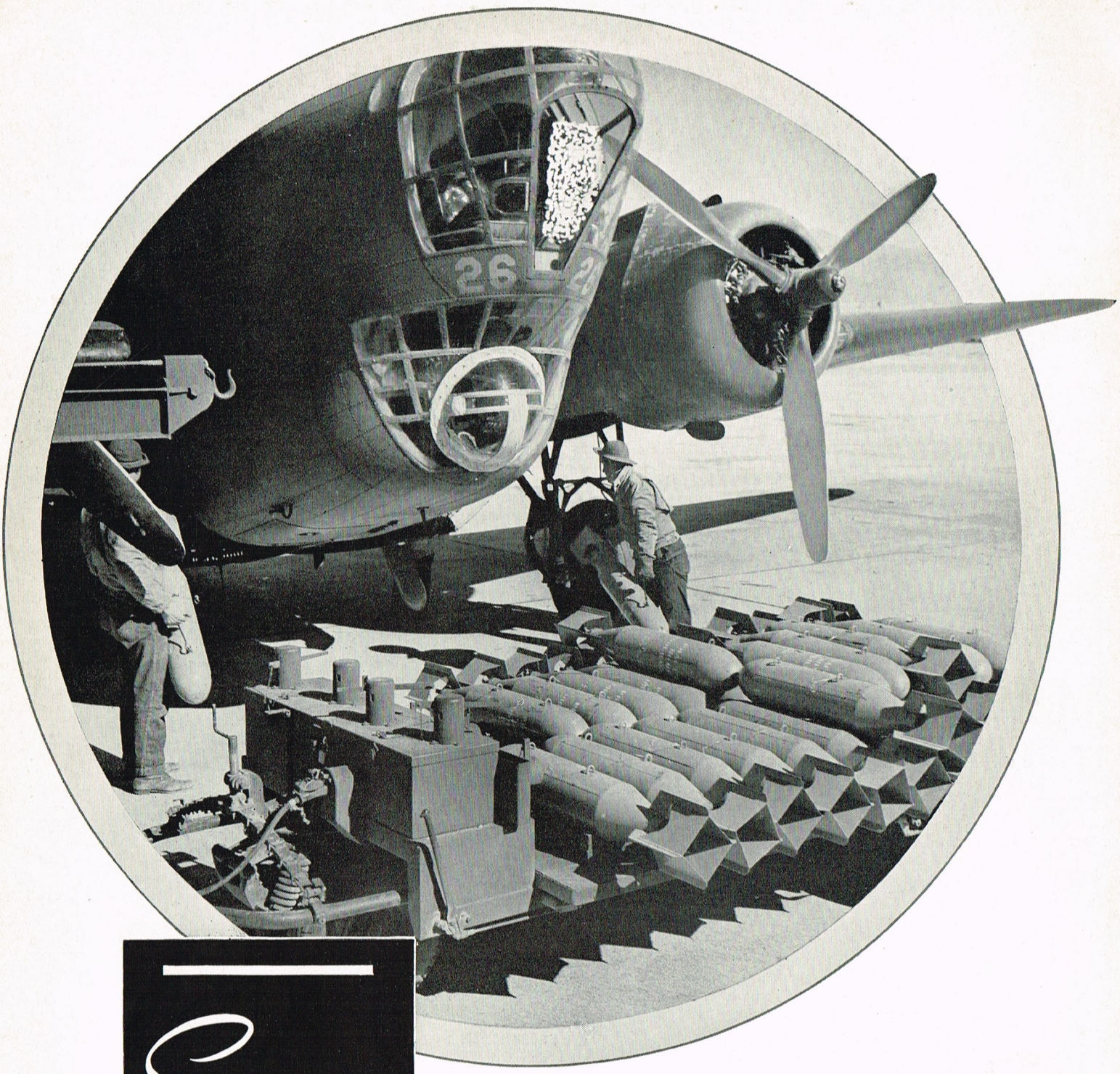


Surface Service MAGAZINE

MARCH, 1943

Our Daily Riders Helped Build This Plane, Make These Bombs!

Our Riders Produce for Them!

CHICAGO'S WAR PRODUCTION line starts with public transportation. For a big majority of the city's huge army of war workers, the production line begins at their nearest street car or bus stop.

The November SURFACE SERIVCE carried photos of some of our daily riders building various fighting tools in their respective war plants. The photos on these pages show a few of their products in use on the battlefronts.

Each Surface Lines employe can see his important place in the war effort when he realizes that without our essential service few of the many Chicago plants where these weapons and war materials are manufactured could continue operating.



U. S. Army Signal Corps Photo

Hundreds of thousands of our daily riders, many of them working in the Stockyards District, turn out mountains of food for our armed forces.

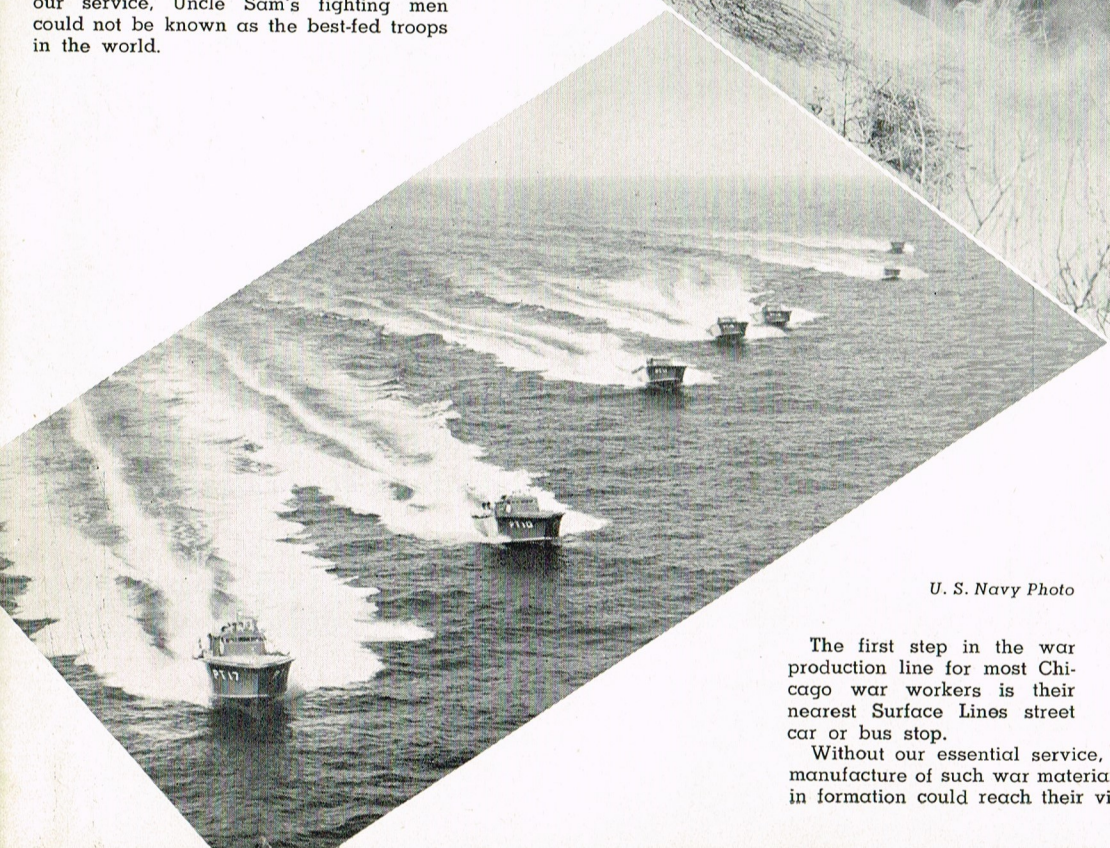
Without these food workers and without our service, Uncle Sam's fighting men could not be known as the best-fed troops in the world.



U. S. Army Signal Corps Photo

These light M-5 tanks, parts for which are manufactured by our daily riders, are slugging it out with Axis armored units on the North African and Russian fronts.

Because it takes manpower to move manpower to and from the Chicago plants where war weapons are turned out, our business has been declared an essential war activity.



U. S. Navy Photo

The first step in the war production line for most Chicago war workers is their nearest Surface Lines street car or bus stop.

Without our essential service, few of our daily riders engaged in the manufacture of such war materials as the motor torpedo boats shown here in formation could reach their vital jobs.

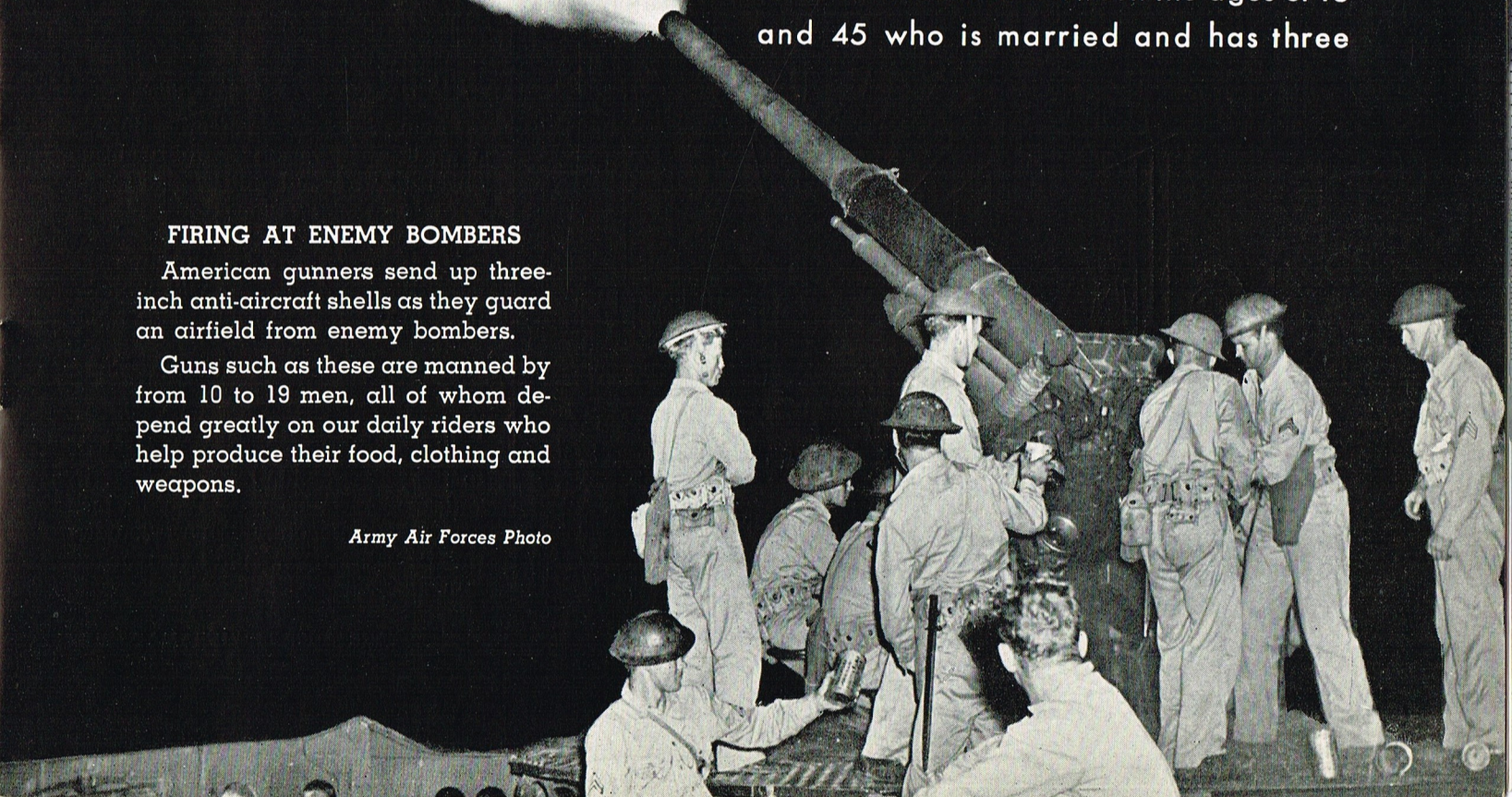
How Does YOUR JOB *Rate in the Draft?*

BECAUSE of generally clouded understanding about how many men and which men may be called this year and next in the draft, it is natural that many Surface Lines employes and their wives are anxiously asking where they stand.

First, since it takes manpower to move manpower, our business has been classified as essential to the war effort.

Second, since no large Chicago plants manufacturing weapons and vital war materials such as those shown in the accompanying photos could go on operating without us, our service, it appears, will continue to be regarded as essential.

No one can say today just when a Surface Lines man between the ages of 18 and 45 who is married and has three



FIRING AT ENEMY BOMBERS

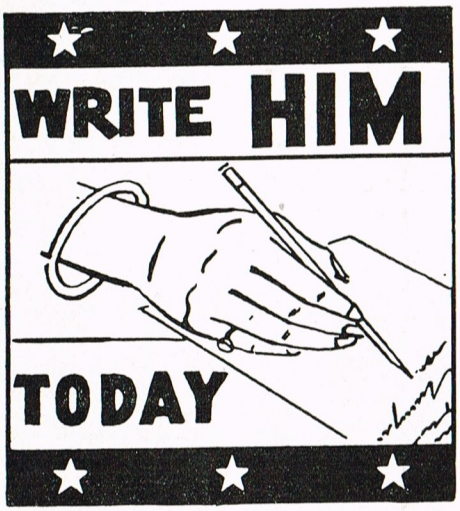
American gunners send up three-inch anti-aircraft shells as they guard an airfield from enemy bombers.

Guns such as these are manned by from 10 to 19 men, all of whom depend greatly on our daily riders who help produce their food, clothing and weapons.

Army Air Forces Photo

children may be called in the draft.

It may be said, however, that under present rulings Selective Service's national call affecting him will come no sooner than for a man of the same age group and family status who helps manufacture bombs in a munitions plant.



Likewise, the national call for other Surface Lines men in the same age group, but with a different number of dependents, will come no sooner than for men of the same status who help manufacture tanks or motors for airplanes.

Not even the heads of our army or navy know just what immediate turns the war will take for us and our allies. Quick turns for the better probably would reduce the number of men called by the armed forces. If these favorable turns do not come in the near future, however, it appears that little change in the current rate of draft calls may be anticipated with assurance.

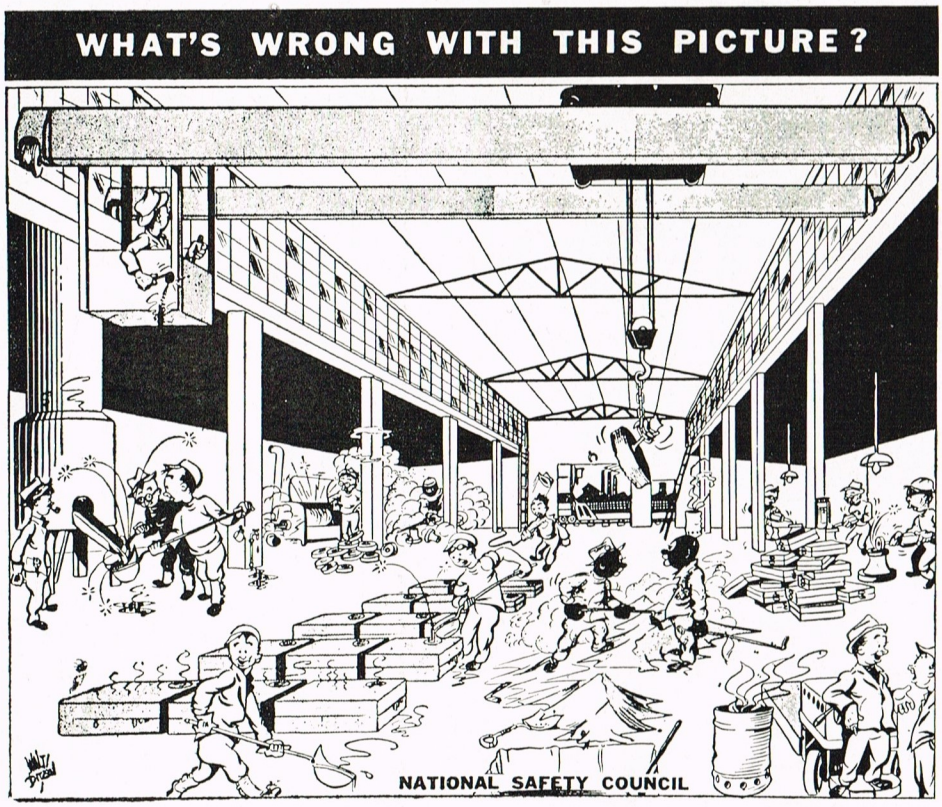
Here's Best Possible Advice

From all words and rulings now at hand, here is the best possible advice for 99% of the Surface Lines men between the ages of 18 and 45 who are concerned about their standing in the draft:

You are employed in an essential activity. Your present status is the same as that of a man with an equal number of dependents doing the same level of work in other vital war activities.

The whole war production of Chicago depends upon the public service in which you are employed.

Keep on with your job, and keep trying to fill your war role better!



Soldier Sheds Tear Over Softball

ALTHOUGH HE IS serving with an air corps ground crew in North Africa and certainly has other things to think about, Private Vincent O'Rourke, former Devon motorman, took time to shed a tear when he read in the October SURFACE SERVICE that Devon had been defeated by 77th Street in the championship softball play-offs.

Receives Magazine in January

Writing January 30, the day he received the magazine, Vince stated: "It was sad to hear the Devon boys were unlucky. I had been pulling for them 100 per cent.

"Periodicals of all kinds," he continued, "are read over and over out here, but my SURFACE SERVICE got an especially thorough going-over from all the boys in my squadron.

"After seeing the pictures of our navy car, I have been doing a bit of bragging about it. The car caught the eye of all the boys, for none of them had ever heard of such a 'roving billboard' in any other city.

"I'll Be Glad to Get Back"

"I am proud to be a member of such a great organization as the Chicago Surface Lines, and will be glad to get back to 'Keeping 'Em Rolling' after being away 'Keeping 'Em Flying.'

"Thanks again for sending me the magazine, and I hope I will soon be back in the fold as compact as when I left.

"My best wishes for the happiness and prosperity of all my fellow employes."

Vince's wife, by the way, gave birth to their first child, John Vincent, in Chicago on January 8. When Vince wrote his wife on February 7, news that he was a papa hadn't yet reached him.

Progress Steady Toward 10% Club Flags

STEADY PROGRESS is being made by employes in most departments toward winning the right to fly Ten Per Cent Club war bond flags.

Granted to groups in which 90% or more of the members are investing 10% or more of their wages in war bonds, the flags are a symbol of high patriotism.

Because our Government needs BOTH taxes and war bonds, plus MORE war bonds, to meet the costs of the war, Secretary of the Treasury Morgenthau recently requested Surface Lines employes not to let heavier taxes interfere with their war bond buying.

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.

To learn how the war bond buying of your group stands in relation to that of the other 24 chief groups of Surface Lines employes, see the back cover.



TEN PER CENT CLUB FLAG

Here is one of the Ten Per Cent Club flags granted groups in which 90% or more of the members are investing at least 10% of their wages in war bonds through a payroll savings plan.

Invest Today
The 10% Way

10,000,000 Free Rides Granted Servicemen

MORE THAN 10,000,000 free rides on our street cars and buses had been given men and women members of the armed forces by last month on Washington's Birthday, the first anniversary of our free-riding policy.

Free riding by soldiers, sailors and marines jumped from about 100,000 a week during the first month to more than 280,000 a week this year.

Late in January the privilege, which had applied only to male members of the armed forces, was broadened to take in WAACS, WAVES, SPARS, army nurses and navy nurses.

Free transportation is granted to uniformed members of the armed services from 9:30 a. m. to 4 p. m. and from 7 p. m. to 1 a. m. on weekdays, and all day Sundays and national legal holidays.

55 Spry "Kids" Join Ranks of Old-Timers

A LIVELY CROWD of 55 "young sprouts," all of whom are reported to be seriously considering making the street car business their life work, had their names added this month to the Veterans' Honor Roll, consisting of Surface Lines employes with 40 or more years of service.

Although 105 members were taken from the group during the last year by retirements and deaths, this exclusive and hardy crew has a membership of 327 employes.

Following are the names of all 327 employes who make up the Veterans' Honor Roll. They are arranged first by departments, then by seniority, then alphabetically:

Accident Investigation and Legal

Clarence W. Guilliams, 50 years; William J. Henderson, 49; C. E. Stenning and William O. Holton, 45; Carl Bodenstedt, 43; and Patrick Hayes, 41.

Electrical

John W. Jones, 50 years; Patrick J. Griffin, 49; William D. Sebraska, 47; Daniel J. Barrett, 46; Oscar Ohman, 45; Arnt Sorenson, 43; William Becker, Louis Boisacq, Harry Burke, Henry Richter and Frank Roper, 42; Fred Schurke and James Sullivan, 41; and John Griffin and William Schenck, 40.

Engineering

Thomas Blakely, 52 years; C. C. Chambers, Jacob Milos and Theodore Nelson, 49; Joseph Birney, Larry Dorich and Frank Peterson, 46; Samuel Koskovich, 45; E. W. Anger, 44; Patrick Hoare, Nathaniel Janke and Andrew Markovich, 43; L. Fragrasso, D. C. Lamont, Steven Milos, D. O'Keefe, J. Pascalo, J. Paveletich and W. Quinlan, 42; T. Dugo, A. Johnson, George Jurich and August Rohde, 41; and C. Johnson, S. Muscarello and J. Ruzich, 40.



Cartoons by Bud Walker

Trainmen looked like real men 40 and more years ago when ornate bits of "shredded wheat" adorned nearly every male's upper lip.

Executive

F. L. Hupp, 40 years.

Shops and Equipment

Frank Carlson, 60 years; Matt Polkoske, 57; August Lund, 56; Edwin Anderson, 52; William O'Shea, 50; William Goering and James Grassick, 48; Joseph Bolton, 47; John McMahon, 46; John Carlson, Harry Johnson and Emanuel Olsen, 44; Carl Erdmann, William Huth and John Sake, 43; John Horvath and James Logan, 42; William Krueger, Simon Lileikis and John Warnken, 41; and Michael Kasnausky, Fred Kelley, Benjamin Phillips, Charles Roggentin, Henry Schippers and Patrick Sullivan, 40.

Financial

M. V. Morton, 52 years; William Abbott, 44; F. C. Nagel, 41; and J. Norton, 40.

Transportation

62-Year Men: Edward L. Maguire.

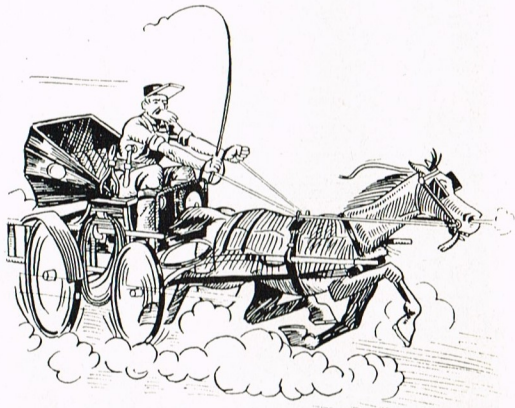
60-Year Men: Patrick H. Foley.

59-Year Men: Terrence Kennedy.

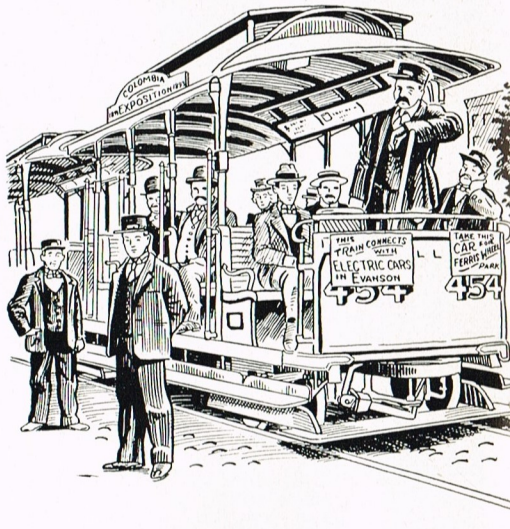
58-Year Men: Michael Hennessy and James T. McCarthy.

57-Year Men: Peter McGinity, W. J. Storey and William J. Watson.

56-Year Men: Claude Boos, H. H. Eichhorn, Max B. Hansen, David Hennessy and Michael O'Brien.



When an Electrical lineman, armed with tools, ladder and wire, dashed out to repair a line break, Ol' Dobbin really used to fly!



Ferris Wheel Park, near Clark and Diversey, used to draw swarms of Sunday picnickers who rode out on our cable car trains.

55-Year Men: Patrick Coleman, Michael M. Croat, George Lyster, Michael Miles, Peter Nelson and Michael B. Quinn.

54-Year Men: Henry Fossum, W. H. Goodinson, John P. Handley, James H. Keester, Nels Nelson, Walter Powell and John H. Smith.

53-Year Men: John Brennan, Thomas Durkin, Dennis Enright, John Grady, Thomas King, Harry Krygsman, Walter H. Noble, Fred Rovill and James Sheridan.

52-Year Men: August Benson, Gustave Briese, William Collins, Olaf Johnson, Charles H. McKeil, William J. Moloney, James E. Sutherland and Maurice Walsh.

51-Year Men: Timothy Hunt, James Kehoe, Edwin L. Kinney, John F. Kleppin, Gustav Larson, Myron F. Moore and James O'Connell.

50-Year Men: Daniel F. Bowles, John Callaghan, Charles E. Henderson, Gust Johnson, Godfrey Koth, Patrick Lavelle, Carl O. Longquist, Henry Pauly, David J. Reid and John Simon.

49-Year Men: Alexander Aye, Wilfrid A. Bessette, Fred Broderson, Leslie E. Cotton, Patrick J. Curran, James Fuchs, John Goorsky, Patrick Haggerty, Robert L. Hays, Elmer E. Hempy, William T. Jones, John Kleidon, Benjamin Larson, Thomas McGourty, Harry C. Naylor, James Noonan, Orrin N. Ross, Michael Weber and Silas Webster.

48-Year Men: James E. Borne, James Kennedy, John P. McCauley and Jeremiah O'Connor.

47-Year Men: Oscar J. Aubry, Peter Balkiewicz, Sam L. Barbour, John Cavanaugh, John J. Ford, Fred W. Hayes, George N. Hoellen, Fred Krueger, Charles Lemker, Robert E. Lockwood, Timothy McAuliffe, James T. McCourt, Alfred Peterson, Gustav Pulaski, William Roach, Martin J. Skehan, Henry T. Spivey, John Sturm, John T. Tobin and James R. Wall.

46-Year Men: Fred Berg, Daniel Daly, Michael C. Gleeson, Thomas Greenan, Frank N. Johnson, John Kleim, Peter H. Larson, Martin Scanlon and Martin L. Schroeder.

45-Year Men: Alfred H. Boomgarn, Adolph Burkhart, William T. Manthie, Nick Nebels, Samuel Rasmussen, Joseph H. Schenk, Leo Schmidt, James Toale and James Waters.

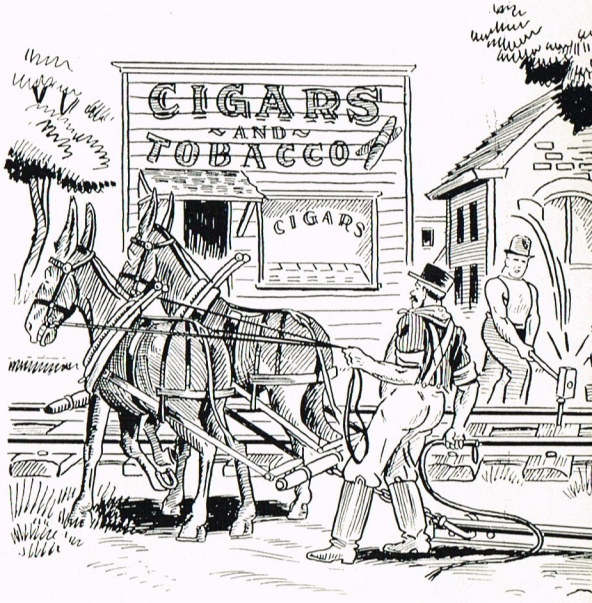
44-Year Men: Claude C. Cricks, Wm. Harrington, Otto Kunow, William C. Larson, Ed P. McMorrow, John Nelson, Gustave W. Peterson, Reinhart Post and Jeremiah Ryves.

43-Year Men: Edward Bedford, Michael Cleary, Dennis Conroy, John DeJuren, Clinton A. Downey, Bernard Hanley, Anton Kamalick, Andrew F. Larsen, Edward Lonnergren, Patrick O. Lynch, Robert A. Manske, Hugh McGrath, Frank M. Miller, Edward F. Noelle, Jeremiah O'Connell, Llewellyn E. Rich, Henry A. Riedel, Joseph M. Roeser, Hugh Russell, John J. Shea and Victor Varley.

42-Year Men: Juno Anderson, Arthur W. Bishop, Edward J. Church, Benjamin Crawford, Richard Davis, John Doyle, Edward J. Hanly, Frank Iseminger, Charles H. Johnson, John L. Johnson, Henry Kleyer, Peter Kloss, John Lloyd, Henry Lynch, William McDonald, William Mohrlock, Francis W. Orton, Charles Oswald, Walter F. Pearson, James M. Powers, William G. Pretzel, Phillip Proesel, Albert F. Thompson, Dennie Walsh and Thomas D. Watt.

41-Year Men: George E. Brown, John Burgeson, Thomas Burke, Martin Dagen, Arthur Dunham, John A. Fitzgerald, Floyd J. Frank, Maurice J. Griffin, Charles Hamm, Frank F. Hammer, John H. Johnson, Martin McNamara, Edward J. Miller, Albert Moore, Alexander Murray, Charles E. Norcott, Thomas O'Connor, Henry Peters, Patrick Rafter, Frank H. Reif, Simeon W. Rilea, Charles Schal, Chas. B. Schwartz, Charles F. Siegel, William Spackman, Edward E. Spengler, Fred W. Spiering, William C. Steege, Thomas J. Sullivan, Patrick Sweeney, Michael W. Walsh and John B. Weaver.

40-Year Men: Thomas Barry, John E. Brennan, William Buchner, James Burns, Henry H. Burt, William H. Butham, Emil Carlson, Jefferson G. Cook, William H. Copithorn, Anthony Downes, William C. Dreier, Thomas H. Eigelsbach, Nathan Euphrate, Patrick J. Fleming, Frank P. Gayle, Michael Gordon, Hugh C. Hanna, Edward F. Haussen, Patrick J. Hennessy, Warren Hilliard, Charles F. Holloway, Louis H. Karnett, John F. Manson, Albert Meyers, Olaf B. Olson, John W. Reibly, Benjamin F. Robinson, John Roeser, Chester W. Rowland, Charles A. Sargent, Frederick Schmidt, Herman E. Schmidt, Frank W. Schultz, Edward Simmons, Frank Tamillo, Nels L. Thorson, Michael Tierney, Charles A. Tuskey, Frank P. Wigren, John Wirth and Fred Witt.



Track men in the good old days often wore "iron" derbies, and were good hands with horses or Missouri mules.



Many office men, with their beards and "choker" collars, looked like General Grant. Their stenographers, in leg-o'-mutton sleeves, looked like—well, use your own words!

SURFACE SERVICE MAGAZINE

A Publication by and for Surface Lines Employes

Published Monthly by

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CHICAGO

83

Vol. 19 March, 1943 No. 11

WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*

Frank Abel, West Shops Foreman, Dies

FRANK W. ABEL, general foreman of the carpenter shop and woodmill, West Shops, died February 25, following a brief illness.

An employe for 47 years, he was born in Chicago in 1879, and was 17 years old when he joined the Surface Lines as a carpenter's helper in 1896.

After being advanced to a carpenter, he was appointed assistant foreman in 1912. Subsequently he became foreman of the carpenter shop, then general foreman of the carpenter shop and woodmill.

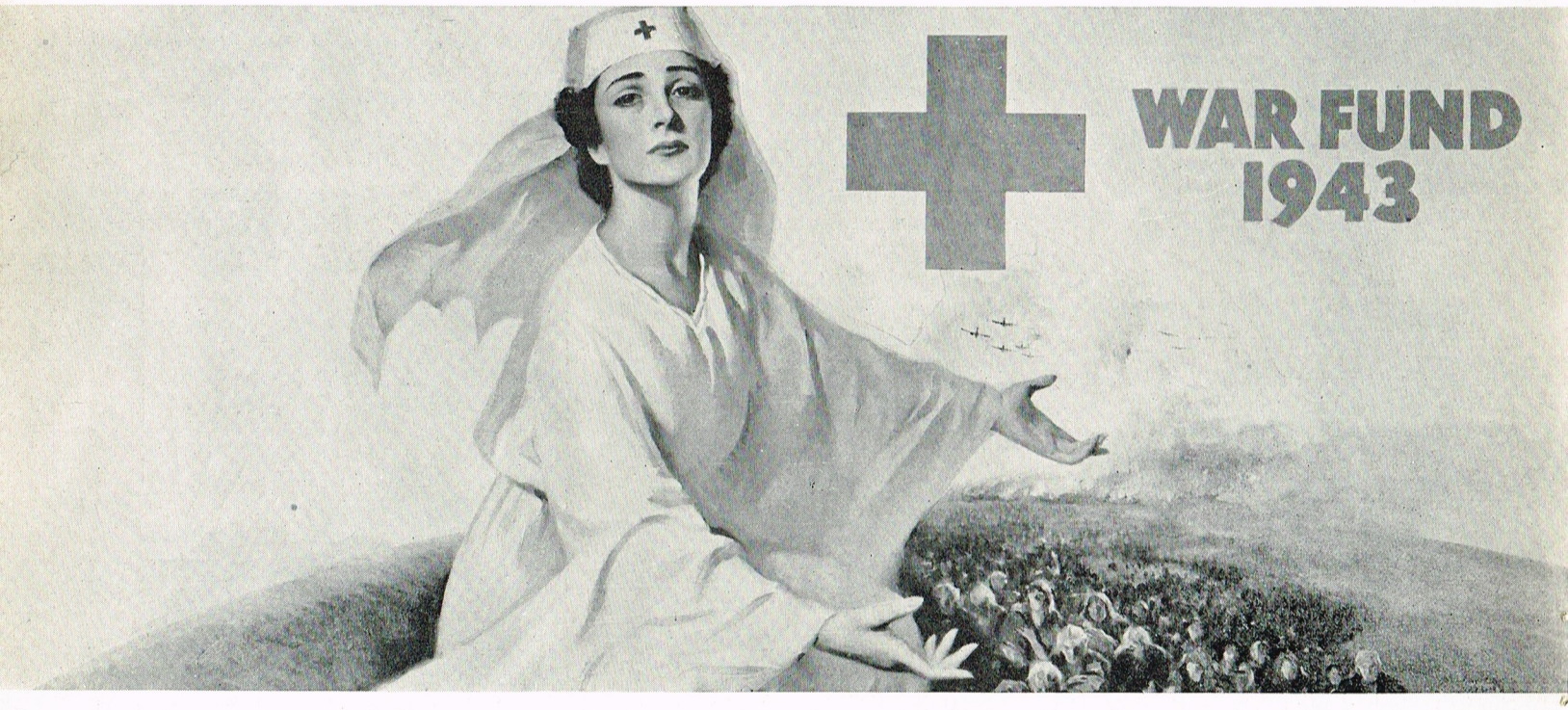
A genial and faithful employe, he is survived by his wife, a married daughter and two granddaughters, all residents of Chicago.

Bus Driver Weds "Connie," London Paper Reports

"MISS M. GEARY, who was posted as conductor of Driver W. Francis's bus in 1941, became Mrs. W. Francis last November." So *Pennyfare,* employe publication of the London Transport Company, reported in a recent issue.

"Friends from Reigate Garage," the story continued, "attended the ceremony to wish a joyous journey to Driver and Conductor Francis who continue to travel together."

THE GREATEST MOTHER IN THE WORLD



By proclamation of President Roosevelt, this month is known as "Red Cross Month," and that organization is campaigning for a nation-wide War Fund of $125,000,000.

Because the Red Cross raised $100,000,000 in 1918 when men in our armed forces numbered about 2,000,000, this year with 7,000,000 men under arms and spread out over a much wider area than during World War No. 1, the goal is modest by comparison.

If the $8,750,000 sum set for the Chicago District in the drive is to be met, all contributors will have to give twice their last year's donation. Chicago District's goal, however, is more than $2,000,000 less than was contributed during the 1931 Emergency Relief Campaign.

Barring a great national emergency, the Red Cross's March appeal will be the only one made during 1943.

"Thanks for Your Fine Transportation Job!"

"THANKS for the fine manner in which you are handling transportation during these trying times." So wrote Mrs. J. M. Maxwell, 7723 Peoria Street, then added a special bit of praise for Motorman Hjalmar Holmgren, 77th Street, who waited one icy morning last month while she hurried to catch his car. "I ride with him often," she continued, "and I've never seen him any way but kind and considerate."

Similar acts of courtesy, kindness and efficiency on the part of other trainmen brought us 42 other letters of praise last month.

Praises Helpful Conductor

"I want to compliment you for the fine morale of the men operating your vehicles, especially during the recent cold spells," wrote M. J. Adams, 140 South State Street. Mr. Adams commented especially on the help Conductor Martin McInerney, 69th Street, gave to a new motorman who had become rattled by a traffic tie-up.

"This especially interested me," concluded Mr. Adams, "for I find it difficult to get my employes to take such trouble with newer workers."

Lauds Safety-Minded "Connie"

So impressed by the safety-mindedness of Conductor Pat Killeen, Lincoln, was Mrs. Paul Manz, 4001 North Ravenswood Avenue, that she wrote praising him. "Because of the ice on the street," she explaned, "he cautioned everyone to approach the car carefully. Also he was very kind about helping everyone on and off to prevent slipping."

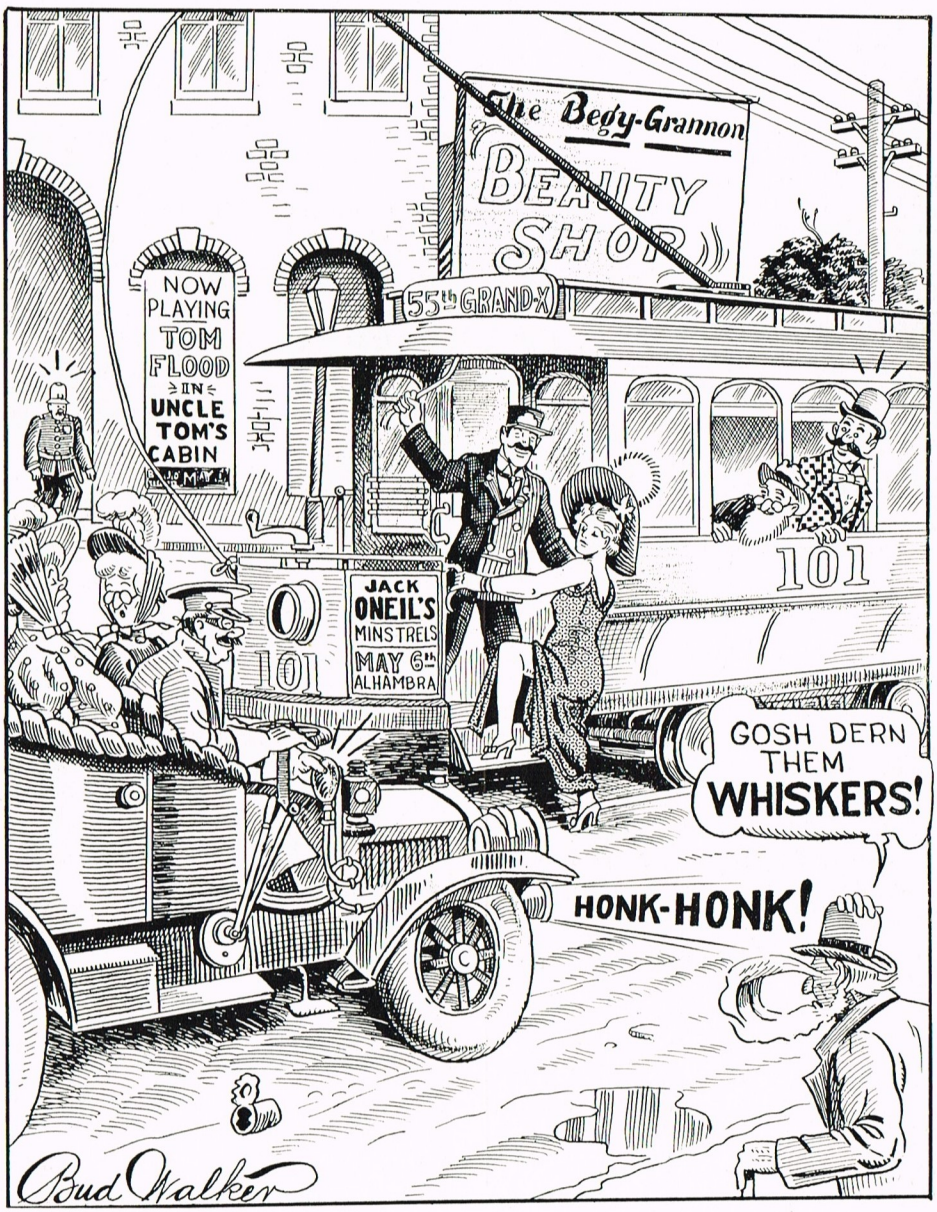
After two weeks of riding street cars each day with her two small children, Mrs. J. Smith, who gave no address, wrote: "I found the men on the North Avenue and Pulaski lines unfailingly kind." Because he helped the children on and off his car, Conductor Ray Leshik, Lawndale, came in for a special bit of praise.

Visitor Praises Conductor

Struck by the good-humored courtesy of Conductor Ray Gehrke, Elston, Oscar LaBounty, a visitor to Chicago from Saucier, Mississippi, stood on the back platform to watch him work. "He had a pleasant answer for all questions," he wrote, "and I overheard three riders comment on what a courteous employe he was."

Commends Trainmen's Kindness

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 John Lohrmann, Devon; Conductors Bernie Young and Harold Downey and Cola Mealer, Kedzie; and Operator Johnny Burke, 77th Street.





AROUND the CAR STATIONS

Burnside

WE SADLY REPORT the death of Supervisor Charles Lawrence February 15. Well known in traction circles in the Calumet Region, he joined the old "Red Line" as a conductor before the turn of the century.

Soon promoted to supervisor, he was sent to Hammond in 1900 to take over the management of the old "Green Line," which linked Hammond, Whiting and East Chicago with the Surface Lines.

When that organization was merged with the Shore Line Bus Company, he returned to Burnside as a supervisor. Stationed at 79th and Stony Island for the last several years, his ready smile and friendly manner won him a host of friends.

Buried in Elmwood Cemetery in Hammond on February 17, he leaves a wife, two sons and one grandson.—Furgie.

Division

ALTHOUGH OBITUARIES usually are reserved for the ending of this column, the recent passing of Motorman Jim Downes was such a shock to all of us that it warrants notice at the head of this month's news. Our deepest sympathy goes out to his family.

A capacity crowd was on hand when our No. 1 and No. 2 bowling teams had their match last month. Tezak and Kunze, lead-off men for their teams, each got a strike the first ball. Boner of the evening was Ed Fisher's gutter ball, following which all the other bowlers offered him their handkerchiefs.

Motorman Tom Radicke bowled fifth in the doubles at the Knights of Columbus State Tournament, and second in all events. Some say 'twas there that Motorman Ed Stelling lost all his teeth, but Ed swears a dentist pulled them out.

Running Eddie Cantor a close race is Motorman John Engleman. His latest addition, Ruth Ann, was born February 11.

Motorman Robert Willming was presented a future marine February 23, and his daughter had a birthday March 11.

Gloria Wronski was nine years old March 9, and Conductor Joe had a birthday March 11. When asked how old he is, he just smiled and said: "I'm still in the draft limit."

Also celebrating birthdays this month are Dickie, son of Motorman Al Drost; Bobby, son of Conductor Ed Fisher; Larry, son of Conductor Herb Bruckhauser; Patricia, daughter of Motorman John Mohawk; and David, son of Motorman Al Evers.

Motorman Charles and Mrs. Warnstedt will celebrate their 31st wedding anniversary March 28. Congratulations!

Conductor George Schwab was junior supervisor at Roscoe and Western last month (will Pritchard ever forget it?), and now Motorman Jack Morris is studying the good book.

Several V-mail letters came recently from Motorman Ed Kalas, who is in London attending an army engineering school.

Motorman Ginter's cousin Dorothy, a member of the WAVES, is training at Hunter College in New York.

Conductor B. Kaplan's son Charles, a petty officer second class in the navy, was married February 21 while in Chicago on a furlough. Best wishes to both father and son!

Having survived a dry-cleaning, our station service flag now has two more stars, representing Privates Leo Woznicki and Fred Anhalt. Total number of stars thus far is 19.

Dennis Cremin, Jr., 20-year-old son of our repair foreman, is with the navy in the British West Indies. He is an electrician with the ground crew of the air corps.

Arthur Bielawa, son of Conductor Stanley, has been with the famous 132nd Infantry since April, 1941. He received his training at Camp Forrest, and now is somewhere in the Sullivan Islands. Stanley is hoping to see him home on a furlough soon. We *hope* you get your *hope,* Stanley!

Motorman Chester ("You Got The Street") Koprowski says the new trainmen should be alloted an extra pair of shoes, judging from the way they paced to and fro at picking time. They must have worn out quite a bit of shoe leather at that!

Paula, five-month-old daughter of Clerk George Fisher, is practicing up for the leading role in that film epic, "Ecstasy." The other night she wriggled out of her diapers!

Sure and it's a happy Saint Patrick's Day we're wishing all the Kellys, McCarthys and McKinnons!—R. T. W.

Elston

WHEN CITATIONS are given out for patriotism, first honors should go to Frank Hoffmeister and George Studt. Though they recently retired on pensions, they have returned to help out for the duration of the war.

Andy Hobbs, who broke his ankle a few months ago, now is getting along fine. Here's hoping you'll be back on the job soon, Andy!

We may think we've had a tough winter, but Private L. Gerharz recently wrote from his army camp in northern Canada that the mercury had dropped to 70 degrees below zero.

Sixteen Elston men, at this writing, are serving with the armed forces; but little has been done about completing our service plaque.

Chief Receiver Bill Edelstein had a bad night when his adding machine failed last month. After a little sweating, however, he managed to balance.

There still is time to help build the new *U. S. S. Chicago.*—Emmett Kane.

Lawndale

MR. STORK has been a very busy bird recently, having visited the homes of Jim Edwards, John Halvey, Eddie Kulpit, George Levin, Bill Rowan and Bill Verner. Congratulations to the proud parents; and to the new arrivals our best wishes!

There was no lack of attention when five of our boys in the military service paid us recent visits. Joe Anderson and Bill Bohlen gave us the low-down on sunny California; Art Heirman told about his army life out in the State of Washington; Harold Shea gave his version of the army down in Texas; and Joe McVey, just in from the high seas, related a few tales about life in the navy. There was a noticeable bit of streamlining

Front Cover

OUR DAILY RIDERS helped build the plane and make the bombs shown on the front cover in a U. S. Army Air Forces Photo.

The plane is a Douglas B-18 Bombardier Trainer. The bombs are 100-pounders.

For more photos of weapons and vital war materials turned out by the folks we carry to and from work each day and for word on how you stand in the draft, see pages 2, 3 and 4.

done on all the boys, and each one reported feeling "tops."

Arthur ("Bad-Rail") Otto is Lawndale's latest contribution to Uncle Sam's forces; and, according to him, things are a bit tough out at Great Lakes.

John Holly is reported to be doing his soldiering up in Alaska.

Our prayer for all our boys in the service is a safe and speedy return to their homes and families.

Fate struck a double blow of sorrow February 17 with the untimely deaths of Regional Supervisor Arthur Unsen and Supervisor John Cielenski.

Arthur Unsen joined us as a conductor in February, 1917; and after a few years was promoted to the supervisory force. He was assigned to the Central District, where he soon became known as one of the finest. In 1939, he was appointed a regional supervisor. His honesty toward his fellow workers will long be remembered. It would be well for any of us to try to follow the principles by which he worked and lived.

John Cielenski began as a motorman in June, 1923; and, likewise, after a few years was promoted to the supervisory force. His assignments were mostly confined to the Lawndale-Blue Island District, where he soon proved his ability. During the World Fair and busy days at Soldier Field, John, whenever possible, was placed in charge of service at the 18th Street Gate. His remarkable ability at story-telling will long live in our memory of him.

Our deep sympathy is tendered to the families of the deceased. It is hoped that their sorrow will be somewhat eased in knowing a little about the respect that we who are left behind hold for their loved ones.

Just in case you don't know, Jim Hester can tell you that grated cheese goes better in spaghetti than it does in a cup of coffee.

Bert Neale has been displaying a newspaper picture showing two good-looking crew women and a woman supervisor at work in his home town of Edinburgh, Scotland. He says he now has hopes that the manpower shortage may bring something good after all. Correspondent's note: You'd better keep your wife from getting her hands on this issue, Bert.

To the following new men we bid welcome: Bertram Kendall, Frank Iannello, Harry Light, Albert Mizia and Emanuel Cohen. Hope you find us to your liking, boys.

Your scribe wants to voice his gratitude to the men who expressed their appreciation at seeing Lawndale back in the magazine. We'll keep trying to do our best, but we'll need help from all of you.—Ray Simon.

Noble

OUR SOFTBALL FANS have the welcome mat all laid out for spring, and are planning on a great team this year. Manager Charley Greer has already offered to give any prospective players a set of training rules.

Latest reports from the fighting front say Corporal Jack Campbell is laid up with a fractured cheekbone. The accident occurred during maneuvers. A speedy recovery, Jack!

Walter Sesko expresses heartfelt thanks to all the men who responded so willingly to his appeal for blood donors for his wife. A. Schmidt and R. Cronin were selected to give the transfusions.

Your scribe hopes all Noble servicemen remember that an action picture of you suitable for publication is always welcome.

We welcome John Smith, Repair Department, back to work after his recent illness, and wish a speedy recovery to Emil Barbrich, who is recuperating at home following an operation.

Stan Czapiewski is in St. Elizabeth's Hospital, and would welcome visitors.

Don't forget to offer friendship and helping hands to our many new trainmen.

Our sympathy goes out to the family of Edward McLaughlin who died suddenly last month.—Charles Karcal.

North Avenue

THERE ARE very few of us who do not know the words, and who cannot hum the tune of that war song "Praise the Lord, and Pass the Ammunition?"

We of the transportation family cannot be on the decks of battleships, in the trenches, in armored tanks or in dive-bombing planes, but we are ammunition-passers nevertheless.

Motormen, conductors, operators, supervisors, dispatchers, and others in direct charge of the movement of car and bus loads of war workers are certainly passing the ammunition. In these jobs, they are just as valuable to our victory efforts as if they were at the fighting front. Men at the front can't pass the ammunition unless we transport those workers who make the ammunition to their jobs safely and on time.

Can any one charge that our shopmen and shop foremen are not aiding in this job when they perform their vital service of repairing cars and buses?

Certainly no one, even though he be at the fighting front, can better serve for victory than the track worker and all maintenance men whose duty it is to maintain tracks and switches so that they will safely bear the tremendous loads of war workers to the plants where they are needed.

There is one difference and a big one in that our soldiers, sailors and marines at all times are surrounded with dangers over which they have no control. Compare this with our situation.

True it is that our jobs are subject to certain hazards. But they are not intentionally imposed or long permitted by the management. Hundreds of such hazards have been removed during recent years. There is not a single hazard incident to our jobs that the average transportation worker cannot master. He must do this by observing the operating rules, the safety rules and other instructions issued for his safety.

He must always seek the safe way of doing a job and then do it that way. He must "take time to do his duty safely;" and he must keep his mind on what he is doing.

Between January 5 and February 12, one of our fellow workers was killed, two fatally injured, one lost a leg and another was badly injured—all in preventable accidents.

Four of these valuable men were permanently removed from a vital service. Although men were found to succeed them, they cannot be restored to their families.

Jack Gillen, our repair foreman, was telling your scribe of a deplorable accident which occurred in one of our station tracks. This happened to be an incident where a conductor pulled the trolley pole before the car was placed and while the controller was left on a contact point. One of our shopmen, in adjusting the trolley pole on this car later, was crushed against another car.

We on the home front must all develop a talent for doing the right thing at the right time. We all must work safely for victory.

Our congratulations to Operator Francis R. Oliver, who was presented a fine baby boy on February 25. The little fellow was named Thomas Albert.

Bus Operator Frank Braman is now a grandpa. His daughter, Mrs. N. Gnadt, gave birth to a nine-pound boy on February 24.

That happy little conductor, Bill Nehls, came in the trainroom with a big broad smile one day last month and announced the arrival of a baby girl. The little lady was named Lois Ethel and was born February 3.

Conductor Joe Parker was presented a son on January 19. The little fellow was named Thomas Joseph. Congratulations, Joe!

Conductor Martyn Stevens announced the arrival of a baby boy, born February 2, and named Gerald.

We have word that Motorman Henry Puggerts, the best motorman in the barn, will have a birthday on April 19. Motorman Davis is going to help celebrate Hank's birthday with a checker party.

Our sympathy is extended Operator Eddie Schmidt, of the Lawrence Avenue Depot, in the loss of his mother.

To the family of Emil Seibert, who passed away last month, all of us extend heartfelt sympathy.

We have a number of letters from the boys in service, some on this side and some abroad, and we will let you hear all about them in the April or May issue of the magazine, which will be about our boys in service.

That handsome reporter of mine, Elmer Deegan, has at last come to life and is coming forward with some news!

We wonder if Conductor Red Moran remembers when Motorman Ed Kowald owned

an automobile and if Ed ever paid for that fence he mistook for the Lincoln Highway?

The rationing of canned goods is going hard on Operator Harold ("Lockjaw") King. Harold sure liked those canned goods. Looks like he is going to have to turn his Oak Park plantation into a Victory Garden.

Motorman Matt Webber has a system. He recently picked a p. m. run so that he could do the washing on Monday, the ironing on Tuesday, clean house on Wednesday; shop for canned goods on Thursday; bake on Friday; take the baby out on Saturday; and rest up on Sunday.

Conductor Herman Neeley says he has the invitations all ready for the Bill Goetz wedding. He has arranged to have King Tutt play the wedding march on his fiddle.

The lunch room at Cicero and Diversey turns off the heat when Harold ("Wottaman") King walks in.

There still is no priority on courtesy, and smiles haven't been rationed.

We'll hear more from King and Deegan next month.—Echols.

Seventy-Seventh

THREE SONS in service is Bill Egan's contribution to the war effort. One is a lieutenant in the air corps, another a private in the army, and the third a naval cadet. That's three strikes Bill has slipped over on the enemy, and a record, we believe, for this station.

Our fast-figure wizard, Joe Mattern, has found his element in the army. He's a statistical man now and should feel right at home. Joe always could get two and two to make four, and we imagine they use the same mathematics in the army. If they count him out soon, he ought to have some fancy ways to make runs and men come out even here. For us he would be more than a statistician, he would be a magician!

Back in harness to be rehabilitated to wartime transportation come Vic Belanger and Art Sandin. Since they left, the tempo has been stepped up plenty. Their army training will come in handy, and so will Vic and Art!

We haven't seen much of John Clayton since he's been in the "brass," but it didn't take the army long to catch up with him. Reclassified 1-A, it looks like the army has decided to tap him on the shoulder. That isn't the only "tap" that will bother him, but John doesn't mind. He's been getting up early for a long time, and as long as it is for Uncle it's okay with him.

"Guadalcanal," the book that tells about the marines, gives a graphic account of Chaplain J. J. Fitzgerald's heroic work. The Reverend, now a captain in the marine corps, is Tom Malone's brother-in-law and a good reason for his partiality to the leathernecks.

Since last hearing of Bernie's exploits as an air navigator in Egypt, Mike Tully recently learned his son has won his captain's bars and a distinguished flying cross. Pop is some proud of that, and aren't we all!

Miley Creps, who has been around, was in Valetta, Malta, many years before it had the distinction of being the most bombed city in the world. Since his geography comes by first-hand knowledge, he quickly places many out-of-the-way, war-famous points that we have to scratch our heads to find on the map.

Enlisting shortly before war, A. L. Hilldebrand's son was sent to the Philippines where he participated in the battles for that far-flung outpost. He is now a prisoner of war.

A. E. Stockwell's son is with the military police now on maneuvers in Louisiana.

This food rationing business is going to hit Elza Tyrey hard. He doesn't mind sorting out cars, but coupons baffle him. Already he's bought one pair of shoes with an applesauce ticket and is in hiding from the OPA.

Sympathy is extended to the following men because of recent deaths in their families: Conductor J. S. Holmes, his father; Conductor E. S. Holford, his mother; and C. Nelson, No. 1, and J. P. Nelson, their mother.—Walt Story.

Sixty-Ninth

CONGRATULATIONS are in order for Joe and Mrs. Woodville on the birth of a son February 2. When we take note of the date, a number of appropriate gags come at once to mind; but we'll let Joe off easily and not use a single one of them.

Florian Ciesiolkiewicz is the latest of our boys to trade his C. S. L. uniform for one of Uncle Sam's khaki. We don't know yet where he is located, but he has promised to let us hear from him soon.

Frank Rothman, our ever-smiling clerk, also informs us he received one of those "greetings" letters from the President; and he, too, expects to be in uniform by the time this magazine is distributed. Best of luck, boys!

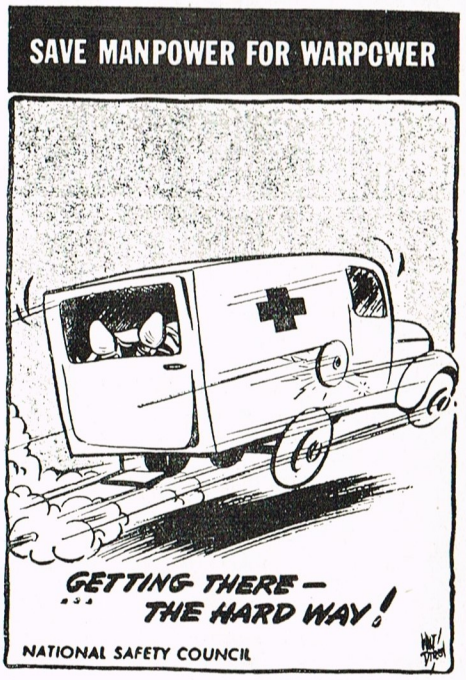
As this is written word reaches us that Supervisor Walter Noble has entered the Jackson Park Hospital. Here's hoping that only a brief stay will be necessary and that his recovery will be rapid.

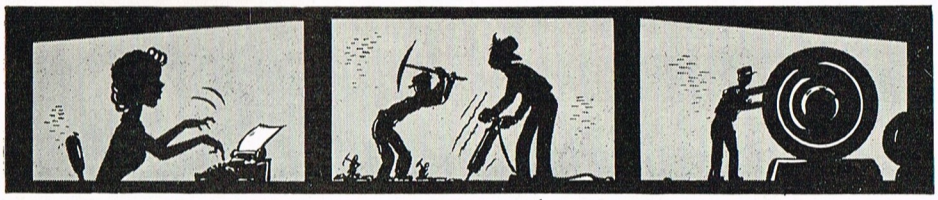
We were all deeply shocked by the tragic death of Motorman John B. Kelly on February 5. To Mrs. Kelly and family, we extend our sincere sympathy.

Last month we witnessed several promotions which we are happy to record. Junior Supervisors Pete Duggan and Marinus Cooper were made instructors, and the following trainmen were appointed Junior Supervisors: Walter Barowsky, Bill Mazeika, Art Block, John Crossan, Barney O'Brien and Roydan Wittendorf. Congratulations, all!

In spite of all that's been written and said lately about the danger of following one's leader too closely at high speeds, we can't help but notice violations now and then. Just a bit of thoughtlessness probably, just a momentary lapse of memory; but in the event of an accident the results are just as serious as though the whole affair was deliberately planned. Remember, boys, the season of bad rail isn't over yet; but bad rail or good let's not get too close to that leader. The only time to prevent an accident is before it happens!—H. E. Harris.







Departments and Divisions

Accident Investigation and Legal

THE AUDITORIUM Service Men's Center and all of us are waiting for Elvera Potensa's broken leg to mend. We hear she is able to sit up during afternoons, and is taking 'phone calls at Ardmore 3820.

That handsome naval officer who stopped in the other day was Ensign William Malloy, husband of Statement-Taker Margaret Malloy.

Congratulations Grandpa Payne! Tell your grandson we enjoyed the cigars and candy.

Clerk Frank Barker is leaving for England, where he will join the R. A. F. *Bon voyage*, Frank, and don't forget that photograph!

We are wishing Attorney John F. Golden a speedy recovery from his illness.

There's a certain sailor now stationed in New York City who is soon going to be a happy gob when his bride, Acting Chief Clerk Georgiana Williams, arrives to complete the Williams' Manhattan apartment. Write often, Georgie; we'll miss you!

We are glad to see Mildred Mollenkamp again. She returns to take on the job of acting chief clerk.

New employes who joined us last month are Statementman Francis Lefebvre and Clerks Marian Viggiano, Casimir Bloniarz, Pearl Stoike, Gloria Kiersch, Ronald Pearson and Clare Harrington. Welcome to "600," folks!

June Austin is the latest addition to the Accident Prevention Department. Hello, June; hope you like working here.—Audrey.

Accounting

WITH A PROUD smile, Erwin Guy announced on February 11: "It's a boy!" The little tax exemption, Robert Charles, weighed in at eight pounds, 12 ounces, at the Illinois Central Hospital. This is the Guy's first baby, and we extend congratulations and thanks for the smokes!

Best wishes for happy birthdays were extended last month to Betty Suhr, Mathilde Korn, Jean Hanna, Frances Kubiak and Johann Britivich.

Congratulations and much happiness is our sincere wish for Katherine MacCormack and Richard C. Nelson who were married February 2 at St. Francis DePaula Church.

Word from Manhattan Beach, New York, says Frank Grund is enjoying good health and really likes the U. S. Coast Guard. Frank sent his best regards to all.

We're all glad to see John Ruberry back on the job after his honorable discharge from the Army. Inducted nearly six months ago, he spent the worst part of our winter at Camp Stewart in Georgia.

To Josephine Govedarica and Shirley Gerkin, who recently received new assignments, we wish all kinds of good luck.

A hearty welcome to these newcomers: Anna Powitz, Estelle Allen, Mary Sullivan, Betty Rademacker and John Pope.—Thomas F. Coan.

Car House and Bus Repair

ARCHER: We had a nice visit from Otto Herman last week. He looks good with that big cigar. Hope to see you back on the job soon, Otto.

We are waiting to hear from V. Juknis as to the reason for the big smile. Don't forget the day men smoke now and then, too!

We hear Ed Jaeger is back in town from the U. S. Army, and we hope to see him soon!

We are wondering who the car placer is who comes to work at 4:30 p. m. on Saturdays wearing a light suit and carrying a valise.

To all our men off sick we wish speedy recoveries, and hope you will all be back at work soon.

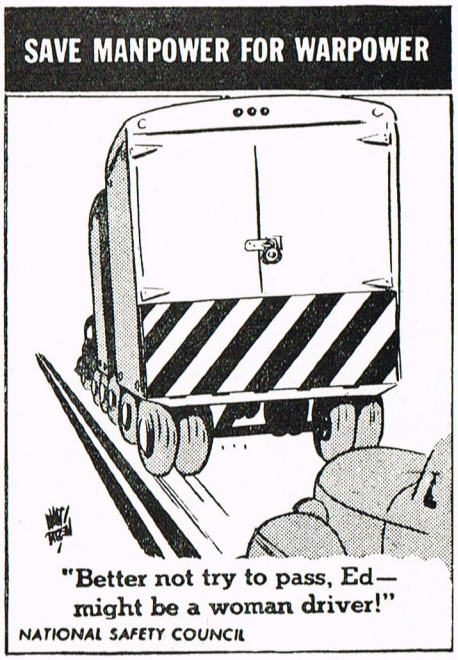
Electrical

WHEN FRANK and Mrs. Roper celebrated their golden wedding anniversary at the Medinah Athletic Club February 20, co-workers of the superintendent of transmission sent a floral piece.

Married in Chicago on February 20, 1893, the Ropers have a family of three daughters, three sons, and nine grandchildren. Ira, one of the sons, is serving with the marines in the South Pacific. The Ropers have lived at 5630 West Wilson Avenue for the last 30 years.

Four more of our boys have entered the fighting forces since the last issue. Bob Sylvester and Julian Cichon, both of the Line Division, are serving with the army. Joe Gill and Roy Hutchinski are serving with the navy. Roy is an aviation cadet. Good luck to all of you, boys!

LeRoy Janke, recently commissioned a sec-





ond lieutenant, visited us recently from Fort Sill, Oklahoma.

At last report, Messenger Larry Reilly was stationed at Great Lakes.

William Wende, maintenance electrician, is laid up at Hines Hospital, having recently undergone a major operation. Although he is recuperating rapidly, he will be in the hospital for some time. We're all pulling for you, Bill!

Our sympathy is extended James Oniones in the recent death of his brother, and to the family of Frank Abel, West Shops, whose many friends in this department mourn his passing last month.

You boys in the armed forces should soon be getting this magazine a bit more quickly, for we are revising a list of your addresses. You can help out by keeping us posted on future changes.—Billy.

Engineering

BUILDING: Our deepest sympathy goes out to Mrs. Simard in the loss of her brother and our co-worker Arthur M. Knutson, who died on February 7. He joined our organization in 1907.

We are happy to see Mrs. Thierkauf back on the job after a siege of illness.

TRACK: Our best wishes go with A. W. Malmquist, N. Cinquepalmi and J. Cichorski, who were recently called to the colors.

We are glad to have Material Clerk Oscar Mueller back with us, after his three months in the army. Uncle Sam removed 25 pounds from Oscar and put him in good shape.

Martin Nolan has returned after a hard battle with pneumonia. We are glad to see you back, Martin!

Our sympathy is extended Material Clerk Gene Quinn in the loss of his mother; and to the families of Tony Babich and Joe Soltan who died recently.

UTILITY: It is with pleasure we learn that Johnny Neely is recuperating well from an operation. We hope to see John back on the job real soon.

Chauffeur Tony McGill is the proud father of a baby boy. Congratulations to Tony and the Mrs.!

John Hanus, chauffeur, was recently released from military service, and is keeping them rolling again.

As Motorman Carl Caccioppo and Trolley Tender Joe Giovenco dig into their load of sand daily, you can hear a rich tenor and a deep basso singing "Hi-Ho, Hi-Ho, It's off to work we go!"



LIGHT AND SHADOWS

Welder Willard Lukac provides a study in light and shadows as he welds a broken track on the transfer table at West Shops. Beside him on the floor are the pencil-like welding rods.

The transfer table may be swung about to put cars on any of the numerous tracks leading to different parts of the shops.

General Office

PURCHASING DEPARTMENT welcomed two new members of the fair sex this month: Dagny Christensen and May Longuay.

George Macak left for the army; and, from all reports, is enjoying himself in sunny Florida where he is stationed in the signal corps of the army air force. He was presented a pen and pencil set from his coworkers when he left.

Word has been received from E. W. Horning, Purchasing Department, that he has been promoted to major. Congratulations, Major Horning! He is now located at Camp Leavenworth, Kansas.

Alexander MacKenzie, Insurance Department, who left last spring for training in the army air corps, has graduated from flying school in Texas and has been commissioned a lieutenant. Keep 'em flying, Mack!

The most recent girl from the Surface Lines to join the Service Men's Center and do her part for the men in uniform is Eileen Coan, Insurance Department. We understand she has already picked the canteen as her favorite spot, so she always has her eye open for a hungry-looking soldier (or is it a sailor?). How about it, Eileen?

The petite miss we are meeting these days in the hall is Charline Smerz, a new employee in the Executive Department.

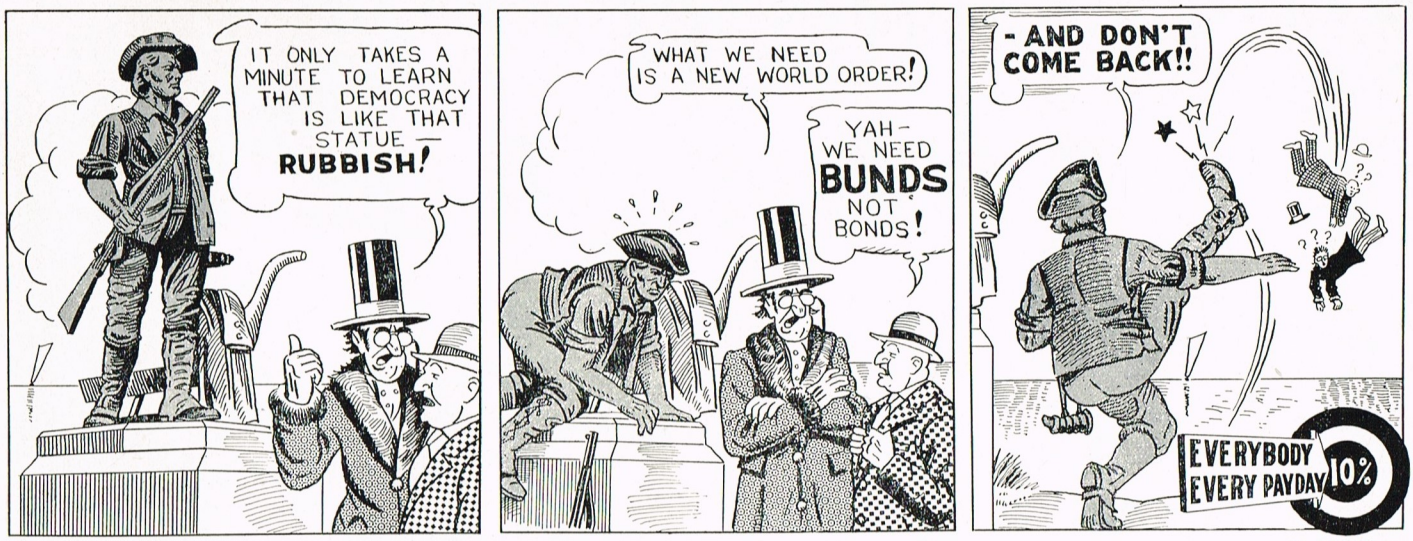
Swen Bohlin, Insurance Department, recently donned a sailor suit and is making his home at Great Lakes for the present.

Another new girl to join our ranks this month is Jane Leiner, Insurance Department.

A letter has been received from Melvin Peich, Executive Department, telling all about life in the marine corps in San Diego, California.

Phil Waechter was pacing the floor at the Passavant Hospital and the whole Purchasing Department was pacing the floor in Room 1480 on February 20; but we are glad to say all's well that ends well. Phil is now the proud papa of a big nine pound, eight ounce, baby boy by the name of Philip Kent. Congratulations, Phil, to you and the Mrs.

Eugene Burke's middle name isn't George Washington, but he does celebrate his birthday on February 22, and the employes in the



Bud Walker

Purchasing Department were very delighted to consume a box of candy at his expense to mark the occasion.

The folks in Insurance Department were very glad to see Lieutenant Bill Ashley, of Camp Breckenridge, Kentucky, when he dropped in for a visit this month.

Your scribe is very proud of a beautiful wool blanket and a set of bath towels and bath rug, which were presented to her by folks in Purchasing and Insurance Departments, as a reward for becoming Mrs. Smith.—Emily.

Material and Supplies

SERGEANT NORBERT PALICKI, sporting a stubbly "G. I." haircut, paid us a visit the other day. He is serving with the army air corps.

Arnold Hillstrom, seaman first class, also visited us recently. Before transferring to Transportation, he worked in the General Storekeeper's Office.

Matilda Jung, South Shops, has left us to take a job with the Government. We all wish her good luck in her new undertaking.

John Devery still is laid up at home. We're all pulling for your speedy recovery, John.—R. E. Buckley.

Schedule and Traffic

WE HOPE, by the time you read this, that Luanna Bierwalter will have fully recovered from her recent appendectomy and be back with us.

Frank Misek has been carrying a cast around on his foot since he slipped on the ice. From recent reports, he will soon be rid of his "bag of cement" and be stepping lightly again.—L. C. Dutton.

South Shops

WE OFFER OUR sincere condolences to Robert Donaldson, Tin Department, upon the loss of his mother, who died February 1, and upon the death of his father two weeks later.

We were very pleased to receive recent visits from two of our boys in Uncle Sam's service. Joe Kehoe, Motor Repair, now in the air corps ground crew, came in from New Jersey; and Frank May, Motor Repair, now in the coast guard, came in from Georgia. Both boys looked grand, and reported they enjoyed their new jobs.

John Kehoe, Motor Repair, brother of Joe Kehoe, left for the navy recently; and John Tiggelaar, Motor Repair, also left last month to join Uncle Sam's fighting forces. As yet we don't know just where our two newest recruits are stationed. Good luck to both of you, boys, and don't forget we're looking forward to seeing you whenever you are home.

We received a letter from Ralph Short, 77th Street Repair, several weeks ago. He has left Hawaii, and is now in Australia. Those Aussie girls are breaking hearts down there, Ralph, so be careful not to forget Chicago's own. Ralph writes that he'd like to be back up here; so to his heart interest, we'll say, we guess Ralph's heart is still back home with you.

We'd like to take this opportunity to say *au revoir* to Tillie Jung, Stores Department, with whom we have been associated for quite a few years. Til recently left us to go to work for Uncle Sam. We hope you enjoy your new position in the future, Til, as much as we have enjoyed your association in the past.

Charles Nelson, Motor Repair, retired, is really a proud grandpapa these days. His daughter gave birth to twins several months ago. Congratulations, and best wishes to the two youngsters!

We wish to offer our congratulations to Brunos Papsis, Blacksmith Department, who was married on January 2.—Elsie S. Frank.

West Shops

WITHIN THE LAST few weeks we have acquired three new additions to our clerical force. The first young lady to come to us was Ruth Christophersen, acting in the capacity of junior mail clerk. The pleasant voice that now greets you over the 'phone is that of Mary Crosby, our new operator. The third addition is Helen Kuklewicz, booth clerk in our Carpenter Shop. We're glad you "joined up" with us, girls.

We are justly proud that West Shops furnished Elmer Natzke, first Surface Lines man called through Selective Service, and last month furnished Eleanor McCann, first Surface Lines woman to enter the military forces, to the WAACS. Eleanor, our switchboard operator, now is training at Fort Ogelthorpe in Georgia.

Through an error your correspondent reported in the last issue that Harold Rowbottom had joined the navy. We want to correct this mistake since it is the army in which Harold is serving.

We received a recent letter from our Sailor Bob Jensen, thanking us for his Christmas remembrance. Although Bob isn't able to write often or tell us very much, we appreciate his sending us his ship's paper regularly. In that way we know he is safe and sound.

Our sincere sympathy is extended to Ralph Martz in the recent loss of his father.

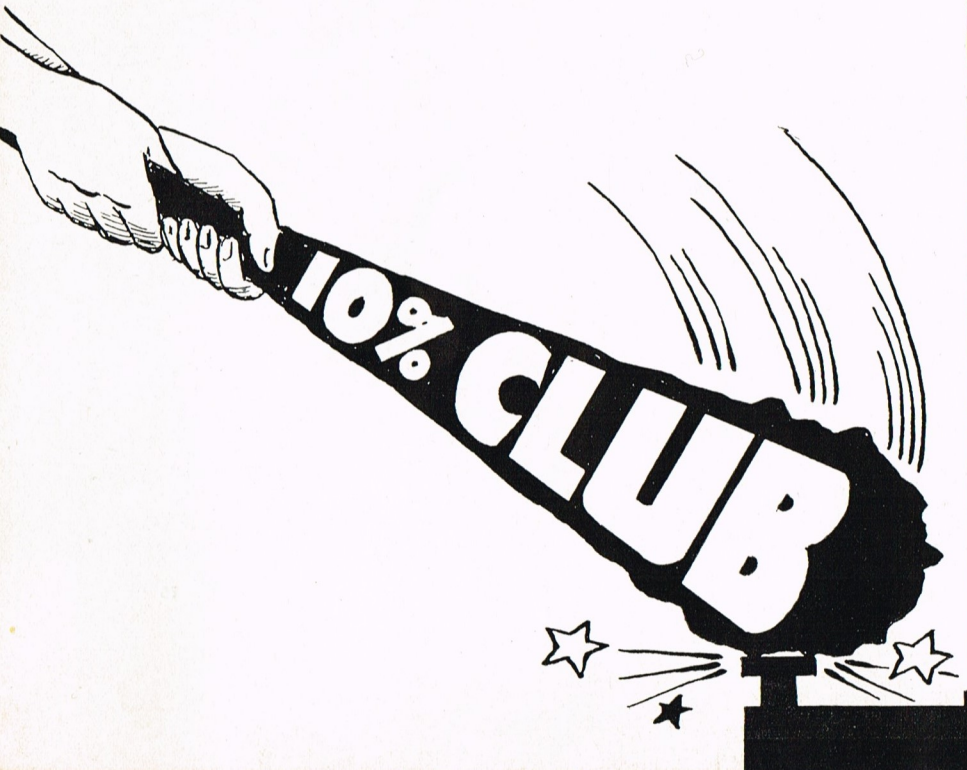
It is with deep regret that we report the passing of Frank Abel, our foreman of Carpenter Shops and Woodmill. He died February 25, and our sincere sympathy is extended to his family.—Mildred Habeger.

Has Your Group Rung the Bell?

RANKED AT the right 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 25 chief groups of employes.

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

Electrical employes, who took over the lead last month from Limits trainmen, managed their climb when four employes upped their bond buying to 10%.



1 Electrical (1)

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