

FEBRUARY,

1943

Surface Service

MAGAZINE

Shops' Brass Foundry Plays Vital War Role



Half hidden by smoke from the white-hot crucible and molten brass, Dominic Stuckis steadies the tongs while Joe Miller operates the jib crane which lifts both tongs and crucible from the fiery furnace.

Like all jobs in the Brass Foundry, this operation requires flawless teamwork. Where molten metal is involved any mishap is likely to be serious.



While Dominic shifts the glowing crucible, still full of molten metal, from the jib crane to the overhead crane, Walt Savickis keeps the "soup" from slopping over.

The traveling overhead crane carries the crucible while the brass is being poured into the molds.



Jules Graiser supervises while Joe Grinis races against time as he pours the white-hot "soup" into the long row of molds. Unless this operation is handled speedily, the metal cools and hardens.

Operating the crane are Walt Savickis and, behind the smoke, Dominic Stuckis.



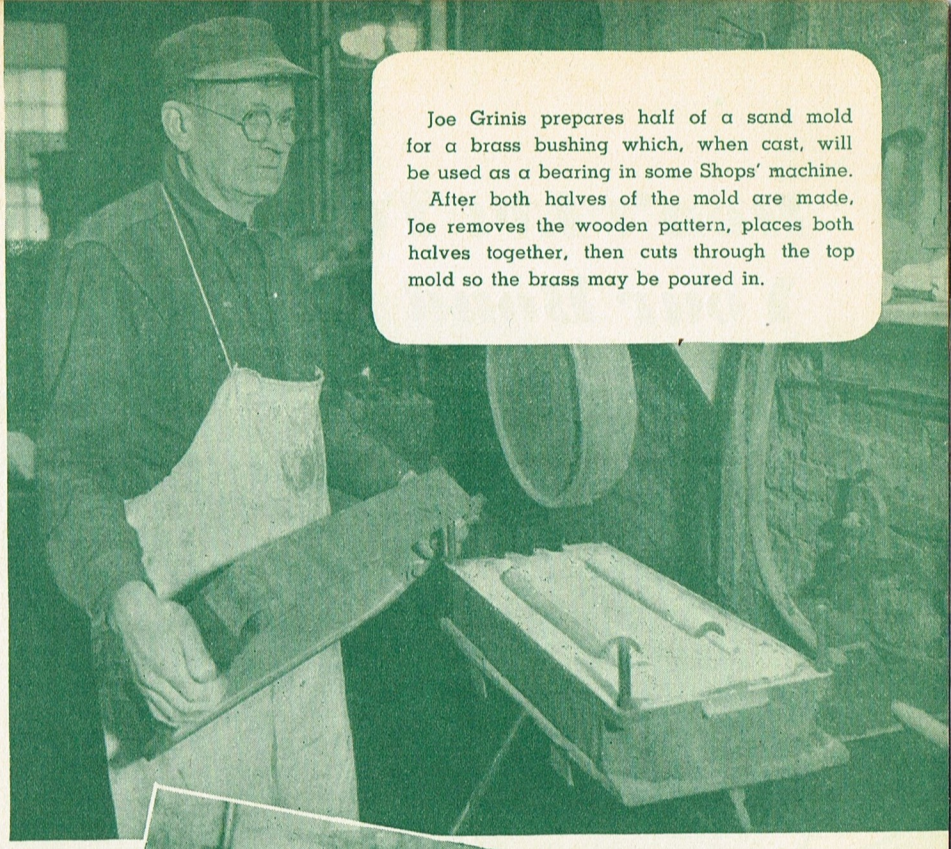
IN THESE WAR DAYS when equipment parts made even of so-called "common" metals are difficult to buy, beg or borrow, the Surface Lines is fortunate to have a Brass Foundry and skilled men to make it tick.

Using our own scrap metals, mixed in proportions to form brass, the Foundry employes at South Shops shown on these pages mold and cast equipment parts without which our 10,500 trainmen and more than 3,500 vehicles would be unable to fill their essential war role—that of carrying Chicago's mighty army of war workers, hundreds of thousands strong, to and from their daily jobs.

Today these employes' production is somewhat restricted by Governmental regulation. But in B. R. (before restriction) days they turned out as much as eight tons of castings in a single month.

Among castings they are currently producing are journal and axle bearings for our cars; trolley ears, switches and cross-overs for overhead construction; interior fittings for both cars and buses; and bushings for Shops' machines.

Teamwork is important in all Surface Lines departments. But it is especially impressive in the Brass Foundry. Working with molten metal, the men on these pages can't make mistakes or get "out of step."



Joe Grinis prepares half of a sand mold for a brass bushing which, when cast, will be used as a bearing in some Shops' machine.

After both halves of the mold are made, Joe removes the wooden pattern, places both halves together, then cuts through the top mold so the brass may be poured in.



Digging clean and shiny trolley ears from the tumbling barrel which removes the molding sand is Joe Miller.

Already sheared into singles, the trolley-ear castings will now be machined into smoothness and an even greater polish.



Having removed the top of a mold, Pat Flynn uses a hooked tool and a hammer as he knocks the sand which forms a mold's interior from the hardened casting.

This casting of two trolley ears (used in overhead construction) soon will be sheared into separate ears.

Don't Let Taxes Curb Your Bond Buying

A PLEA FOR Surface Lines employes not to let heavier taxes interfere with their war bond buying was received this month in a telegram from Secretary of the Treasury Henry Morgenthau, Jr.

While nearly all Americans, Secretary Morgenthau stated, have made up their minds to boost their war bond buying to 10% or more during 1943, the Treasury Department has received reports that some few intend to reduce or even discontinue their purchase of bonds.

Both Bonds and Taxes Needed

Pointing out that our Government will need BOTH taxes and war bonds, plus MORE war bonds, to prosecute our war successfully, the secretary asked if the burdens of all who are safe at home aren't slight when contrasted with those of our fighting men.

Thanking Surface Lines employes for our coöperation in last year's bond program, he asked for our similarly patriotic understanding throughout 1943.

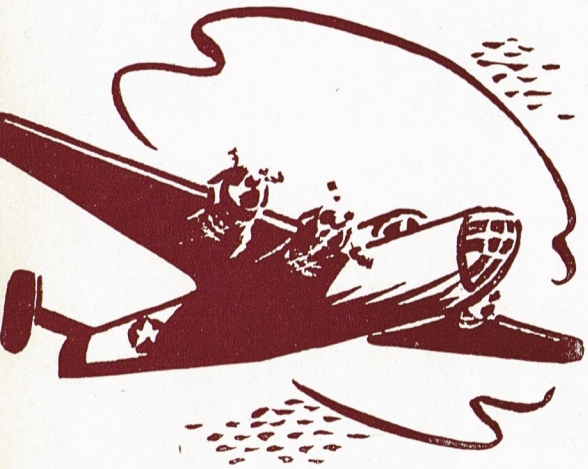
Limits Men Still Lead

Still leading the 24 chief groups of employes in the percentage of their number investing 10% or more of their pay in war bonds each payday are trainmen at Limits Station.

Greatest progress last month was made by Lawndale Station employes, who last month boosted their group from 14th to 10th place in the standings shown in the box below.

Here's how to join the patriotic Ten Per Cent Club:

1. Figure how much 10% of your pay totals.
2. Ask for a new payroll authorization form.
3. Fill it out so that your new savings amount to 10% or more.
4. Return the new form along with your present authorization.



Bombing plane costs range from $210,000 for light bombers to $335,000 for heavies.

To do your share in buying these planes, ask that the amount you invest in war bonds each payday be increased to 10% or more.



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

Our fighting men need them. Can any of us, knowing that, invest less than 10% in the war bonds which help buy them?

How's Your Group Doing?

RANKED BELOW by the percentage of their number who are investing 10% or more of their wages in war bonds through our payroll savings plan are the 24 chief groups of employes.

Numbers following the names of those seven groups which showed progress last month indicate the number of steps up the ladder each climbed.

To keep check on how your group fares, follow this rating from month to month:

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

Army Calls Cartoonist Eliot Hirsch

SURFACE SERVICE regretfully reports that Cartoonist Eliot Hirsch, who has labored long, hard and with great success in providing



Eliot Hirsch
(A Self-Portrait)

touches of humor for our magazine, soon won't be with us again until Hitler and Hirohito have been thoroughly deflated.

A timekeeper in the Western Division of the Track Department, he was notified last month his call will come soon. Besides contributing hundreds of gag cartoons, most of them showing the daily trials of trainmen, Mr. Hirsch last year devoted much spare time to drawing all art work for "Magazine Makers," a back-cover feature which introduced 22 of the employes who regularly contribute to this magazine.

Very fittingly his farewell task on "Magazine Makers" were the cartoons carried in the December issue of himself and of Motorman Bud Walker, Archer, who now becomes SURFACE SERVICE's only cartoonist.

The accompanying caricature was Mr. Hirsch's self-portrait. The bandages, you may remember, were added to show him as he looked each evening when his Civilian Defense Red Cross class met and picked him for the "victim."

FREE-RIDING PRIVILEGE EXTENDED TO SERVICE WOMEN



United States Navy Photo

The free-riding privilege extended by the Surface Lines since February 22, 1942, to all uniformed men in our country's armed forces was broadened last month to apply also to their feminine counterparts.

Since January 21 all uniformed WAACS (army), WAVES (navy), SPARS (coast guard), army nurses and navy nurses have been carried free during those hours when service men are permitted to ride without paying fares.

In full uniform in the group photo (above) are, left to right, an army nurse, navy nurse, WAVE and WAAC. By herself in the single photo (right) is a SPAR.

We are now giving more than one-quarter million rides each week to service men and women. Since the free-riding privilege began, we have given more than 9,500,000 free rides.



United States Coast Guard Photo



Surface Lines Men

IN THE ARMED FORCES

SURFACE LINES men in military service now number 812. They are serving in every branch of the armed forces, in every state, and on many of the foreign battlefronts.

Since our last Honor Roll, published in November, 186 employes entered the service. Their names—by departments, then alphabetically—follow:

Accident Investigation

John Hennessey, E. J. Karkocki, Calum MacRitchie, Howard Symmes and Matthew Wagner, Jr.

Building

Sam J. Contorno.

Electrical

Julian Cichon, John Hebner, Fred Hunsche, Howard Juull, Edward Juric, Roy E. Leaders, Charles Peterson and Florian Zujewski.

General Office

Henry Cullen, Francis Grund, Vernon Johnson, Robert LaVoie, Phillip Leahy, George Pellicore and John Rietz.

Material and Supplies

Gibb Galbraith, Jr., Lawrence Girlich, William Govedarica, Alphonse Mittel and Anthony Yagman.

Shops and Equipment

Andrew Barr, Michael Breen, Dominick DeNoia, George Emery, August Girardi, Nick Grimaldi, Albert Grolig, Thomas Hanley, Elroy Hauser, Michael Henehan, John Horvat, Roy Huberty, Edwin Jaeger, Joseph Jobario, Robert Johnson, Kenneth Landeck, John Lee, Edmund Litz, John Lurito, James McCoy, Paul McGuire, William Moore, Jr., Carl Neuhaus, Raymond Newman, Patrick O'Shaughnessy, George Petryna, Edward Piegzik, Edward Pilarski, James J. Reilly, Harold Rowbottom, Vincent W. Sereyka, Robert L. Shea, Waldermar Walk, Ricnard Zajac, Joseph Zdancewicz and Edward Zimmer.

Track

Nelson Anderson, John Bejo, Anthony Bucan, Edward Bruck, Charles Collins, Wilkie Collins, James Criola, Thomas Devine, Sam DiVita, Elmer Follenweider, Joseph Ford, Anthony Hastings, Thomas Healy, Francis Higgins, Joseph Kelly, Rober Larson, John Major, Raymond McClintock, Oscar Mueller, Muldred Nash, Frank Palazzo, Michael Papich, Steven Polich, Frank Ross, Raymond Ruzich, Charles Schruby, John Skulich, Francis Smith, Charles Susnara, Frank L. Tadin and Samuel Wilson.

Transportation

Thomas Adams, Fred Anhalt, Timothy Ashe, Louis Baltunis, Walter Bartlett, Jr., Joseph Bartosch, Russell Boyle, Frank Blake, Earl Boyer, W. R. Bradley, Edward Buchler, Herbert Buehring, George Bushnell, John Campbell, Jr., Charles Carey, William Case, Elmer Chapman, Michael Condon, Raymond Corbel, Edmund Corboy, Charles Coughlin, Harvey Crain, George Cregar, Thomas Curnane, George Dillas, John Doyle, Wesley Eaton, Oscar A. Falk, John Farrell, Thomas Fergus, Wallace Field, John Gollogly, John Gorman, Frank W. Gunsolus, David Hagins, William Henderson, Harry J. Hodges and Anthony Hrdalo.

Leslie Johnson, Victor Jorgenson, Thomas Joyce, Thomas Kalato, Charles Karschnik, James Kelly, Thomas Kelly, Chester Ketter, Charles Koenig, George Kristof, Louis Kucera, William Kusch, Frank Kwilos, Raymond LeBeau, Edward Lange, Anthony Lohrmann, John Mahoney, Terrence Mahoney, Alfred Malone, John Marrell, Daniel Marron, Charles Matthes, William McArthur, John McCarthy, Sylvester McDonough, Norman Millies, Henry Miller, Joseph O'Neill, William Newton, Christian Nielson, John Olinski, Edwin Parker, Frank Pasche, Howard Phillips, Clarence Pipowski, Leo Pluskowski, Robert Quetschke, Robert Quill, Edward Quinlan, Lester Rage, Chester Randle, Fred Raasch, George Repine, Frank Rooney, George Rotunno, Arthur Sandin, Charles Schmidt, Dwight Seidel, Joseph Seminara, Roy Shafer, William Shea, Raymond Smith, Thomas Spratt, John Stack, Louis Sullivan, Stuart Sim, Douglas A. Thime, Joseph Willer, Thomas Williams, Viggo Windfeld and James Zychal.

Utility

John Hanus and Fred Merker.

Uncle Sam's Nephews

HERE ARE an even dozen of the 812 Surface Lines boys who are serving in Uncle Sam's fighting forces.

For names of the 186 boys who entered military service since our last Honor Roll was published, see the opposite page.



Motorman Charley Baraglia, Division, a field artillery private, does a little clean-up work at his Oklahoma camp.



Motorman George Menogue, Cottage Grove, is a private in an airborne infantry outfit in North Carolina.



Motorman Olav Mathison, Devon, is a storekeeper, first class, at Great Lakes.



Apprentice "Flash" (Ray) Catanzo, West Shops, is attending a signalmen's school at Butler University, Indiana.



Conductor Johnny McGrath, 77th Street, an army private, is serving with the infantry in Georgia.



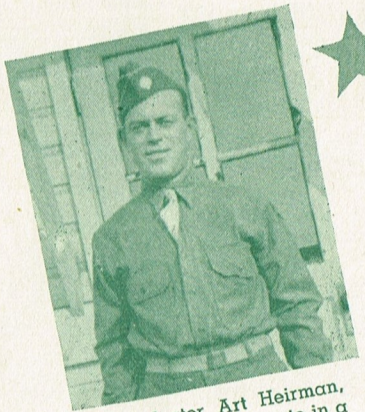
Private Dominick Abbinanti, Track, is in charge of the range house for a Kentucky armored unit.



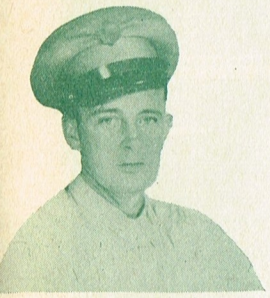
Messenger Gordon Doyle, Executive Department, a seaman, first class, is at sea with Uncle Sam's navy.



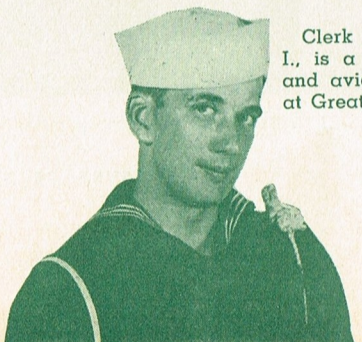
Sergeant Dave McCauley, Track, holds a 150-pound, six-foot crocodile he captured near his Louisiana camp.



Conductor Art Heirman, Lawndale, is a private in a signal outfit in Washington State.



Conductor Tom Keegan, Noble, is a private in an army medical outfit in Georgia.



Clerk Johnny Leahy, D. A. I., is a seaman, third class, and aviation metal specialist at Great Lakes.



Corporal Felix Winslow, Printing, is in an air corps service squadron in California.

"He Is a Credit to You And His Fellow Men"

SO PLEASED by the pleasant manner and courtesy toward all his riders shown by Conductor Bill Walsh, Cottage Grove, was Mrs. H. Riley, 913 East 61st Street, that she wrote: "I have watched him for some time. He is a credit to you, and to his fellow men."

Similar demonstrations of courtesy, kindness and efficiency on the part of other trainmen brought us many more letters of praise last month.

Praises Waiting for Riders

Commending Bus Operator George Edwards, Lawndale, for his consideration in always waiting that extra few seconds while would-be riders run to catch his bus, Miss Mae Johnson, 3501 Belden Avenue, wrote: "This naturally goes over big with all of us who ride with him!"

"I have never seen a motorman with greater skill!" So wrote R. Harland Shaw, 209 South LaSalle Street, in lauding Motorman Larry Hildebrand, Devon, for the efficient manner in which he got his car over the street one icy morning last month.

Lauds Safety-Minded Conductor

Terming as inspiring the safety-mindedness of Conductor Walt Bleckley, 77th Street, G. S. Udell, 7824 South Prairie Avenue, wrote praising him for sanding the steps and platform of his car one icy morning. When he complimented him, he reported, Conductor Bleckley replied: "It takes only a few minutes to do this, but a good half-hour to make out an accident report!"

Because Operator Otto Flintz, Elston, was very courteous and pleasant to all riders who boarded his car on one of the nasty mornings recently, E. Lundgren, 4928 Hutchinson Street, wrote praising him.

A similar letter of praise for another pleasant trainman, Conductor Tom Staufer, Archer, came from Mrs. R. S. Pick, who gave no address. "His smile stood out above the hustle and bustle," she wrote, "and put all his riders in good humor for the rest of the day."

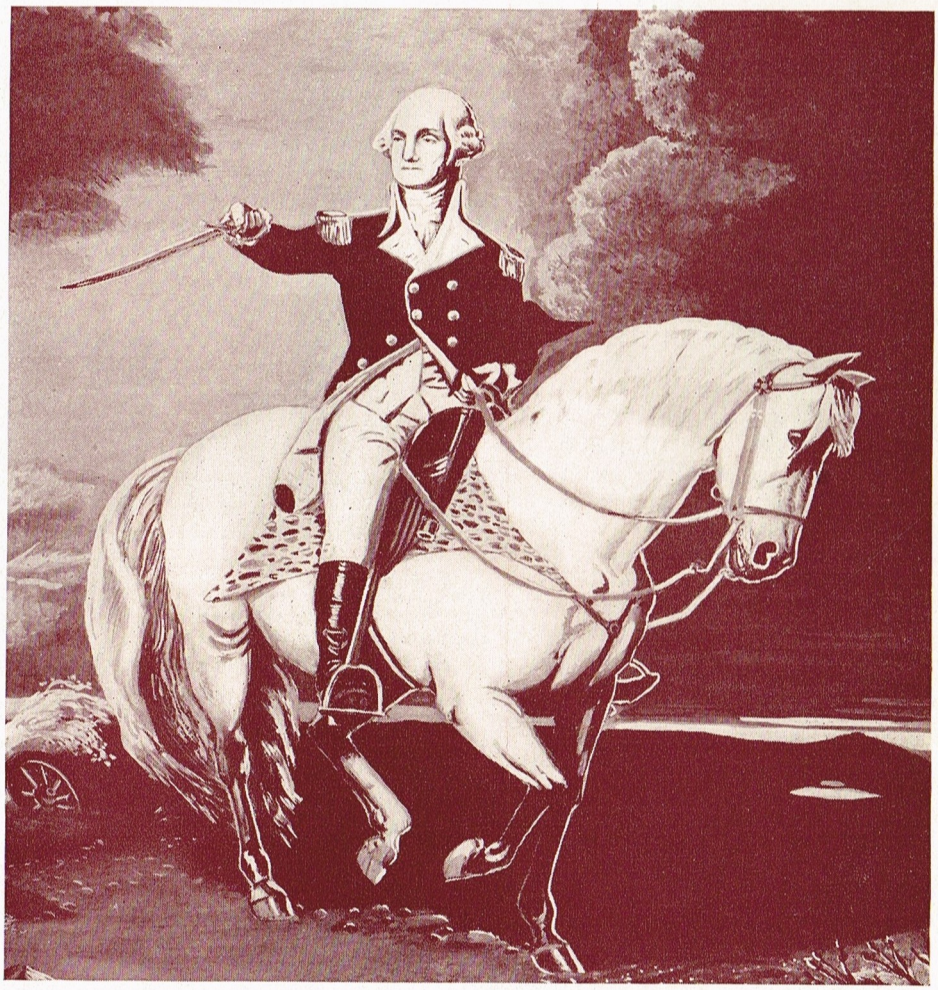
Commends Kind Motorman

Impressed by the kindness of Motorman Salvatore Carlino, North Avenue, who alighted from his car to help a woman who had fallen in the street board, Secretary C. A. Anderson, Chicago Curtain Stretcher Company, wrote lauding him.

Praise Helpful Trainmen

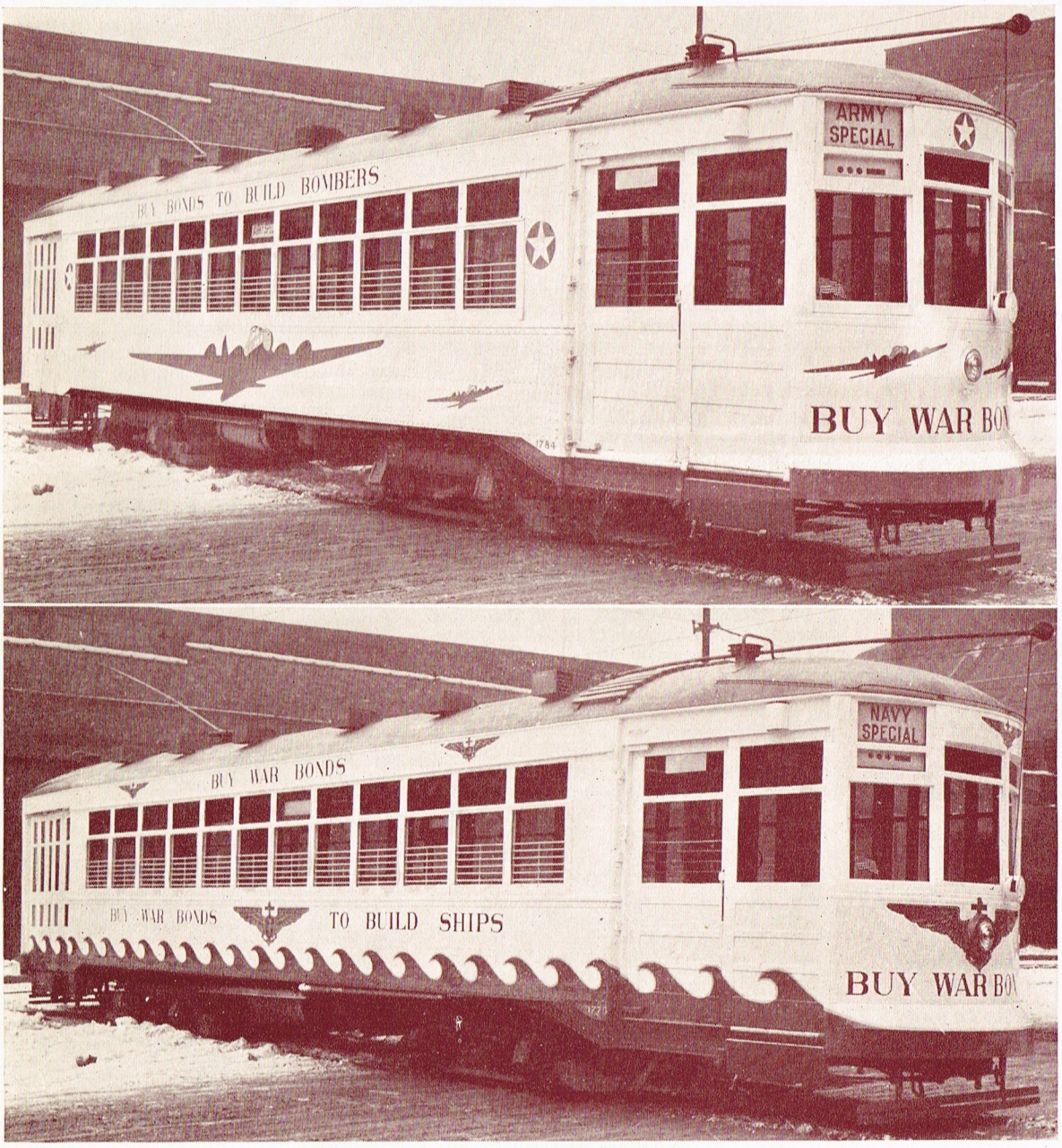
Because they took time to help blind, crippled or elderly riders board and alight from their cars, these trainmen received warm letters of praise: Conductor Ausgar Lindquist, Burnside; Conductor Charley McKiel, Devon; Conductor Kola Mealer, Kedzie; Conductor Tony Skala and Motorman John Ryan, 69th Street; and Conductors Walt Bleckley and John Carney, 77th Street.

OUR FIRST PRESIDENT



Bud Walker

ARMY AND NAVY CARS NOW BOOST WAR BONDS



The Surface Lines now has three war bond cars in daily service.

Following recent changes in the flyer - procurement programs of both the army and navy, our colorfully decorated "Fly For Army" and "Fly For Navy" cars became out of date.

Returned to West Shops for the redecorating, the enlistment information carried on the sides of each car was painted out, and war bond slogans were substituted.

Color schemes for both cars remain the same — red, white and blue for the car bearing army bombers; and red, white, blue, green, gold and black for the car bearing waves and the naval flyers' insignia.

Like the first war bond car which was put into regular service July 27, both cars will be run on lines in all sections of the city.

Alert 69th Street "Connie" Drafts Necktie in Pinch

TRAINMEN AT 69th Street Station have their co-worker, Conductor Martin Reidy, down in their books as an especially resourceful man.

As recently reported by Correspondent H. E. Harris in the 69th Street magazine news, Marty had the misfortune to break his bell rope one cold morning not long ago.

Snatching off his necktie, he substituted it for that portion of the bell rope which hangs down on the rear platform.

From then on, Marty reports, his passengers were chuckling and easy to please. Almost all began beaming as soon as they boarded. Best of all, he says, there can't possibly be a better way to wear out unwanted Christmas ties!

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WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*

Former Jobs of London's Women Trainmen Varied

FORMER occupations of women trainmen employed by the London Transport Company are widely varied. So *Pennyfare,* the employe publication, reported recently.

Among 40 women at one station there is a barmaid, cigarette maker and silk underwear cutter. Twenty of the group of 40 are married.

Front Cover

HEATER-TENDER Dominic Stuckis, Brass Foundry, South Shops, ducks back from a blast of flame just before using his tongs to remove a pot of molten brass from one of the seven furnaces he tends.

Besides tending the furnaces, Dominic drops into the crucibles in exact proportion and order the several metals which combine to form brass.

For more photos of our Brass Foundry and of the men who turn out the numerous brass equipment parts used on our vehicles and in overhead construction, see pages 2 and 3.



Archer

ALL INCUMBENT officers of our credit union were re-elected at the annual meeting January 9. The boys have done a splendid job during the last year, and their re-election is a fitting tribute.

We extend a hearty welcome to these new additions: Receivers Al Broman and Otto Jurew and Clerks Frank Vani, Ed Krauss, Jr., and Charles Bessette. At the same time we wish all the luck in the world to Bill Middleton, Bill Leahy, Matt Deiters and Bill Edelstein who have left us to take up duties at other stations.

Carl Gibbs has passed his exams and met all requirements for entrance into the army air force. He left recently for Miami, Florida, where he will receive pre-flight training. Carl is one of our best, and we're sure Adolf's boys will wish he had stayed at home.

Bill McFadden stopped in at the depot when he passed through Chicago last month. He's called Lieutenant McFadden now!

Because of the cold and the shortage of men, this has been a trying winter. But keep up the good work, boys, for the bad weather can't last forever!

Our deep sympathy goes out to Stanley Bitel in the loss of his father, and to Ed and A. Krause in the death of their brother. —Combine.

Blue Island

WE WELCOME all the new men who joined us recently, and will be glad to give any of them a helping hand. Glad to have you with us, boys.

Relief Receiver Bill Edelstein left us to become receiver at Elston Depot. Ted Hoellen, afternoon clerk, left us to become clerk-receiver at Kedzie Station. Good luck to you in your new positions, boys.

We welcome Herbert Morton, chief night clerk; Joseph LeFebvre, afternoon clerk; Otto Jurew, relief receiver; and Lee Cumber, relief clerk.

Conductor Ed Lake, who is with the coast guard, paid us a visit recently. He is in the best of health and likes his assignment.

Our sympathy is extended to Motorman James Cavanaugh in the loss of his wife, and to Conductor Ed Gaede in the loss of his sister—C. P. Starr.

Burnside

WITH ITS SNOWS, zero weather and icy pavements, last month was a trying one for all of us. All trainmen are to be congratulated for the showing they made under such adverse circumstances.

Speaking of "congrats," Traffic Officer Archie Hignett, stationed at 93rd Street and South Chicago, is one who deserves plenty of praise. His good judgment and willing helpfulness have saved us many delays. Let's all give Archie a great big hand!

Motorman Charley Pozek is usually an even-tempered man; but when that one-armed bandit (the trainroom gum machine) takes his two pennies without coughing up any gum, can you blame him for getting sore?

Who is that distinguished looking gentleman who has all the South Chicago girls ga-ga? He is none other than Operator Mike Lydon with his new glasses.

What trainmen tried in vain for nearly an hour to unlock his auto, then found he had the wrong car? (He was strictly sober, too!)

Have you heard Rudy Miller tell his story about how he got rid of the loaded cigar? Ask him some time. It's good!

If any of you have good action snapshots of Burnside men in military service, please pass them along either to William Frank or your scribe so they may appear in the magazine. The photos should be clear, and should show the men in uniform.

We regretfully report the passing of two of our old-timers, Albert E. Furguson, retired, and Joseph Lanzaat. Our sincere sympathy goes out to their families.—Furgie.

Devon

CONDUCTOR BILL LOFTUS and Motorman Joe Droucko were talking the other day about their new enterprises. Being a couple of guys on the dodge from a Liars' Club, they have many, including sea cows' milk.

While they talked of their latest interest, whale butter, Conductor Mike Size, a thin fellow, approached them. Bill explained to Mike how chock full of vitamins this whale butter is. Feeling the need of some vitamins about then, Mike tried to buy a jar of this wonderful pepper-upper; but Bill explained to him that Conductor Lee Combers, another thin chap, had just purchased all that will be available for the duration.

Cheer up, Mike, this cold weather has all of us feeling the need for tonics. You can bet that a couple of smart fellows like Bill and Joe will find some way to get whale butter again before the winter is over, and then you can get some extra weight on your frame.

Now that the clerk-shifting business is all over, we find several new faces at Devon. Our new chief clerk is Fred ("Roly-Poly") Murbarger, who came to us from Lincoln where he was magazine correspondent. Freddie used to work here, and says he has returned for a rest!

New combination clerk and receiver is Dick

Pennie. He got tired of riding around all the curves out Cottage Grove way because he was never able to get his Bull Durham cigarettes rolled tightly enough.

Another newcomer is Bill Pinascio, who makes out the extra list and makes himself generally useful. He came to us from North Avenue, with Charley ("Sorrel-Top") Merkel in tow.

We hear that these brave adventurers set out from North Avenue, armed only with a street guide, compass and grim determination to find Devon.

Other newcomers are C. Rogne, Elmer ("Chubby") Milz, Bill Spreckman and Stenzel. Glad to have you with us, boys!

Conductor Paul Cook is so young looking that we understand extra motormen who work with him for the first time often expect him to ask if there is a Santa Claus. The surprise comes when they learn one of his daughters is graduating from Senn High School this month with high honors. Paul, by the way, has several other children at home.

Our congratulations to Conductor Stan Bzdon and Motorman Walt Balk on becoming papas of baby boys last month!

We heard the other day of Conductor Dixie Walker's troublesome time in getting married about 10 years ago. Dixie, it seems, showed up at the depot at calling time on the night he was to be married, hoping he could keep the ceremony secret from the clerks. Though they crossed him up by sending him out on a run, Dixie still didn't tell his secret; but telephoned his wife-to-be asking her to postpone the ceremony for another night.—Ed May.

Division

OUR GLAD HAND is out to Fred Meyers, former relief receiver, who is now our new chief clerk; Bob Peterson, formerly of North Avenue, our night clerk; Al Remack, formerly of Noble, our combination clerk and receiver; and John Gibben, our new register clerk.

The WAAC we spoke of last month is really Conductor M. Brost's sister-in-law. Though rejected because of a heart murmur, her never-say-die spirit prompted her to try to help her country some other way. Consequently she now is studying radio mechanics, and later will teach the subject at Madison, Wisconsin.

Motorman Fred Nagel's step-son, Raymond, recently received his pair of silver wings after graduating from an air school in Texas. Mrs. Nagel has completed her Red Cross studies and has received a handsome pin from Washington, D. C.

Because of lack of picture space in the magazine, we were unable to have published a photo of Mrs. Nagel in her uniform and another photo of Motorman Jim Downes and his son, Jim, Jr., an air corps private.

Anyone wanting to see what a good-looking sergeant Ed Bach makes can take a ride to the Congress Photo Studios near the Congress Theater. A photo of Ed reposes there in the window. Hand colored, it's guaranteed to make any girl's heart do handsprings.

The wife of Motorman A. Delis is recuperating in the Norwegian-American Hospital following a serious operation.

Conductor Jack Hofer and the missus will celebrate their 16th wedding anniversary February 26. Motorman Tom Radicke's daughter, Lucille, was seven years old last month; and Conductor Harold Hanson's daughter, Kathryn, will celebrate her first birthday this month with a party. Cathrine, daughter of Motorman Joe Osterberger, will be three February 28.

Our extra list is growing day after day. Let's all take time out to give our new men a hearty welcome, and try to make their stay with us a happy one.

Conductor August Schaeffer suffered an eye injury when he broke his glasses recently while relaying at Harrison and State.

Conductor E. Evensen is laid up at Hines Hospital. His room number there soon will be posted on the bulletin board.

After his connie, Fournier, had borrowed cigarettes from him every day since the pick, Motorman Ginter expected a carton, at least on his birthday last month. It seems, however, that Frank gave him everything *butt!*

Many of our old-time bowlers were saddened to hear of the death of George Kornacki, formerly one of our motormen and a top-notch maple-mauler.

That's all for this month, but remember: Idle Chatter Can Be A Tragic Matter. Don't Spread Rumors.—R. T. W.

Prove You Care
Do a 10% Share

Elston

WELCOME TO OUR new receiver, clerks and trainmen. We're glad to have you with us, boys; and hope you like your new surroundings.

Ed Rich, now in military service, asks to be remembered to all the boys. He also left his thanks for those who have been writing him.

Your scribe has a notion that all of us could do a better job of letting our boys know we still remember them. It's certain that the boys in service enjoy hearing from us.

Art Mueller has taken the transfer of our former receiver and clerks very hard. Cheer up, Art; they still work in Chicago and you can visit them!

Our best wishes to Conductor Art Anderson, who was married last month; and to Conductor and Mrs. E. O'Neill on the recent birth of Walter Eugene. (Both Pop and baby are doing well!)

A recent letter from Lieutenant Harry Anderson, U. S. Navy, son of Conductor Harry Anderson, thanked all of us for our expressions of sympathy when his mother died last summer. Lieutenant Anderson, a veteran of the Java Sea battle, reports he now is back in active service and in command of his own ship. One sentence in his letter tickled all of us. "When I think of you motormen and conductors," he wrote, "on your platforms in all sorts of weather, my job seems like a sissy's!"—Emmet Kane.

Lawndale

HERE WE ARE in print again. It's been some time since our last writing—partly because our former correspondent, Charles Karschnik, is now wearing one of Uncle Sam's khaki uniforms. Give me the news, boys; and your new scribe will see that it appears in print.

It's good to see Lee Cumber back at the window again. Seems he can't quite make up his mind between Lawndale and Devon. Now that we have got him, I suppose we're stuck with his tall tales, too.

Welcome to our new relief receiver, Otto Jurew, whose amiable disposition will go a long way toward filling the shoes of Bill Edelstein who transferred to Elston Station after being here at Lawndale so long that most of us would have to look at the record book to tell.

And then there's Joe Gaskey. He has left us and is now waltzing around over at Cottage Grove. Lots of luck to all of you in your new positions, boys.

We welcome also the following new trainmen: Norman Moise, Ralph Illion, Norbert Ouimet and Joseph Bartos. Hope you like your work and us, too!

Lawndale Station suffered a loss in the sudden death of Conductor Charles Penwith who passed away on January 28. Conductor Penwitt entered the serivce in the year 1898, and was one of our most valuable employes. In addition to being a trainman second to none, he was liked and honored by all who knew him. We wish to express our heartfelt sympathy to his family.

Don't forget, fellows, lend a hand and keep Lawndale in the magazine. We'll try hard to do our best, but we will need help.—Ray Simon.

Noble

THE WELCOME MAT is thrown out for these new clerical employes: Chief Clerk Nick Grimaldi, Receiver Ernie Johnson, Night Clerk Bill Leahy (one of our own boys), Register Clerk Bill Sir and Relief Receiver Ken Barnell. Glad to have you with us, boys; and we hope you like it here!

Sergeant John Blaa visited us the other day, and judging from his appearance army life must be great. Johnny says he would like to hear from you, fellows!

Private Harold Larson reported in a recent letter he is seeing some of the sights of the world.

Private Ed Kochan stopped in last month to chat with his former motorman, R. McGovern. No doubt Mac got some inside dope on army life.

To John Maloney, who left us last month for the army, and to Joseph Becker, who retired, we wish the best of luck.

Leo Kniat is recuperating at home following his lengthy stay at Speedway Hospital. Get well soon, Leo!

We are sorry to report the sudden death of A. Carlson, No. 1, one of our fine old-timers. Our sympathy goes out to his wife.

Memo to Noble servicemen: We would appreciate an action snapshot of you for the magazine.—Charles Karcal.

North Avenue

OUR CONGRATULATIONS to Conductor "Honest John" Culhane, who was

presented with a fine baby girl January 18. The little lady was named Kathaine Ellen.

In a democracy such as ours, public opinion is the force which decides national questions of great magnitude.

It is with the deepest regret that we record the passing of three fine and well-liked trainmen last month: Motormen L. Oyen, G. Kraft and William J. Summerville. To their families, we extend our deepest sympathy.

Public Relations is a vital, living force, a definite part of the daily job of every employe. The public relations of our transportation system rest in the hands and the hearts of the employes. They alone can bring about ideal public relations.

Our sympathy is extended to Bus Operator J. Pertl, whose mother passed away during December.

Public Relations may be defined as the art of creating harmony, teamwork and goodwill between the various groups of our organization.

Conductor John Murphy, retired, who was operated upon several months ago, is at the home of his daughter, 1022 North Leamington and would appreciate a visit from any of you boys.

Public opinion concerning our service is influenced above all other things by the character of the day-to-day relations of we trainmen and operators with those whom we serve.

Supervisor Jack Baily has been selected as stationmaster for the new bus garage and terminal. A better man could have not been found than Jack. He is well liked by all who know him, and he has a way about him that makes men want to work with and for him. Our heartiest congratulations and best wishes follow you, Jack, to your new position!

It is up to all us trainmen and operators to do the best job possible in order that the business offered our lines may be handled with safety and dispatch. It is the obligation of us all to do everything to obtain the utmost utilization of the facilities and equipment now available.

Our sympathy goes out to Motorman Bob Ziesenhenne in the loss of his son, Robert Jr., who died after a short illness at Fort Meade, Maryland, where he was serving as private in the army. Bob, as he was known, was a cheerful, pleasant lad and was well liked by all who knew him.

Many of you new employes are young men at work on your first transportation job. You will learn that efficiency, safety, reliability and friendliness are requisites in the field of transportation just as in any other business, and that you have the additional obligation to help make our service acceptable to the user.

Loyalty is a quality that grows through mutual trust. It brings its own rewards. The job well done is a part of loyalty; helpfulness and teamwork are also components of it. The new men will have to learn teamwork and enthusiasm and many other things of the like, besides pointing up a controller or ringing up the fare or reading a transfer or whatever else your job may be. You will always find the older employes ready to give you help, advice or coöperation in any puzzling situation.

Next month we hope to have a more interesting column for you all. We have Harold ("Lockjaw") King and Elmer Deegan busy with their carpet sweepers, and they will be sure to have the bag loaded with dirt for you.

In the meantime: Laff every time you pheel tickled, and laff once in awhile enyhow.—W. G. Echols.

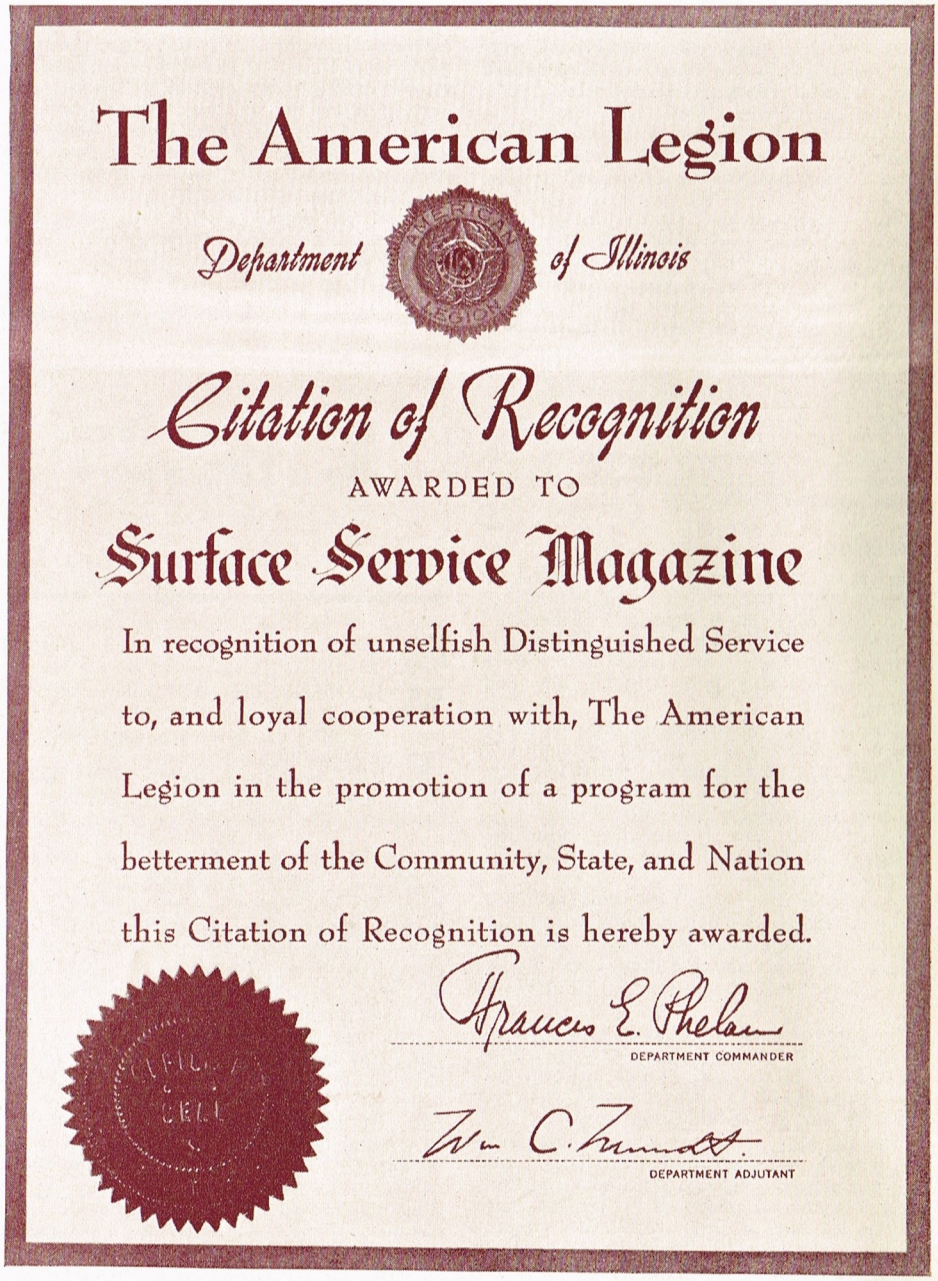
Seventy-Seventh

IN THE HEAVY mental concentration required for last month's prognostications, we missed some vital statistics.

Around Christmas time the G. C. DeChane family was blessed with a baby girl. We don't know of a nicer present.

Ballplayer Tommy McGuire has been terribly neglected in this column, but eventually we catch up. His youngster, already able to say "Daddy," is a southpaw, and shows all signs of being a great hurler. He can toss most anything right out the window, and frequently does. Tom can't find his socks any more!

Sig Holm must talk shop in his sleep. His wife woke him up the other day, saying:



LEGION AWARDS CITATION TO MAGAZINE

Reproduced above in reduced size is the framed citation presented "Surface Service" last month by the Illinois Department of the American Legion at the request of members of Surface Lines Post.

"Well, you can let me off at Jackson Boulevard. You just called Van Buren!"

Irene Ponto, the lass who wrote that nice article recently in the *Chicago Tribune* about our L & A Club, thinks we've got a fine hangout. The pictures with the story were fine, too, except yours truly as a billiard player. We can hear Mike Collins and the boys still snickering about that.

Funniest shot was of Charley Hill with enough Hollywood expression on his face to make it appear like he really was hauling in another sailfish.

"Policeman" John Shaw was there, too; but as long as they went that far they might at least have said "sergeant!"

Well, sirs, Joe O'Connor did not have a white Christmas. Down in Jackson, Mississippi, he definitely had a green one with the army and liked it for a change.

Most useful fellow to have around is G. D. Raymond; a dyed-in-the-wool, 100% trainman. He even opens up clogged sewers around the depot in his spare time. Other times he regards us as the "Oracle." We don't know why, only he claims we should know all things even if by "contagion," which is a sixty-four-dollar riddle to us.

Jeep-Driver J. J. Gorman in Kansas, the sunflower state, says army service is great, but so far he hasn't seen anything but mud and snow—no sunflowers!

A fellow who has really been around is J. T. Finn. On his itinerary so far has been New Zealand, California, some French Islands somewhere and some other places (the last sounds like typical army language). Yes, sir, he's seen all these things and Elmer Kline, too. Elmer's in the same outfit.

Fort Riley puts up with Sergeant C. J. Lattimore. He's all right until he can't get his tank started. Then the army wonders whether he's such a good influence on his men.

Sympathy is extended to the following men because of recent deaths in their families: Conductors W. H. Walter, his mother; N. J. Edwards, his mother; and Frank Roche, his wife; and Motormen P. J. Keil, his father; J. H. Houle, his wife and mother-in-law; and M. Casper, his mother.—Walt Story.

Sixty-Ninth

MOTORMAN ALBERT JANKE has been strutting around with his chest out ever since January 12. That's the day that he became father of a baby girl. Congratulations, Al!

George McKay and Jim Jordan, two more of our old-time motormen retired February 1. Enjoy your well-earned leisure, boys; and drop around for a visit occasionally.

After the dubious distinction of occupying the cellar position in the Ten Per Center's League for some time it is pleasant to note that 69th took one step up the ladder and was on the 23rd round in the January issue. We're referring of course to our war bond purchases. There may be some of us who may resent being told constantly we should increase our bond purchases. But why should we resent it? And why shouldn't we invest all we can in this safest of all investments?

Maybe it was a nice, comfortable position down there in last position all those months—at least, we couldn't have slipped any more! But now we have started up we surely don't want to slide back again. Yes, we know *some* group must be last; but it doesn't always have to be 69th Street, does it?

We're just beginning to get used to the idea of having certain commodities rationed, and the list of rationed things is bound to increase. At first, we were all alarmed over rationing. Probably we'll never grow to like it, but we're often surprised to find how well we can get along on what we're allowed.

Now when we invest in war bonds we're voluntarily rationing our money. In 1943 we, as a nation, can buy only about 60% of what we bought in 1942. The merchandise simply won't be available. We can use our surplus to bid against each other for scarce commodities and thus accelerate the inflation which every one of us is so anxious to avoid. Or we can put this surplus into war bonds. If we choose the latter course, we place the money at our Government's disposal, save with perfect safety and provide ourselves with a useful financial cushion on which to land after the war.

Why do we hear all this talk about compulsory saving? Simply because the present methods of selling war bonds and siphoning off surplus money isn't working fast enough. The idea of compulsory saving doesn't sound nearly as attractive as the voluntary purchase of bonds, does it? But there are only two choices. We can either ration our money or have it done for us by our legislators!

All of this seems like the private who sat down to his first meal in an army camp. He looked at the plate of stew which was ladled out for him.

"Don't I get any choice?" he beefed to the mess sergeant.

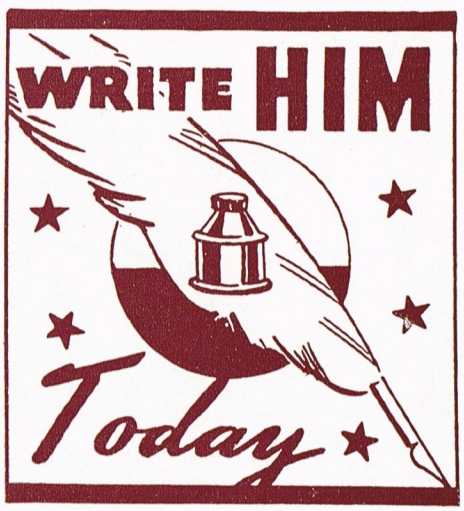
"Certainly," was the prompt reply. "You take it, or you leave it!"

In our case, we can give it or have it taken by taxes and compulsory savings a little later.

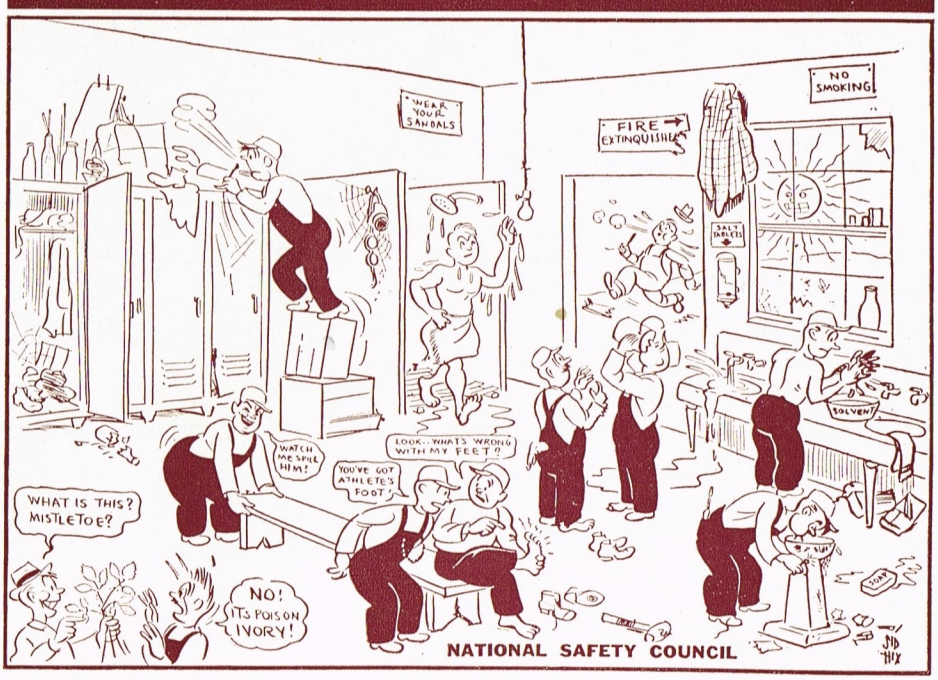
Let's give it!

Uncle Sam must have learned we were short of motormen. At any rate, he sent Wesley Eaton back to us from one of the army camps in California. He arrived just in time to enjoy that sub-zero wave of January 25. Glad to have you back, Wesley!

Handsome Joe Hemzacek, in collaboration with the makers of Dixie Cream doughnuts, has solved the breakfast problem for late sleepers who must swallow their coffee and sinkers on the run. Simple idea, too! Just a hollow doughnut which can be filled with coffee! P.S. Always wear a rubber bib while eating them!—H. E. Harris.



WHAT'S WRONG WITH THIS PICTURE?





Departments and Divisions

Accident Investigation and Legal

THE ANNUAL MEETING of the D. A. I. credit union was held at the Como Inn (we mean the *Comiano* Inn) on January 16. A fine lunch preceded the business meeting; and a three per cent dividend was passed on by the members. Directors Comiano, Praiter and Healy were elected for another two-year term. They elected Daniel Colgan as their president for the ensuing year.

J. Kelly and W. Helfrich were elected members of the credit committee and Mrs. Gray, Mrs. Horrom and Miss Kanies were elected members of the supervisory committee. The 34 members present were entertained after the meeting by Claims Attorney John Clausen who sang and played the piano.

Welcome is extended to these new employes: Statementmen Frank York and Gabriel Grimaldi; Night Clerk Henry Rahn and Clerk Elizabeth Stelter. We are glad you are among us again, Isabel, even if it is only temporarily.

Statementman Howard Symmes left for the army on January 21. Good luck, Howie, and stop in often to see us.

Our deepest sympathy goes out to Pleadings Clerk Julia Lellinger, whose mother passed away suddenly in California; to Clerk Jeanette Kanies in the death of her grandfather; to Court Assistant Olaf Schau in the death of his father; and to Attorney John F. Golden, whose son Charles passed away after a long illness January 17.

Corporal Gilbert S. Guest, son of Locator Joe Guest, dropped in the office the other day. He related some of his experiences as a radio operator and gunner on a B-19 bomber. In a recent flight over a Jap stronghold in the Southwest Pacific, he was walking over the bomb-bay doors along a catwalk preparing to make ready the bombs. Because of a slight delay Gilbert was still on the bomb-bay doors when they were opened. As a result he was left dangling by one hand in mid-air, 10,000 feet above their objective, until he was pulled up by his buddies. Even with this slight interruption the objective was reached, and we hear that the boys received citations.

Dick Kuhlman is the second man from the Accident Prevention Department to join the armed forces. He is replaced by Miss Glee Adams. We wish Dick the best of luck and at the same time welcome Glee to our midst. —Audrey.

Accounting

MATERIAL AND SUPPLIES employes have organized a bowling team of men and women. They issue a challenge to any mixed bowling team to bowl at the Gold Coast Recreational Center, Clark and Division Streets. Anyone interested should call Harold Sprenger, Clark and Division.

As this item goes to press, we are looking forward to the speedy recovery of Sarah Coffman, Catherine McCormack, Edna Poley and Herbert Rohde, all of whom are ill at home.

When Francis Grund, Timekeeping Division, left recently to enter the coast guard, the 14th star was added to our departmental service flag. Good luck, Francis.

It is with sadness that we report the death of Miss Marie McCabe, who retired January 1, 1942. We extend to members of the family our deepest sympathy.

The following employees of our fair sex celebrated birthdays last month: Loretta Klonowski, Arlene Towler, Marion Gustafson, Henrietta Fabbri and Ruth Smith. Congratulations, girls!

We are happy to welcome these new clerks: Mrs. Estelle Allen, Doris Brown, Howard Bagley and C. Burton Connelly. Glad to have you with us, folks!

John McCauley, son of Mrs. Mary McCauley, has enlisted in the coast guard and is training at St. Augustine, Florida. Good luck, John!

Leon Salisbury, Jr., son of our contract clerk, has enlisted in the marines and reports for duty January 30. Best wishes, Leon!—Thomas F. Coan.

Car House and Bus Repair

ARCHER: We had a visit recently from R. Shea, our former stock clerk, now stationed at the Great Lakes. He surely looks grand in that uniform.

Gust Spuopulaus, T. Lombardo and A. Herman have been off sick. Hope to see you back on the job soon, boys.

We offer our sincere sympathy to J. Gallowitch, assistant foreman, in the loss of his father.

Electrical

SEVERAL BOYS report having heard John Cahill January 3 when he collected on the $64 question while a contestant on the Ever-sharp radio program. They also heard the invitation from Eddie Cantor, who was quizmaster that night, for John to visit him and meet his daughters. Congratulations, John!

LeRoy Janke, who saw service at Guadalcanal, now is in an officer candidate school at Fort Sill, Oklahoma. Hope to see you with your bars soon, Roy!

Recent fathers of baby girls are Chester Matuszewski, Argo Sub-Station; Stan Edquist, emergency line wagon at 62nd and Wabash; and Joe Bourne, maintenance electrician. Congratulations, boys; and best wishes to the mothers and newcomers.

Leo McKeever is back at work looking hale and hearty after his lengthy illness. Welcome home, Leo!

Ruth Monahan, Downtown Office, is back at work after a brief vacation spent enjoying winter sports in northern Michigan.

Welcome to Margaret Kinsey, Downtown Office, who joined us recently as power clerk, succeeding Herbert Peterson who has left for military service. Hope you enjoy working with us, Margaret!

Corporal Adolph Kutz, putting up a fine appearance in his uniform, visited us recently from Fort Sam Houston, Texas.

Four more of our boys left us last month to enter military service. Telephone Operator Bob Payton, Grand and Leavitt, joined the army. To the navy went Charles Peterson, Line Division, and Larry Reilly, Maintenance Division. Herbert Peterson, Downtown Office, entered the army as an aviation cadet.

Our best wishes go with you, boys. Let us hear from you.

On the sick list this month are Paul Drafy, Dan Barrett and Jim Elliott, Sub-Station Division, and Bill Wende, Maintenance Division. We're pulling for your speedy recoveries, boys.

Our deep sympathy goes out to George Nelson, testing division, whose mother died last month.—Billy.

Provide For Future
Invest 10% Today

Engineering

BUILDING: Mrs. Thierkauf, our switchboard operator, is recovering from her recent illness. By the time you read this, we hope she will be back with us again.

We welcome Mrs. Adeline Krueger, a new member in our department. We hope you'll enjoy working with us!

TRACK: Wilkie and Charles Collins of our department, sons of Storekeeper C. J. Collins, have enlisted in the American Field Service as ambulance drivers. They expect to see service in Egypt soon.

Among our latest contributions to the armed forces are Assistant Foreman J. McGurk and Progress Clerk J. Carey.

Our sympathy goes out to Harry Schlachter in the recent death of his father, and to the family of George Pastorich who passed away last month.

UTILITY: Gorden and Mrs. Barr recently celebrated the christening of their infant daughter, Karen.

Wreck Truck Helper Bill and Mrs. Nierhoff recently welcomed their first blessed event, a son. Congratulations, Bill!

Two more of our men left recently for military service. Trolley Tender John Cottle has entered the army, and Motorman George Durkovic the army air corps. Good luck, boys; and come back soon.

The rabbit foot which Motorman Bill Cole-

man has been carrying has finally paid dividends.

Chauffeur George Reidy's theme song these days is "I'm Minding the Baby."

Material and Supplies

A BOY, weighing eight-and-one-half pounds, born January 14 at Lutheran Deaconess Hospital, made H. Decker, Storeroom 1, a very proud daddy. Both mother and son are doing nicely.

These men left us recently to join Uncle Sam's armed forces: R. Schultze, West Shops; G. Galbraith and A. Yagman, South Shops; and J. Kelem, General Storekeeper's Office. Good luck, boys, and speedy returns.—R. E. Buckley.

Schedule and Traffic

THIS MONTH we are playing fair with both the army and the navy. Phil Leahy is now training in the maintenance department of the army; and Bill Worcester has started his training as a pilot in the navy air service.

These boys are represented by stars number ten and eleven on our service flag.

The new faces in the ranks of the traffic checkers are Morris Cohen, Sherry Sherwood and George Spray. The best of luck to you fellows on your new positions.—L. C. Dutton.

South Shops

WE RECENTLY HEARD from some of our boys who have been shipped overseas, and are very proud to have representatives in foreign lands.

Tom O'Malley, Motor Repair, is in North Africa among the French mam'selles; Bernie O'Malley, Machine Department, sent us a Christmas card from "somewhere in Britain;" and Al Grinis writes he is in foreign service, but does not say where. Wally Walk, Printing Department, is receiving his training out west, and says that part of our country is truly "God's Country."

Our heartfelt sympathy is offered Elmer A. Colson, retired foundry foreman, upon the recent death of his wife.

Donald Fields, Paint Department, became the proud father of a fine baby boy on January 13. We offer our congratulations to the happy mother and dad, with best wishes for their young son!

Our sincere sympathy goes out to Henry Braaksma, Tin Department, upon the death of his father and brother-in-law, and to John Golden, Car Repair Department, upon the recent loss of his brother.—Elsie S. Frank.

West Shops

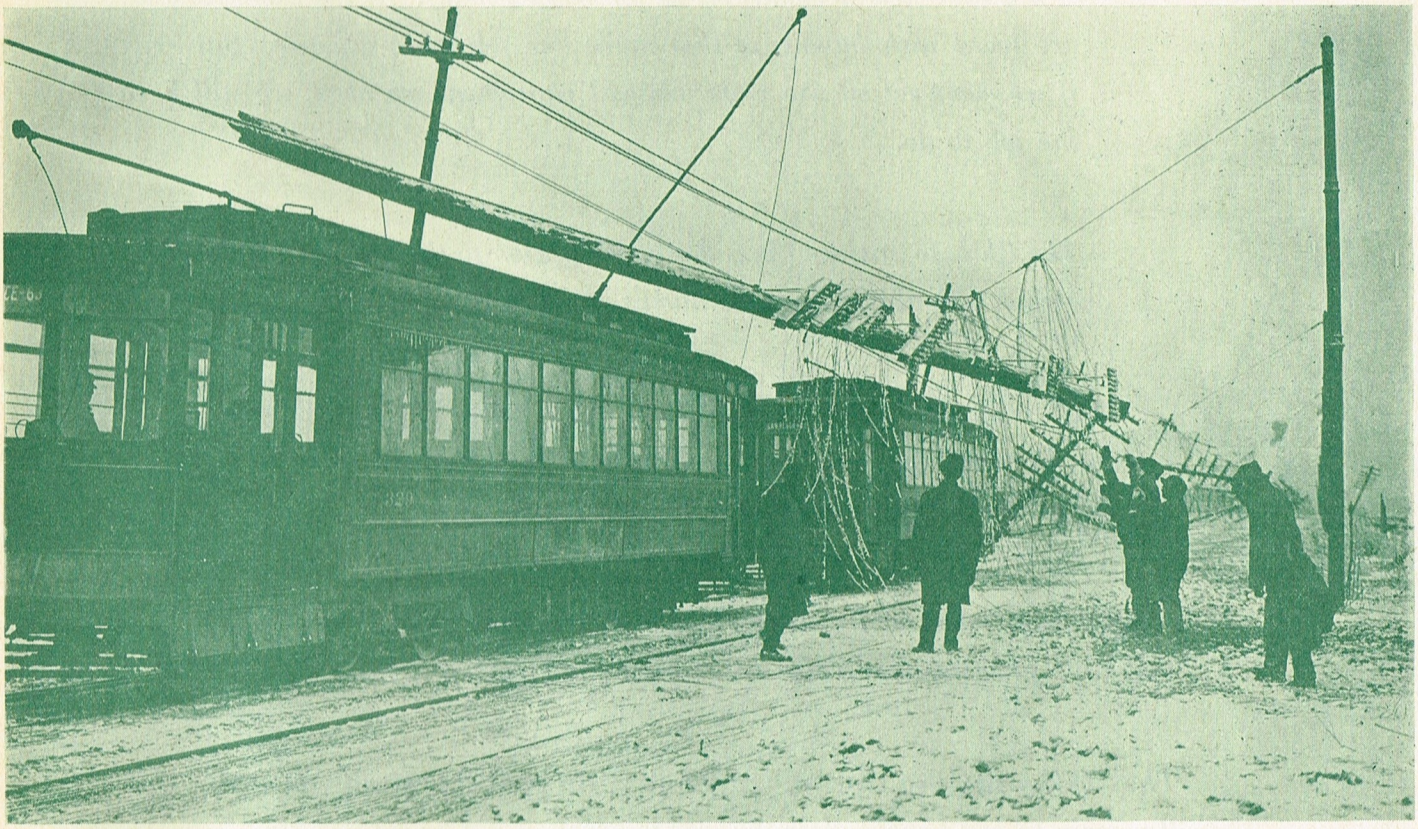
THE WELCOME HAND is extended Helen Churchill who joined the ranks of our office force last month. We hope you feel at home here with us, Helen!

Two of our soldier boys visited us last month. George Brignac stopped in from Texas; and Don Riess, now stationed in Georgia, made the most of his furlough and enjoyed the sunshine of Florida and a visit to his home town, Chicago. We were happy to see you, boys; and look forward to visits from the rest of you who are serving Uncle Sam.

Our clerical force is represented in three branches of the service this month. Ed Zimmer has enlisted in the coast guard, Harold Rowbottom in the navy and Eugene Fogarett left for the army. We have already received a card from Eddie Zimmer, and are eager to know where the other two boys are located.

Since the last magazine, Edwin Hess underwent an operation for appendicitis and has returned to work. That was a speedy recovery, Ed; and we certainly were glad to see you back on the job again.

At this writing, Frank Abel, our general foreman of the Carpenter Shop and Woodmill, has taken suddenly ill. A speedy recovery is the sincere wish of all who know him.—Mildred Habeger.



FIRST DAY OF SPRING, 1912

Trainmen who found the going rough during the recent snow and nasty weather may not be cheered by this picture taken on the first day of spring (March 21) in 1912.

Taken at 63rd Street looking north on Kedzie Avenue, the photo is the property of Track Superintendent Haven C. Kelly, who reports the weatherman on the previous day had predicted balmy weather.

Our War Job

MORE THAN 800 Surface Lines employees are now in service with the armed forces. We are proud of those who have this active part in the war.

We all can't fight. But we all can do our part in the war effort with the same determination and thoroughness as those on the fighting fronts.

Ours is an essential war service, so classified by the War Manpower Commission. It is vital to the effort that Chicago is making in producing the implements of war and the maintenance of civilian life and work on the home front.

We have new demands on us for service today. At the same time we are faced with handicaps that make our job more difficult. But even if we can't get all the materials and equipment we need, we still have the job to do.

The Chicago Surface Lines has an obligation to the people of Chicago, one that is doubly important during these difficult war days.

With more than 75 per cent of all transit riders of Chicago looking to us for their daily transportation, every effort must be made to give the best possible service with the tools at hand.

Efficiency, safety and courtesy are more important than ever. Such operating practices will mean we are doing our part.

They will mean also that we are building up public goodwill which will remain to our benefit after the war is over!

WALTER A. SHAW, *Chairman*
Joint Board of Management and Operation