

Bus Storage Sites S-t-r-e-t-c-h Tire Life

Surface Service MAGAZINE

May, 1943



S-T-R-E-T-C-H-I-N-G TIRE LIFE



Our 17th depot and operating center for the Central Extension, Foster-Northwest Highway, Higgins Road, Irving Park and Peterson gas bus routes and for the Montrose trolley bus route is the new Lawrence Garage at 5301 West Lawrence Avenue.

Twelve Peterson and 10 Higgins Road gas buses which formerly made pull-ins to Ardmore Garage or North Avenue Station following their last evening trips are now stored here each night.

Like other depots the work-time home of both a Transportation and Repair Department force, our new station, only a small part of which shows in this photo, occupies a leased building which formerly was taken up by an automobile agency and garage.

Building Department forces handled the alterations, such as the construction of an inspection pit and Transportation and Repair offices, necessary to make the space meet our needs.

Though the Ardmore Garage, Ardmore and Broadway, has been discontinued as an operating center for the duration, it plays an important role in the storage system by housing nine Foster-Northwest Highway and eight Peterson gas buses between the morning and evening rush periods.

If these 17 buses had to pull in at the Lawrence Garage each morning then return to their eastern terminals in the afternoon to establish westbound service, 388,000 additional tire miles yearly would be used.

Some maintenance work, of course, still is carried on at Ardmore.





WHEN UNCLE SAM'S Office of Defense Transportation, concerned with stretching tire life, ordered bus operators in Chicago and many other cities late last year to reduce their bus mileage to 85% of the rate operated a year earlier, the Surface Lines began building up a bus storage system which is now saving more than 2,350,000 tire miles a year.

This large saving is made possible by the six storage sites, all located near bus route terminals, shown on these three pages. All sites but the Ardmore Garage were acquired especially for this purpose.

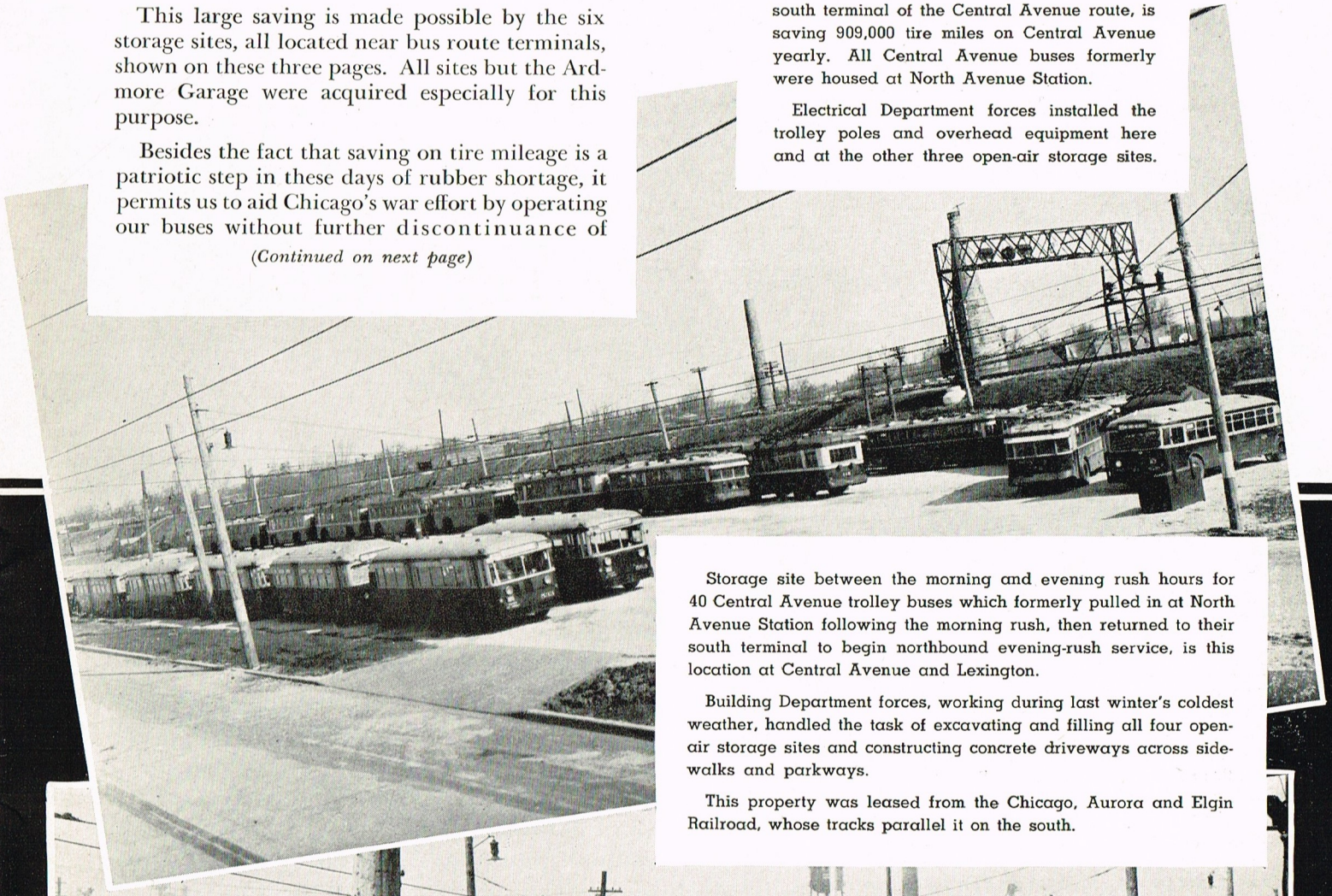
Besides the fact that saving on tire mileage is a patriotic step in these days of rubber shortage, it permits us to aid Chicago's war effort by operating our buses without further discontinuance of

(Continued on next page)

This open-air storage site at Central and Avondale is the nightly home of 40 Central Avenue and four Montrose trolley buses and 23 Foster-Northwest Highway and three Irving Park gas buses.

Situated immediately south of the North Western Railroad's right-of-way, this location, together with its partner storage site near the south terminal of the Central Avenue route, is saving 909,000 tire miles on Central Avenue yearly. All Central Avenue buses formerly were housed at North Avenue Station.

Electrical Department forces installed the trolley poles and overhead equipment here and at the other three open-air storage sites.



Storage site between the morning and evening rush hours for 40 Central Avenue trolley buses which formerly pulled in at North Avenue Station following the morning rush, then returned to their south terminal to begin northbound evening-rush service, is this location at Central Avenue and Lexington.

Building Department forces, working during last winter's coldest weather, handled the task of excavating and filling all four open-air storage sites and constructing concrete driveways across sidewalks and parkways.

This property was leased from the Chicago, Aurora and Elgin Railroad, whose tracks parallel it on the south.



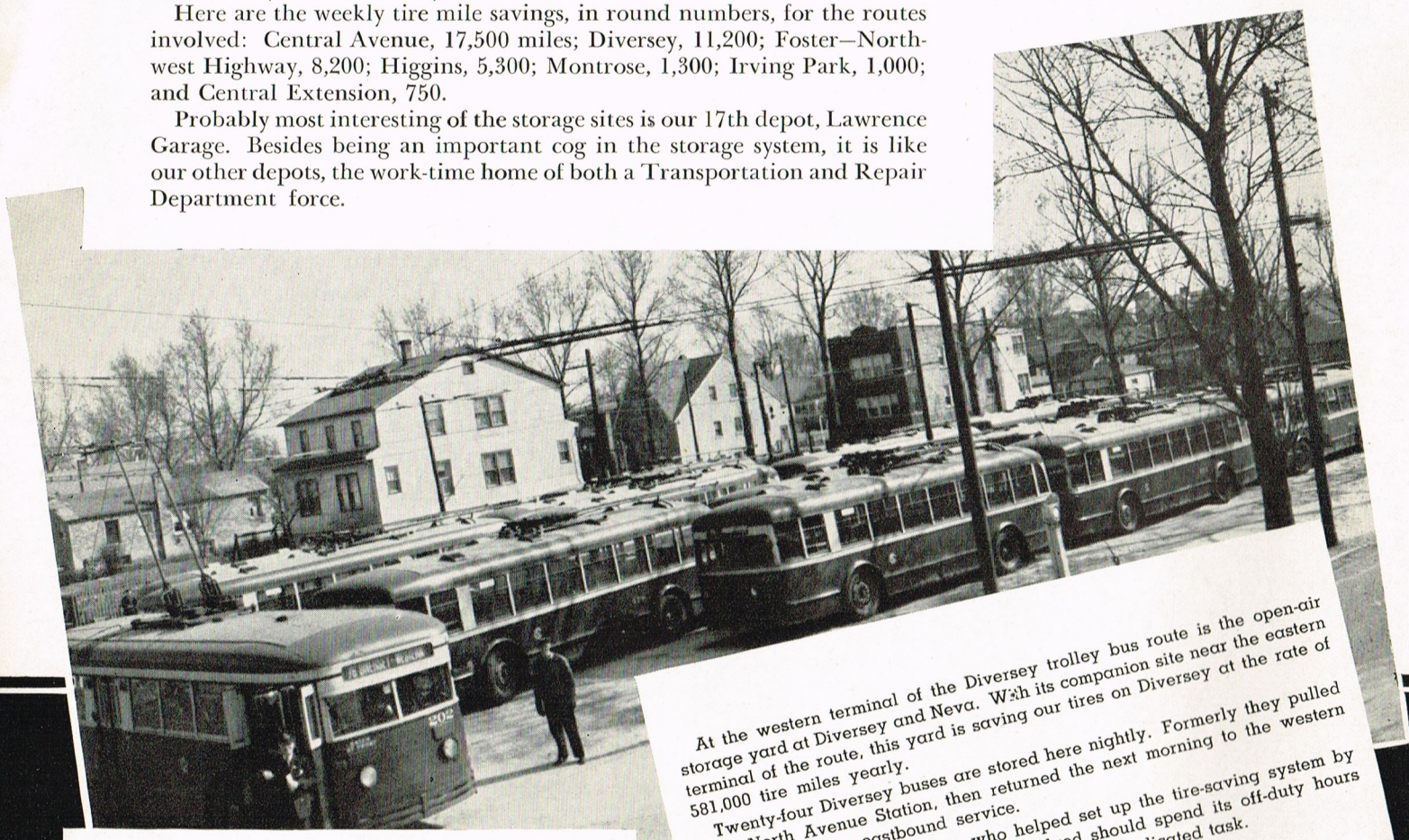
(Continued from page 3)

routes—such as Ogden, Kimball and Kimball-Homan which we temporarily abandoned last winter on O. D. T. order.

Serving the hundreds of six-wheeled gas and trolley buses operating on the Northwest Side, the combined storage sites save us more than 45,000 tire miles (7,544 bus miles) each week.

Here are the weekly tire mile savings, in round numbers, for the routes involved: Central Avenue, 17,500 miles; Diversey, 11,200; Foster—Northwest Highway, 8,200; Higgins, 5,300; Montrose, 1,300; Irving Park, 1,000; and Central Extension, 750.

Probably most interesting of the storage sites is our 17th depot, Lawrence Garage. Besides being an important cog in the storage system, it is like our other depots, the work-time home of both a Transportation and Repair Department force.



At the western terminal of the Diversey trolley bus route is the open-air storage yard at Diversey and Neva. With its companion site near the eastern terminal of the route, this yard is saving our tires on Diversey at the rate of 581,000 tire miles yearly.

Twenty-four Diversey buses are stored here nightly. Formerly they pulled in at North Avenue Station, then returned the next morning to the western terminal to begin eastbound service.

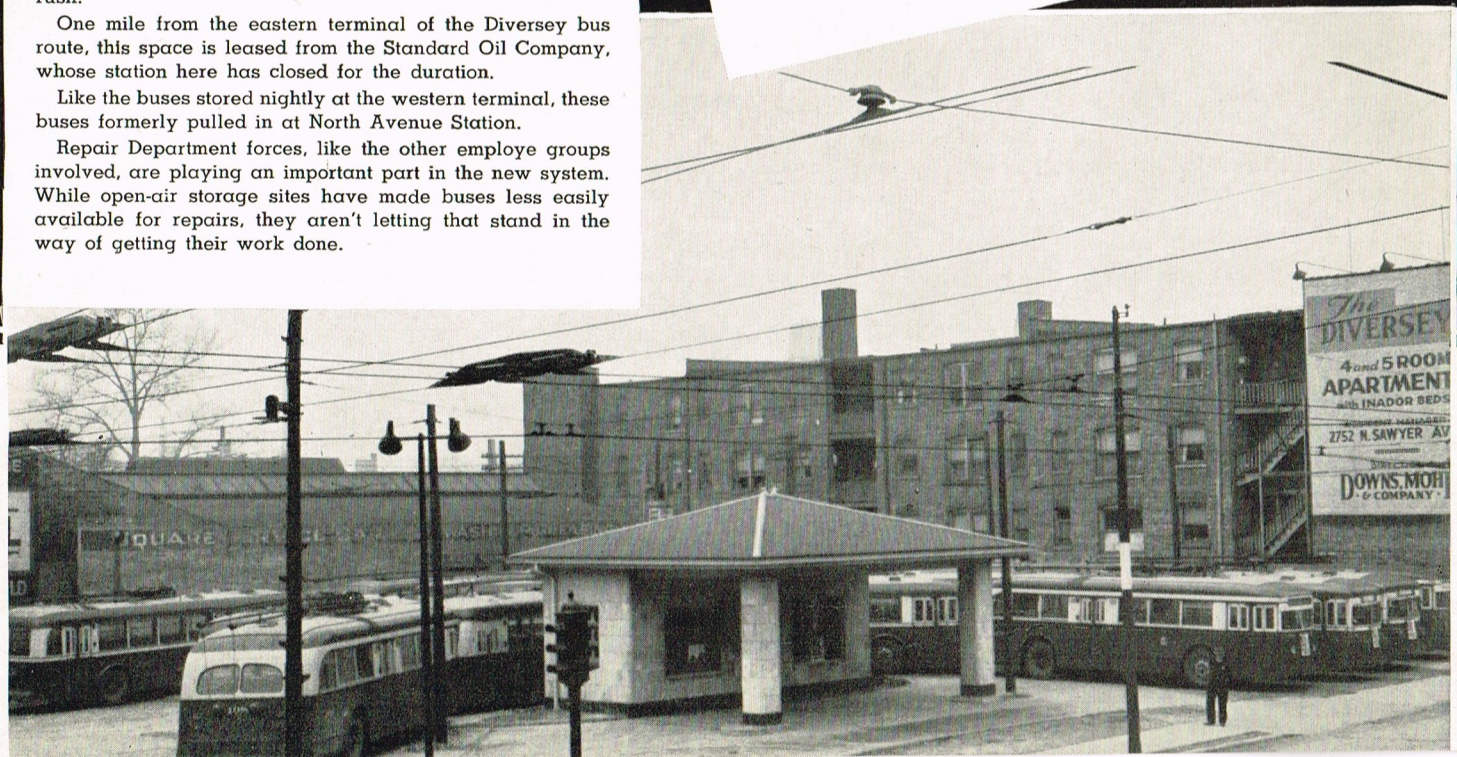
Schedule Department forces who helped set up the tire-saving system by figuring where each of the buses involved should spend its off-duty hours had, as may easily be guessed, a tough and complicated task.

Indicative of both tire and gas rationing is this photo of our storage site at Diversey and Kedzie, where 14 Diversey trolley buses are stored between the morning and evening rush.

One mile from the eastern terminal of the Diversey bus route, this space is leased from the Standard Oil Company, whose station here has closed for the duration.

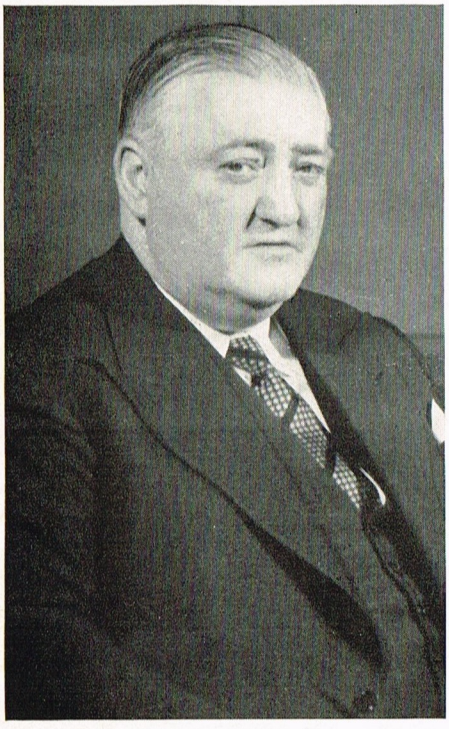
Like the buses stored nightly at the western terminal, these buses formerly pulled in at North Avenue Station.

Repair Department forces, like the other employe groups involved, are playing an important part in the new system. While open-air storage sites have made buses less easily available for repairs, they aren't letting that stand in the way of getting their work done.



John Sullivan Appointed Vice President

JOHN E. SULLIVAN, treasurer and chief financial officer of the Surface Lines for the last two years, has been appointed vice president by the Joint Board of Management and Operation. He will continue to serve as treasurer.



John E. Sullivan

Mr. Sullivan, who first came to the Surface Lines on March 18, 1941, as a financial analyst, will supervise in his new position financial affairs of the System.

Active in Financial Reorganization

Before joining the Surface Lines, Mr. Sullivan was active for many years in the financial reorganization field. He was a state bank examiner from 1912 to 1919; and was in the commercial banking business from 1919 to 1931, having served as a vice president of the old Foreman National Bank.

Two Sons in Armed Forces

A native of Chicago, he and Mrs. Sullivan make their home at 1434 North Keystone Avenue, River Forest. They are the parents of two sons, both graduates of Notre Dame University and both in active military service.

John E., Jr., the older son, was graduated from Officers' Candidate School at Fort Benning, Georgia, last May, and is now a captain. Stationed, at this writing, in Nashville, Tennessee, he has served as a platoon leader, company leader and battalion commander.

William F., the second son, was graduated last month from Northwestern University's Midshipmen's School (Abbott Hall). Commissioned an ensign, he left recently for active sea duty.

Treasury Representatives Suggest 10% Club Drive

REPRESENTATIVES of the Illinois War Savings Staff, United States Treasury Department, last month asked that Surface Lines employes boost their war bond buying.

To step up our bond buying and improve our record, they suggested they be allowed to assist all groups of employes within the Surface Lines to organize and conduct their own 10% Club campaigns.

When emphasis was on more than 90% participation in payroll savings plans in the early days of bond buying, they explained, they used to point us out as a group with an outstanding record.

We've Fallen Behind Others

In recent months, however, with the nationwide drive for all wage earners to invest at least 10% of their pay in war bonds, we have been badly outstripped. Today our record is less than half as good as that of employes in the average Chicago firm.

The 10% Club drives, war savings representatives asserted, can correct this; and Surface Lines employes once more can match their record—without blushing—with that of other organizations of comparable size.

At present, only one out of 16 Surface Lines employes has earned individual membership in the 10% Club. And the bond buying average of the remaining number is far below the 10% goal.

Here's How to Join 10% Club

Here's how to join the patriotic 10% 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 bond savings amount to 10% or more.
4. Return the new form along with your present authorization.

To learn how the number of those investing 10% or more of their wages in war bonds in your group stands in relation to that of the other 24 chief groups of Surface Lines employes, see the comparative rating on the back cover.

WAVE and WAAC Cars

FIFTH AND SIXTH of our cars to be colorfully decorated since the war began are these two designed to promote enlistments in the WAVES and SPARS and the WAACs.

When the WAVE-SPAR car was dedicated April 26, Conductor Emory Hanson (right), Cottage Grove, represented Surface Lines employes in photos used by three Chicago newspapers.

A trainman for nearly 32 years and a veteran of World War No. 1, Emory has a daughter, Phyllis Jean, who is a Seaman Second Class in the WAVES. A graduate of DePauw University, she is stationed in Washington, D. C.

With Emory are Captain E. S. Root, chief of naval officer procurement, Chicago, and Yeoman Third Class Marguerite Hall of the WAVES.

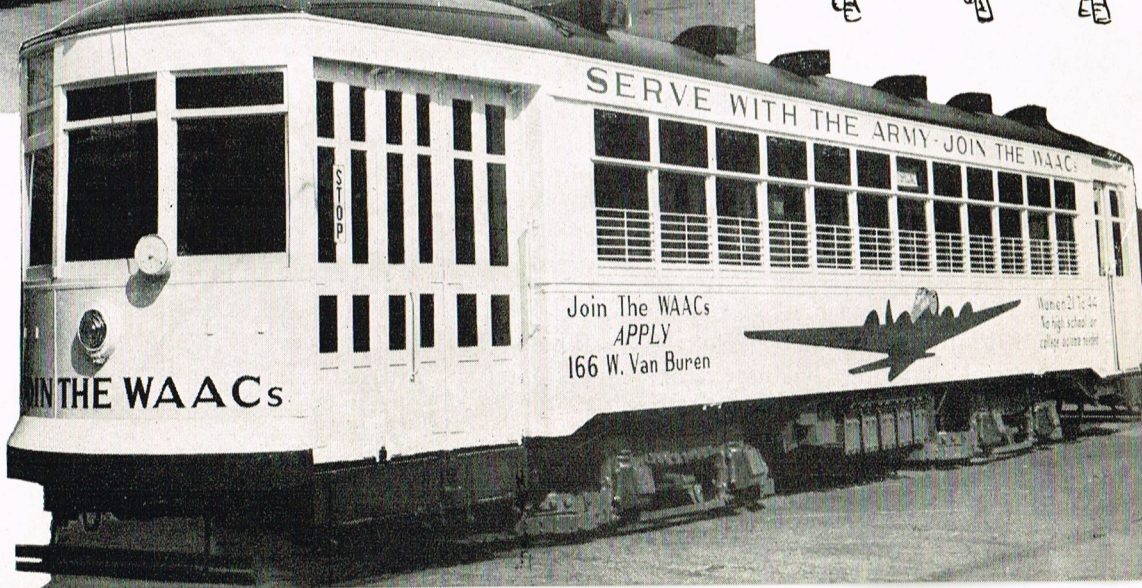
Already in daily service, the WAAC and WAVE-SPAR cars, like the other colorfully painted vehicles, will operate on lines in all sections of the city.











Letter from Africa

"DOWN HERE in Africa, men are men. And they still use jackasses as taxis."

So wrote Private Ray Fisher, former Armitage motorman, in a recent letter to the boys with whom he used to work. He has been on the Dark Continent for several months, having moved there by way of the British Isles after finishing his studies at an aircraft warning school in Texas.

"What a Country!"

"What a country! What a country," he continued. "I've been trying to master the language; but, so far, no soap. Trying to make an Arab savvy English is like attempting to make a Chicagoan understand why our fare was raised from seven to eight cents.

"When we first landed here, we had a lot of fun swapping cigarettes for oranges, dates, figs and wine. Good old *vino!* It takes the enamel off my teeth and gives me too darn much courage, but I like it just the same.

"Some of the towns down here, by the way, have some very modern street cars and buses. Believe it or not, there are some trolleys here similar to our streamlined cars on Madison Street — and that's more than England has.

"Things seem to be going very much





in our favor now, and the boys appear to have the situation well in hand. All of us are very optimistic about the whole set-up. Who knows, maybe I'll be back for the spring 'pick' in 1944.

"I Had a Ride on a Burro"

"I had my first ride on a burro the other day. Like a defective street car on a wet day, he went four feet, then blew a fuse. When I jabbed him in the back end, he would move a few feet; but finally I had to give him up as a bad job, write out a pull-in slip, then go home.



Bud Walker

"Well, gang," Ray concluded, "that's about all for now. Don't let anyone take his pension until I get back."

EDITORS' NOTE: *Recent word from Private Bill Callahan, former clerk, Department of Accident Investigation, whose "Letter from India" appeared in the January issue, reported he was pleased to see parts of his letter in the magazine.*

We hope the letters from Bill and Ray will be just the first in a series from Surface Lines men in the fighting forces giving interesting sidelights on transportation in foreign lands.

Front Cover

ALTHOUGH OUR bus storage sites shown on pages 2, 3 and 4 have reduced tire mileage by more than 2,350,000 miles a year, there's still plenty of tire changing done at Limits Station, where such work is concentrated.

Inspecting the "vitals" of a huge, 165-pound bus tire there are Kimball Baker (left) and George Holzschuh.

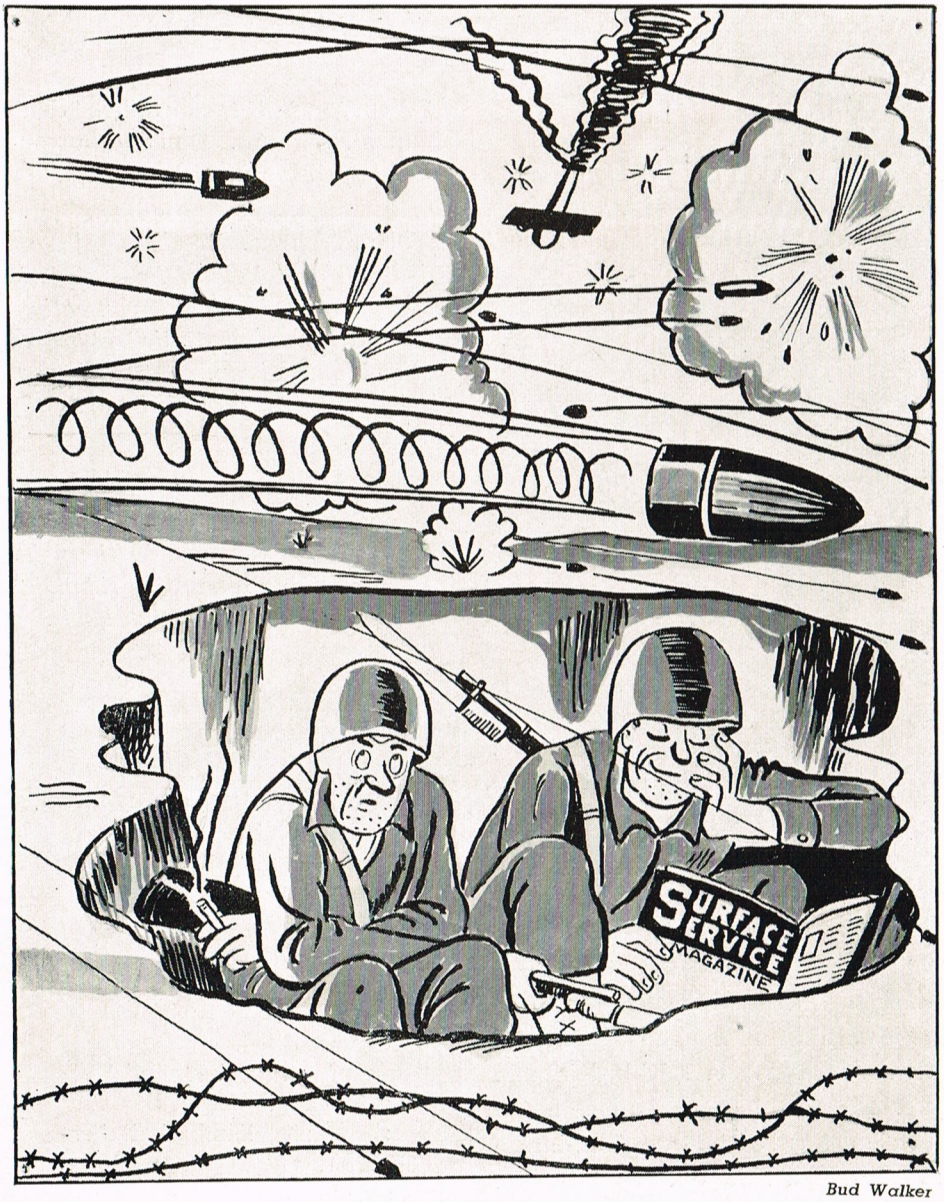
"His Alertness Saved a Child's Life"

BECAUSE HE WAS so alert he was able to stop before hitting the child who darted out from between parked autos into the path of his car, Thomas Shea, who gave no address, wrote praising Motorman Art Fiordo, Blue Island. "Riding on the front platform," he continued, "I could tell from the way the motorman acted he had been alert and ready for any emergency."

Lauds Another Careful Motorman

The careful operation of another motorman, Joe Blaa, Lawndale, came in for a commendation when Milton C. Oliver, Berwyn, wrote: "He makes it a pleasure to ride a street car. I have ridden with him several times, and his car was always started and stopped smoothly."

Struck by the polite firmness displayed by Conductor Ewald Gallas, Noble, when he made two men who were smoking on his car throw away their cigars, A. C. Baynes, Chicago Board of Education, wrote: "He should be commended for his courage, for both smokers were drunk and fully a head taller than he."



Bud Walker

When I read about my company's safety record, it makes me kinda homesick!"

Praises Conductor's Courtesy

"This is the fourth or fifth time I have noticed his courtesy. He certainly is a credit to you." So wrote G. Tinaglia, 2317 North Rockwell, in praising Conductor Gene Johnson, Armitage, for his helpful courtesies to his riders.

Pleased by his clear stop-calling and his warnings to riders to watch their step as they alighted from his bus, Harry G. Batchelor, 47 North Ogden Avenue, wrote lauding Bus Operator Jerry Dubin, North Avenue. "Riders," he commented, "appreciate such faithfulness to duty."

Because he went out of his way to serve and help his riders and because he kept a "smile in his voice while calling stops," Mrs. B. Kadish, 1137 North Wells Street, wrote commending Conductor Walt Sieron, Kedzie. "A little courtesy," she commented, "means a lot to a rider. Your conductor certainly has the right idea."

Helpful Trainmen Commended

Because they took time to assist elderly, physically-handicapped or bundle-carrying riders to board and alight from their cars, these trainmen were rewarded last month by letters from those they had helped: Conductor Pat Moore, Burnside; Conductor Gene Sullivan, Cottage Grove; Conductor Bill Clow, Devon; Motorman John Barrett, Division; Conductor Joe Healy, Kedzie; Motorman Henry Schoffen, Lincoln; Conductor Hagen Paulsen, North Avenue; and Conductor John Paradies, 77th Street.

Camera News



Recently promoted to lieutenant colonel in the North African battle zone was Leigh Hunt, former attorney, Department of Accident Investigation. He is serving with the Air Corps.

Leigh left us for Fort Knox, Kentucky, as a captain in March, 1941. Early in 1942 he was transferred to Ireland, then to England.



When Private Bill Schram, former Kedzie trainman, visited his old station recently, he was presented a utility kit by Stationmaster Tom Fahey and the boys.

Receiver George Singer took this photo.



When Charles Witkowski (right), Armitage, received an assignment to help carry a load of selectees from a North Side draft board to the induction center recently, he found his son Leonard (left), who is now serving with the Air Forces in Florida, was among his passengers.

Believing that such a happening is far from an everyday affair, *Surface Service* arranged for this photo.



Few Surface Lines fathers have greater reason for pride in their sons than Locator Joseph Guest, Department of Accident Investigation, whose son Gilbert recently was awarded the Air Medal "for meritorious achievement in participating in aerial flights in the South Pacific Area."

Joe here reads the letter from Lieutenant General George C. Kenney which notified him of the honor paid his son.

"The award was made," General Kenney wrote, "in recognition of his courageous, fearless service to his combat organization, his fellow American airmen, his country, his home and to you.

"He took part in more than 100 hours of long-range bombing missions over territory continually patrolled by enemy fighter aircraft.

"I am proud to have men such as your son in my command. You, Mr. Guest, have every reason to share that pride and gratification."

As if that letter weren't enough to cause any father to bust the buttons off his vest, Mr. Guest also learned recently that Gilbert had previously been awarded the Flying Cross and Two Oak Leaves.

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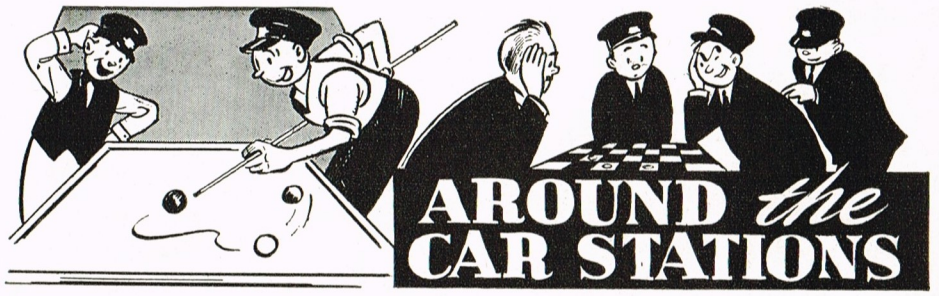
CHICAGO

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Vol. 20 May, 1943 No. 1

WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*



Burnside

HAVE YOU noticed these signs of Spring recently? Ducks flying home to the marshes around Hegwisch. Rudy Nebelsiek and his corps of gardeners working around the depot grounds, laying out flower beds and scaring angleworms. Scotty Anderson sporting his pastel shade neckties, and the trainroom showing its annual display of wet paint signs. Pat Moore in a brand new uniform, and Rudy Miller in short coat and puttees, lounging against the telephone box at 92nd and Commercial.

Not satisfied with picking a "mortgage-lifter," Conductor Jake Potts comes down on his day off to see the run gets out on the street okay.

A new voice may soon be heard over our two-way radio, for Conductor Willard Singleman recently received his F. C. C. radio license. We believe he is the only conductor-clerk-radio operator in the Surface Lines.

Word has reached us that Conductor Bob Bannister, whose wife's ill health necessitated a move out West, is now settled in Colorado. The best of luck to you and the wife, Bob!

Claude Benline, fresh from six months of service in the army, has returned to Burnside with an honorable discharge. Welcome home, Claude!

Our sympathy goes out to the family of Jacob Gouderjaan who died at work April 13. One of our old-timers, Jake left a host of friends who will miss him greatly.—Furgie.

Devon

THEY TELL ME that only those men who joined Devon following the Spring of 1910 will be considered eligible for our softball team. All men who recently joined us should read the practice notice posted in the trainroom, then turn out for one of the sessions to strut their playing ability.

Now that Conductor Tom Joyce has left us for the armed forces there is a big spot open to be filled.

There are two first places we would like to see Devon capture. First, we would like to see it ring the 10% bell reproduced on the back page of this issue so loudly that folks would think there was a 4-11 fire.

Second, we would like to see our softball team leading the league by so great a margin that 77th Street, last year's champion, would have an additional reason for wishing there never had been a Pearl Harbor. That sample of Japanese treachery was responsible, indirectly at least, for 77th's pitcher enlisting in the fighting forces.

Motorman Frank Tyley may now be addressed "grandpop." His daughter Beth, a featured member of the Follies Bergere until two years ago, recently bestowed this title on him. The child's daddy is stationed with the armed forces in Michigan.

Motorman Merle Wilson has announced the birth of a baby boy. At this writing, we have no further details.—Ed May.

Writer Tells of C. S. L. Flyer's Close Calls

LIFE WITH the air forces in North Africa is a bit more exciting than a job with the Surface Lines. Those are the sentiments of Lieutenant Bill Allbright, former clerk in the downtown office of the Electrical Department, according to a dispatch printed last month in the *New York World-Telegram*.



Lt. Bill Allbright

"I happened to fall in with four young lieutenants who had recently arrived from America," wrote War Correspondent Ernie Pyle in his dispatch dated April 3.

"They had been on three missions in their first 10 days and had got shot up every time. Not shot down — just shot up.

"The third time one engine was knocked out, and one rudder fell clear off just as they landed at the home airdrome. They really started getting their thrills in a hurry.

"I asked them whether this sudden taste of violent adventure pepped them up, or whether they were beginning to wonder. They laughed and said their only feeling was one of regret and annoyance that their plane would be out of commission for a few days.

"The four were Pilot Ralph Keele, a Salt Lake City mormon; Co-Pilot William Allbright, Western Springs, Illinois; Navigator Robert Radcliff, Richland Center, Wisconsin; and Bombardier Eugene Platek, Antigo, Wisconsin."

Bill, who will be 23 years old in July, reported in a letter received this month by his former co-workers that he had been promoted to a first lieutenant and that his bomber group had been pulled out of combat for a rest.

Two days after Pearl Harbor he left us to enlist in the army air forces. He joined our Electrical Department in 1938, following his graduation from Lyons Township High School.

Bill's 18-year-old brother has also enlisted in the army air forces. One sister is working in a Chicago war plant while another still is in high school. His father served in World War No. 1.

Division

THE FIRST ITEM, of course, this month concerns our back pay. Although we intended to have a photographer present on the Day of Days, it seems they don't make camera lenses as wide as all the smiles were.

We hear Motorman Hank Matuszak intends to use his back pay to buy five cows for his farm.

Now with the medical corps overseas, Conductor George Dillas recently sent Motorman "Swede" Edstrand a letter which the censors turned into something resembling a player piano roll.

"Swede" and Conductor Joe Chaczinski are our most recent blood donors. All donors are requested to drop a slip bearing their names in the C. S. L. news item box which Glenn Cooley had made for our contributions.

Motorman Jacob Pankow is on the job again after a visit to Alexian Brothers Hospital, but Roy Hansen, Frank Fournier, Charley Vahl and P. Brown are still off sick.

Conductor Warren Nelson's son, Robert, was born April 13, and Motorman Walt Cichy's son, Gilman, five days later. Congratulations, boys!

Even the scribe at Devon was surprised at the absence of cigars when Conductor Bill Heiser was presented with a daughter recently.

Just after being presented a Wieboldt shopping bag, Conductor Herman Loesch laid off to finish painting his houseboat.

This softball season will find a new man, a former pro, playing with Division.

Supervisor Stone claims there are two sizes for army clothing—too big and too small.

To the following men who celebrate wedding anniversaries during May, congratulations and many happy returns of the day: Conductors M. J. McKinnon, Irving Uldale, Frank Kouba, William Pearson and Roland Preus and Motormen Robert Willming, George Poklenkowski, Aaron Swensen, Harry Ginter and Walt Hanson.

A happy birthday to these children of trainmen: Bob and Herby Hasenkamp, Tommy Mace, Jr., Ronald Pearson, Marlene Altenbach, Betty Jane Thompson and Donna Mae Poklenkowski.

Clarence Wuestenberg, step-son of Motorman Jerome Murphy and wearer of the Purple Heart military medal, was lost at sea February 3. It's on account of such boys we have done our bit and will now do our BEST in buying more war savings bonds!—R. T. W.

Elston

THE ARMY recently released Conductors Joe Bartosch and Eddie Rich. Welcome home, boys!

Elston's victory farm, located in Edison Park, is operated by Motorman Walter Meila, Conductors Fred Weder and J. Golnik and Former Conductor Wally Schwer.

We'll all miss Janitor Frank Clark who has been transferred to Noble after years of service with us.

Former Conductor George Ericksen and R. Erdmann, a former North Avenue bus operator, joined us recently when they returned to the Surface Lines fold. We're glad to have you back, boys!

Our credit union now has $11,000 invested in war savings bonds. Hoarding these and as many more as we can afford will be okay with all of us.—Emmett Kane.

Noble

OUR GREAT SWEATER mystery finally has been solved. When Mr. Bolstad lost his new brown sweater, he hunted two days before it turned up on Stationmaster Balfanz who had mistaken it for an identical sweater which he owns.

The call to arms has been sounded at I. Lorentsen's home. Here's hoping you enjoy army life, fellow!

Mike Nosalik reports he is looking for visitors at his home. If any of you boys can spin some good yarns, he is willing to listen.

Henry Meyers was seen walking around the other day with a sold tag hanging from his coat. Maybe he was eager to have his uniform inspected. How about it, Henry!

It seems the army isn't sure where it needs a good man, for Roy Herwald recently was moved from Fort William H. Harrison to Norfolk, Virginia. Your scribe always said Roy would be running the army some day, and it begins to look like he is.

Sergeant J. Blaa reports he is enjoying himself in sunny Florida. How about shipping some of that warmth to us, sergeant?

Your scribe can always use more news items. When any of you would like to contribute something, please write it out and leave it with Nick, the chief clerk, any time before the end of each month.—Charles Karcal.

North Avenue

OUR BEST WISHES for many years of deserved pleasure follow Joe Rozer into retirement. Joe took his pension this month. Many of our old-timers, like Joe, have spent nearly a generation in the transportation service; and much of the greatness of the Surface Lines is directly attributable to them. Our younger men can be happy that they are making their start with those men who are tried and true and whose records point to a path of achievement and recognition.

Congratulations to Operator Carl Helgersen, who was presented a fine baby girl on

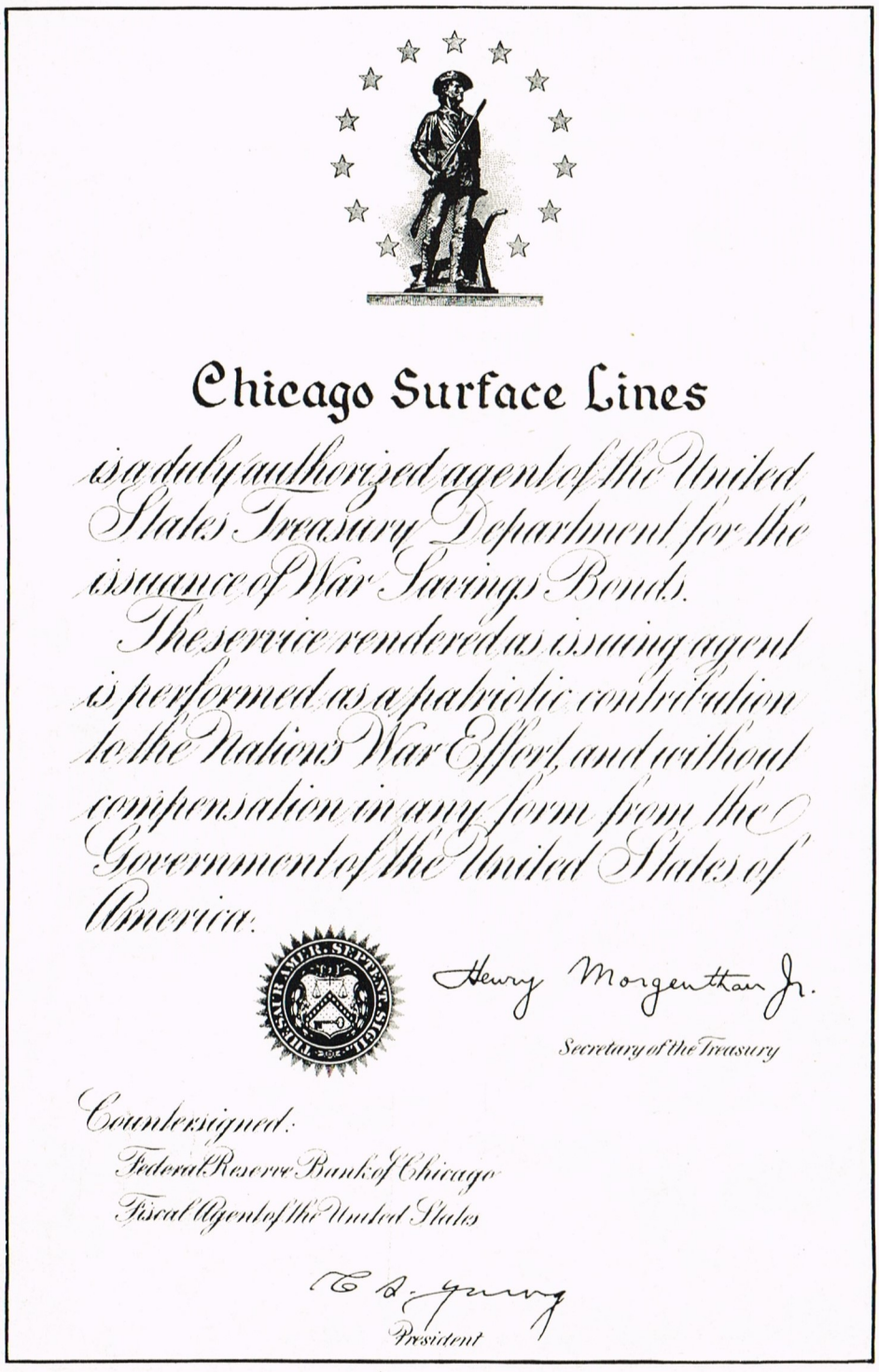


March 25. The little lady was named Mary Joanette. Operator Bob McLaughlin, Lawrence Garage, was presented a son on April 3.

NAMED ISSUING AGENT FOR WAR BONDS

Recently presented the Surface Lines was this engraved parchment which authorizes our Bond Department to issue war savings bonds.

Before our Bond Department was set up, the bonds purchased through our payroll savings plan were issued by the Federal Reserve Bank in Chicago.



Motorman Howard Huff is back on the job after spending several months in the service of Uncle Sam's glider school.

Motorman Elmer Titus is back with his old run on Grand Avenue after serving eight months with the marines. We are glad to have both these boys back with us again. Their training in the armed forces did both much good physically.

Harold C. Springer is now in Africa. His mailing address is 45th General Hospital, U.S. Army A.P.O. 668, New York City.

Former Bus Operator P. C. Jordan is somewhere in the Pacific with the U.S. Fleet. His mailing address is Co. C., Plat. 5, 50th U.S.N.C. Batt., Fleet P.O., San Francisco, California.

Write these boys. Just a line from you will cheer them.

We have word from Lawndale that our former friend and clerk, Mike Cusack, has entered the services of Uncle Sam's fighting men. Well liked here, Mike will make the sort of a soldier we will all be proud of.

Birthday greetings to Stanley Tragas, son of Conductor Frank Tragas, who celebrated No. 10 on April 24.

There are people on our cars and buses today who haven't used our service for years. There are others who are making use of our service for their first time. Sometimes the cars and buses are crowded; sometimes they are late; sometimes the passengers are tired and troubled.

The challenge to us motormen, conductors and operators is to make these passengers feel we are glad to have them use our service and that the Surface Lines and its trainmen are in every way doing their best to really handle the big transportation job.

Our opportunity is to make them like us so well that when this war is over, and when they can again move about the city freely by other means, we may keep them as friends and passengers.

Sure, a lot of people are riding our cars and buses today because they haven't any other way to get about the city. But we are mighty glad to have them, and we want to have them ride with us again and again when this thing is all over.

There is no tonic better in these days for you and the other fellow than good humor. It makes you and the other fellow feel good and makes your jobs much smoother. All true Americans, even in the midst of this desperate struggle, can take time out for a healthy chuckle. We have many men here at North who are filled to the brim with good humor; and good humor is a classmate of teamwork.

Our old friend Harold ("Lockjaw") King, the man of few words, has been running a carpet sweeper up and down the bus routes for some time. He just unloaded a lot of this dirt in the lap of your correspondent.

Harold says: Red Hickey had a nice Victory Garden in one of the lots in his neighborhood and along came a farmer and decided to plow up the lot. Now Hickey is looking around for another space.

King went up to the new North Side garage the other day to investigate a rumor. He walked in the garage and there was Barney Kaychuck blowing off at the mouth. The garage smelled of gas and hot air same as the garage here when Kaychuck was at North. King says he knows now why the poor fellows up there are wearing cotton in their ears.

Freddie Cochrane has become quite a

spendthrift since he started to work on Narragansett. King saw him spending three cents for gum and stamps last week.

Paul ("Diamond") Simons believes in helping the war effort; he is wearing a pair of rubbers—both for the right foot!

Won't be long now before we get "Silent George" Christie of Lawndale and Harold ("Lockjaw") King of North together for that wordless endurance test.

Supervisor Blueback, who relieves "Scotty" at Pulaski and Ogden had a sad look on his face the other day when a truck splashed his newly shined shoes and putts.

Speaking of Blueback, Supervisor McIntosh was seen salting away some greenbacks last payday.

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

Seventy-Seventh

OUR ACE of the home front is Bill Walter who has four sons in service—one a sergeant, one a corporal and two who are privates. They are scattered in camps in the four corners of the country. That's what we call a big representation for one family, and a four-star performance for victory!

The sage of 75th Street, Joe Matern, has returned to peaceful occupation after a short hitch in the army. Joe was in the army 25 years ago, too; but he's very evasive about it. Possibly he could have been a drummer boy or something even in the Spanish-American War. Guess we'll have to call him "Old Iron Pants!"

Patty Clark, who has been gone two years or so, has finally come back to our much depleted army of blue. We certainly welcome reinforcements. A few days back on the cars, however, and Pat might be saying—"The army was so peaceful!"

The military custom covering proper etiquette in conversation between members of an airplane crew is catching. Translated to street cars, it would go something like this:

"Conductor to motorman: Take the lead out of your pants; we're losing time!"

"Motorman to conductor: All the lead's not in my pants. Some of it's in your head. Shut up. That is all!"

New man Joe Keniry, whom Jerry Gleason steered around for a couple of trips, has a name which is phonetically Canary. Jerry observes if this is true maybe this is the man whom Canaryville in the Stock Yards District is named after. Could be, only we think Joe's name has more "Turkey" in it.

Our little wren came back from the grocery store recently with her gander up (and who doesn't now-a-days?).

"Potatoes 90 cents a peck!" she fumed. "Say what are they doing, shooting potatoes at the Japs!"

Well, all hands are happy, or should be. That big red letter day with the old back pay came along. There was a man looking at us. He had a bandage on his head. He was saying, "Brother, are you doing all you can?" Did you see him? So we went out and bought some victory bonds.

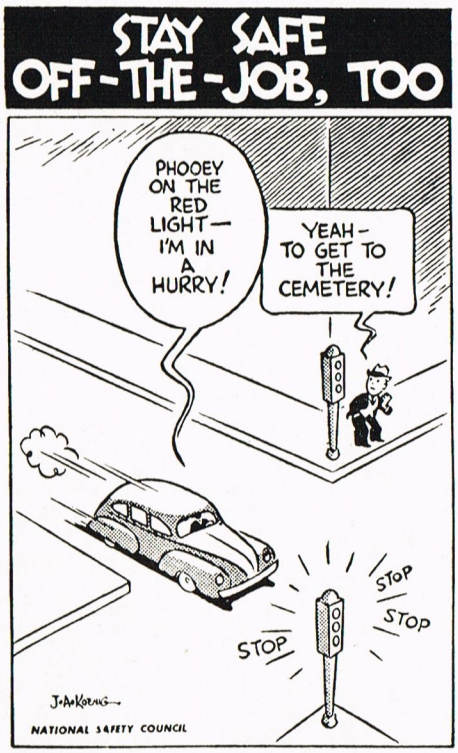
Our sympathy is extended to the following men because of recent death in their families: Conductor Walter Pierce, his wife; Conductor L. P. Quinlivan, his wife; Motorman Frank Russell, his father; and Motorman L. J. Brady, his son.—Walt Story.

Sixty-Ninth

WE WONDER if we might use a bit of space this month to talk about extra trips, particularly those which have to be made on short notice in an emergency.

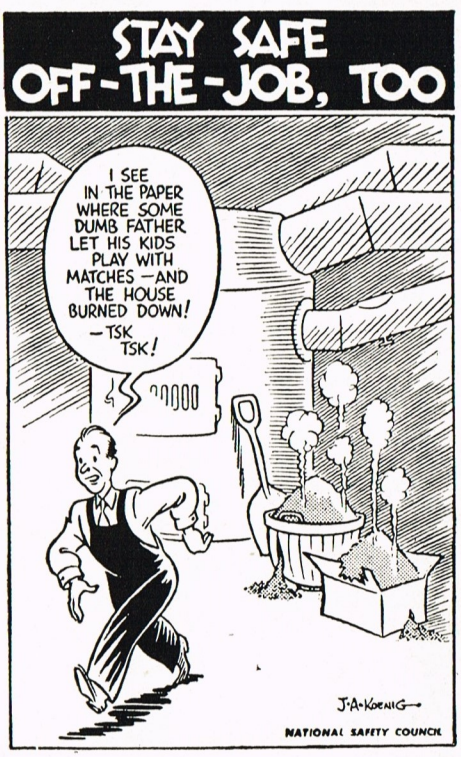
When a man picks a run which finishes at a certain time he naturally likes to depend on being through work at that time. Usually he is, but once in a while up pops an extra trip. Very annoying! Few of us want these extra trips, but there they are and it looks as if there they will remain.

Why? Oh, for several reasons. First of all









there are unexpected delays which upset schedules and make it necessary for supervisors further down the line to fill the gap with whatever run they can get their hands on. Or perhaps someone missed or signed sick at the last minute and the clerk has no one immediately at hand to put on the run.

Maybe some unexpectedly heavy riding develops somewhere along the line and more service suddenly becomes necessary. Now we know perfectly well that our extra force isn't always large enough to fill these emergencies, nor can it always be summoned into action on very short notice. Therefore, somebody somewhere is going to get "stuck" for an extra trip.

Let's listen in on a few of the common, garden variety of excuses which we often hear from that somebody:

"What again? I had to make an extra trip on this run just the week before last!"

"Gee whiz! This run only works six hours and thirty-two minutes. I'll have to make that extra trip for the church!"

"Can't you get somebody else? I've got a houseful of company waiting at home!"

"I've got to get to the butcher shop before they close or we won't eat tonight!"

"If it was any other time but today, I'd be glad to do it!"

That's just a small sample. There are as many other excuses as Heinz has pickles, and probably 99% of them are strictly on the square.

BUT—

Our business exists because it is both a convenience and a necessity to the public. It must be operated for the greatest good to the greatest number. Fortunately for our jobs, the public greatly outnumbers us. If a little extra work on our part is called for to provide the public with the service for which it pays, what else can we do but comply?

The supervisor or whoever asked you to make the extra trip didn't lay for you in particular. The trip was needed and you just happened to come along at that time.

This is written in an effort to promote a better understanding of these things. In the operation of any public utility, it is always necessary to place service to the public ahead of the personal convenience and desires of those rendering the service. If we can just keep these facts in mind, maybe we won't feel that we're being picked on individually the next time that unexpected extra trip comes along.

Regretfully we record the passing last month of another of our old timers, Motorman James Sheridan.

Two of our retired motormen got tired of playing gentlemen of leisure and returned to work April 16. We refer, of course, to Bill Priebe and John Reuther; and we're mighty glad to see you back, fellows.

In our Proud Papa Department last month were Relief Receiver Rudy Albrecht and Conductors Joe Allen and Charlie Blair. They all report the arrival of boys and express themselves as very well pleased. Congratulations, boys!

Conductor E. W. Tierney was around the depot the other day looking for an opportunity to pick up a few nickels by spraying victory gardens in his spare time. He has a cute little spray about the size of a perfume atomizer. If you're troubled with bugs in your garden send for Tierney and his squirt gun.—H. E. Harris.



Departments and Divisions

Accident Investigation and Legal

OUR MAILMAN turned Cupid on April 12 and brought to Typist Virginia Pass an engagement ring from too-far-off University of Arkansas, where lucky Private Adolph Paquet, Jr., is now stationed. Virginia says the wedding will take place after the war; so we know one soldier who will have a particular incentive to make it a short one.

We all miss Bob Chamberlain who is ill. We wish you a speedy recovery, Bob; and hope you'll be back at your desk in short order!

The vest buttons of Auto Examiner Bill Connolly, Sr., have been popping since he received news from his son, Former Clerk Bill Connolly, Jr., that he is a grandfather. Keith Vincent was born on April 26, weighing in at nine pounds. Warrant Officer Bill, Jr., is now stationed at Centreville, Mississippi. His wife has been living with him there.

Welcome is extended to the following new employes who joined us last month: Night Typist Jack Feldman, Statementmen Wyman Tullock and Patrick Howard and Clerk Marjorie Flynn. We hope you enjoy working with us, folks.

Dick Kuhlmann finally has been located at Fort Leonard Wood, Mississippi, where he is receiving his basic training.

June Austin, one of the girls in the Accident Prevention Department, is sporting a diamond. Who's the lucky man, June?—Audrey.

Accounting

WE ROLL OUT the welcome mat for these clerks who joined us recently: Rosemary Lyons, Louise Coogan, Leo Danisevich and Domonic Paserille. Hope you like working with us, folks!

George Pellicore has returned to work with an honorable discharge from the army following nearly five months of service with the medical branch of the air corps in California. Glad to have you back, George.

We are all looking forward to the speedy recovery of Harriet Skudstad, who was remembered with a gift and many get-well cards during her illness.

Celebrating birthdays last month were Mary McCauley, Danica Govedaricia, Ann Lowe, Agnes Anderson, Claire Koch, Margaret Kohs, Agnes Goes and Ardyth Meintzer.

Now that four more of our boys have marched off for military service, we have 20 stars on our departmental service flag. Those last to leave were Ed Stanton, Joe Macis, Russ Riesche and Claude Connolly. Good luck, boys!

Lucille Hofmeister, Bond Department, left us last month to be married. Her co-workers presented her a farewell gift and their best wishes for her future happiness.

The oak tan Betty Suhr is wearing these days is a give-away of how she spent her Mexico vacation.

Lillian Haske, Payroll Division, enjoyed her vacation by visiting her soldier boy friend at El Paso, Texas. She made the trip by bus, and reports enjoying the scenery en route.—Thomas F. Coan.

Electrical

NEARLY 40 of our men or about 10% of our departmental force now are serving with the armed forces of Uncle Sam.

Among recent servicemen visitors at Grand and Leavitt or the Downtown Office were Larry Reilly, Bill Rappold, Fred Hunsche and Johnny Cahill.

Earl Essington, Downtown Office, is doing a splendid job with the large collection of mimeographed extracts from the letters of our servicemen, a copy of which is being mailed at frequent intervals to all our boys in service. Carrying the addresses of all the boys, it enables them to keep in touch with each other.

We welcome Phyllis Hausher, Lorain Siska and Dorothy Anderson who joined us recently as clerks. Phyllis is working at the Downtown Office, the other girls at Grand and Leavitt.

Our latest contributions to the armed forces were Frank Parise and Chester Zajac, Grand and Leavitt, and Howard Murray, Line Division. Good luck, boys!

Our deep sympathy goes out to James Elliot, whose son died recently, and to the family of the late Frank ("Whitey") Bigott. One of our armature winders, Whitey had been an employe for 22 years and was well liked by all who knew him.—Billy.

Engineering

BUILDING: Illness has Fred Acker laid up at home. We're all pulling for your speedy recovery, Fred!

TRACK: These boys were called up by Uncle Sam's armed forces since the last magazine: E. McCaffrey, S. Zanella, W. Spasojevich,

L. Bravantano and J. Oroby. Good luck, fellows!

We were all shocked to hear of the sudden death of Charley Gremley, who passed away during his sleep. Our deep sympathy is extended his family.

Our sympathy also goes out to the families of George Krijanovic, Anthony Galich, Anthony Merinovich and Wilbur Leech, all of whom died recently.

UTILITY: Motorman George Durkovic has won his wings and is now awaiting an assignment. Congratulations, George.

Three more of our men have left us for military service. They are Johnny Gusich, Larry Lindner and Walt Johnson. Good luck to you, boys!

Recently appointed youth warden in his block, Motorman James Conwell, who has a child or two of his own, refuses to get excited about the honor paid him. "What's a few dozen more kids to take care of?" he asks.

An authority on creeping bent is Chauffeur Ed ("Grandpop") Smith. See him and he'll make your bent creep or else!

Our sympathy goes out to Trolley Tenders Thomas Kenny and Walter Trew in the recent deaths of their wife and mother, respectively.

Car and Bus Repair

ARCHER: We had a nice visit recently from Sergeant H. M. Stuvee, who was back in the States after a long stay in Hawaii. Hope you have a good time while home!

Bus Repairman F. Pelzmann left us April 1 to enter Uncle Sam's Army. Our good wishes go with him.

We are glad to see J. Baranauskas around again after a long siege of sickness.

We offer our sympathy to Cleaner J. Lipinski, in the loss of his mother; and also to Former Bus Cleaner William Cook, now at 77th Street, in the loss of his wife.

77th STREET: Patrick Faherty, who is stationed at Fort Meade, Maryland surprised us by paying us a visit recently. He has picked up about 18 pounds since he left, and he surely looks great.

Ace Photographer Lee Johnson took several snapshots recently of Paddy and Joe Gamen for the magazine.

Another one of our boys, Lawrence Cory, Bus Garage, has enlisted in the navy. Good luck, Larry!

Horseshoe pitching is getting to be quite an attraction. Joe Porten, who specializes in throwing ringers, is tops among our boys; and anyone who disputes this and wishes to challenge him may come around some morning about 7:30 a.m. or at noon.

All the boys extend their deepest sympathy to Bus Repairman William Cook in the recent death of his wife.

General Office

BECAUSE YOUR scribe was busy viewing the cherry blossoms in Washington, D. C. last month, we weren't on hand to introduce Rita Cramer and Marge Deddo, the two new Purchasing girls, and to say good-bye to Dagny Christensen, Purchasing, who has left us to take another job.

Marine Mel Peich, formerly of the Executive Department, has returned to Chicago, where he is engaged in a 21-week course at Navy Pier for airplane machinists. Good luck, Mel!

Private Larry Gurioli, formerly of the Purchasing Department, whose photo appeared in last month's magazine, has been promoted to technical corporal. His home-town paper, *Highland Park News,* gave Larry a swell write-up. Keep up the good work, fellow!

Lula Billiter is the new young lady in the Insurance Department. We're glad to have you with us, Lula.

We have received some interesting letters recently from Private George Macak. Stationed with the army air forces at St. Petersburg, Florida, George recently was laid up for a week with a cold. He writes neither the nurses nor Southern gals in general live up to standards of the Northern girls. (All the gals here say thanks for the build-up, George!)

James Blaa, formerly of Transportation Department, looked very snappy in his navy uniform when he paid us a visit last month. Having completed his training at Great Lakes, he was awaiting further orders. Jim's father is a trainman at Lawndale.

Who would believe Eddie Cummings has been with the Surface Lines for a fifth of a century! Congratulations, you bloomin' Irishman. Shure 'n' begorry, you don't look a day over 21!—Emily Smith.

Schedule and Traffic

SERGEANT AL PISORS paid us a call last month with a bunch of cigars under his arm. The occasion was his marriage on April 10 to Jeanne Marie Smith. The newlyweds have set up housekeeping in Texas near the camp where Al is stationed. The best of luck to you both; and thanks for the smokes, Al!

Patricia Korn has joined our department and is busy getting acquainted. We hope you like working with us, Patricia!

Service men Bill Kendall, George Fisher, Bob LaVoie, Bernie Kincanon and Bill Worcester have kept our mailbag full of letters of late.—L. C. Dutton.

South Shops

WILLIAM LOESER, Blacksmith Department, became the proud father of a fine baby boy, weighing seven and one-half pounds last month. Congratulations to mother and dad, and best wishes for their young son.

We welcome our newcomer, Anne Yercich, to our office staff. We hope you will be happy here with us, Anne.

Old Doc Stork hovered over the home of James Sommer, Motor Repair Department, on April 20 and left a bouncing baby boy. Congratulations to the happy parents, and best wishes for a bright future for sonny.

Our sincere condolences are offered Walter Remotis, Car Repair Department, whose mother passed away recently.—Elsie S. Frank.

West Shops

THREE MORE of our boys from the office left us last month to enter Uncle Sam's Army. Ed Hess reported as being at Fort Lewis, Washington, and Ed Whiston is an aviation cadet at Nashville, Tennessee. Tony DiVito hasn't yet let us know where he is stationed. Our best wishes for good luck go with you, boys!

Besides a recent visit from Sergeant Tom Murphy, we have received welcome letters from Corporal Eugene Fogarett in Georgia; and from Sergeant John V. Cummings, who has won his wings and is now stationed in California. Keep climbing, boys; we are proud of you.

We know Spring is officially here when we look at two particularly happy smiling faces around the office these days. Harold Ebeling treated us with a box of candy to celebrate his marriage on April 24! Our congratulations and very best wishes to the happy couple for their future life.

A beautiful diamond ring sparkles on the finger of Elaine Lund and is the reason for her special smiles. It was placed there by Corporal Robert Haag while here on furlough. Congratulations and best wishes to Elaine and Bob; and many thanks for the candy, Elaine! —Mildred Habeger.

Attention, Girls!

MEN ARE DYING today on the field of battle. What are you girls doing to help win the war?

The American Victory Patrol, an organization of patriotic girls and women, has many different activities in which helpers are needed —the Red Cross Unit, Nurses Aide Unit, War Bond and Stamp Corps, Blood Donor Corps, and even a Dancing Corps.

Several Surface Lines girls already are members of the group. Others interested in joining may call Bessie Borkovich, Accounting Department, for further information.

Has Your Group Rung the Bell?

ARRANGED AT the right by the percentage of their number who are investing 10 per cent or more of their wages in war bonds through our payroll allotment plan are the 25 chief groups of employes.

Numbers following the names of those five groups which showed progress last month indicate the number of steps toward ringing the bell each climbed.

For information on the 10 Per Cent Club drive suggested for us by Treasury Department representatives, see page 5.



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