank Roessler, 77th.

"He explained," she wrote, "that the conductor who punched my transfer must have made a mistake, and suggested I write you about it. He apologized for the way I had been treated, and said he hoped I would never have another such experience."

Saves Mother a Heartache

Impressed by Operator Joe Loftus, North Avenue, who stopped his bus to escort a bewildered small boy across the busy street, Mrs. L. L. Putnam, 7001 Osceola Avenue, wrote: "To my thanks, please add those of the child's mother who might otherwise have had a heartache today!"

After seeing the assistance which Conductor Francis McDermott, Devon, gave an unsteady inebriate, then a mother with two young children, in boarding and alighting from his car, Miss Verna Carlson, 1436 Summerdale Avenue, wrote: "Seldom today does one see a man thinking of the 'other fellow.'"

The "strict attention to work" shown by Motorman Joe Kunzer, 69th, prompted Gordon Grandholm, 1448 West 61st Street, to write: "He provided the smoothest ride I have ever had. I really appreciated it."

"Kind, Courteous, Helpful"

Pleased by the "kind, courteous and helpful service" of Conductor Maritz Munzer, Armitage, R. H. Haywood, 565 West Washington Boulevard, wrote that no matter what a man's job, his main business is service. Conductor Munzer's service, he added, was excellent.

Special courtesies which they gave to blind, crippled or elderly passengers brought grateful letters of praise to these eight trainmen: Motorman Paul Gunther, Blue Island; Motorman John McDonald, Cottage Grove; Conductor Herman Daniel, Division; Operator George Crofoot, Elston; Motorman Peter Hnatiuk, Kedzie; Conductor Joe Kempa, Lawndale; Conductor Lew Waddell, 77th; and Operator Tom Donnelly, 69th.



Supervisor: "You look a little wobbly. Why don't you take a street car home?"

New Year's Celebrator: "I'd like to, officer; but the wife wouldn't lemme have one in the house!"

Burnside Regains Lead in Keep 'Em Rolling

AFTER HOLDING the lead in the Keep 'Em Rolling Contest for eight consecutive months, then losing out to Lawndale during October and November, Burnside ended 1941's final month by climbing back into first place.

Its average of 12,253 miles per pull-in due to equipment failures was an increase of 53% over its November showing.

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Decrease
1	Burnside	8	12,253	53.0
2	Devon	4	9,219	52.0
3	Sixty-Ninth	2	8,721	3.8*
4	Division	4	7,988	6.4*
5	Lawndale	4	7,362	24.9*
6	Cottage Grove	2	6,188	10.1*
7	Armitage	2	5,956	37.5
8	Archer		5,613	6.9
9	Seventy-Seventh		5,196	2.4
10	North		4,887	14.6
11	Kedzie	1	4,616	25.1
12	Blue Island	2	4,512	20.1
13	Lincoln	2	4,459	50.5
14	Limits	4	4,412	8.9
15	Elston	4	3,712	4.9
16	Noble	4	3,410	4.5*

*Indicates decrease.

Carhouse records for the last six months:

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

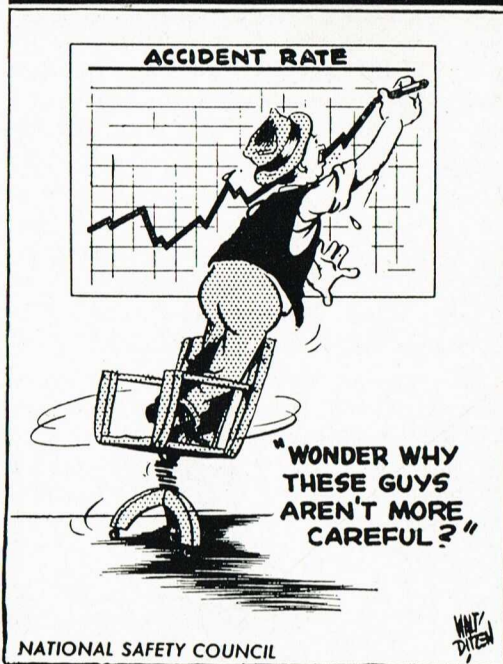
9 Applications Approved by Employes Relief Committee

TWELVE applications for relief were received last month by the Employes Relief Committee. After investigation, nine were approved for assistance.

Active cases on the relief roll at the end of the month numbered 181—19 having been removed by death or other causes.

A total of \$1,640,161 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to \$9,753.

HELP DEFENSE STOP ACCIDENTS



Wrapping Up Gum Is Fine—Just Be Careful of Wrapper!

THE ADVICE of the Wrigley people to chewing-gum chewers that they neatly wrap their used gum in paper before tossing it away recently caused some unanticipated trouble to a stenographer in a New England city.

When the young lady boarded a street car, she followed the gum folks' advice to the letter, handed her transfer (she thought) to the conductor, then briskly strode toward her seat.

"Here, lady, you can't ride on this," the conductor called.

Startled, she retraced her steps and found the conductor staring wonderingly at a chewing gum wrapper in his hand.

Where was her transfer? Why that's what she had thrown away—neatly wrapped around her discarded chewing gum!

In Memoriam

Rudolph Schreiber, motorman, Armitage, died December 19 of a heart attack. Called "Pinky" by his co-workers because of his ruddy complexion, he had been ill for seven months. He was fifty-five years old, and had 20 years of service. "Pinky" was a great sports fan. Baseball was his favorite game. In his younger days he played semi-pro ball with the Logan Square team, and earned a try-out with the Chicago Cubs as an outfielder. Surviving is one daughter.

Matthew Cibek, motorman, Devon, died December 5, following an illness of several weeks. Sixty-one years old, he had nearly 24 years of service. The Odd Fellows lodge of which he was a member conducted the funeral services. Surviving are his wife, daughter and mother.

Thomas Smith, conductor, Noble, died December 12. He had been ill and off work since July. An employe for 38 years, he was 64 years old. Four brothers survive.

Lester Mosberger, watchman, Southern Division, Track Department, died suddenly November 23. He was 62 years old, and had worked for the Surface Lines 15 years. He leaves a wife and daughter.

Michael Tribble, conductor, Kedzie, died of a heart attack on his car, December 10. Fifty-one years old and an employe for 29 years, "Mike" was an excellent boxer in his youth. The hobby for which his co-workers will remember him, however, was fishing. He leaves a wife and four children.

Oscar Bolten, conductor, North Avenue, died November 16, following a brief illness. Sixty-four years old, he had nearly 38 years of service. Known as a man who spent most of his spare time around his home and garden, he leaves a wife and two married daughters.

Charles Stensloff, motorman, Elston, died November 16. Seventy-six years old, with 40 years of service, he had been inactive for the last five years. Surviving are three sons, one of whom is a member of the Chicago Fire Department.

Fay Holland, motorman, Archer, died of a heart attack December 9. He became ill while at work and died four hours later. Fifty-three years old, he had nearly 18 years of service. A Mason, he leaves a wife and daughter.

Aaron Swanson, motorman, Lincoln, died of a heart ailment on Christmas. His illness was brief. Sixty-eight years old, he had nearly 38 years of service. No survivors are known.

George Kersten, motorman, Archer, died suddenly of a heart attack December 19. Only 40 years old, he had worked for the Surface Lines 13 years. Surviving are a wife and daughter.

Henry Miller, conductor, Limits, died of a ruptured appendix December 6. He had been ill only five days. A Mason and a member of Surface Lines Legion Post, he was 48 years old and had 23 years of service. He leaves a wife and two children.

John Johnston, conductor, Kedzie, died December 31. Though inactive because of illness for the last 11 years, he had 58 years of service. Eighty-three years old, he had long been a member of the Holy Name Society. Surviving are a daughter, two sisters and a brother.

Patrick Cunningham, motorman, North Avenue, died December 22 of a heart attack, following a long illness. Fifty-eight years old, he had nearly 24 years of service. Surviving are his wife, two daughters and two sons.

Sidney Smith, former conductor, Elston, died December 16, after a long illness. He left the Surface Lines in 1936 because of defective hearing. Surviving is a daughter, Barbara, who works in the Department of Accident Investigation.

James Griffin, motorman, Kedzie, died of a heart ailment December 20. Off work ill for nearly four years, he was 74 years old and had 53 years of service. Surviving are his wife, two daughters and son.

Martin Jensen, night repair foreman, Noble, Shops and Equipment Department, died of a heart attack December 20. Sixty-seven years old, he had 24 years of service. Starting as a car cleaner at North Avenue, he was promoted to assistant night foreman in 1924; transferred to Kedzie as assistant day foreman in 1927, and to Noble as night foreman in 1931. Cheerful, generous and a faithful worker, he was well liked by his co-workers. Surviving is his wife.

AROUND THE CAR STATIONS

Archer

FRIENDS of Bud (M. L.) Walker will be interested to know that the January issue of *Actual Detective Magazine* carries a story in which he is one of the principals.

Junior Kostka received a flag for Christmas. If he will only bring it to work, it should be just the thing to lead the parade on 51st Street.

Dan Eiredan wants to thank Rudy Staska for the land-locked seagull he brought him from his hunting trip. Dan suspects Rudy must have been hunting in Douglas Park.

Motormen Fred Bremer and E. Prucha are thinking of starting a quiz program. Their only difficulty is that their questions are so tough even they are baffled by them.

Congratulations to J. Hurley, M. Condon and Clerk Arnold Hillstrom on their recent marriages. Orchids, too, to C. Chap and W. McEvilly who are strutting about bragging of new baby daughters.

Our sympathies go out to the families of Motormen Fay Holland and George Kersten, who died last month; and to these trainmen because of recent deaths in their families: E. Mulcare and Motorman Pavel, their mothers, and Motorman Dillon, his wife.

Don't forget the boys on the sick list. A visit will cheer them up!

Bring in your contributions for our news items—the more contributions the bigger Archer's news will be.—Combine.

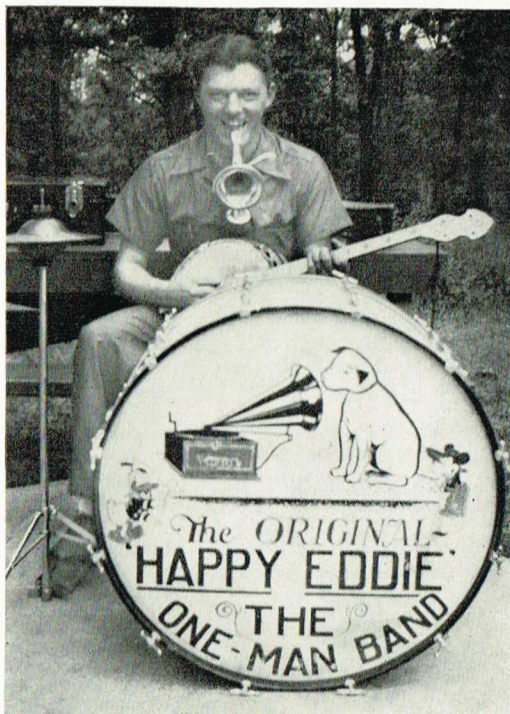
Burnside

THOUGH IT often is difficult to catch the attention of Motorman John O'Hara, his conductor, Carl Memsen says he's sure John isn't hard of hearing. When Carl asked the clerk for an extra trip sheet the other day, John wanted to know if he got an overtime slip also.

We all appreciate the progress our magazine has made during the last year. Our editors say they can't make a good publication unless we supply them with material. Interest yourself in the magazine, and give your scribe any news items you hear about.

Joe Minga, who has been off work ill for the last month, is on the road to recovery. He expects to be back at work soon. Good luck, Joe; we're all pulling for you.

Now that a new year has begun, let's all try to improve upon the way we lived and did our jobs during 1941.—William D. Frank.



ONE-MAN BAND

Conductor Eddie Rackow, Archer Depot, grins over a few of the instruments which he plays in his one-man band.

Known as "Happy Eddie" by his co-workers and by the boys of Surface Lines Legion Post, for whom he has frequently played, he was a professional musician before he joined the Surface Lines.

From 1925 to 1930, he travelled on the Keith-Orpheum Vaudeville Circuit, then appeared with the Sells and Backoot Brothers' Circus and the Chester World's Wonder Shows. He was billed in those days as "Happy Eddie, the One-Man Band, Master of 101 Instruments."

He does very little entertaining these days, but anyone who has seen the big grin which he constantly turns on riders and co-workers will agree he still has a right to his "Happy Eddie" monicker

Devon

TO START the new year right, we'd like to release Motorman Clarence Winnerstrom from his wife's dog house.

We direct this communique to Mrs. Winnerstrom: The party held for the softball team did close at the hour stated by the defendant. Also the white substance found the next morning on said defendant's suit coat was not feminine face powder, but chalk he picked up in the bowling alley! (Will this clear you, Clarence?)

The OPM won't catch Receiver Frank Pasche. He already has bought that electric fan for his three-months-old son.

Stork department statistics tell us baby boys were left recently at the homes of Conductor Joe Kosick and Motormen Ted May and Ben Newman, and girls at the homes of Motorman Mike Clark and Conductor Dan Donaghue.

Conductor Ed Lukes spent his recent vacation in the mountains of Tennessee. He reports enjoying rain, snow, warm and cold weather and a broken spring in his Pontiac!

Conductor Tom Hoppe will henceforth observe instructions about closing the cover on book matches before striking a match. He recently burned his hand pretty badly by forgetting to play safe.

Our sympathies go out to the family of Motorman Matt Cibek, who died last month, and to Motorman Tom Zimmerman, who lost his father.—Ed May.

Division

A PHOTO of Motorman Ed Stellings' two-year-old son recently won honorable mention in a national photographic contest.

Motorman A. Swenson is having a hard time convincing Motorman Chester Koprowski that he really caught a fur-covered fish. A picture of the finny wonder is on the depot bulletin board.

Motorman Pete Klow narrowly escaped injury recently when another auto hit his machine as he drove along Milwaukee Avenue.

Greg, the one-year-old boss of Conductor Damon Moore's household, had a birthday party December 22.

Conductor W. Pearson proudly announced the birth of a son on December 21.

Private Charley Schoewer, former motorman, visited the depot during his recent furlough. He looked fine, and told us his mail address is Company D, 37th Engineers, Camp Bowie, Texas.

We hear that former Motorman Paul Pflaum is now a gentleman farmer in Wisconsin.

Herb Bruckhauser and his missus celebrated their seventh wedding anniversary November 29, then both their birthdays last month.

Motorman Norman Kierland spent his recent vacation at home. Where else, he asks, could a guy with a seven-month-old baby go during the winter?

Among the Christmas greetings received at the depot were cards from Conductor Frank Marek, who is ill at home, and from Louis Sanz, at Hines Hospital.

Motormen Harry Logerquist and M. Purchla are back in harness, but Conductors Frank Imbs and Henry Tansor are still on the sick list.

Our deep sympathies go out to Glenn Cooley, who lost his mother, and to Motorman Joe Badin, whose wife's death leaves him with three sons to care for alone.

Your scribe wishes to thank the many contributors to these news items during the last year, and to ask for the same helpfulness during 1942.—R. T. W.

Elston

WE'RE ALWAYS pleased to report birth announcements. Busting buttons off their vests this month because of visits by the stork are George Weis, Mert Daly, Pete Guretz and Charley Williams. Congratulations, boys!

Al Durr has an unusual log book which would rival any ship's log. For 26 years he has recorded run and car numbers, weather conditions and special happenings for each of his working days.

Ed Stobart tells us he expects to be recalled by the army almost any day. We'll hate to see you leave, Ed; but the army is getting a good man if it calls you.

When one of our crews is referred to as "O'Connor and Goldberg," you can look for Jim O'Keefe and Louie Schoenfeldt to be working together. If another crew is called "Fibber McGee and Molly," that will be Jack Eckmann and Dan Moriarity.—Ed Evenson.

Noble

CONDUCTOR ROSS LAHLUM really had himself a time on his recent vacation. Ross and his brother, who is serving with the army near Seattle, Washington, were sightseeing in Vancouver, B. C., when the Japs attacked Pearl Harbor.

The plane in which they were to return to the army camp was grounded by fog. When they finally did reach camp, Ross was held in the guard house for a while, as were other civilians who entered camp. His return to Chicago was further delayed by his being forced to take a slow train. All stream-

liners were temporarily tied up by troop movements.

Conductor Andy Iverson (better known as "Reverse") recently sent us a card from Kansas City, reporting he was having a fine time and that the hunting was excellent. Just what kind of hunting is there in Kansas City, Reverse?

We welcome Malcolm Lyons, Elston, a new addition to our supervisory force; and congratulate Starter Louis Cerone on his recent promotion to supervisor. Louis succeeded William Whitney, who retired December 1, after many years of service.

Congratulations also to Motorman Edward Allen, who completed 50 years of service on December 10; and to Conductors Walter Vesperman and Louie Blesch, whose wives presented them baby boys last month.

Our sympathy goes out to the families of Conductor Thomas Smith and Night Foreman Martin Jensen, both of whom died last month; and to Motorman Alex Madura and Operator George Draut in the recent loss of their mothers.—Ed Devine.

Lawndale

JESSE CINKUS recently appeared at the window with \$18.75 in nickels to buy a defense bond. Good going, Jesse!

Emil Voss is showing off a fancy Christmas card he received from his son who is serving with the armed forces in Iceland. Emil says the card took three weeks to reach him.

Operator Mike McCarthy recently came in from his bus run with a Cuban dollar bill which he took in for change.

Frank Nalevac says he received the best Christmas

MEXICAN RAILWAY



Harry Hoogstraal, son of Operator Charley Hoogstraal, Burnside Depot, recently took these photos of a gas-powered railway in southwestern Mexico.

The complete train is shown at the left. At the right is a close-up of one car.

From the start of the 50-mile line to the end, the train must climb 4,000 feet. Running time one way is four hours, and the fare is 75 cents.

gift of anyone in the station—a baby girl, born Christmas Eve.

Jimmy Moriarity has offered to pay 50 cents to anyone who can solve the car card puzzle about the skinny man with the bag of money and the dog.—C. K.

Limits

OPERATOR DON WISE was our first man to enlist in the army after hostilities broke out last month. When he completes his basic training at Fort Sheridan, he will be sent to Texas for instruction as an airplane mechanic.

Conductor Jimmy Nesbit passed out cigars to just about everyone in the station on December 19. The reason: James Allen Nesbit, eight pounds and 10 ounces. Congratulations, Jimmy!

Our sympathy is extended to the family of Conductor Henry Miller who died December 11 after a brief illness.

No one can present a late transfer to Conductor Bill (Eagle Eye) Keane and get away with it. One night last month a drunk boarded his car and presented a transfer.

"I'm sorry," Bill said, "but your transfer is a little late."

"How late is it?" asked the drunk.

"Just 12 years," said Bill, for the transfer was dated September 27, 1929.—Tom Birmingham.

Lincoln

MOTORMAN CLARK JOHNSON returned to work December 29 having fully recovered from an appendectomy performed in October. He spent his 10-day vacation and several weeks working in the Schedule Department while recuperating. Welcome back, Clark!

Our sympathy goes to Conductor Charles Margaron, whose father recently passed away.

After an illness of about two months, Motorman Aaron Swanson died on Christmas Night. We know he will be missed by all. Our sympathy goes out to his family.

Conductors Frank White and George Gleason, who have been off ill for some time, say they'll soon be back to work.

Conductor Theodore Rhind and Motormen Horatio Griffiths, David Kennedy, John Kelly, Emil Bauman and Walter Kressler have been on the sick list for quite a spell. A visit would cheer them up, boys.

Conductor Paul Hahn started the New Year out

right by taking his pension. December 30 ended 46 years of service for Paul, but he finished the old year out by working his night-car run on the Rosehill line. We wish you the best of everything for a long, long time, Paul!

Fred Bearley is one of our newest conductors. Welcome, Fred; glad to have you with us.

Your scribe has been back at work only a little over a month and probably will soon be called back into the army. He has enjoyed working with all of you again, and writing for the magazine. The next correspondent, by the way, will greatly appreciate your help.—Haddon Phillips.

Seventy-Seventh

EVENTS HAVE taken a tremendous twist since last issue, which reminds us of Motorman Mike Bader's advice for the New Year: "Don't strain your neck trying to see around the corner!"

From another sage, Operator Lesley Gaffin, comes this timely comment: "There are a lot of dangerous curves ahead for 1942, so—holding your hat on, please!"

Other keen observers: Motorman Bob Krone—"For defense, keep the old U.S.A. on ten points!" and Conductor N. J. Edwards, "Full speed ahead for 1942. Let's give two substantial bells all year 'round!"

The freedom man is knockin' at our door again. Chief Clerk Owen Duncan says, "For 1942, nothing would please the old gent more than your buying a couple shares of the U.S.A. as often as you can. I'll have ink in my pen all year ready to sign you up."

First signer of the new year was your scribe, who turns willingly to our Uncle with the comment: "You flatten it, Sammy; it's a privilege!"

First-hand word from the front line came to us recently in the person of Corporal Martin Grady. Visiting here, he assured us the army is all set for 1942. He's a good example of that. Fifteen pounds heavier and two stripes higher, Marty has our best for the new year.

Ended January 1 was the long trail for eight of our old-timers whose span of employment dates back to the stone age of transportation. These men took their pensions on January 1, and carry with them a sincere "Bon voyage" from all hands: Conductors Christian Laursen and John O'Sullivan, and Motormen Bill Burke, Otto Milke, Bob Loomis, Ed Panzer, Bob Stack and Jim Cahill.

Sympathy is extended to the following men because of recent deaths in their families: Motormen H. F. Sandstrom, his wife; J. J. Grogan, his sister; J. H. Houle, his wife; J. Cusic, his brother; and Conductors Bill Geimer, his mother, and Charles Hunter, his wife.—Walter F. Story.

COSTUME FAN

Here is Conductor Joe Rohr, Noble Depot, in the get-up that won him second prize in the recent *Chicago Times* Bicycle Pageant.

Joe, who would rather climb into a crazy costume than eat, has several other equally outlandish garbs.

The next time your children misbehave, why not hire Joe to dress up and scare the wits out of them? Co-workers say he's a good worker, and his rates are reasonable.



Sixty-Ninth

LAST MONTH we took up so much space with our rhyming that we didn't have room to welcome our new trainmen. Now we have a really long list to introduce: Conductors M. Farrell and E. Weston and Motormen J. T. O'Sullivan, G. J. Robinson, J. M. Johnson, R. J. Schramm, L. Schmidt, Fred Combs, Andrew Susky, John Powers, Philip Schlogel, Peter McCabe, Kenneth Callham, Edward Mathey, George Lyons, Florian Ciesiolkiewicz, E. E. Pieper, J. J. Marrel, A. E. Janke, W. J. Klover, J. L. English, J. P. Terry, F. M. McGlynn, W. P. Bohnaman, A. Willman, J. J. Favel, M. H. Roebuck, and W. A. Bell. Welcome, boys!

Retiring during the last two months were Motormen Ben Cronin, Jim Montgomery, Abe Midkiff,

Harry Hall, John Coates and John Crilly, and one lone conductor, Mike Hayes. We hope you enjoy your well-earned leisure, fellows, and that you won't forget to drop in and renew old acquaintances from time to time.

We also have lost a couple of mighty fine men to our armed forces—J. V. Noe to the marines, and Howard Felker to the navy. Here's wishing you the best of luck, boys!

Sympathy is extended to Motorman E. Buhrfiend and Conductor L. A. Mahoney in the death of their wives and to Motorman J. F. Musser in the passing of his mother.

Now that our country is actually at war why not re-examine our budgets and find a way to increase the portion of wages we are setting aside for the

DEPARTMENTS AND DIVISIONS

Accident Investigation and Legal

THE GIRLS held their annual Christmas luncheon last month at Eitels' Restaurant in the Northwestern Station. Thanks to Grace Springer and Elvera Potensa the fun at the affair reached a new high.

Locator A. D. Oldfield began his well-earned retirement January 1. We wish him health and happiness.

President Charles W. Chase paid us a brief visit on December 23 before attending a luncheon with our trial staff. Though the investigators and many other employees were out while he looked over the building, we hope for an early return visit some morning when the full force is on hand.

Our sympathies go out to Barbara Smith, whose father, a former Elston conductor, died December 20.—Investigator.

Accident Prevention

CHARLES TRIPLITT, who retired January 1 after 49 years of service in many Surface Lines departments, now is devoting full time to smoking

purchase of defense bonds? Our Credit Union has set an example with the purchase of \$5,000 worth of bonds. Of course no one expects us average individuals to plunge quite that deep; but if you will see the chief clerk he will be glad to explain how you go about authorizing the deduction of an additional amount each pay day.

With the retirement January 1 of Harry Staley, the Utility Department loses its senior wreck wagon driver. His close associates gathered at the depot December 29 to wish him well and see Stationmaster M. B. Quinn present him with a radio, box of cigars and a certificate for a new hat as tokens of the high esteem in which he is held by his fellow workers. Superintendent T. J. Blakely, Utility Department, had a few more nice things to say, as did Robert Boal, business agent of Local 739 of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers. Good luck, Harry; drop in on us often!

A baby boy arrived at the home of Mr. and Mrs. M. L. Stoldt on December 3rd. Congratulations!

Well, the season of income taxes is with us again. Starter Glen Peyton is something of an expert on this subject, having taken an involuntary course of instruction from the Internal Revenue Office recently. He'll be glad to assist any of you who have difficulty in computing your tax. H. E. Harris.

his favorite tobacco mix.

The numerous friends he made during his long C. S. L. career wish him health and happiness. Whenever you hear some good stories, Charley, stop in and spill them!—Preventer.

Accounting

OUR BEST WISHES to Richard Holzle, Payroll Division, who was married January 3. His co-workers presented him a Nesco roaster as a wedding gift.

When the various divisions held Christmas parties December 23, presents were exchanged and the picture which appears on page 2 was taken.

Birthday greetings were extended last month to Gladys Wedman, Ethel Anderson, Jean Amsterdam, Christine Cameron and Olive Battersby.

Accounting Division folks extend their deep sympathy to the family of Mrs. Evelyn Morgan, a former



ED PETERSON RETIRES

When Line Foreman Ed Peterson (right) retired December 1, his Electrical Department co-workers bid him good-bye and presented him a handsome leather travelling bag.

The two well-wishers pictured with him here are General Line Foreman Bill Stokes (left) and Superintendent of Transmission Frank Roper.

Ed, who began working for the South Chicago City Railway in 1896, estimates he helped renew about 4,000 miles of trolley wire during his career. He is justifiably proud that he was late to work only once. That once it took a howling snow storm to make him tardy.

employee, who died December 18; and to B. O. Ratner, who lost his stepmother last month.

Cupid used his doubled-barreled shotgun last month; and, in two shots, brought down four of our girls: Helen Wallace, Hildegard Ruedt, Elaine Nelson and Betty Ann Diez, all of whom announced their engagements.

When Miss Marie McCabe retired December 31, her co-workers honored her at a luncheon and presented her a wrist watch and a floral bouquet as farewell gifts.

To Robert Joost, Timekeeping Division, who recently enlisted in the navy, we wish the best of luck.—Thomas F. Coan.

Electrical

CORPORAL FRED HINCE and Private Fred Lundie paid us a visit during the holiday season. We were glad to see you, boys; stop in again on your next furloughs.

Most recent recruits to the armed forces are William Allbright, Downtown Office, who has entered the army air corps at San Diego, California; and Fred Damrow, Electrolysis Division, who is serving as a radio engineer with the navy at Newport News, Virginia.

Donald Stahle, Line Division, recently volunteered for the army. He is being trained as an airplane mechanic, but we do not yet know his address.

Our deep sympathy goes out to the family of Inspector Carl Nelson, Line Department, who died January 5.

All men leaving for service with the armed forces who would like to receive the magazine each month may arrange it by mailing us their camp addresses.—Billy.

Engineering

OUR ANNUAL Christmas party was held in the Track Department office December 24. Grab-bag gifts added to the merriment of the affair, which was attended by 35 employees.

TRACK DEPARTMENT: Paul Minogue, Jr., on furlough from military service, paid us a surprise visit during the holidays.

We extend a hearty welcome to Fred Kimmel, who joined us recently.

Stanley Cernich is the proud grandfather of a baby girl.

Our deep sympathy goes out to the family of Charles Gremley, whose wife recently died.

UTILITY DEPARTMENT: Through Jim Wagner's suggestion, the supply-car boys purchased a flag which now waves over the entrance of the 39th and Halsted yard.

Uncle Sam released Art Fortmann from army

service long enough for him to become engaged to Lucille Donski, but then called him back again.

Joseph Dennehy, who resigned recently to join the Chicago Police Department, certainly makes a fine officer.

Bill Walsh and Herman Lau are at their homes recuperating from recent operations.

To Harry Staley, William Hughes, Thomas O'Connell and James McDonnell, who retired January 1, we wish the best of luck and health. We'll miss you, boys!

Schedule and Traffic

ART STAHL used up his vacation and patience, but he finally did move into that new home. Now the general maintenance work will start!

Joe DeGrazia announced the arrival of an early Christmas present on December 9, when Miss Nancy put in her appearance at St. Anne's Hospital. Thanks for the cigars and candy, Joe!

Pete Donahue spent Christmas down in the Ozarks. The boys are wondering if folks down there still use candles on their trees. Pete won't tell.—L. C. Dutton.

Shops and Equipment

SOUTH SHOPS: *BURNSIDE*: Joe and Mrs. Vacca were presented the nicest Christmas present ever—a baby boy, weighing nine and one-half pounds. Congratulations, Joe; and best wishes to mother and baby.

Joe Margetic recently drove to Texas to visit his brother who is serving with the armed forces. He returned with a coat of tan and a great weariness. How did you like the Texas cowgirls, Joe?

ARCHER: Baby Gallowitch put one over on Daddy recently. Joe arrived at work at 6:40 a. m. believing it was 7:40 a. m.—all because of the early breakfast for Baby. Better train the child to watch the clock, Joe!

One of the busiest shoppers in the 5 and 10's during the Christmas rush was Bob Shea.

Anyone searching for decorators may call on Henderson and Dzieginski. They're decorators par excellence!

Former Night Foreman Bernard Flynn, retired, is laid up with an injury. We're all pulling for you, Barney, and hope you get well soon.—Elsie S. Frank.

Transportation

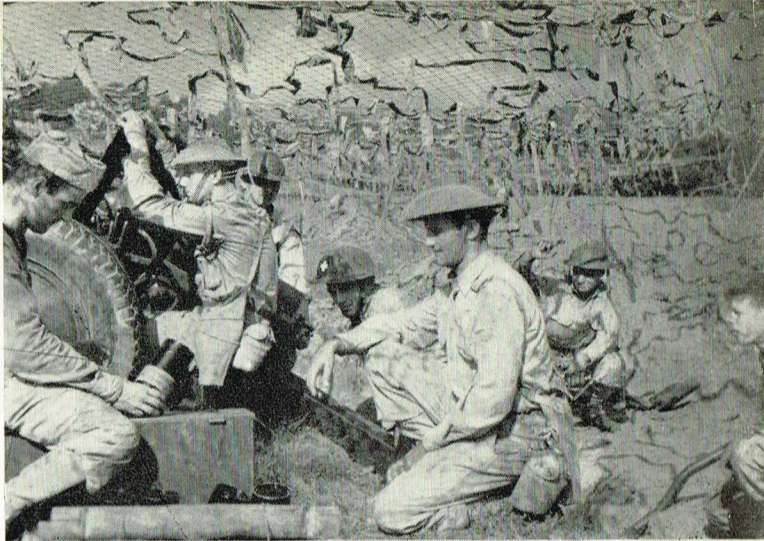
WE'RE GLAD to shake the hands of the girls who joined us recently. They are Irene Hoffman, whose voice you have heard on the switchboard, and Frances Gendusa, who works in the office. Glad to have you with us, girls, and hope you like your work.—Andy.

Camera News

FIRING GIANT GUN

Hidden from planes by a camouflage net, Sergeant Jake Barbera (with raised arm, second from right), formerly an employe in the Western Division of our Track Department, gives the fire signal to his 75 mm. gun crew.

Jake is serving with Battery C of the 122nd Field Artillery at Camp Forrest, Tennessee.



SEND GIFT TO R. A. F. OFFICER



When Devon trainmen realized that their former buddy, Motorman George Heintz, now a flight officer with the Royal Air Force in England, might like to keep up on doings in Chicago, they sent him a six-months subscription to the *Chicago Daily News*.

By return mail, George wrote: "This is the finest gesture of friendship I have ever experienced. It amounts to all of you reaching across the ocean to give me an encouraging slap on the back. Thank God for friends like you at a time like this!"

Here, looking over a copy of the paper, are a few of the men who contributed to George's subscription. Top row, left to right: Russ Blomstrand, Joe Kosich, Ed Mucha, Clerk Vernon Rage and Custodian John Chapp. Middle row: John Carlson, Fred Hessling and Al Schmidt. Bottom row: Paul Fraenhoffer, Bill Washa, John Harte and Ed Ford.

Conductor Mike Streiker took the photo.

OBSERVING BILL OF RIGHTS DAY

When the Chicago Commission on National Defense put on a program in observance of Bill of Rights Day on December 15, we donated the use of a flat car as a speakers' platform.

Grouped before the decorated car, at State and Madison, is a small part of the crowd which listened to the midday ceremonies.



At the microphone on the car is Mayor Edward J. Kelly. The 10 girls wearing white wigs who stand near him recited the Bill of Rights.