July,
1943





Surface SERVICE MAGAZINE

BUY BONDS TO BUY BOMBS!

AS BOND CONTEST ROLLS!



WHEN EMPLOYES at each of our 17 contesting stations began to push last month in their 10% Club war bond drives, these photos were taken.

Though employes from only three stations are pictured, the activities illustrated are representative of those going on at all 17.



All these Lawrence Garage employes turned out last month when Transportation and Repair men there held their war bond pep meeting.

The Treasury Department speaker at the affair lauded them for leading employes at all other depots in the amount of total payroll they are investing in war bonds and in the percentage of their number who are members of the patriotic 10% Club.

When Private Charley Baraglia returned on furlough from Porto Rico last month, he helped spur the bond drive at Division Depot by telling his former co-workers how soldiers appreciate knowing they are being backed up on the civilian front.

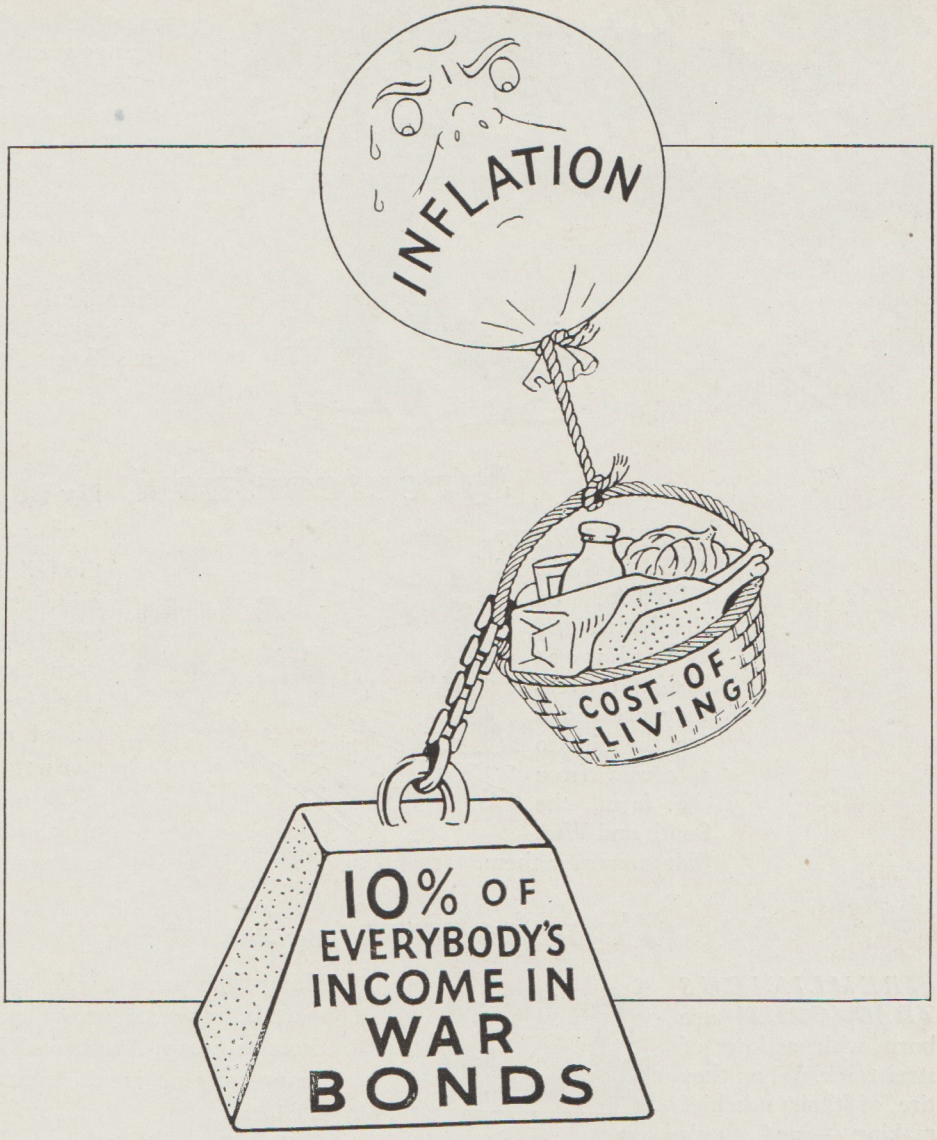
Left to right are Bill Tierney, Private Baraglia, John Fitzgerald, Bernard Kaplan and Fred Shippey. Both John and Fred are among the station's minutemen.



Though 77th Street's big bond meeting had not yet been held when this photo was taken, Minuteman John Mahon (right), president of the station's credit union, was helping brother trainmen boost their bond allotments.

Left to right, the other men are Jay Phelps, Walt Ose and Bill Winters.

War Bond Contest Warms Up



MINUTEMEN DEPUTIZED by the Treasury Department at all 17 of our stations are finding their hands full these days as employes at their respective depots strive to become the first group to enter bodily the 10% Club of war bond buyers.

Holding tight to the top position they gained in May, Lawrence Garage employes so increased their number of 10% Club members last month that their present standing is nearly twice as high as that of Limits men, who hold the No. 2 spot.

Tax Shouldn't Slow Bond Buying

Current bulletins and posters from the United States Treasury are emphasizing there's no reason why the new withholding tax which goes into effect this month should keep anyone from joining the 10% Club.

While the new tax, they point out, is popularly called a 20% tax, it neither increases nor decreases anyone's taxes. It merely changes the *manner* in which income taxes are paid.

"20% Tax" Not on Total Wages

The "20%" applies NOT to total wages, but only to that part of them in excess of regular exemptions; and the former Victory Tax is included in the withholding tax.

Because the new withholding tax will enable everyone to pay his income tax in convenient installations, there is now less reason than ever before for any wage earner not to be a member of the patriotic 10% Club.

Here's How Depots Enter Stretch

HERE IS HOW the Division 241 employes at each of our 17 stations are running as they enter the stretch this month in their 10% Club war bond race.

Contesting depots are arranged by the percentage of their employes who are backing up Uncle Sam by investing 10% or more of their wages in Uncle Sam.

Those with the highest percentage, of course, are listed first:

1. *Lawrence*
2. *Limits*
3. *North Avenue*
4. *Lincoln*
5. *Armitage*
6. *Cottage Grove*
7. *Blue Island*
8. *Noble*
9. *Lawndale*
10. *Division*
11. *Kedzie*
12. *Archer*
13. *Burnside*
14. *77th Street*
15. *Elston*
16. *69th Street*
17. *Devon*



ALWAYS TRYING to assist readers, a group of 11 SURFACE SERVICE correspondents recently completed the world's first truly scientific study of *gremlinicus transitorum* (transit gremlins).

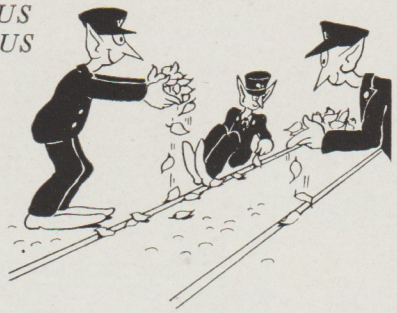
Some folks still believe only Royal Air Force pilots are plagued by these pixies. If you are one, the hope-to-die-if-we-tell-a-lie accounts by the correspondents on these pages, together with the accompanying drawn-from-life cartoons, will change your mind.

Don't let *gremlinicus streetcarius* and the other Latin monickers stump you. Whatever the language used to describe them, gremlins are still gremlins.

Streetcarius I

By Ed May

GREMLINICUS STREETCARIUS I hold forth on the North and Northwest Sides. Unless they are showing the city to a cousin from the farm, the South and West Sides never see them.



Their most successful bit of sabotage comes in the fall when they guide all falling leaves onto our rails, causing a car to slide after a motorman applies his brakes.

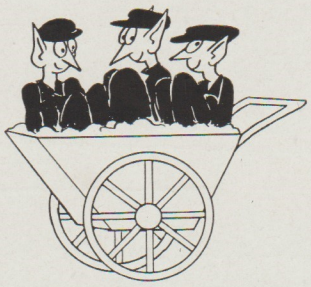
In damp summer weather, they amuse themselves by making bell cords snarl and draw up just out of reach for conductors when they want to give a start or stop signal.

On windy nights, summer or winter, they gang up and drive motormen nearly frantic by again and again knocking down the fenders.

Trackorum

By John Flynn

GREMLINICUS TRACKORUM are born with a love of steel track. When they tire of their mischief making — and that's darn seldom—they cop their snoozes in the cracks between our rails.



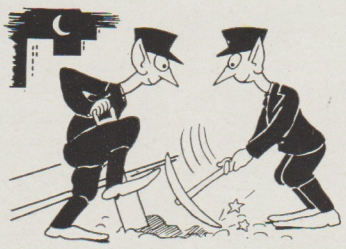
Track workers' most common complaint against these gremlins is that a crew of them are always filling their pockets with lead and riding atop the material in wheelbarrows, making loads seem three times as heavy. Another of their pranks is to drop heavy tools or granite paving blocks onto workers' toes.

Gremlinicus trackorum are crazy about rainy weather. When the first drop falls, they leap into hip boots and slickers and dash for the nearest street car viaduct. They plug the catchbasins in no time at all, and soon the water rises and our cars have to be rerouted or shuttled.

Busorum

By Ed Evenson

GREMLINICUS BUSORUM specialize in haunting buses. Their hatred of street cars is intense, the first of their tribe having developed nervous indigestion, then ulcers, after nearly being clipped by one.



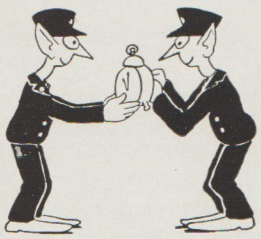
Most pesky trick of these gremlins is digging chuck holes along our bus routes in the dead of night in hopes of causing blowouts or broken springs. Knowing that in good light our operators can see and avoid the holes, they cunningly fill them in just before daylight.

Busorums turn out in gleeful gangs whenever a new operator is making his first trip with an instructor as a passenger. They never fail then to clash the gears noisily and cause jerky starts and stops.

Streetcarius II

By H. E. Harris

GREMLINICUS STREETCARIUS II do their mischief out Southwest and West. The North Side, they say, is too cold; and, because even the sight of water makes them seasick, they never go near the lake.



One of their favorite pranks is to push the switch on the alarm clocks of trainmen who are supposed to rise about 4 a. m. to "silent," causing scores of men each year to miss their runs.

They also delight in turning pennies sideways and causing conductors' changers to jam just when a crowd of cash fares is boarding.

Motormen who are a trifle late are plagued by these gremlins running along a little ahead of their cars and turning all traffic lights red just as they get the bell to go. Whenever the same motormen are ahead of schedule and must kill a few minutes, the gremlins "co-operate" by keeping the lights green.

Repairorum

By Mildred Habeger

GREMLINICUS REPAIRORUM aren't the nomad type. Let those foolish cousins of ours waste their lives, they say, riding street cars and buses; there's more work for a smart gremlin in the repair departments.



Dirtiest trick of these *repairorums* is tucking themselves away with a gremlin sized grease gun in the motor of some car or bus which is being repaired and squirting unwary repairmen in the eyes.

Both car and bus repairmen claim these gremlins lower vehicles which are being overhauled just enough to give workmen in the pits terrific bumps on their heads.

Another of their tricks is to carry heavy kits of tools to the end of a vehicle opposite the one at which repairmen are working.

Shopicus

By Elsie S. Frank

GREMLINICUS SHOPICUS, believing outdoor air is poisonous, never leave our shops. Because of their isolationist existence, they believe they are the only transit gremlins in the world.

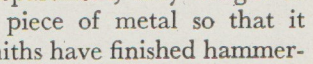


Shopicuses multiply rapidly, so all Shops departments have their full share of the pests.

In the Paint Department, they wait until paint has been mixed to just the right consistency before slipping in turpentine to make it too thin, or unmixed paint to make it too thick.

In the Blacksmith Department, they delight in blowing on a red hot piece of metal so that it cools before the blacksmiths have finished hammering or shaping it.

Frequently they annoy Printing Department employes by climbing upon a galley of newly set type and slyly turning a few of the letters upside down—



Utiliticus

By Charles Belasich

GREMLINICUS UTILITICUS, like the Utility Department's wreck truck chauffeurs whom they pester, are giants. Three toothpicks high and two and one-half across the shoulders, they can outlift all other transit gremlin tribes.



Whenever wreck truck crews are laying down hose bridges at the site of a fire, they delight in jabbing ice picks into the hose, causing it to burst and shower everyone in the neighborhood.

Another of their pranks—usually saved for wintery weather — is to guide the steps of men working in flooded viaducts toward open but invisible sewers.

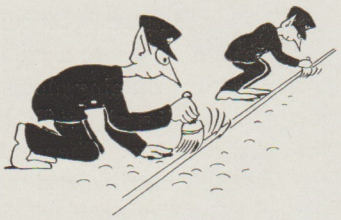
When a wreck truck crew is working feverishly to clear a blockade caused by a disabled car, *utiliticus* gremlins may be relied upon to move all necessary tools just out of the crew's reach.

(Continued on next page)

Streetcarius III

By Walt Story

GREMLINICUS STREETCARIUS III have a reservation which reaches from the Loop to the lake straight south to the city limits. Gremlin experts can easily tell them from *streetcarius I* and *II* by their peculiar walk.



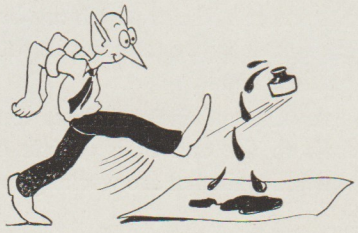
While they love to annoy all trainmen, their special delight is pestering motormen who are forced to make quick stops. As soon as a motorman releases some sand for a stop, they whisk it off the rails just to see the car slide.

When a crew is behind schedule, there's no length to which these gremlins won't go to make them still later. They hang on conductors' arms so they can't give quick bells. They make heels of alighting women passengers catch in the hems of their dresses. They even encourage drivers of huge truck trailers to stall in front of our cars.

Schedulorum

By Roy Dutton

GREMLINICUS SCHEDULORUM believe they are mathematical wizards. While the truth is that even simple long division stumps them, they are always on hand whenever Schedule forces begin making schedules or checking traffic.



While *schedulorum* gremlins are kibitzing around watching a schedule maker turn out an ink tracing, they frequently kick over the ink bottle and ruin the work.

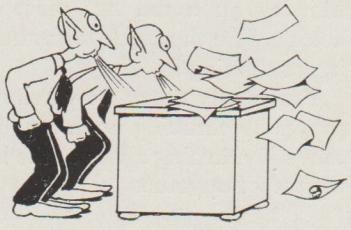
Not only the office force of the Schedule Department is troubled by these elves, for they love to break the points on traffic checkers' pencils just when the cars are coming closest together.

Last week a checker reported that two kid *schedulorums,* wearing blue zoot suits, stopped his watch while he was right in the middle of a check.

Officius

By Emily W. Smith

REMLINICUS OFFICIUS are general office pests. While lack of fresh air and sun has given them a sickly appearance, there's nothing anemic about their pranks.



One of their most annoying tricks these warm days when hall doors are often opened to let in some fresh air is to blow all the papers off workers' desks.

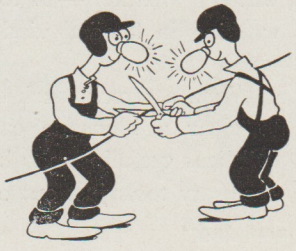
Another of their pesky desk-top pranks is to flip over pages on calendar pads, causing unwary stenographers to misdate all their letters.

Secretaries and stenographers say their most hated practice is waiting until five minutes before closing, then whispering in the bosses' ears that they should dictate some letters.

Electricalorum

By Billy Schenck

GREMLINICUS ELECTRICALORUM think their distinctive noses, which light up like fireflies' tails, make them the handsomest of all transit gremlins. Having kibitzed around our sub-stations and power lines ever since electrification, they have stored up more electrical energy than a new auto battery.



Most exasperating prank of these bulb-nosed sprites comes during the winter. Waiting until icy weather prompts heavy riding, they climb onto our overhead installations and, using heavy shears, snap the trolley wire.

Another of their tricks is to steal light bulbs—just after they have been installed—from starters' booths and trainmen's comfort stations in outlying sections, necessitating another trip and a new installation by a maintenance electrician.

SURFACE SERVICE MAGAZINE

A Publication by and for Surface Lines Employes

Published Monthly by

CHICAGO SURFACE LINES

231 South La Salle Street

CHICAGO

83 CPEU 101

Vol. 20 July, 1943 No. 3

WILLIAM H. BROMAGE . . . *Editor*

DON R. COWELL . . *Associate Editor*



HOME-FRONT HERO

While Motorman "Smiling Bill" Mahoney, a Kedzie veteran with 25 years of service, has always been well known among his brother trainmen, his trailing and capture on June 28 of a former convict who had shot and killed a West Side jeweler skyrocketted him to still greater popularity.

While all metropolitan Chicago newspapers were still talking of Bill's bravery, he was a guest June 30 on the Breakfast Club, Blue Network's popular morning radio show.

Perhaps the greatest tribute Bill received came from Coroner A. L. Brodie and Assistant State's Attorney Edward Healy.

"This," they said, "might well have been another of Chicago's unsolved crimes. Mr. Mahoney must be credited with preventing other crimes, even murders, by bringing about the killer's arrest at such great peril to himself."

Insurance Department Pays 12-Year Claim

WHEN OUR Insurance Department last month paid the $1,000 employe insurance policy of George Lyster, Lawndale, who had died 12 years before, its most unusual delayed claim case was settled.

An employe whose service dated back to 1887 and the first conductor to work a cable car on Halsted Street, Mr. Lyster moved to Texas in 1929, having been in ill health and on the inactive list since January 1, 1928.

When the Insurance Department made a special check recently, it was learned that Mr. Lyster had died on November 22, 1931. Because no previous word of his death had been received, his insurance policy had never been paid.

After checking Mr. Lyster's policy, the Insurance Department reached his son George, a resident of Chicago who was named as beneficiary. After learning with surprise of his father's insurance, he stopped in at our Insurance Department, as requested, and received the $1,000 check.

RECEIVING LIFE INSURANCE CHECK

Receiving a $1,000 check in payment of his father's employe life insurance is George Lyster (left), a worker at Chrysler Corporation's South Side war plant.

Presenting the check and closing the unusual delayed claim case is Superintendent of Insurance, Howard B. Storm.



BLOOD DONORS



Holding the registration cards handed them as they entered, our blood donors await a nod from the registration nurse.

Left to right, the girls are: Dorothy Abt, Helen Lowe, Marge Kohs, Loretta Klonowski and Irene Caugherty.

FOLLOWING THE LEAD of many other employes, five Accounting Department girls visited the Red Cross Blood Bank at 5 North Wabash Avenue late last month.

So that employes who haven't yet donated a pint or more of blood—blood which has saved the lives of thousands of American fighting men—may know what goes on at the Blood Bank, SURFACE SERVICE presents these step-by-step photos.



As she takes back her registration card which the nurse has filled out, Loretta is told where to report for her blood type test.

At extreme left is Mrs. A. B. Hedin. Wife of Motorman Al Hedin, Devon, she chanced to visit the Blood Bank at the same time.



Loretta, the first donor, stretches out while a nurse painlessly relieves her of a pint of blood.

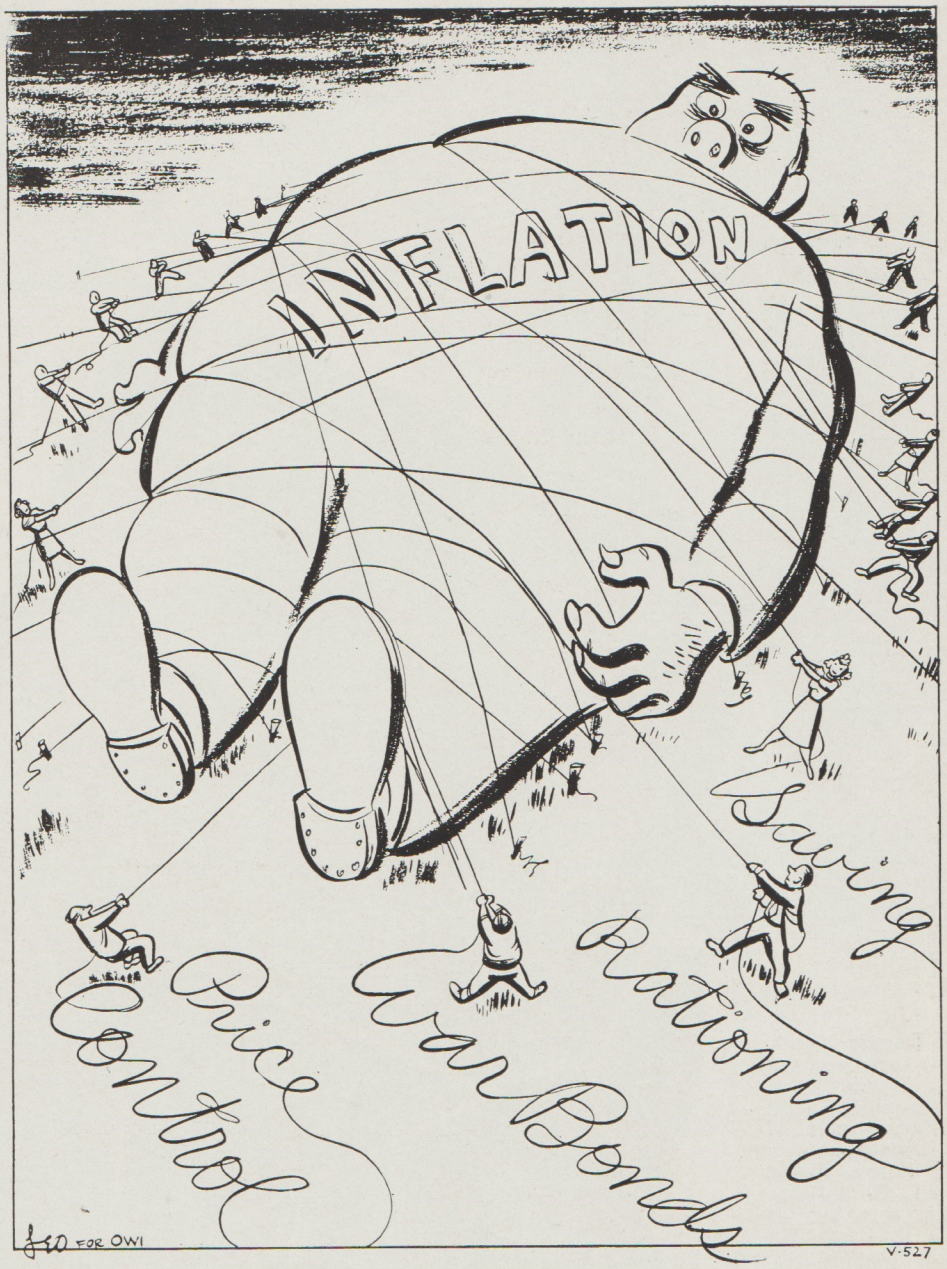
Unconcernedly awaiting their turns are the other four girls.

Wearing adhesive patches on their right arms, but still able to smile, the girls have some coffee at the last station.

Few men donors turn down the free cookies given donors with their coffee; but the girls, ever conscious of their figures, declined.



"He's Your Best Man," Says Waac



BECAUSE "HE IS considerate of people in all walks of life and looks spic and span, winter and summer," Waac Renee Kane, a former Chicagoan now stationed at Gowen Field, Idaho, wrote of Conductor Jim Garry, Division: "I remembered him from civilian life. During my furlough I rode with him again and he's still your No. 1 man!"

Praises Patience of Trainmen

Impressed by the courtesy of Conductor Bill Gleeson, North Avenue, who advanced his fare when he unknowingly boarded his car without money, Leonard Rich, an air corps instructor at Navy Pier, wrote commending him. "I have found your trainmen," he added, "tactful and considerate under stress that would try the patience of a saint."

The alertness of Motorman Joe Vandenover, 69th Street, whose quick stop saved a child from being struck by his car, was termed "heroic" by Mrs. A. J. Pearson, 1928 West 46th Street, who wrote warmly lauding him.

"A Pleasure to Ride His Car"

Pleased by the courtesy and quiet efficiency of Conductor Everett McElwain, 77th Street, Mrs. S. J. Bonkowski, 1524 East 84th Place, wrote: "Though he didn't rush people on and off, he didn't waste any time. It was a pleasure to ride on his car."

His courtesy and helpfulness toward physically-handicapped riders won Conductor Walt Gorey, Kedzie, a letter of praise from Mrs. Clarence Henning, who wrote: "You are fortunate to have such a courteous, friendly and considerate employe."

Lauds Courtesy to Aged Riders

After seeing him go out of his way four times during her trip to help aged passengers board or alight, Mrs. Katherine Jensen, 500 Diversey Parkway, wrote commending Conductor Lew Waddell, 77th Street. "In these days of stress and strain," she commented, "such service is especially worthy of merit."

"I am 77," wrote Mrs. Elizabeth Baier, 5520 North Broadway, in praising Conductor Henry Ketter, Devon, "and my pal is 81. Your conductor got off the car and lifted me and my pal down. If all your conductors were as helpful as he, we would take a trolley ride every day."

Camera News



Bob Forman (right), former employment clerk, Transportation Department, and Donald Henry, son of Assistant Foreman Harry Henry, Devon Repair, do a little broom pushing at Camp Roberts, California.

Long-time pals, they were inducted two weeks apart. When Bob was assigned to the infantry and Don to field artillery, they never guessed they would soon discover themselves at the same West Coast camp.

When Technical Sergeant Frank Cunningham, former clerk, Accident Prevention Department, visited his former co-workers recently, he was well taken care of.

With Frank, who is serving with an air forces ground crew at Scott Field, Illinois, are, left to right: June Austin, Glee Adams, Helen Conlon and Alice Sprenger, all of Accident Prevention.



While Supervisor Lou Cerone (right), Noble, struggles to button his World War I uniform, Frank, his 20-year-old son mops Pop's perspiring brow.

Thirty pounds heavier and a year or so older than when he finished his 14 months of service overseas in 1918, Lou is proud that Frank, who is stationed at Camp Howze, Texas, is carrying on for the Cerones in World War II.



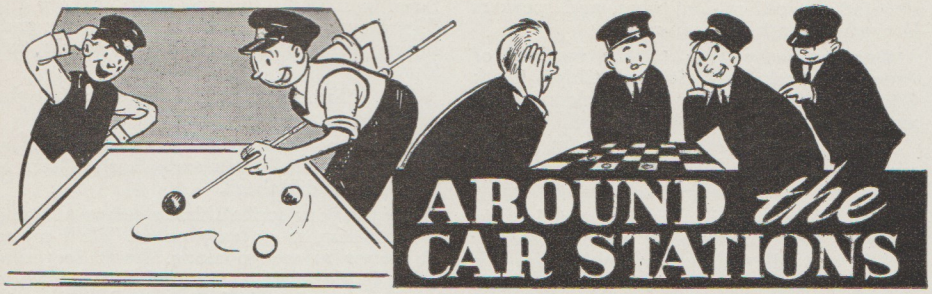


"The navy makes good coffee, Ma; but I'll take yours every time!"

So Jim Cepican, former clerk, Division Repair, tells his mother during his 10-day furlough from Great Lakes, where he recently completed his boot training.

On his return to Great Lakes, Jim expected to be assigned to signal work.

Motorman Morgan Grude, Division, snapped this photo.



Blue Island

BLUE ISLAND'S minutemen, Frank Ryan, Tom O'Brien, Mike Laban, John Vuyjtech and Morris Finklestein are out in full force for Division 241's Bomber Drive. These men agree that Blue Island's slogan, "Buy Bombs to Bomb Bums," is a very good slogan; but we must have a bomber to go with the bombs.

Come on, men, sign up for bonds and help boost Blue Island to the top of the drive. We are the men behind the boys that fight for our freedom. The least we can do is supply the boys over there with bombers, ammunition and all other fighting tools.

We have heard remarks that it is very hard on the pocketbook these days to increase the purchase of bonds because of taxes and the high cost of living. Since our men in the armed forces do not question to sacrifice their lives so that YOU and YOUR loved ones can live in a free country, the least you or any other American can do is to buy war bonds and more war bonds.

John Quaid, our night receiver, says: "I served in the navy during the last World War. In this war I am over age for fighting but I'm lending all the fighting dollars I can to Uncle Sam."

Clerk Joe LeFebvre is expecting a call into military service in the near future. Hoping to get in the air forces, he spent his vacation at Riverview Park getting used to high altitudes by riding the ferris wheel.

F. Becvar and R. Brown are back in harness and feeling fine after their long illnesses. Welcome back, boys!

Chief Clerk C. P. Star, we are glad to report, should also return to work soon.

Our deepest sympathy is extended to the family of Motorman L. Karschnik, who died June 16.

When Joe Tunzi walked along Lincoln Park Lagoon recently, he stopped to watch some small boys fishing. "Want to hold my rod?" one of the lads asked. Joe took the rod in his hand, and a few minutes later a game warden gave him a ticket for fishing without a license.

Pete Uhlik until recently was buying all silver dollars he could find. We understand he now has a keg full of them. If that's so, Pete, how about turning them in for war bonds?

Let's all do our part to buy that bomber to bomb those bums.—Steve Barton.

Burnside

BY THE TIME this is printed the 10% Club drive will be going strong. We hope each Burnside man who reads this will be already in the ranks of that patriotic group of war bond buyers. If not, there is still time to get your name on the dotted line. Come on, boys, let's go!

Everyone has heard the story about the goat "Judas" who used to lead the sheep from one pen to another in the stock yards and of how one day when he turned to retire he found the gate behind him closed and he had to follow the sheep through to their inevitable destination.

Well, here is one about Conductor D. J. Little, who for the last year has been the pilot of all the "Inductee Specials" and in that time has delivered hundreds of America's finest to the induction center. Well, on June 28 he joined Uncle Sam's fighting forces, via the same route. Now he knows how an inductee feels, when he becomes an inductee. We know the war can't last long now as even a Little can help a lot.

Speaking of our armed forces, Joseph O'Rourke, son of Supervisor E. O'Rourke of 79th and Stony Island, writes he has been promoted to corporal. We knew he would make good, for you can't keep a good man down.

Supervisor Ernie Freel spent his vacation at Hamlin Lake, Indiana and is still talking about scaled monsters captured there. Ask him about it.

Conductor ("G. Man") John Carr is getting quite a reputation as a tax (withholding) expert having been retained to help file that important data for Uncle Sam. If you feel you have been hit too heavily, you will know who to blame.

Motorman Leo Blummer, who was quite painfully burned about the hands while changing a fuse, is back at work again. He says never again will he change a fuse without pulling the trolley, observing safety first from now on.

Operator Bob Karolich is still out at Hines Hospital undergoing treatment for a leg injury sustained more than two years ago. How about dropping in to see him when you are out that way, and in the meantime send him a card. Just address it to the Veterans Administration, Hines, Illinois and he will get it.

Operator Bill ("Doc") Higgins spent his vacation in his back yard Victory Garden. He acquired a healthy coat of tan as well as helped out on the home front productive line. Very patriotic, we calls it.

When Operator Peter Hoendervoogt first went to work on the Riverdale line he found very little business, but after a couple of days of his super service, the riding got so heavy that he had to call for additional transfers. If this keeps up we may have to give Peter a helper.

Supervisor Johnny Jones is now playing safe. We have learned that he now carries two watches which he checks against each other. If they both tally, Johnny knows he is right.

When Motorman John Burke and his conductor, Bill King, were sent north on Stony Island recently, some one threw the wrong switch and Motorman Jim Cashman found them wandering around the North Side looking for the entrance to Lincoln Park. Jim soon put them right, and Burke swears he will never go up that way again without a guide.—Furgie.

Cottage Grove

AFTER MANY YEARS of faithful service Supervisor Herb Roth is leaving us for the West. He is going to be a tiller of the soil, helping to produce more food for the war effort. It is with much regret that we bid so long, Herbie. We wish you the best of luck in your new enterprise.

Athlete Cousar seems to be slipping according to grapevine reports. Seems that all the fellows are taking him regularly in golf. Why the sudden letdown, Les? Running out of competition?

The new sign-in cards for motormen are working out swell. If you fellows will just continue the good work of reporting all defects, large or small, it will be easier for all of us, and will enable the barn men to give us better working equipment.

Get behind the 10% for war bonds drive! Let's all go 100% for 10%. See any minutemen or clerks and they will be glad to help you become a member of that patriotic club.

Welcome is hereby extended to all the new men joining our station. If you ever need any help, ask any of the older fellows who will be glad to give you any assistance you may need.

How about some contributions for this column? After all, it is pretty tough to know everything that goes on around the depot. Let's have some news, fellows.—Ostet.

Division

THERE'S NOT a prouder man at our depot that Conductor Jimmie Raymond. His daughter Jean graduated from Austin High School last month as an honor student. Although only 18, she took and passed the stiff exams for government typists. Jim is undecided whether to let her go to Washington or get a job in Chicago.

Who's the motorman who actually installed his own air-brake system on his '31 Ford? Does it work? Why he can stop on a dime!

With all respect for our former "iron man," Conductor Harry Logerquist, our latest is Motorman Ed Zakrzewski. He'll "double up," "finish up," "extra trip," "draftees" or what have you!

Supervisor Art Kyrkow celebrated his 20th wedding anniversary by buying a war bond from one of our minutemen, Louie Felchman. Louis Sandler bought a $100 bond and his son Jerome purchased a $50 one. Conductor A. Hartowcz was the super salesman.

Almost any night last month you could hear the boys whistle as they passed the clerk's "cage." Why? Night Man John Gibbons was attired in the latest tan shorts.

Our nominee for the Hall of Fame for finding the most unusual item on a streetcar is Conductor C. Rocho. He found a watchman's 45-caliber revolver, complete with

holster and plenty of ammunition, plus a shiny badge and identification tag.

Servicemen Ed Bach, Ted Meier, George Bowler and Fred Anhalt visited us recently while home on furloughs. All of them are in top-top condition. After a medical discharge from the army, Conductor Andy Klich is back on the job again, and Conductor George Wdowik is our latest draftee.

We hear Harry Hodges is in an army hospital with an injured arm; John Wood of the navy has been to Africa twice; Charles Baraglia to Porto Rico; and Ed Bach to the Aleutians via a four-engined Consolidated Liberator. Ed tells us he is up for staff sergeant.

The old saying, "The Lord loves the Irish," was very much in evidence on June 5 when Night Repairman Mike Joyce not only started his vacation but also was presented a brand new baby daughter. Thanks for the cigars, Mike.

We just found out that Motorman Ed Raebe became a proud papa May 29. Congratulations! And don't keep the next one a secret so long. Use our News Item Box. That's what it's there for!

Let's all open our song books to the Happy Birthday page for the following children who have birthdays during this month: Elmer Badin, Jack Fournier, Donald Gilso, Sherwin Alan Lipitz and Bob Stelling.

Also a happy anniversary to each of these trainmen and their wives: Glenn Hopkins, "Bubbles" Cichy, Frank Fournler, Alvin Sachs, Harry Boldt, and "Iron Man" Zakrzewski.

BUY MORE

GIVE 3.....GET 4

Last month saw the passing of the mothers of Conductor John Augustine and Motorman Alex Delis, and the wife of Motorman Frank Abbey.—R. T. W.

Elston

THE WELCOME MAT is out for the new men who have been hired in the past month. When we can be of help to you, boys, don't hesitate to call on us.

A letter came recently from Private First Class E. Moore in Africa. His only regret, he says, is the brand of cigarettes he has to smoke over there.

Your scribe wishes to thank the men who donated the old radios, tubes, and speakers last month for the boys in camp.

Our sympathy goes to the families of Anton Kopeck and former Chief Clerk Charles Enerson who died suddenly last month.

V. Nelson, Harry Andrews, and A. Peterson, No. 2, all hospital patients, are doing nicely and expect to return to work shortly.

Otto Flintz, who is always wrapped up in his work, had a bad case of pleurisy recently and is now all wrapped up with tape. We hope you can drop the latter quickly, Otto!

Supervisor Art Jordon is under observation at a hospital. We're pulling for his speedy recovery.

A jeep a month could be purchased by Elston Depot men if each of us would increase his bond subscription $1 per pay day.

Your future is what you make it. Buy more war bonds and secure it.—Emmett Kane.

Lincoln

WELL, FELLOWS, 13th place is a very poor showing for Lincoln, but that's where we stood when ranked by the percentage of our total payroll being invested in war bonds in the last issue of SURFACE SERVICE MAGAZINE. Let's all pull together and show how we won all the trophies hanging in the depot. Our payroll savings drive is going into the home stretch, and we can make it 100%. You know we can do it, and let each one do his part and not let the other fellows carry the whole load.

Don't forget the bomber drive, boys. If each Division 241 employe will buy one extra bond, we can put it over with a bang. We have three months to raise $300,000. So let's get our quota bought as soon as possible.

We extend a hearty welcome to the following men who have joined us in the last few weeks: Conductors Frank Sparacio, Harry Frontczak, Max Loewenbein, Harold Gottstein and Lester Bunge, and Motormen Joe Bohelski, Walter Vierke, Joe Moore, Marty Hanf and Bill Taylor.

We deeply regret the passing of Chief Clerk Charley Enerson. Although he was with us for only a few months, we all felt as if he were a lifelong friend and his death was a shock to us all.

Earl Boyer, is now stationed in Rhode Island. His address is U. S. Coast Guard, Block Island Station, Block Island, Rhode Island.

Corporal George Loewe writes that the weather in California is fine, but the zoot suiters are bad. His address is Battery A., 311th C. A. (BB) Bn., Santa Monica, Calif.

Don't forget to write to the boys in service. They are always glad to hear how the home front is going along.

George ("Pudgy") Mindak, our cub reporter, dug up the following news items:

Since the high schools have closed, (Wild) Bill Loughrin pulls in now with a clean shirt. When schools were open, he usually came in with his shirt collar covered with lipstick.

Augie ("Riverview") Meske is sure getting lazy these days. If he doesn't get a student every day, he is disappointed.

E. R. ("Bensenville") Anderson says that farming is O.K., but you have to keep the dogs down. He really has a fine system; and, if you want to find out how it works, ask him.

Bill ("Fisherman") Colgan, says that the popper business has gone to the dogs.

Efficiency with a smile is personified by Supervisors Al Gibbon and Charley Kerr at Fullerton and Halsted.

This is your scribe's first attempt at being a columnist, so go easy on us. We'll try to do better as we go along. Don't forget to bring in the news and especially letters and good action pictures from any of the boys in service.—Ed Hutten.

Noble

BOOST YOUR bond buying through the payroll savings plan. Contact any of the newly authorized bond salesmen (minutemen) who have been appointed by the Treasury Department to help you boost your bond allotment here at Noble. Those bond salesmen are Bill Brietzke, Jacob Kolasa and Cliff Enger.

The weather has been fine for our vacation men. If they all come back with marvelous fish stories we'll have to ration both the fish and also the stories.

Last week your scribe was to have the honor of being rowed around Fox Lake by Jake Kolasa. At the last minute, however, the plans were upset and Jake was relieved. Barney Malecki, Lawrence Pawlak and Jake did go fishing, and about 20 big ones got away.

The inquiries about our bachelor conductor, Frank Fischer, were so enormous that he is walking around on air glad to know there are so many girls still looking around for men. Don't let that ring get green, Frank. Just keep on picking them over.

If you happen to see a swell-chested motorman roaming around the depot, kindly pay no attention to him. He is none other than Phillip Freedberg, who passed his one-man car test recently with flying colors.

The armed forces have reached into the pantry again and taken away a few more of our choicest motormen. Andrew Wendt was inducted into the navy and R. Walton and R. Pawloski have entered the army When you have some spare time, boys, let us hear from you.

Supervisor Art Jordan is in the Edgewater Beach Hospital for observation. Hope it is nothing serious, Art. Why not pay him a visit, boys?

The Hats Off Department bows to Richard Kempiak, whose daughter has enlisted in the Marines.

Our heartfelt sympathy is extended to Stanley Bonk and his family whose wife and mother passed away, also to Adam Sviontek in the recent death of his brother.—Charles Karcal.

North Avenue

FOR EVERY competent, assured person using our service today, there are at least three shy, bewildered people in need of direction and advice. The former, seasoned passengers, know how to take care of themselves. They swing aboard the car; they have their fare in readiness and cause no delay to the conductor; and they find a seat and in some way make themselves comfortable. This

Front Cover

WITH THE SLOGAN "Buy Bonds to Buy Bombs" and a drawing which shows how those bond-bought bombs will be used, the front cover bears an Office of War Information photo.

Taken at Fort Benning, Georgia, the airmen in the picture are army bombardiers.

type of person patronized our service before, during and after the depression, and will continue to do so because our service has measured up to his requirements.

However, the vast majority of our passengers during the present crisis need extra consideration from the conductor, operator or motorman. Formerly, perhaps, they found their automobile the convenient way to get about. Rationing now has made it necessary for them to travel by street car and bus—a new experience. This, itself, causes them to ask questions, be hesitant, thereby slowing up trainmen in the performance of their duties.

With large crowds at every transfer point and the time short, a conductor is "put to it" when a passenger must be shown extra consideration. What should his attitude be? The same is true of the motorman and operator as they realize their car or bus must be operated as nearly on time as possible in order to provide adequate and spaced service. Yet passenger after passenger requests information and direction. It is enough to bring gray hair even to a young head.

There are any number of reasons behind the casual passenger's trip, some desperate, some heart-breaking—all causing a certain indecision which makes the passenger turn to the street car employe for assistance. What is this response?

The ideal reaction on his part is, of course, one of courtesy, kindness and helpfulness. This reaction may emanate from two sources, the first from the wish to practice the Bible precept of "doing unto others as you would have others do unto you." The second motive may be more selfish. It may have as its foundation the thought that if these passengers are to continue to use our service after the war they must be impressed now with the humaneness of us who serve them.

Cars and buses may be late, better equipment barred for the duration, comfort negligible because of the crowds. These conditions our passengers accept because of the times, but they know that courtesy is not rationed. The kind word, the helpful act may make habitual street car users of these new passengers in the days to come when choice, not necessity, dictates the mode of transportation. Selfish or not, this should be a thought for every contact employe to consider.

Gruff attitudes, the brine from angry impatience, thoughtless negligence on the part of employes, corrode the minds of passengers. A way should be found so that these characteristics might be curbed, shopped for repairs, as is done when any mechanical device of a car or bus goes out of commission.

Unfortunately there is no checkup on dispositions, and the repulse that one employe encountered and passed on to another will finally reach the public. This may be transmitted by a thoughtless supervisor, at the caller's window, or among the crews on the street but it seeks an outlet and its effect is disturbing. "Stop, Look and Listen" is the caution for physical safety. Stop, Look and Listen should guard as well when courtesy, kindness and helpfulness can build up a favorable reaction to the street cars and buses as employes serve the patrons.

Passengers pay for what they receive and it is because of them that we street car employes are necessary. If each employe is helpful to the other, building up a spirit of good will and understanding, so will the kindly, constructive endeavor build up the patrons' appreciation of our service and our wish to serve adequately and well.

Like the circles that widen and widen when an object is thrown into a pond, just so do the circles of good will and kindly co-operation spread among street car men, making all work a pleasure. We recently overheard a passenger say, "The car was crowded and we had to wait 10 minutes for another, but we all had a good time because the conductor and motorman were so jolly." In her mind, it was the attitude of the trainmen that influenced the reaction of their passengers.

However trite the adage that a smile begets a smile, certainly a smile indicates a wish to be courteous and helpful.

After the war we are going to be faced with the toughest competition ever known. Now is the time to be making friends for the future. Courtesy, teamwork, helpfulness, efficiency and consideration will make victory for our country yield victory for our service as well.

On the front cover of the last magazine we were pleased to note our own Carl Helgerson occupying the honor position even though he was minus that famous smile of his due to the sun's glitter in his eye. Some of the boys thought that faraway look came from watching his follower. At any rate, it was good, so were the pictures of Operator Hill and Motorman Vallincourt.

We were sorry to learn that Conductor A. Bjork, now serving in the armed forces at Glenview, was injured last month. He is now in the hospital at Glenview with a leg fracture.

Congratulations to Adolph Schelkopf, who was presented a fine baby girl June 16. The little lady was named Donna Marie. This makes a family of three boys and one girl for Adolph. Supervisor Earl Peterson was also presented with a daughter on June 12 and the little lady was named Linda.

Clerk H. Hawkins has returned from his vacation with a sunburn and loads of fish tales.

All the boys are still looking forward to that invitation from Supervisor E. Havlicek of Blue Island. We all had promises of a big blow out on the Havlicek plantation in Stickney, with Havlicek "popping" when he got his back pay.

Harold ("Lockjaw") King says that Elmwood Park needs a Saint Patrick. He found two snakes on his bus out there. He thinks that Frank Dieboldt knows something about it.

Supervisor E. Havlicek, Blue Island, made a deal with Supervisor Jacoby, to furnish Jacoby with goat milk if he would allow the Havlicek goats to graze on the Jacoby creeping bent.

Operator Paul ("Diamond") Simons is not worried about the gas rationing, he has got a car without a motor—it is so equipped that it may be either pulled or shoved. King says it is known as the new Pushmobile.

We hear Al Thorp has offered his master paintings to the club house of the Sons of Norway.

There is a boy in the bus garage who really believes in teamwork, co-operation and good humor. All the bus operators have agreed that Mechanic Ted Paneck is always there with a helping hand and they all speak well of him.

Clerk Sylvester Glass left us last month to serve in the armed forces of Uncle Sam. He is now located at Camp Custer, Michigan. Glass will be well remembered by all the boys here, and they all wish him the best of luck. And, while we are on the subject of clerks, Chief Bob O'Connor has a fine bunch of lads with him back of the window. A clerk's job is no snap here at North, and at times their work is much heavier than ours on the street. So play the part of a good trainman and don't crowd these boys when calling or turning in.

Bud Larrisey and Eddie Kowald are going to put on a wrestling match. Kowald says this will help reduce their stomachs so they will not interfere with the steering wheel.

Supervisor Victorson was a happy lad last month when his son, W. Victorson, who is stationed at Camp Blanding, Florida, spent his furlough with him.

Julius ("Sneezer") Tedeschi is now working a night car with public enemy No. 3 on North Avenue.

Drop your news in the "News Box!"—W. G. Echols.

Seventy-Seventh

JOE LENIHAN'S Victory Club is unique in its various functions. Joe is vice president and the club gives each member going to the service a $25 war bond, and a fist full



of spending money when he comes home on leave. So far about 75 lads have received this generous gift, and quite a few have had their leaves brightened by the cash award. Dances, benefits and card parties arranged by the busy V. P. help pay the freight, and the club is a real contribution to victory.

Patriotic activities also occupy a major part of the off-duty hours of our talented scribe Supervisor E. C. Tocci. He never misses an opportunity to further the cause of unity in the war effort. Recently he addressed a distinguished gathering at the American Legion McCullough Post. Assembled were prominent members of various civic and fraternal organizations of the city, and Ernie's appropriate remarks as the representative of the Chicago Surface Lines were genuinely praised by the audience.

Some talents of R. E. Hedgren are sharpshooting and Chinese interpreting. We don't know about the shooting, which might be interpreted figuratively as well as literally, but we actually saw him reading a Chinese sign. Of course, he might have been just admiring the characters; but it looked awfully suspicious.

C. C. Hathaway is partial to red-door-handled Pullmans. He claims there's more zip in 'em. It's a rare specie, and our experience is that maybe the red handle hasn't as much to do with it as has "Zip" Hathaway himself.

Little Collette Flynn came recently to grace the family of ballplayer Joe Flynn and Mary. We know both Joe and Mary are tickled with the boy and girl combination. Joe feels it's like cleaning the bases with a home run. Best of luck to the newcomer.

If you thought you were hot last month, you should consider the predicament of Sergeant of C. J. Lattimore with an armored division in California. He writes he likes the service all right, but he's willing to give away his share of the 109 degrees in the shade which they have been having there. And we say he can keep it, for degrees 95 is enough for us!

Our sympathy is extended to the families of P. F. Melaniphy and J. J. Maloney, who died last month, and to the following men because of recent deaths in their families: Motorman S. Farrell, his brother-in-law; Conductor J. J. Lanigan, his mother-in-law; Conductor Patrick Byrne, his mother; Motorman O. O'Rourke, his brother; Motorman J. Stanko, his daughter; Motorman J. B. Smith, his mother; Conductor H. J. Gustafson, his mother; and Motorman J. H. Farrell, No. 2, his brother-in-law.—Walt Story.

Sixty-Ninth

BECAUSE WE haven't seen much of the depot for the last month, our supply of news this time is rather meager.

Motorman James Viscariello has been accepted for the army, and our best wishes will follow wherever he may serve.

Here is one more story about John ("Bull") Connolley's victory garden. He set out a lot of tomato plants with the coming of warm weather and two or three days later was surprised to find that one of them had produced a large red-ripe tomato. Examination disclosed that someone had playfully tied a tomato on one of his young plants. Just trying to make John feel good evidently!

Instructor Roy Harrop, our tunnel expert, has returned to work after a restful vacation which he spent washing walls and housecleaning generally. He has now resumed his underground sightseeing tours for extra men in the Van Buren Street tunnel.

Matt ("Duckfoot") Schneider stood in line for three hours at each of two different shoe stores on June 15, trying to redeem his expiring No. 17 shoe stamp. All he got was the disheartening information that his size was no longer available. He says he is going to start hunting for a place to spend his No. 18 coupon right away.—H. E. Harris.

CHANGING SERVICE FLAG NUMBERS

Holding up one of our 24 service flags on which she has just changed the digits that tell the number of employes in military service from 851 to 941 is Stenographer Alyce Kostner, Engineering Department.

Recent draft calls have drained Surface Lines men at a faster than usual rate, and most of the 90 new men left us last month.





Departments and Divisions

Accident Investigation and Legal

WELCOME IS extended to these new employes: Clerks Angelo Traficanti, Margaret O'Donnell, twins Regina and Rita Kuzius, Michael Vitale, William Hoskins, Statementman Harold Doody, night Typist William Pittman and Office Boy Richard Conlisk.

Accident Prevention Department also has a new employe, Betty Lysaught. We're pleased too, to meet you, Betty.

Statementman Gabriel Grimaldi and Investigator Ed Hays made the Honor Roll last month when they left to join the armed forces. We're waiting to hear from you, boys.

It's a boy, and congratulations are in order for John O'Neill. Daniel Lawrence was born at St. Anne's Hospital June 4, weighing in at 10 pounds, one ounce. He'll soon be more than a match for his two sisters Patricia, four, and Kathleen, two.

Bill, we all missed you while you were away and, we're certainly glad to see you back again. That's no kidding, Mr. Henderson.

Marian Viggiano was married to Ralph Eberly at St. William's Church on June 27. The reception was held at the bride's home. At the office the day before Marian was presented a gift certificate. Your many friends wish you all happiness, Mrs. Eberly!

Our sympathy is extended Margaret Malloy whose mother passed away on June 25, and Lorenzo Thomas whose sister died the same day.—Audrey.

Accounting

WE EXTEND a hearty welcome to Edward Francoeur, Evelyn Murphy, Selma Voight, Elizabeth Steller, Dale Towler and Anne Rubik, the latest additions to our personnel.

We congratulate and wish a long life of happiness and contentment to newlyweds Ruth Mary Smith and Eugene L. Hinckley and Maurene Becker and John L. Rietz. The men are members of the navy and coast guard, respectively.

Our best wishes follow Elliot Hirsch, Timekeeping Department, and Charles Trakshel, Blue Transfer Department, who recently entered military service. Their leaving raises to 22 the number of stars in our departmental service flag.

Private Ray Backlund writes from North Carolina that his next course in the army is "street fighting." He sends his best regards to

all, and reports he would appreciate hearing from any of you.

To the proud parents, Walter and Mrs. Oquist, we extend congratulations on the recent birth of Susan Louise at the Swedish Covenant Hospital.

Orchids are due Bessie Borkovich who has been awarded a pin by the American Red Cross for completing 144 hours of production work. She has also received a pin from the Treasury Department for helping to sell war bonds and stamps.

Birthday greetings were extended last month to Sophie Danielson, June Noren, Ramona Williams, Dorothy Abt and Doris Brown.

"A grand time to remember" is the way Mary Stomner speaks of her recent vacation spent in San Antonio, Texas, with her sister.

Marion Gustafson reports she enjoyed her vacation by spending two very restful weeks at home, and visiting during one week-end her boy friend in the navy air corps at Greencastle, Indiana.

Dorothy McGuire and Isabelle Glass spent their vacations in Chicago enjoying a few of the many attractions which our fair city has to offer.

After trips to South Bend, Starved Rock and visits to Cubs ball games in company with James Paulus, who happened to be home on furlough, A. W. Johnson returned to work full of vim and vigor.—Thomas F. Coan.

Electrical

GEORGE CLARK, testing engineer, and Phillip O'Grady, maintenance electrician, following several weeks of heavy training as coast guard reserves, were seen at inspection day in their white summer uniforms. They both looked fine, and deserve our praise for their patriotic use of their off-duty hours.

Our new member of the Downtown Office is Kenette Glentzer. We welcome you and hope you like working with us.

Ruth Monnahan, Downtown Office, is spending her vacation somewhere in the East. We wonder if she's near some army or navy camp!

Sergeant Thomas Tapling paid the boys



"S-h-h! There are ladies present—I think!"

at Grand and Leavitt a visit recently, and extended his regards to all of his fellow workers. Tom was on furlough from Fort Barrassas, Pensacola, Florida.

James Solon, machinist mate 1/c, visited us from Camp Bradford, Norfolk, Virginia. He has seen 10 months of service.

Lawrence Reilly writes that he is really enjoying navy life abroad one of Uncle Sam's battleships. He asked to be remembered to all the boys.

We received recent word of the wedding of Fred S. Hince, a first sergeant at Camp Walters, Texas, to Betty Jane Trainer, of Mineral Wells, Texas, on February 6. Congratulations, Fred; and best wishes to both of you. Fred formerly worked in our line division.

Our sympathy is extended to Stephen Gecan, Van Buren Sub-Station in the loss of his mother; Edward Emoritz, of the armature winders, in the loss of his sister; and to Arthur Sandberg, Downtown Office, in the loss of his mother.—Billy.

Engineering

BUILDING: Dick Koch, back from a fishing trip in Northern Wisconsin, claims he caught both fish in the lake.

Dugald Lamont, our genial old-timer, is in Grant Hospital. His many friends wish him a speedy recovery.

TRACK: Mrs. Gertrude Figge enjoyed her vacation in South Dakota. She was accompanied by her son, Sergeant Harvey, who was on furlough.

Uncle Sam showed his generosity by issuing furloughs at the same time to the following men of this department: R. Ruzich, D. McCauley, J. Kelly and H. Figge.

Our latest additions to the armed forces include E. Przenioslo, N. Spitalli and P. Abbate.

Our deep sympathy is extended to the family of Louis Mornar, who passed away recently.

UTILITY: After 50 years of faithful service, Theodore Nelson retired July 1. We wish him the best of luck.

Ed Smith's son, Francis, who has been serving in the merchant marine, is home on furlough.

Helper Tom Cuci is recuperating from an illness. We wish him a speedy recovery, and hope to see him back to work soon.

Chauffeur Joe Kamenjarin has really gone in for victory gardening—just a mere ten acres.

We tender our sympathy to Chauffeurs Tony Anderson and Maurice Griffin in the loss of their father and sister, respectively.

Schedule and Traffic

EDDIE THOMPSON, of the U. S. Army, paid us a visit recently. The uniform along with Eddie's winning personality certainly attracted the girls.

William Worcester is now a midshipman in the Naval Air Service. He is very busy learning all about the art of flying.

Welcome letters from Sergeant Al Pisors and Private George Fisher were in our mail bag last month.

Vacations are now with us, and we have a report from Luanna Bierwalter that California is a swell place.

Ruth Strand put in her two weeks down on the farm, helping to win the war on the food production line.—L. C. Dutton.

South Shops

RICHARD J. BULAK has been appointed foreman of the Machine Shop. More power to you, Dick; we all wish you success!

Elsie and Ernest Frank, Office and Motor Repair, respectively, spent their recent vacation moving and again getting accustomed to urban life.

Harry Ott, Machine Department, brought a lovely bouquet of green onions to work from his victory garden recently. They gave a pleasant tang to lunches of all his coworkers.

The Paint Department's two proud daddies are Vernon Howe, papa of an eight-pound boy, and Marshal Grant, father of a seven and one-half pound girl. Congratulations, boys; and thanks for the cigars!

Bill Janssen and Tony Salkauskas, Motor Repair, chose the marines and combat engineers, respectively, when they entered military service recently. Good luck to you, boys! Let us know how you're doing.

Our best wishes follow Assistant Foreman Edwin Anderson, Machine Shop, who retired July 1, after 53 years of service. All of us hate to see you leave Ed; pay us a visit whenever you can.

Our deep sympathy goes out to the family of August Boshold, Motor Repair, retired, who passed away June 15, and to J. Golden, Car Repair, in the recent death of his father.—L. B. M.

West Shops

DURING THE LAST few weeks several of our boys were home on furloughs and visited us. Private Lemke and Corporal Eugene Fogarett, both in Uncle Sam's Army, are living examples of the fact that army life agrees with the boys; and Gus Girardi who is stationed at Great Lakes, tells us he also is well taken care of.

Andy Barr, merchant marine electrician, was granted a furlough after having just returned from Africa aboard an army transport. Andy spent some of his precious time telling us a few of his experiences and mopping his brow while doing so. It was one of those hot humid days, and Andy assured us that it wasn't half so hot in Africa.

A V-Mail letter was received recently from Captain Dick Maerz, former timekeeper at West Shops, and a mighty welcome letter it was. He wrote from the Southwest Pacific Area, having shortly before left Guadalcanal. He tells us he gets the SURFACE SERVICE MAGAZINE regularly, and keeps in touch with us even with so many miles between. When Dick reads this, we want him to know we are pulling for his speedy return.

Two new recruits have been added to our ranks at the office, and we are happy to have Peggy McCarthy and Raymond Edwards with us, we hope you both feel at home here.

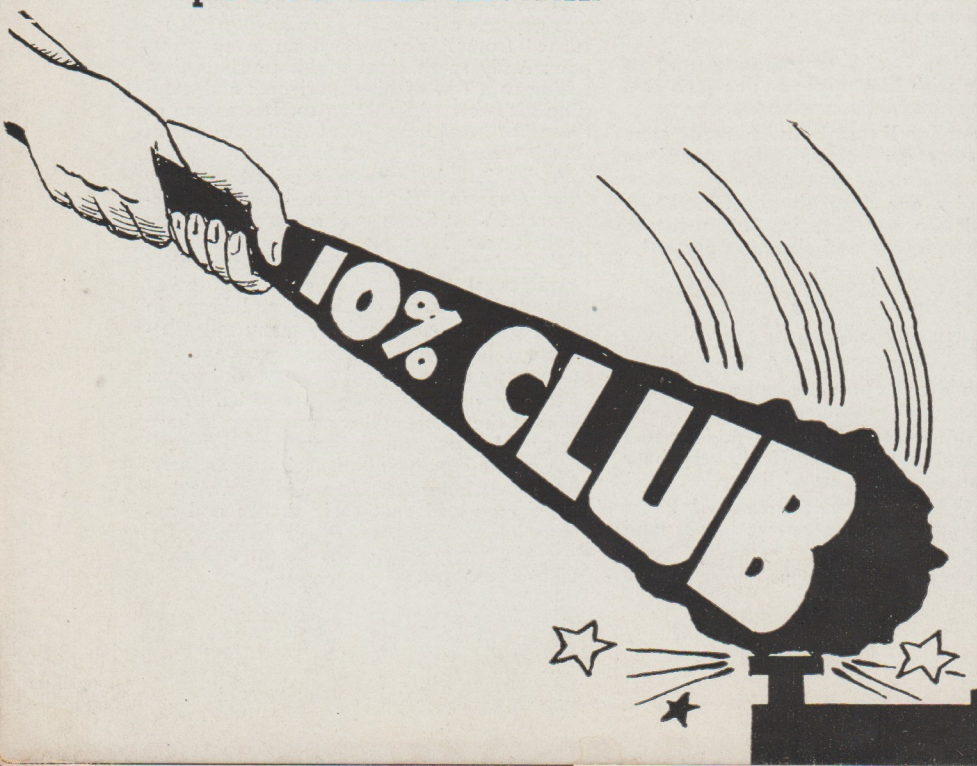
A recent letter from Mr. and Mrs. Arthur Bowes requested that their thanks and appreciation be extended to all employes for their kindnesses when Mr. Bowes retired.—Mildred Habeger.

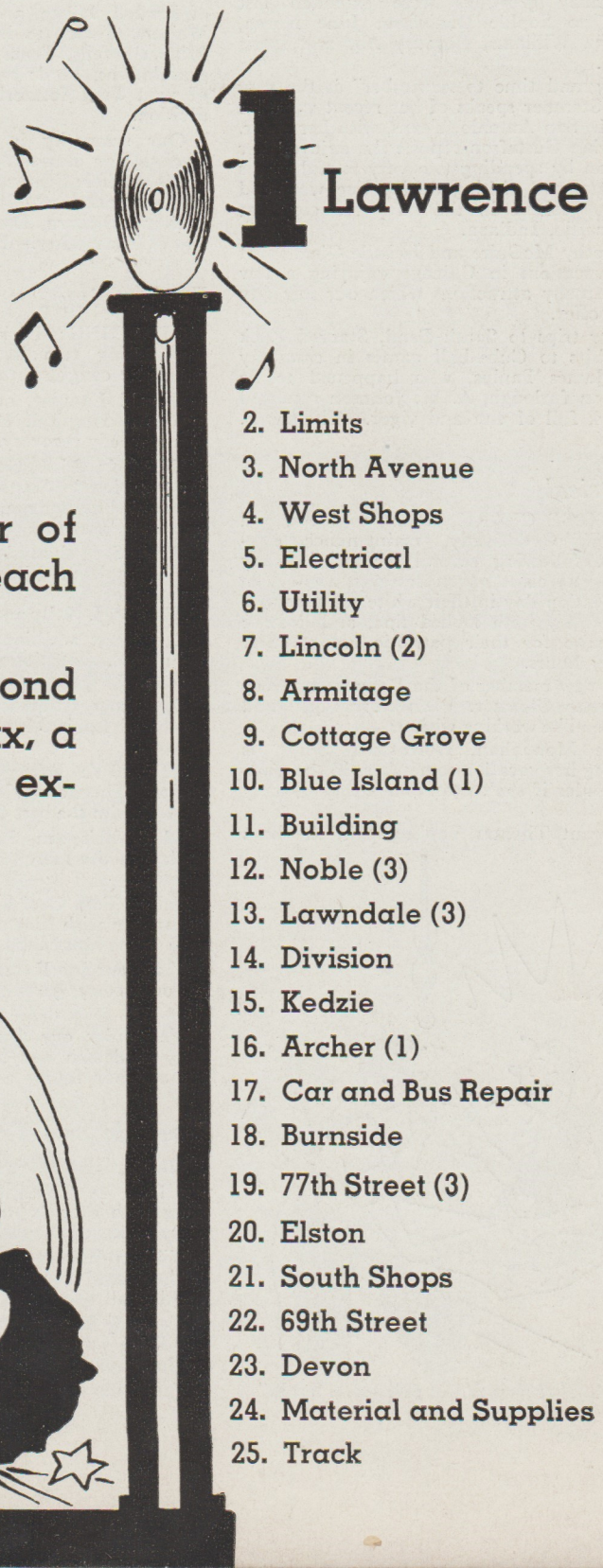
Has Your Group Rung the Bell?

RANKED BY the percentage of their number who are investing 10% or more of their wages in war bonds through our payroll savings plans are the 25 chief group of employes.

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

With Division 241's war bond drive moving toward its climax, a hot battle for top positions is expected this month.





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