



*Surface
Service*
MAGAZINE

October, 1942



Standing before the NBC microphone, Mayor Edward J. Kelly tells the 200 naval aviation recruits, some of whom are lined up at the right, that Chicago is proud of them.

Grouped in front of our colorful Fly For Navy car, the group of recruits was sworn in with the 2,000th recruit during a mass induction.

Navy Car Makes Public Appearance

WHEN THE 2,000th Chicago naval aviation recruit during August and September was sworn in during a rain-splattered ceremony at State and Quincy Streets September 26, our specially decorated Fly For Navy car was admired by the 5,000 onlookers.

Like the red, white and blue war bond car, the colorful navy car is now in regular service. It will run for a week each on various lines in all sections of the city.



Nineteen-year-old George Wallace, the 2,000th naval aviation cadet, leads 200 other cadets in the oath of allegiance given by Captain Joseph B. Lynch.



On the speakers' platform are many U.S. naval officers, as well as representatives of the Dutch Navy, the RAF, the WAVES and the British Navy.

Second from right in front row is Lieutenant Ljudmila Pavlichenko, Russian sniper and war heroine.



PULLING UP FOR THE CEREMONY

While our red, white, blue, green, gold and black Fly For Navy car pulls up near the speakers' platform at State and Quincy Streets, naval officers and newspaper photographers scurry about in the rain making final preparations.

Blue on the roof and on the green-capped waves above the wheels, the car carries numerous gold and black naval flyers' wings and red Fly For Navy signs and application information on its white middle section.

“Fly For Navy” Car Running in Regular Service

OUR SECOND colorfully decorated war car was introduced September 26 to the 5,000 hardy onlookers who stood in the rain at State and Quincy Streets applauding the impressive ceremony in which the 2,000th naval aviation cadet enlisted in Chicago during August and September was sworn into service.

Designed to help promote enlistments of naval flyers, the car, a standard rear-entrance vehicle, was placed in regular service for one week on the Broadway-State line two days later; then, for a week each on the Clark-Wentworth and Halsted lines, respectively.

Car a Rainbow of Colors

A rainbow of colors—red, white, blue, green, gold and black—the car was specially painted at the request of the United States Navy. All of the work was done at West Shops.

So all Chicago boys who might like to wear the naval flyers' wings reproduced on the vehicle in giant size may

Front Cover

GROUPED IN FRONT of our specially decorated Fly For Navy car are a few of the 200 naval aviation cadets who were sworn in during a mass induction at State and Quincy Streets September 26.

Though rain fell throughout the ceremony, a crowd of 5,000 hardy onlookers cheered the induction and admired our colorful car.

read the application information carried on its sides, the colorful “roving billboard” 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 AvenueOctober 19
Western AvenueOctober 26

Kedzie AvenueNovember 2
Pulaski RoadNovember 9
Archer AvenueNovember 16
Milwaukee AvenueNovember 23
Lincoln-IndianaNovember 30
63rd StreetDecember 7
Lawrence AvenueDecember 14
47th StreetDecember 21
Irving ParkDecember 28
Roosevelt RoadJanuary 4
Fullerton AvenueJanuary 11
Harrison StreetJanuary 18
Chicago AvenueJanuary 25
Belmont AvenueFebruary 1
79th StreetFebruary 8

On September 17, nine days earlier than its introduction at the swearing in of Chicago's 2,000th August-September naval flying recruit, the car made its first public appearance in front of the City Hall and County Building on LaSalle Street.

There, before a smaller audience than was present at the State Street ceremony, naval officers and enlisted men and naval aviation recruits took part in a brief christening of the car.



AT BURNSIDE DEPOT'S "AMERICANISM DAY"

When Burnside held an Americanism Day August 30, hundreds of men from the depot, accompanied by their families and friends, turned out to pay tribute to the depot's fighting men in World Wars No. 1 and No. 2.

Standouts of the day were the raising of a flag on the new flagpole and the dedication of a service plaque bearing the names of all Burnside men who fought in the last war and those who are now fighting for Uncle Sam.

Lending color to the affair were delegations from two American

Legion groups—the C. C. Cameron, Jr. Post, No. 130, and the state championship drum and bugle corps of Square Post, No. 232.

Guests of honor at the ceremonies were parents of the depot's present service men. During the program, they were called upon to rise and receive the applause of the crowd.

Snapping this photo was Mrs. Martin Denash, wife of a Burnside conductor who recently took a military furlough to serve with the coast guard.

Switch in 2 Heating Plants Slashes Our Fuel Oil Needs

FOLLOWING the Government's recent request to burn coal instead of oil for the heating of buildings, the Surface Lines got in step by reducing its yearly fuel oil requirements of 200,000 gallons by more than 50 per cent.

This sharp saving was brought about when the heating plants in two of our seven oil-heated buildings—Limits Car Station and 600 West Washington Street—were switched from burning oil to burning coal.

Because both buildings had extra

coal-heated boilers, no conversion of the boilers was necessary. Yearly fuel oil savings at the two buildings will be 81,000 gallons and 20,000 gallons, respectively.

Christmas Gifts for Service Men Should Be Mailed Early

CHRISTMAS PARCELS for service men should be mailed early. The United States Post Office particularly requests that gifts for those serving overseas be mailed before November 1.

7 Applications Approved by Relief Committee

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

Active cases on the relief roll September 30 numbered 158—19 having been removed by death or other causes.

A total of \$1,712,957 has been paid out of the fund since the organization of the committee. Disbursements last month amounted to \$8,497.

After Mom told them another war bond had arrived in the mail, Carol and David asked to be allowed to surprise their dad with it when he came home from work.

Here they are waiting for him in the kitchen; but it looks like they, not Pop, will get the surprise.



While Carol and Davy look on, Elmer and Mrs. Malmin tally up their war bonds. Since last March, they have bought 13 Series E (\$25) bonds.

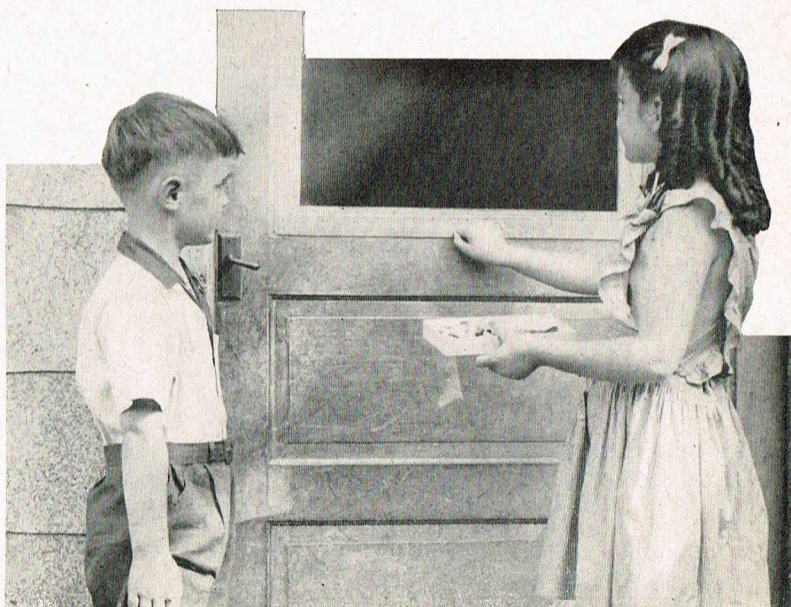
Elmer Contributes Our Millionth War Savings Bond Dollar

WHEN OUR PURCHASES of war savings bonds crossed the million dollar mark in August, Conductor Elmer Malmin, Limits, had the honor of contributing the millionth dollar.

A trainman for 15 years, Elmer is regularly putting \$20 into war bonds each payday through our payroll savings plan.

He and his family find the temporary drain of \$40 monthly doesn't permit the luxuries of B. W. (before war) standard. But they are glad, they say, to give up things to help Uncle Sam.

These photos tell what one representative Surface Lines employe and his family are doing to help win the war.



Because the kids wanted to have their own part in helping out Uncle Sam, they talked Pop into letting them sell war stamp corsages.

While Saleswoman Carol knocks on a neighbor's back door, Davy stands by in case super-salesmanship is needed. During their first month in business, they sold 25 one-dollar corsages.

“It’s a Pleasure to Tell You of Such Service”

IT’S A PLEASURE to tell you of such courtesy,” wrote the Reverend John Herrmann, 4608 North Kildare Avenue, in commending Motorman Ray Roschmann, Elston, for stopping when he flagged him on extremely short notice. “In these days of war tension,” he continued, “it is refreshing to report such kindness.”

Similar acts of courtesy and efficiency on the part of other trainmen brought us 48 letters of praise last month.

Lauds Conductor’s Self Control

Impressed by the gentlemanliness and self control of Conductor Bill Leahy, Archer, who kept his temper while a woman rider violently bawled him out because, owing to the traffic, his motorman had stopped a few yards short of the corner, Mrs. Sarah Lee, 2827 West 38th Place, wrote praising him. “I think,” she concluded, “he deserves a place on your honor roll.”

“His courtesy is bound to resolve in added goodwill for your organization,” wrote Treasurer F. H. Gauerbauser, Fitzsimons and Connell Dredge and Dock Company. He lauded Conductor Ben Lovely, North Avenue, for telephoning his firm’s office when he found a war bond bearing that address on his car. “In returning the bond,” he concluded, “he eliminated much detail for the United States Treasury and calmed the anxiety of the bond owner.”

Praises Thoughtful Operator

Because Operator Bill Glifford, 69th Street, saw her and waited while she ran through the pouring rain to catch his car, Mrs. Lucy Lafayette, 6557 University Avenue, wrote: “He was

both thoughtful and kind, and I was very grateful.”

Pleased by the courtesy of Motorman Cyril Garvey, North Avenue, in slowing up when he approached a safety island so he wouldn’t splash the standing water on folks waiting for his car, Joseph F. Hanson, 1521 North Springfield Avenue, wrote commending him.

“Most Polite Trainmen”

“They are the most polite and accommodating trainmen I have ever had the pleasure of riding with. I ride with them almost every morning, and they are always the same. So wrote Mrs. Leinbach, who gave no address, of Conductor Ed Dalton and Motorman Jake Hoskins, both of Burnside.

Operator Walt Blackard, Devon, was singled out from all Petersen Avenue bus operators for special

praise by F. Wayne, 5547 Kenmore Avenue. “I have always been impressed,” he wrote, “by the courtesy and care of these drivers. Perhaps it is unfair to single out one man, but he does seem outstanding—both for good driving and for unvarying ability to deal properly with the public.”

Commends Helpful Motorman

“More folks would ride the Surface Lines if all motormen were as courteous as he,” wrote Miss Florence Buckley, 2044 West 35th Street, in lauding Motorman Harry Crum, Division. While she stood on a street corner, she wrote, she saw him help a young mother by carrying her child to the curb.

The “pleasantness, courtesy and attention to stop-calling” shown by Conductor Johnny Gebel, Armitage, brought him a letter of praise from A. Scheel, 2849 Dickens Avenue.

“With more such conductors, the world would be much brighter.” So wrote M. Vilsolt, 2255 North Kildare Avenue, of Conductor Doss Baker, Devon. He, Mr. Vilsolt wrote, was so jolly and cheerful that he pepped up all the tired, homeward-bound riders on his car.

GREAT CHICAGO FIRE — OCTOBER 9, 1871



Bud Walker



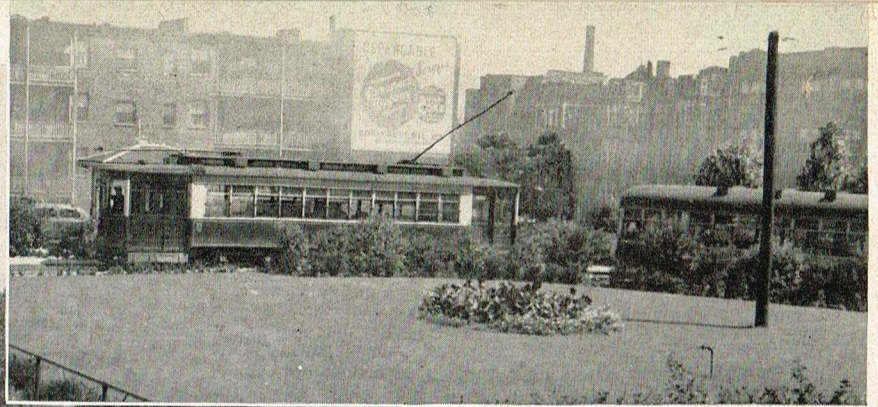
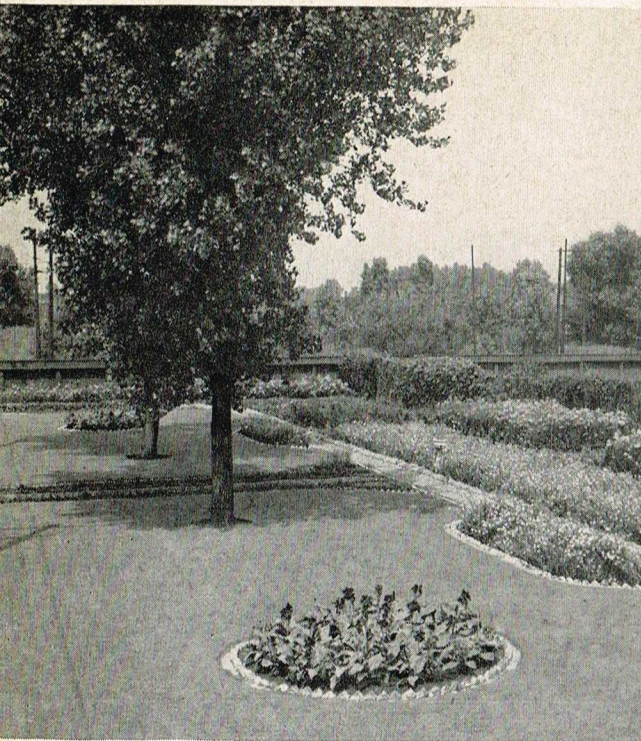
77th Wins Softball Title for 2nd Year

WHEN 77th STREET'S softball crew conquered Devon, North Section champs, in the title play-offs last month, it became the only team ever to win the Surface Lines championship two years in a row.

Though the Devon boys fought gamely, they went down before 77th's delegation, 5 to 12 in the first game, and 0 to 5 in the second.

These photos were snapped by *Surface Service's* staff photographers and by Conductor Lou Cramer and Motorman Johnny Grobel, both of 77th.





What once was an eye-sore at the Clark-Devon Loop, now is an eye-pleasing garden.

Shade trees cast restful shadows on 77th Street's lawn and gardens.

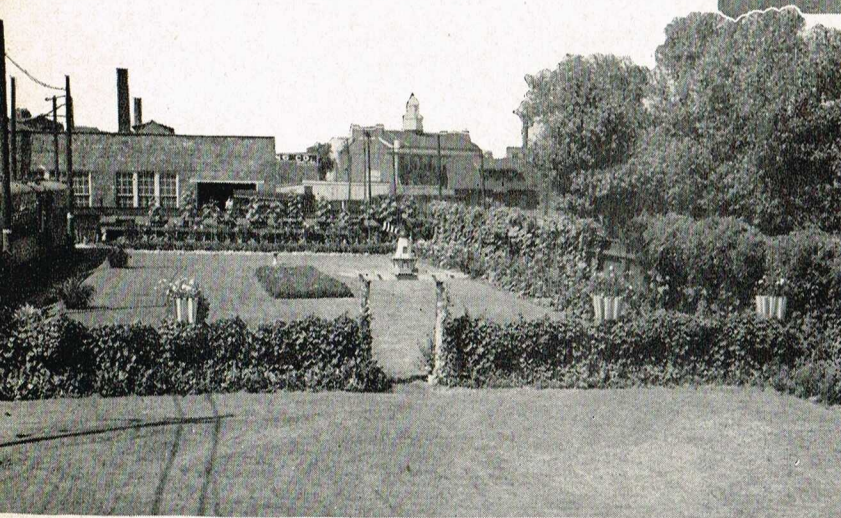
Among Our Beautiful Gardens

AMONG THE MANY gardens which beautified Surface Lines properties in all sections of Chicago this summer were the five pictured here.

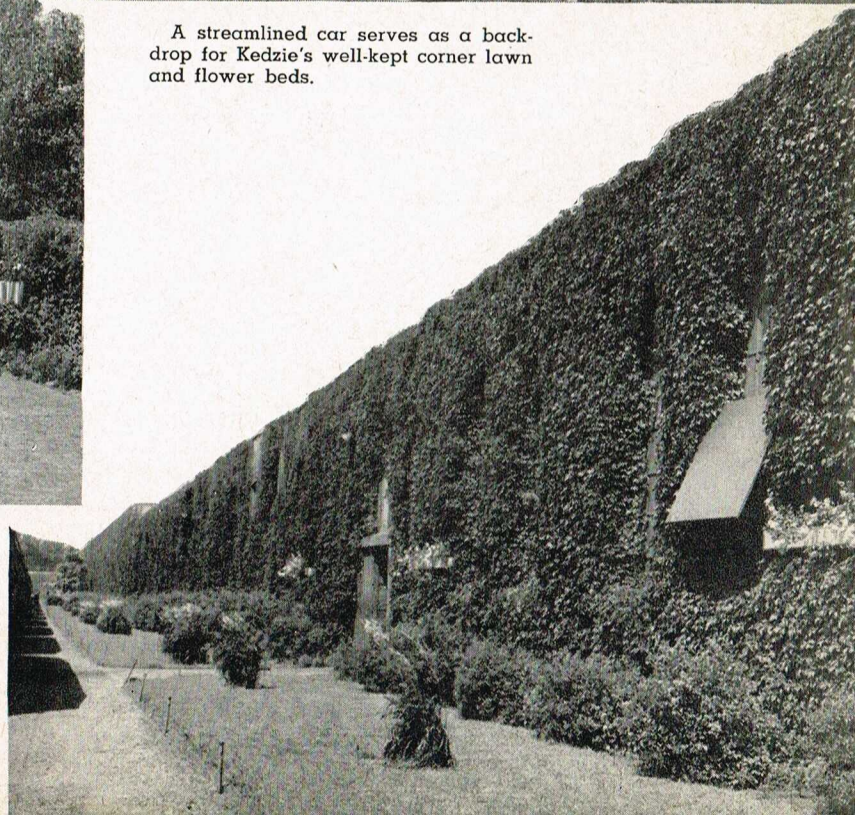
Because of the lateness of this year's garden dinner, the prize-winning gardens can't be announced in this issue.



A streamlined car serves as a backdrop for Kedzie's well-kept corner lawn and flower beds.



Lawn, shrubbery and floral beds make Noble's spare space a thing of beauty.



Prettying up Devon's back yard are ivy, shrubbery and a lawn.

WHERE'S the White Horse?

EDITORS' NOTE: When cable cars, years ago, began crowding horse cars from Chicago's streets, that wasn't the end of the story—not as far as horses were concerned!

High praise for the towhorses which used to tug cable cars around the car-barns came in recently from Otto Dahl, retired conductor, Devon, who joined the Surface Lines in 1896.

One towhorse, as you'll soon agree, was a marvel. But let's have Otto, and Motorman Bud Walker, Archer Depot, who drew the cartoons, tell the story:

DO YOU REMEMBER that White Horse we had at Limits years ago?

He had never won the Kentucky Derby. His feet were over large, and his knees were kind of knobby. But he was smart. He could count up to three!

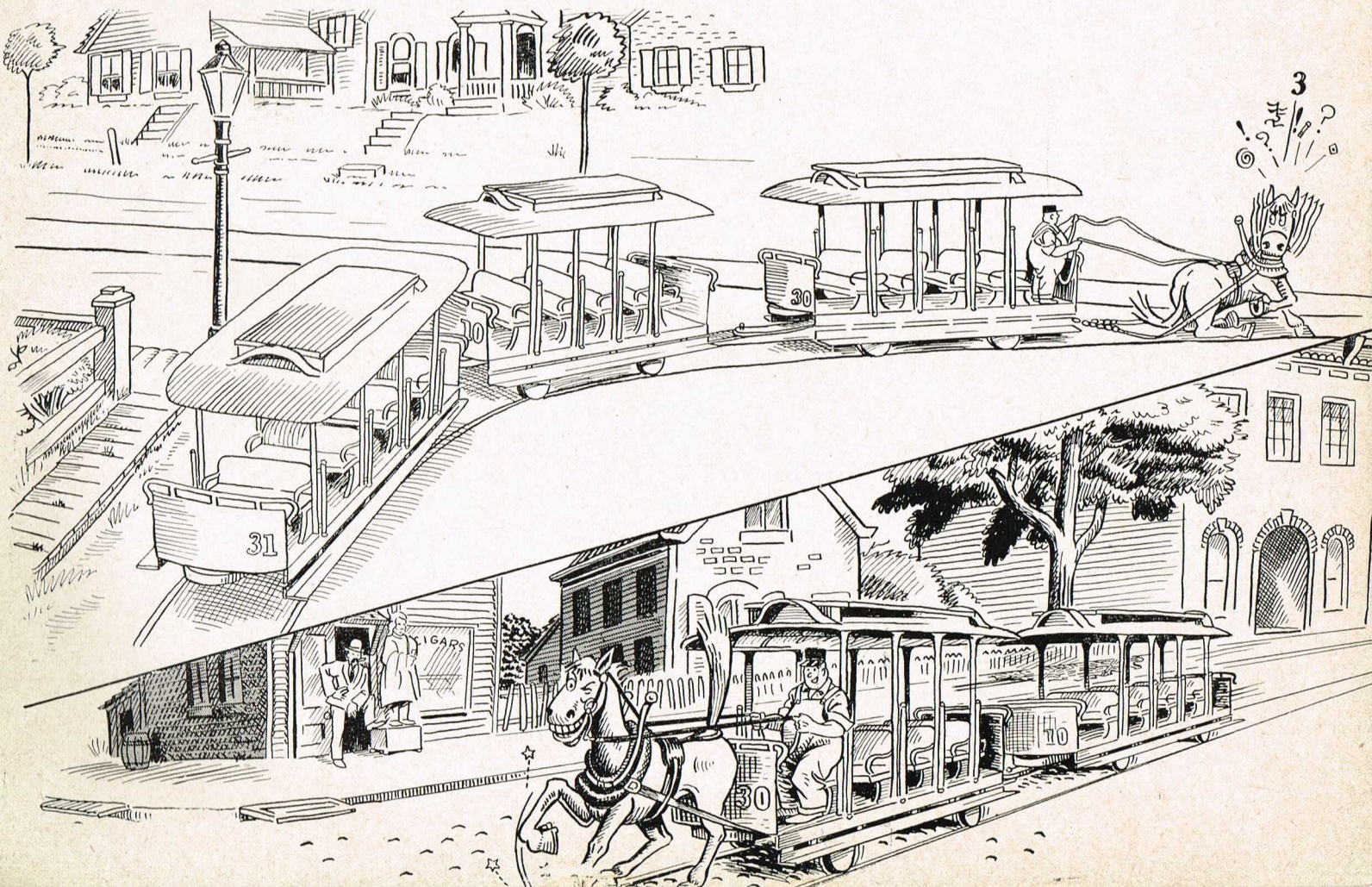
He was a big horse, big as a moose, and friendly as he could be. He liked to have his nose patted.

The men usually remembered that. But if one forgot and walked past without giving him a pat, the White Horse would grab him by the arm—not hard, but just enough to show he didn't like to be ignored!



When cable car trains were split up after the rush hours, the third trailer usually was cut off first.

Sometimes when barnmen were in a hurry, they tried to make the White



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DON R. COWELL . . . Associate Editor

(Continued from Page 9)

Horse pull all three cars.

He was smart, though. He'd give a jerk, then stop dead and peek back. If the third trailer was still coupled on, he wouldn't try again. He'd just refuse to budge.

Those days when a trainman made a mistake in his tripsheets, one of the boys would always holler: "Where's the White Horse?"

That brought a big laugh every time.

Old-timers who see the shortage list by the receiver's window these days must often think: "What a blessing if the White Horse could have lived forever!"

77th Street Softballers Win City-Wide Title

NOT CONTENT with its laurels as this season's softball champion of the Surface Lines, 77th Street's team went on to win the title in the Men's City-Wide Tournament at Rand Stadium October 6.

To win that championship, our South Side sharpshooters (shown in photos on page 7) trounced the runner-up Parkway Billiards crew, 12 to 9, in the final game. They advanced to the title battle by winning four earlier games from champions of the best industrial and fraternal leagues in Chicago.



Archer

HERE WE ARE BACK in print again after an absence of three months. We are all hoping now for the speedy recovery of Stationmaster D. F. Bowles, who recently was injured in an accident. And that's no reflection on Terry McMahon who is doing a splendid job of pinch-hitting for him.

Our service men's honor roll keeps growing. Earl Murphy is the most recent of the boys to leave us. Best of luck to you, fellow!

Welcome to the recent additions in our clerical force: Bill Middleton and Joe Caulfield. Because Joe formerly worked in the repair department, he doesn't need an introduction to most of you.

Jim Healy and Lou Ross recently were chosen to play on the Surface Lines all star softball team. We know both lads will show their selection was no mistake.

Walt Zelis, our sports promotor, reports having some difficulty in getting a bowling

team together. Any would-be bowlers should notify him.

Our deep sympathy goes out to the family of Severin Quimett, who died recently.—Combine.

Blue Island

WELCOME TO THESE new men who joined us recently: Conductors Tony Cuicio, Casimir Wlczak, Charley Merlin, Louis SanFillippo, Sam Posner, Nick Zelesko and Stan Hyerczyk and Motormen Gus Davidson, Harold O'Malley, Ray Kostecki, Walt Kostick, Jim Mahr, Joe Florian, Tony Trinco, Tom Fallon, Joe Abbeduto and Jack Koenig.

Here's wishing success to all of you, boys! If any of us can ever help you out, please call on us.

Our sympathy goes out to the following because of recent deaths in their families: Conductor Nick Stark and Motorman John Meshek, their fathers; Conductor Bob Cur-

Obituary

William J. White, chief operator, 48th and Honore Sub-Station, Electrical Department, died of a heart ailment September 10 at the age of 67. In poor health for several years, he had been unable to work since July. He began work as a steam power house engineer in 1898. Surviving are his wife, two daughters and a son, Ralph, who is a Surface Lines electrician.

John J. Flynn, foreman, Central Division, Track Department, died suddenly of a heart ailment September 1. Sixty-six years old, he had 39 years of service. Surviving is a son, John P. Flynn, who is employed in the Track Department office.

John Burnetsky, repairman, Archer, Shops and Equipment Department, died of pneumonia August 29. Fifty years old, he had 23 years of service. He leaves a wife, daughter and son.

Conrad A. Oechel, chauffeur, Utility Department, retired, died September 6, following a long illness. Sixty-eight years old, he retired July 1, after 22 years of service. Surviving are his daughter and son.

Thomas J. Nolan, Material and Supplies Department—South, retired, died September 10, following a brief illness. His death came only nine days after his retirement. Seventy years old, with 39 years of serv-

ice, he leaves a wife, daughter and two sons.

John J. Callahan, inspector of overhead line and conduit, North Division, Electrical Department, died September 8, following an operation. Born in Newport County, Ireland, he was 70 years old and had 37 years of service. During cable car days, he helped maintain cable vaults. Later he served as an electric switch repairman, then as a bonder and bonding foreman. Surviving are his wife, two daughters and son.

Charles Gibson, foreman, Northern Division, Track Department, retired, died of a heart ailment August 28. Seventy-six years old, with 56 years of service, he retired last November. Beginning work as a rodman, he later served as a motorman and supervisor, then as a time-keeper, roadmaster and foreman in the Track Department. His hobby was raising Brussels Grissons, a breed of dogs imported from France, which he sold in many parts of the country. Mrs. Gibson, who survives him, plans to continue the work.

Joseph Pashtar, Southern Division, Track Department, retired, died of a heart ailment August 22. Seventy-two years old, with 24 years of service, he retired last October. A bachelor, he had no relatives in this country.

ran, his brother; Conductor Walter Sheridan and Operator Ed Vrhel, their wives.—C. P. Starr.

Burnside

OPERATOR A. VANDERMECHE deserves honorable mention for the efficient manner in which he unsnarled a traffic delay at South Chicago and Keefe Avenues recently. Sizing up the situation, Van got busy trading cars and jumping crews until the tie-up was cleared.

The list of names on our service men's plaque continues to grow. Tom Lahey, who enlisted in the navy, was our last man to leave.

Real traffic hazards confront us at this time of year in the form of leaves on the tracks and fogs. We should all be doubly careful to have the cars under control at all times. If we all bear down, we can keep our accident prevention records in line.

Anyone who would like to know what to do during blackouts will find a ready source of information in Motorman Pat Moran. That boy really knows his stuff.

Have you talked with Conductor Charley McGoldrick about his hobby? He raises canaries, and seems to know all the answers. We understand he has practically every known variety.

When Motorman Charley Unruh reported to Uncle Sam for an interview recently, he was paged as Mr. Onray. Charley thought the pager called "Ornery," and we wonder if that wasn't right!

Our deep sympathy goes out to Motorman T. O'Connell, who lost his father, and to Motorman Harvey Stahl, in the death of his son.—Furgie.

Cottage Grove

CHAMPION PIE EATER of three stations is the title claim of Relief Clerk Dick Bohlin. Dick says he'll take on all comers provided the pie is to his taste.

Receiver Nels Hollingshead, who retired recently, is now learning how to do housework so he can give mama a hand.

Your scribe is now pinch-hitting in the cage. Consequently, if you have any news for this column, please leave it with the receiver. We are interested in action photos—particularly of service men.

Conductor E. A. Hanson reports his daughter has enlisted in the WAVES. He believes she is the first daughter in the Surface Lines family to enlist. How about it?

Belated congratulations to Conductor and Mrs. Ed Rees on the birth of their baby daughter. Best wishes to the new arrival and also to the parents.

To the boys who left us recently for military service we say adieu for the time being. Hurry back, and good luck!—Ostet.

Devon

HAVE YOU HEARD about Motorman Dave Burman's recent dream? It seems he was cornered in a "feather foundry" (asylum) by an inmate who had him in a room from which there was no exit. Just as Dave began trying to fight his way out, he woke up and found himself lying in the middle of the bedroom floor. His wife im-

mediately decreed that there will be no more coffee for Dave before he retires.

When Conductors Pat Daley and Mike Sheridan were shopping for fishpoles the other day, Louis (Super Fisherman) Smith appeared on the scene. He told them that for Park District fishing he thought the poles would be okay.

When Conductor V. LaSalle and Motorman Herb Foster joined the armed forces this month, memory of the *Lexington* was fresh in their minds.

Many of the boys were puzzled recently to see Conductor J. Kissane going to extravagant lengths in brushing up. He explained he was bound for the hospital to see his new daughter and wanted to look his best.

Other recent proud papas are Pete Frauenhoffer, Conductor Charley Wennerstrom, both of whom are boasting of sons.

The recent deaths of two of our retired motormen, Jim Callahan and Dan Thorelius, came as a shock.

Jim, we remember, could quote from all the literary masters whom he learned to know while studying for the clergy before joining us.

Dan, early in life, was interested in politics. His gift for meeting people helped out when he served as a Minute Man recently in promoting the purchase of war bonds.

Our deep sympathy goes out to the following because of recent deaths in their families: Andy Jensen, his brother-in-law; and John Susralski, his mother.—Ed May.

Division

JOHAN LANG, day foreman of our repair department, has been transferred to Devon. Lester Keag, North Avenue, replaces him. We wish both of you luck in your new assignments.

Elmer Riedel, our combination clerk and receiver, spent his vacation taking bus rides to a cottage in South Haven, Michigan, where his family and his father, one of Lawndale's old-timers, were staying.

Rumor has it that Motorman Paul Plant is determined to raise a mustache which will make that of Motorman Al ("Fu Manchu") Siewert blush with envy.

Our two bowling teams are slated for a battle early next month. Captains Fisher and Gilso each swear they have the best crew. Admission for the battle will be free, so watch the bulletin board for an announcement of the time and place.

Motorman Frank Letza recently reported by postcard that he was "out after the big uns." (We suppose he meant fish!)

Motorman Ed Vanderplow has joined the army signal corps, and Conductor George Bowler has enlisted in the marines. Best of luck to you, boys; let us hear from you!

Conductors Elmer Smith and Matt Brost both were presented with heirs last month. Better put in their applications as conductors, boys, while all the hiring is going on!

Motorman Al Siewert and the missus will celebrate their 15th wedding anniversary October 29.

Our sympathy goes out to the following because of recent deaths in their families: Motorman Charles Scriven and Conductor Ed Wolski, their fathers, and Conductor E. Evanson, his wife.—R. T. W.

Noble

MEMBERS OF OUR windbag gang have volunteered to help "Popeye" Bosworth, better known as the Potato King, move his house, which was blown over into the next lot during a recent windstorm, back on its foundation. The gang consists of BoBo Fisher, Brickyard Harders, Grandpa Larissey, Dr. Carter Taylor, Blackie Kuznick, Swede Hammerberg, Ed Larke and Blackhawk Czapiewski.

Congratulations to Conductor Henry Thelin, who recently became the father of a baby boy. Thanks for the cigars, Henry.

We were visited recently by Motorman Harold Larsen, who was home on furlough from Oklahoma where he has been serving with the army air force supply group. Harold, who has been in service for six months, says he is in the pink and raring for action.

Word has been received that Conductor Ross Lahlum is serving with the armed forces somewhere in England.

These four boys were inducted into the armed forces recently: Operators Lou Kee-shan and Levi Halvorson and Conductors Paul Ferrigan and Ed Stamborski.

Conductors Lawrence Pawlak and Charley ("Wobey") Danielsen fished away their vacations together near Rhinelander and Phillips, Wisconsin.

Motorman Bruno Mencarini has returned to work after an honorable discharge from the army due to an injury he received during maneuvers. Welcome home, Macaroni!

Operator George ("Tango") Gersch is laid up at St. Joseph's Hospital with a broken leg.

If you have wondered why Conductor Louis Spiegel has been looking proud as a peacock recently, it's because his daughter has given birth to a baby girl. Congratulations, grandpa!

Our sincere sympathy goes out to the family of Motorman John VanReekum, one of our oldest employees, who died last month; and to Conductor Roman Daluga, in the recent death of his mother.—Ed Devine.

Seventy-Seventh

CHAMPIONS FOR the second straight year, our softball team dined sumptuously at Lake Hills as a reward for their fine accomplishment. This victory banquet was a fitting climax to a record-breaking season in which our team was:

(1) first three-time champion; (2) first to win two titles in a row; (3) first to shut out their opponents and to take four championship games without a loss.

Winning 36 out of 39 games during their three championship years, the boys played to thousands of CSL fans during the just ended season. There is no finer tribute than to say they played like champions!

Our softballers to a man wish to acknowledge that Devon gave them the toughest battle of the whole season. The two games at Chase Park and Bessette Field were gems of softball entertainment. Devon fought hard in its first chance at the title after a spectacular climb in the North Section. They had a fine team and great spirit, and we wish them better luck next time.

The occasion of the victory banquet was in itself a three-bagger. Besides honoring the ball team, it celebrated the events of the trap shoot and golf tournament as well. The genuine feeling of fellowship at the gathering,



HOSTESSES AT SERVICE MEN'S CENTER

Among the many Chicago girls who devote some spare time to working at the Service Men's Center are seven from the Surface Lines.

Busy at their enjoyable labors, here they are with some soldiers, sailors and marines.

Seated at the piano are Staff Sergeant Gottinger, Rhinelander, Wisconsin, and Elvera Potensa, D. A. I.

Left to right, the others are: Private Ruscher, Camden, New York; Danza Kanjer, D. A. I.; Private Szymkowski, Chicago; Elizabeth Healy, D. A. I.; Second Class Petty Officer Lombardo, St. Louis; Georgiana Schelkopf, D. A. I.; Private Moat, Shockton, Ohio; Eleanor Garro, D. A. I.; Watchman Morris, St. Paul; Alice Shuman, Accounting; and Second Class Storekeeper Fleck, Columbia City, Indiana.

Home ill when this picture was taken was Audrey Johnson, D. A. I., the seventh Surface Lines worker at the Service Men's Center.

the atmosphere of geniality and good cheer and the spontaneous response to the spirit of the occasion marked it as one of our most outstanding affairs.

Officers, directors and benevolent helpers are to be congratulated for their unselfish efforts in making this banquet such a great success.

While it was Manager Tom Byrne who last year raced with the stork to the softball finish line, this year no less than three ball players are awaiting developments. At this writing, Center Fielder Harry Wroblewski announces the arrival of a baby girl, and W. H. Conlin of a boy.

Blessed events, however, are not all confined to ball players. Some ardent fans are doing a little announcing of their own, too. There is Rudy Nelson's new baby boy, and Tom Honan's first youngster, a girl.

Sympathy is extended the families of Conductors W. Szytniewski and R. I. Ferguson, who died recently, and to the following because of recent deaths in their families: Ralph White and Motorman J. E. Dunn, their fathers; Conductor E. G. Maebuecher, his mother; and Conductor C. J. Shulte, his brother.—Walt Story.

Sixty-Ninth

OUR DEPOT was saddened last month by the passing of three of our grand old timers, Retired Supervisor James Dougherty, Retired Motorman Herb Robinson and Motorman Joe Heinrich. Our sincerest sympathy is extended to their families.

In the Proud Papa Department this month we have Conductor G. E. Herts, whose wife presented him a baby girl September 8.

Conductor Charlie Daniels surely does get around. Last year he spent his vacation away up near the Arctic Circle in Hudson Bay territory, and now he informs us that he is going to spend the first part of October in Florida. Perhaps he wants to see all he can of America just in case Uncle Sam should invite him to take one of those contemplated tours of Germany sometime later.

Fred Morris is making a trip to Southern



NEWLY INSTALLED LEGION OFFICERS

Members of Surface Lines Post No. 146 of the American Legion installed these new officers last month.

Front row, left to right, they are: Orel Secor, Utility Department, service officer; Paul Totske, Noble, senior vice commander; Clarence Drake, Archer, retiring commander; Louis Hofmann, Armitage, commander; and Josiah Dustin, Armitage, adjutant.

Rear row: Thomas Jamiesen, Archer, sergeant-at-arms; Clarence Hofmann, finance officer; Charles Carlson, Blue Island, sergeant-at-arms; Carl Niesner, Lawndale, sergeant-at-arms; and Elwood Deymann, Lawndale, chaplain.

California to visit his brother. He must have had a premonition of that cold snap which we had in September. At any rate he got out of town just ahead of it.

Being a little short of news we wonder if we couldn't use a little space for a bit of a chat with our newer trainmen. We are now approaching the winter months, which is the season of bad rails and additional accident hazards. Alternate freezes and thaws and certain atmospheric conditions combine to give us a greasy, black rail which is the trickiest thing you ever saw, as far as stopping street cars is concerned. Those who broke in under comparatively ideal conditions during the summer are going to experience a few bad moments. Of course, no amount of advice or instruction is going to make an experienced motorman or operator out of you. You'll have to acquire your own personal experience. But here are a few things which may make it a little easier for you.

Be sure that your sand is in working order and don't wait until you actually start to slide before you use it. Just a little tap or two on the sand key as you start to brake your car for service stops is more effective than a quart poured out after you have locked your wheels and gone into a first class slide.

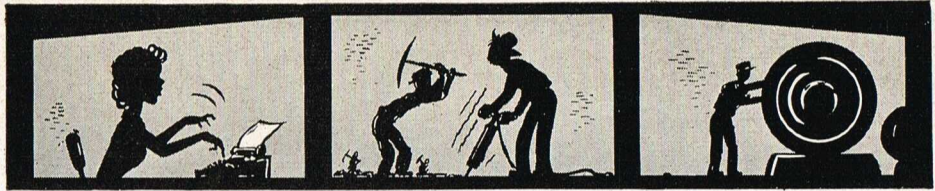
Keep your car under control at all danger points and remember motorists don't give you any more of a break on slippery days than at any other time. There will be times when you'll wonder if you're expected to be equipped with some sort of a sixth sense which will tell you what a motorist is going to do before he has fully made up his mind himself.

Well, to tell the truth, that's exactly what a good motorman needs. And you can acquire it! Watch the street ahead of you for these fellows who dart out unexpectedly from the curb. Regard every corner with suspicion until you're sure some one isn't going to come dashing out off the street you are about to cross. And don't get so close to your leader that HE can surprise you with a sudden stop!

There are going to be many times when you will get an overload for one reason or another; and, when your back step is crowded, there is always a chance that someone may be brushed off if you pass a closely parked vehicle without making sure that your step passengers have ample clearance. It's during that little split second when you relax your vigilance that something happens. So be alert at all times.

If you've read this far you may wonder what prompted the writing of the foregoing in a column which is usually devoted to nothing but frivolous chatter. Well, it was a little remark dropped by a new motorman which set us to thinking along these lines. He had been used to driving trucks and autos for many years and had quite a bit of confidence in himself. After putting in a couple of days for himself under rather difficult conditions, he said: "If anyone had told me three weeks ago that I couldn't learn all there was to know about running a street car in a few hours, I would have told him he was crazy. I've just begun to learn that I'm the one who had the crazy ideas!"

That's O. K., brother. When you begin to see things in that light, you'll get along!—H. E. Harris.



Departments and Divisions

Accident Investigation and Legal

OUR CONGRATULATIONS to our four September daddies, and our thanks for their cigars and candy.

Statementman George Copithorn, Jr., boasted of the arrival of a baby daughter, Lorene Cora, six pounds nine ounces, born at Garfield Park Hospital.

Accident Investigator Bob Hamlink was all smiles when he announced the birth of his baby girl, weighing six and one-quarter pounds and answering to the name of Mary Louise, at Henrotin Hospital.

Legal Investigator Ted Johnson and his wife, the former Ruth Skelton, who worked in our Public Relations Department for six years, proudly announced the arrival of a son, Bruce Richard, weighing eight pounds 11 ounces, on September 15 at the Wesley Memorial Hospital.

Two days later, Legal Investigator Sol Garro proclaimed to the world that his son and heir, Joseph Robert, weighing eight pounds, five and three-quarter ounces, was then at St. Elizabeth's Hospital.

During a short furlough from his post at Stratford, Connecticut, Corporal Roy Crabtree and Stenographer June Fippen were married September 14 at the Rogers Park Congregational Church. When June returned from a brief honeymoon, her many friends at "600" presented her a well-filled wallet. Best wishes for your future happiness, June.

Eitel's Restaurant in the Northwestern Station was the scene of a farewell luncheon given on September 30, by 15 D. A. I. girls for Corinne Marshall, Public Relations Department, who formerly worked with us. Corinne was very enthusiastic over the cake, flowers and gift she received. She was married to Lieutenant William H. Wood, U. S. Army, October 7. We wish Lieutenant and Mrs. Wood every happiness in their new home in Paris, Texas.

We were all glad to see John Leahy, seaman third class, when he came in to see us recently. He had just finished "boot training" and is now working in earnest on his course at Great Lakes as an aviation metal specialist.

Welcome to our many new employees: Clerk Frank Barker, Night Typists Joseph Boucher and Frank Midura, Locators Henry Mauer and Martin Koin, Clerks Edward Holcer, Sylvia Gorske, Mildred Matlow, Eileen Ryan and Rita Dreyer, Typist Virginia Pass, and Statementmen Edward McHale, John Coyle and Nikolas D'Amato.

Clerk William Lunlin has cast his lot with the navy. Good luck, Bill, and be sure to let us hear from you!

Our sympathies go out to Mrs. Brandseth, in the recent death of her mother.—Audrey.

Accounting

MANY HAPPY RETURNS of the day were extended Bernice Lentema, Idabelle Moisant, Marie Chevalier, Lillian Oesterreich, Ruth Reichardt and Elsie Thiele, who celebrated birthdays last month.

Our deepest sympathy is extended Marjorie Ferguson in the loss of her father.

Hildegard Ruedt was remembered with farewell gifts of a housecoat and corsage by her friends in the department.

Idabelle Moisant and Virginia Czuj are proudly displaying diamond engagement rings presented them by members of our armed forces, Private Elmer W. Anderson and Corporal Leonard Jarvis. Best wishes, 'girls!

Our Welcome Mat is out for Dolores Morrissey, Ann Gusich, Rosemary Eme, Mary Adamson, Lucille Hofmeister and James O'Farrell, newcomers in our department. We are happy to have you with us, folks!

To the proud parents, Mr. and Mrs. Kenneth Cooper, (formerly Elaine Nelson) we extend congratulations on the birth of a baby daughter, Lois Ann, September 21; and to Mr. and Mrs. John Kennedy upon the birth of their baby daughter, Sharon Agnes, September 24.

Miss Millie Ehrlich reports staying at home during her vacation. She maintains Chicagoland is tops for vacationists.

Word received from Bill Malmberg in Washington, D. C., says: "I find my duties in this man's navy interesting and not too difficult. In fact, I like it fine!"

John Ruberry and Richard Holzle said good-bye last month after receiving calls to enter military service. Both boys, who increased to nine the number of stars on our service flag, were remembered with gifts. Our best wishes follow them.

Returning after a pleasant stay on her mother's farm in western Saskatchewan, Canada, where her favorite pastimes were milking cows, feeding chickens, etc., Ruth Johnson reported for work perfectly satisfied with her vacation.

"A grand time to remember," is the way Catherine McCormack reports her vacation, spent visiting in and around Eagle River and Milwaukee, Wisconsin.—Thomas F. Coan.

Car House and Bus Repair

DEVON: Our heartfelt sympathy goes out to the bereaved family and relatives of Day Foreman Ernest Phillips, who passed away September 16.

To J. Lang and H. Glover, our new employees, we extend the hand of welcome; and to Mr. C. Winzenholler, our former night

foreman, we wish success in his new position at Ardmore Bus Department.

DIVISION: Our sincere sympathy goes out to John Connon and his family in the death of John, Jr., who was killed in action while serving in the United States Merchant Marine.

LAWNDALE: Due mention should be given Jimmy King, Pat Griffin and Joe Priola who recently donated one pint of blood each for Ed Kerwin when he had to undergo several blood transfusions. Ed is now at home, and we all wish him a speedy recovery.

Anyone having a desire for watermelon should see Night Foreman John Foster, whose garden yielded a crop of six.

SIXTY-NINTH: H. McGuire, E. Mikalauskas and A. Juris joined us last month. Welcome, boys; glad to have you with us.

We recently lost two men to the armed forces when P. Dinneen enlisted in the navy, and P. Fitzgerald was inducted into the army. Good luck, boys!

F. Pickering, our veteran watchman, retired September 1, after 38 years of service.

A. Juris was busy passing out cigars recently, having become the proud father of a baby girl.

D. Considine is also a proud father. His baby boy was born September 9 in the Little Company of Mary Hospital.

Electrical

WE WERE ALL pleased to have visits last month from these service men: Oscar Peterson, Stan Jackson, Tom Tapling, Johnny Cahil and Jim Salon. Come again when you can, boys. It was good to see all of you looking so well!

Joining the armed forces last month were Bonding Foreman Bruce Dinter, Clerk Robert Engles, Stenographer William Rappold, Armature Winder Ernest Sayers and Kenneth Ward, Electrolysis Division. Best of luck to you, boys. Let us hear from you when you get situated.

When Henry Richter celebrated his 74th birthday September 23, the mailman delivered many congratulatory cards. He celebrated by visiting his daughter and grandchildren at Fort Wayne, Indiana.

Charles Paltzer, downtown office, was married to Miss Marjorie Hibbard September 28 in a ceremony at the home of the bride. Our best wishes go out to the newlyweds!

George Clark, testing engineer, spent his vacation studying the art of tuck pointing. Some vacation!

Rolland Rogers recently was transferred from the testing division to the armature winding department.

Chester Zajac, the new downtown office boy, succeeded Edmond Schnocker, who recently was transferred to Grand and Leavitt.

On our sick list this month are R. G. Callahan, assistant superintendent of sub-stations, who has the flu; Herbert Lindell, Maintenance Department, who recently underwent an operation; and Dan Barrett, who still is recuperating at St. Joseph's Hospital.

Our sympathy goes out to the families of John Callahan, Line Department, and William White, chief operator, 48th and Honore Sub-Station, who died last month. Bill's son, Ralph White, works in the Electrical Maintenance Department.—Billy.

Engineering

BUILDING DEPARTMENT: George Lindstrom, son of our Ben Lindstrom, is in the thickest fighting with the Japs. He enlisted in the marines, and was last heard from Guadalcanal of the Solomon Islands. Ben is justly proud of his son.

Frank Spangemacher spent his recent vacation in Chicago, exploring the city when it was not raining.

CHIEF ENGINEER'S OFFICE: Tom Hyland has been drafted into Uncle Sam's armed forces. Best of luck, Tom; and we know you will give a good account of yourself!

We welcome to our ranks Typist Mary E. O'Brien, who joined us recently, and hope she enjoys working with us.

UTILITY DEPARTMENT: Chauffeur Orel Secor was recently elected service officer in Surface Lines Post of the American Legion.

Clerk Joe Kelso has enlisted in the Navy. Good luck, Joe!

Trolley Tender Dave Ferguson's title is corporal since his promotion to that rank in the Auxiliary Police.

The proposed meat ration will be tough on Motorman Bill Dalton and Trolley Tender



"I feel kinda guilty when I think of all those guys back home doing without tires!"

V-129-8/31

Drawn for Office of War Information

Tom Murphy, judging by the size of the packages they carry home now.

We extend our sympathy to Chauffeurs Tony and Bill Nolan in the death of their father, a retired employee of the Material and Supplies Department; also to Trolley Tender Tom Stiglich, whose wife died after a lingering illness.

Material and Supplies

ALLEX SPASOJEVICH, Bill Unwin and Norbert Palicki recently joined Uncle Sam's armed forces. Good luck, boys, and speedy returns!

Frank Rothman and E. Bruckner are back at work after their recent illnesses. Glad to have you with us again!

Could that far-away look in Carol Johnson's eyes be caused by a certain naval aviation cadet?

John Devery became seriously ill while vacationing in Michigan. He recently was moved to his Chicago home. We all wish you a speedy recovery, John.

Fred Nagel reports a very pleasant week at Turkey Run recently. The scenery, he says, was beautiful. And the food, we say, must have been all right, too, judging by the appearance of Fred's waistline!

Bob Motis paid us a visit the other day, having recently graduated from officers' training school, where he was commissioned a second lieutenant. We're proud of you, Bob. Keep up the good work.

Our sympathy goes out to the family and friends of Tom Nolan, retired, who died recently.—R. E. Buckley.

Schedule and Traffic

THAT LONG-LEGGED bird Mr. Stork had a supply of boys this month. The Bill McConochies of Glen Ellyn announced the birth, on September 17, of Roger Paul who weighed in at seven pounds, 10 ounces. The happiest one in the family is William Alan who is very proud of his new brother.

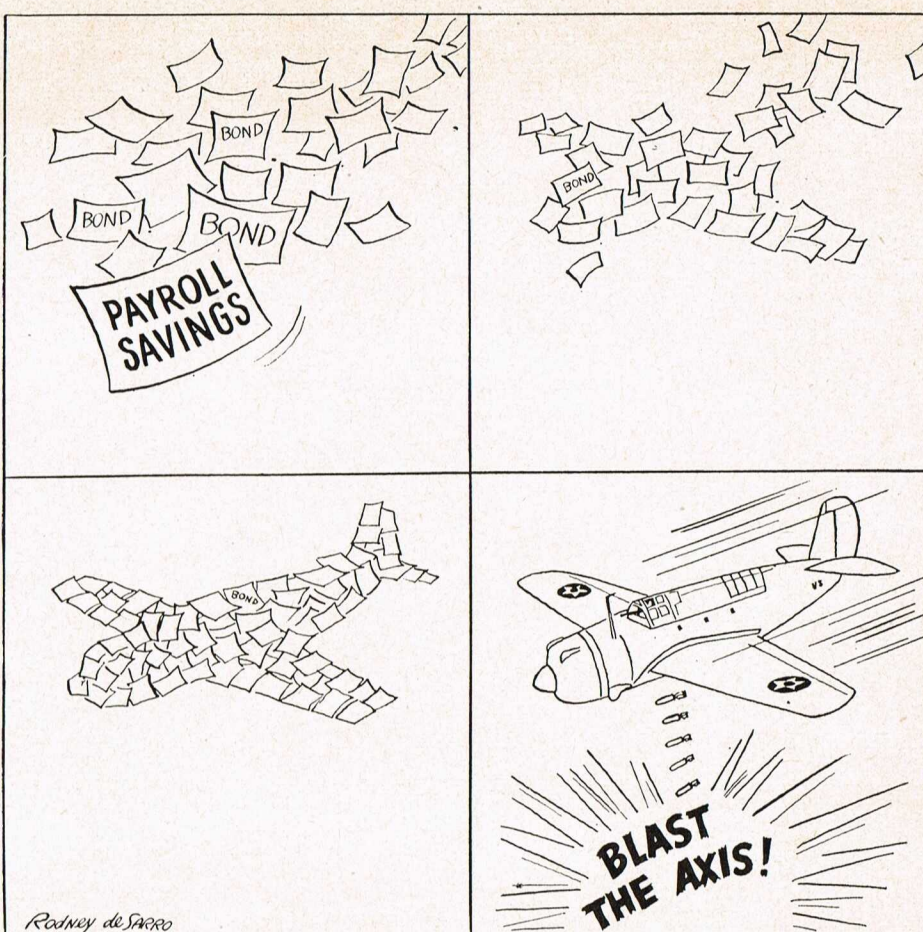
The name Paul is very popular since Walter Thomas has named his new son, weighing seven pounds, five ounces, Paul Norman. The baby was born September 28, and since that time the new daddy is resting quite easily.

Donald Rossi is the handle attached to that new curly-haired traffic checker. Hope you like it with us, Don!

Reports from service men have Eddie Thompson in the chemical warfare service and George Fisher with the field artillery. George says none of us would recognize his streamlined figure.—L. C. Dutton.

South Shops

MILITARY HIGHLIGHTS: Joseph Klimas, Car Repair, bid his co-workers good-bye recently and left to join Uncle Sam's fighting forces. His friends presented him a stainless steel wrist watch as a remembrance. Also, James Koclanis, Motor Repair, who had



Rodney de Saero

been with us about four months, received his call. The boys in his department gave him some money to buy whatever he wished. Well, boys, we certainly wish you the best of everything. Let us hear from you soon!

Vacation Notes: E. J. Rooks, Motor Repair, vacationed up in Wisconsin. E. H. Torluemke, Woodmill, enjoyed himself up in the mountains around Denver. W. A. Goering, Millwright, also visited Wisconsin; and A. C. Lindquist, Office, and J. J. Sake, Truck Department, preferred to remain here and see the sights in good old Chi.

Our deep sympathy goes out to the bereaved family of Charles Wilkes, Car Repair, who died September 22; and to Anton Agientas, Truck Department, in the recent death of his wife.—Elsie S. Frank.

West Shops

RECENT VACATIONISTS who returned to work last month are Elaine Lund, who visited New Orleans and Alabama; Caroline Johnson, who spent her time in and around Chicago; and Ed Zimmer, who inhaled the scent of pines in the northwoods of Wisconsin. From all accounts, their vacations were huge successes.

We welcome Eddie Hess back after his absence of nearly a year. Ed tells us he's happy to be back, and we're certainly glad to have him!

Last month we bid good-bye to two of our boys in the office. Jimmie Maher enlisted in the navy, and John Cummings was inducted into the army and is now at Sheppard Field, Texas. You have our best wishes, boys; and we're pulling for your speedy returns.

John Schwartz, our new outside mailboy, replaces Bob Donohue, who has returned to school. We wish you luck, boys.

Three of our shop men are wearing big grins these days. For Sam Trombino and John Bielarczyk, baby girls were the cause. Joe Mika is singing the praises of a brand new son. Congratulations to the happy parents!

Timekeeper Earl Larsen also has been walking on air these last few weeks, and the cause is young Kenneth, born on September 3. Congratulations, Earl, and best wishes to mother and the new arrival.

Our heartfelt sympathy goes out to the bereaved family of Ernest Phillips, day foreman, Devon, who passed away September 16. His cheery smile and pleasant voice will be missed by all who knew him.—Mildred Habeger.

First Commando

WITH COMMANDOS and their startling exploits in the news almost daily, it is interesting that the first commando—Scribe Isadore Shedroff, Armitage Depot—is a Surface Lines employe.

Izzy isn't a big man. But members of the Wolverine Patrol, Boy Scouts of America, who caused and felt his fearless raid some years ago, will tell you he made a first-rate commando.

The fracas started when some of Izzy's fellow Wolverines decided it would be a good joke to black his face with shoe polish while he slept.

That night they waited until his regular breathing told them he was asleep. Lifting the tent flap beside his head, they gently but thoroughly applied the blacking.

When Izzy caught sight of his face in the mirror as he brushed his teeth the next morning, he nearly swallowed his toothbrush.

He soon found the blacking was shoe polish, and guessed who had put it on. Snorting angrily, with no weapons but his bare hands, he caught and pummelled the wind out of his seven fellow patrol members.

"Even though they were the fellows who smeared the stuff on

my face," he says, "they all looked as though they were being attacked by a cannibal when they saw me bearing down on them."

Since 1921, when he joined the Surface Lines as a clerk at North Avenue, Izzy hasn't had much time to play commando. Appointed chief clerk two years

later, he held down that job for 14 years, then became chief clerk at Armitage.

Married and the father of four sons, Izzy lives with his wife and family on the North Side.



Eliot Hirsch



Here's the eighth installment 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

"Saboteur"

IF YOU HAVE any regard for a fellow human's feelings, never mention the much-talked-of shortage of tires to Scribe Audrey Johnson, Department of Accident Investigation.

You see, she's largely responsible for it!

While a small fry, she will shamefacedly admit, she developed a passion for snapping off the stems of household rubber plants—just to watch the milky juice ooze out.

At first, her mother's plants were the chief victims; and so thorough was Audrey at her job that they soon looked



as mangy as wind-ravaged mountain cedars.

When her love of destruction grew, her parents began worrying themselves sick each time friends invited the family over for dinner for fear that Audrey would make as short work of their rubber plants as George Washington did of the cherry tree.

Since the start of the war, when the scarcity of rubber really became serious, Audrey has reformed. Even her worst enemies admit that when she passes a juicy looking rubber plant these days she puts her hands behind her back and resolutely turns her face the other way.

A stenographer in the Department of Accident Investigation since 1933, she has been helping out for some time at the Service Men's Center on West Washington Street, where she checks in hostesses and answers telephones one evening each week.

A hiker and an enthusiastic member of the D. A. I. Girls' Bowling League, Audrey lives with her parents on the North Side.

Eliot Hirsch