

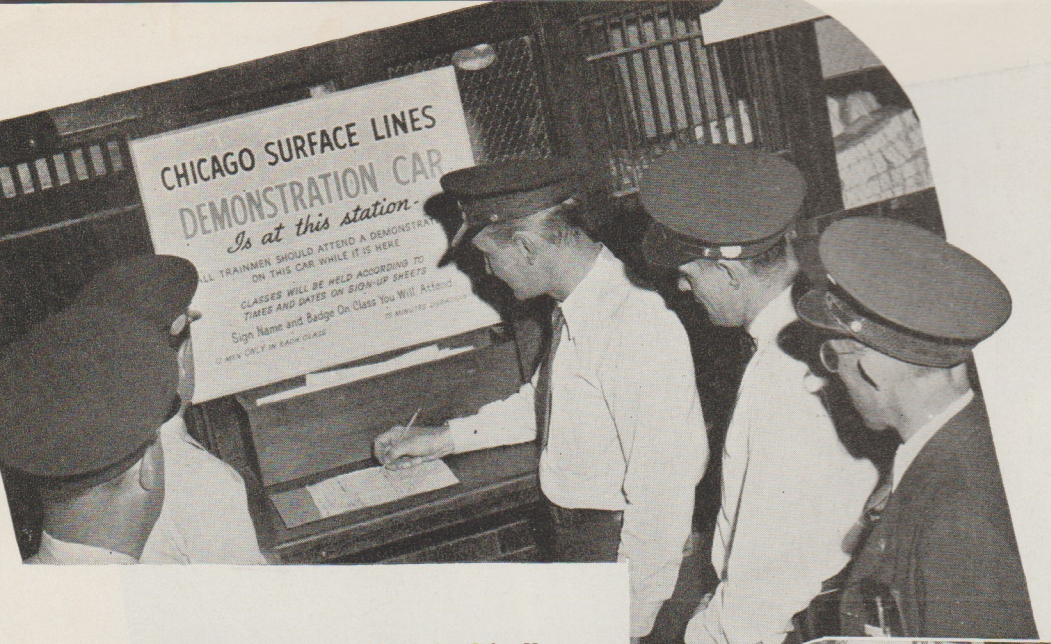
Schoolhouse on Wheels Starts on Page 2

Surface Service

MAGAZINE

August, 1943

ALL TRAINMEN TAKE REFRESHER COURSE IN *Schoolhouse on Wheels*





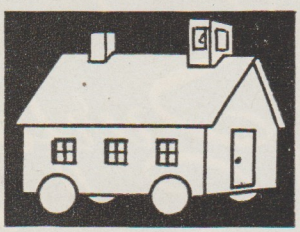
While one trainman writes down his John Henry for a trip in the "schoolhouse on wheels," four other North Avenue "old-timers" read the announcement poster as they await their turn to sign up.

Although the demonstration car still is at North Avenue, trainmen at other depots can learn the order in which they will have a chance to ride it from the story at the bottom of this page.

With a load of 12 new men, all of whom are putting in their 15th day as students, the demonstration car travels over a Loop street.

Along both right and left walls are equipment parts usually hidden from view in or under the car. The cause and cure for mechanical or electrical trouble in each is demonstrated by the car's crew of instructors.





EVEN OLD-TIMERS with years of service on the front and back platforms of our cars are scrambling to sign up for the 75-minute refresher course on No. 1466, the newly equipped and painted schoolhouse on wheels.

Designed primarily for the instruction of new men, the demonstration car was used only for that purpose until last month.

But when old-timers at Archer Depot, where the car was being housed, spied its display of all working parts usually hidden in or under our cars, they asked why they also couldn't have the chance to learn to know them better.

"With some equipment parts nearly impossible to replace due to the war," they reasoned, "the more we know about them the more we can help conserve them."

The decision was soon made to give the more than 12,000 trainmen at all stations except Lawrence Bus Garage a chance to ride the rolling schoolhouse and see a team of instructors demonstrate the cause and cure for mechanical or electrical trouble in each working part.

Immediately hundreds of experienced trainmen at Archer, then at North Avenue, the demonstration car's second stop, began signing up in droves for a 75-minute return to school.

Exact dates for the demonstration car's visit to each of the remaining 14 stations can't be accurately forecast now, but this visiting order will be observed: Lawndale, Armitage, Cottage Grove, Division, Burnside, Noble, 77th Street, Elston, 69th Street, Lincoln, Blue Island, Devon, Kedzie and Limits.



Instructor George Riley demonstrates the proper way to replace a ribbon fuse, which serves as a safety valve for a car's electrical circuit.

Improper replacement methods, he explains, caused serious hand and facial burns to 12 men during the last 12 months, while the use of more than one fuse or a fuse of the wrong size has often brought about the destruction of hard-to-replace electrical equipment.



After demonstrating how to throw the switches (upper right of controller) which are used to cut out a motor, Instructor Roy Goodrich explains the whole controller mechanism.

When riding the demonstration car, all trainmen, new or old, are given a chance to brush up on their knowledge of cutting out motors on both two- and four motored cars.



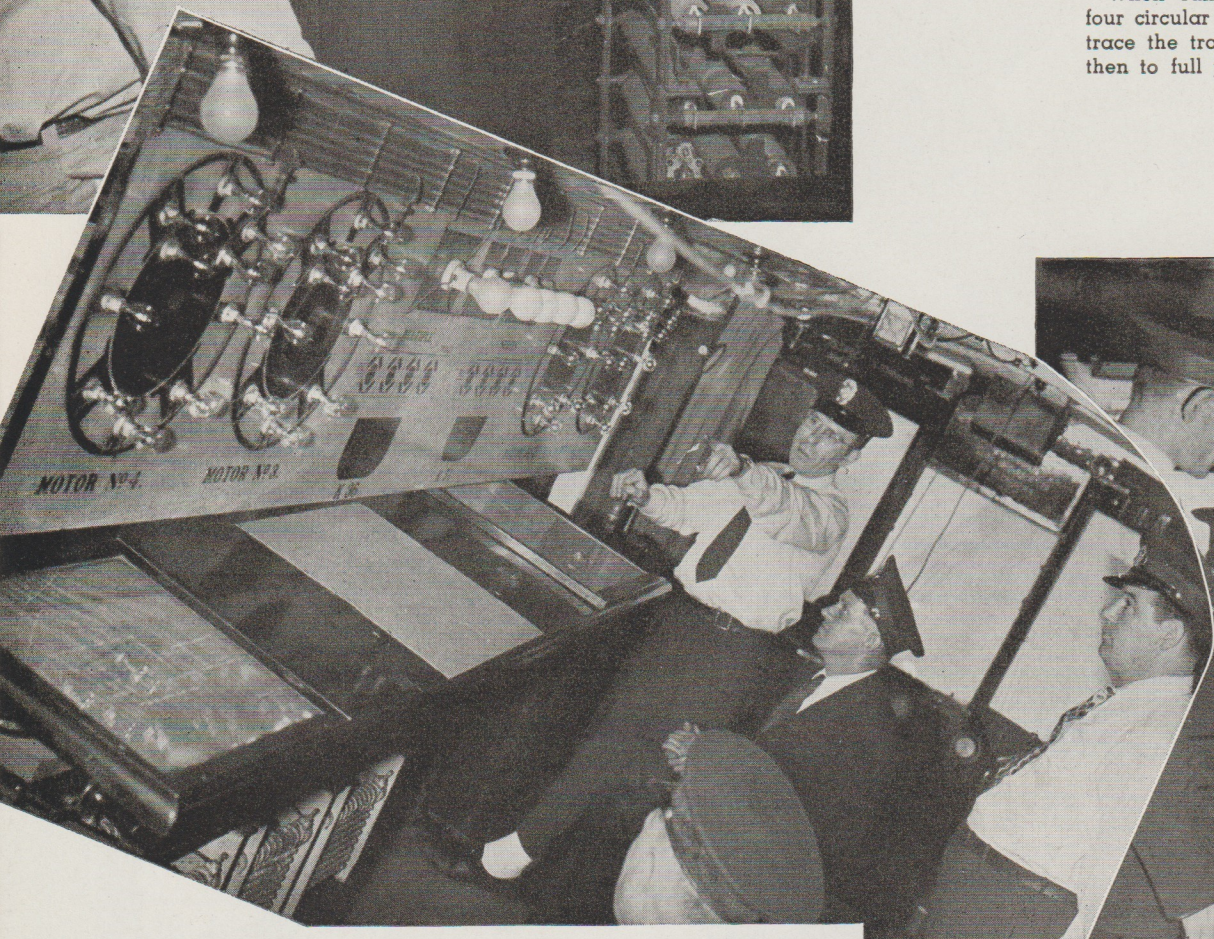
While George (foreground) uses hand switches to create artificial motor and electrical trouble, Roy assists a student motorman who practices diagnosing and repairing the trouble.

Though it is especially important for new men to know how to deal with such difficulties before going out on their own, most old-timers report their trips on the car have wised them up to several things they had forgotten.



Instructor Roy Goodrich shows how to plug a contact when electrical or mechanical trouble pops up in the contact circuit and cuts off a car's power.

While this simple operation will frequently bring "dead" cars back to life, many trainmen have forgotten it.



Working a controller with one hand, George uses the other to point out the demonstration panel which illustrates a controller's operation.

As each point comes up, the panel's large center bulbs indicate the amount of resistance being cut out of the circuit.

When running points are reached, the four circular arrangements of smaller bulbs trace the transition from series to parallel, then to full parallel operation.



Roy demonstrates the effects of allowing a car wheel to wear down and become flat through skidding.

Steel, he explains, is a vital war metal which motormen can conserve by taking care to drop sand before applying brakes.



This armature, Instructor George Riley explains, was ruined when some motorman failed to cut out one of his car's motors while fuses and overhead were continually blowing.

Because rewinding an armature costs about $75 and, more important, because the necessary copper wire may now be purchased only in very limited quantities, it is essential that all trainmen know when and how car motors should be cut out.



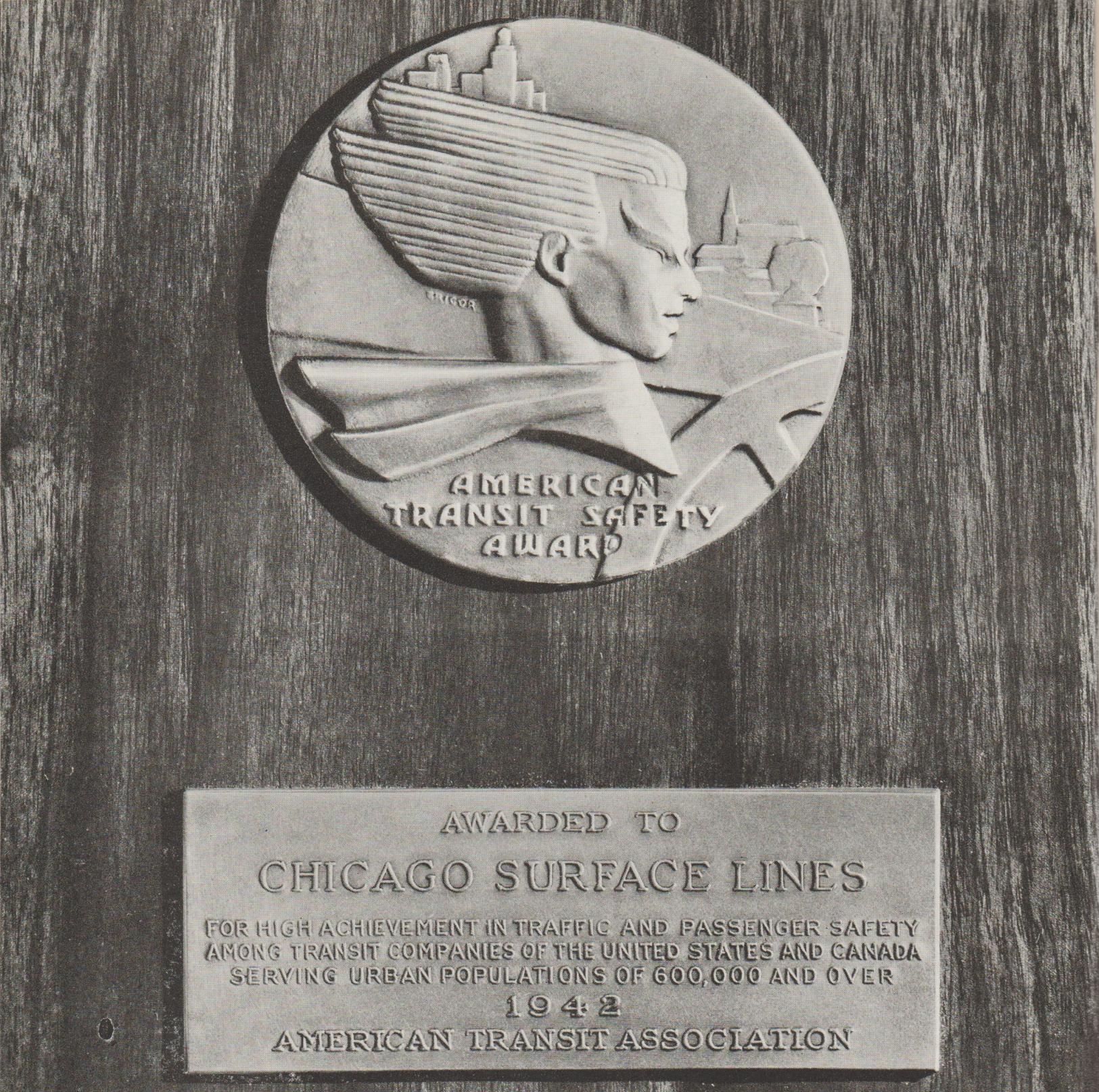
While Roy operates the car, George points out the ammeter which registers a maximum current when the car starts, then levels off as it gains speed.

When they watch this demonstration, even old-timers gulp in surprise as they see how much electricity is wasted by unnecessary starts and stops.



Roy explains that hard-to-replace resistance grids will burn out if a controller is left too long on resistance points.

While his lower hand points out the overheated grids, the other indicates the illuminated demonstration board which registers the varying amounts of resistance as the controller is moved from point to point.



Here is the impressive plaque presented the Surface Lines last month by the American Transit Association for high achievement in passenger and traffic safety during 1942.

"Great credit for this honor," commented General Manager Fred A. Nolan, "is due our more than 12,000 trainmen.

"Their safety-mindedness brought us a 4.6% reduction in passenger and traffic accidents from the previous year.

"Most impressive," he continued, "is they achieved that safety betterment despite the increased riding brought on by the war . . . despite the fact we operated more vehicles and over a greater mileage . . . and despite the comparative inexperience of the large number of new trainmen who have joined us since Pearl Harbor."

The Surface Lines was presented the award, won last year by the Boston Elevated, in an annual competition with other public transit companies operating in United States cities with populations of 600,000 or more.

That we do our part in Chicago's safety program is illustrated by the fact the city won the grand award for 1942 in the National Safety Council's annual traffic contest.

Bond Race Enters Final Lap

BOOSTING BOND allotments is becoming the fashion at all 17 stations as the 10% Club war bond contest of Division 241 employes swings into the final stretch before its wind-up on September 30.

Substantial as was the number of employes who joined the 10% Club last month, even Lawrence Garage men, who are holding tight to the top position they gained in May, still have a lengthy road to travel.

Archer Standout Last Month

Standout last month was Archer, where 94 employes increased their payroll bond savings to 10% or more, thereby jumping their station from 16th to third place in the monthly back-cover ranking of the percentage of 10% Club members in each of our 25 major groups of employes.

Many stations, 69th Street and Kedzie for example, rate high in their percentage of total payroll being invested in war bonds (see listing on this page), but not in the percentage of their number who are members of the 10% Club.

Such Groups Have Advantage

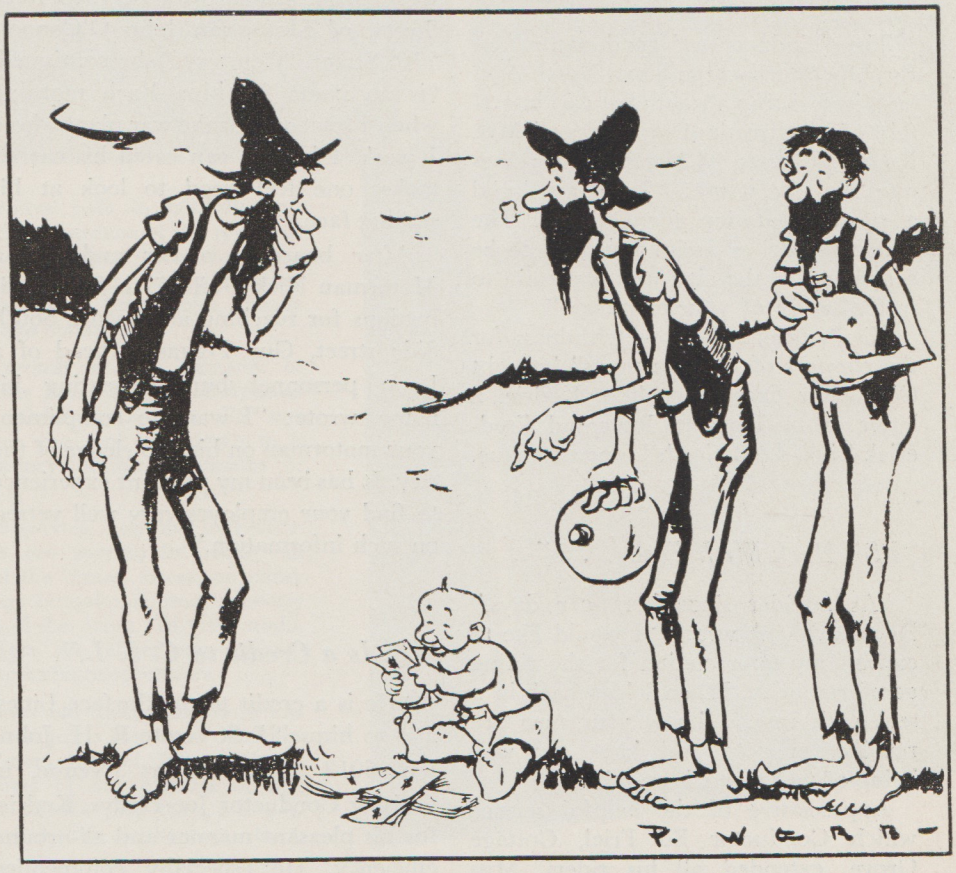
To place high in the contest, any such group needs only a comparatively small upping of allotments from the majority of its members. This would give them an advantage over groups rating high in number of 10 percenters but low in percent of payroll going into bonds, for the latter groups must promote a proportionately greater increase in allotments among its non-10%-Club members.

Lawrence Nearest 10% Bond Goal

WITH ONLY six weeks until September 30 when the 10% Club war bond contest of Division 241 employes closes, Lawrence Garage men still lead.

Ranked below by the percentage of their total payroll which is being put into war bonds through our payroll savings plan are all 17 contesting depots:

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



"Oncle Rafe done got patriotic, Willy. He sold your jugs to buy war bonds."

"He Did an A-1 Job of Air-Braking"

AFTER RIDING with Operator Walt Frost, Blue Island, and noting his smooth stops, Charles A. Walker, a former railroad engineer, 2121 West 19th Street, wrote the words which serve this page as a headline.

"Many motormen," he continued, "play with the brake handle, finally stopping with a jolt. I decided to write my appreciation of this man, may his tribe increase!"

(An increase in the number of motormen with a real "know how" about braking will certainly be one of the benefits derived from the "Schoolhouse on Wheels," described in a photo-story beginning on page 2.)

Praises Bus Operator's Kindness

The "kindness and good nature" of Bus Operator George King, North Avenue, in assisting a man who was uncertain of his directions so impressed Mrs. Roscoe Thomas, 38 North Waller Avenue, that she wrote: "Such men build a good reputation for Chicago. The man your driver assisted seemed to be a stranger in the city, and is certain to speak highly of your employes."

His "efficiency and watchfulness for the comfort of his passengers" brought Conductor Frank Vocalino, Kedzie, a letter of praise from Reverend Frederick Link, 4248 North Lamon Avenue.

"I Sit Back With Ease . . ."

"As a rider since horse-car days," Reverend Link wrote, "I would like to express my appreciation for the riding comforts today. When I lean back in a seat with ease, I know your men are reliable, efficient and have the well being of passengers in mind."

Appreciative of the helpful service which Conductor Ed Friel, Cottage Grove, extended all his riders, Miss Blanche Avery, 118 East 20th Street, wrote: "He answered all questions courteously and pleasantly, and clearly called all stops. Such an attitude must be as easy on the conductor as it is on passengers."

Because they took time to assist blind or crippled riders in boarding and alighting from their cars, these trainmen were rewarded last month with warm letters of praise: Motorman Ed Wiss, Blue Island; Conductor Leroy Wegener and Motorman Henry Kleyer, both of Elston; and Motorman Tom Williams, 69th Street.

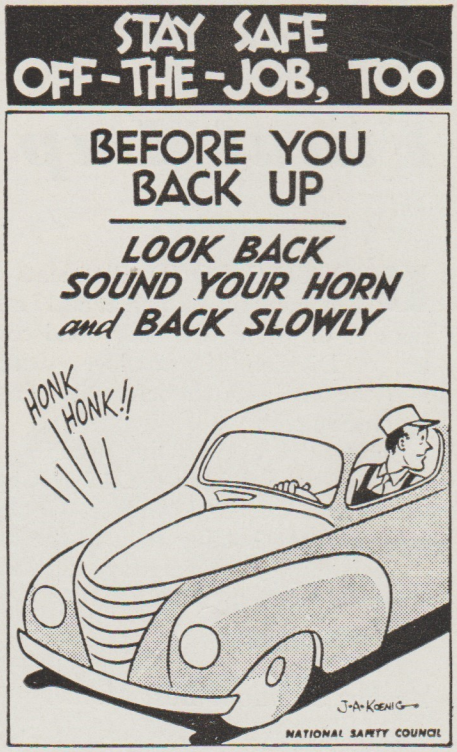
"It's a Pleasure to Ride His Car"

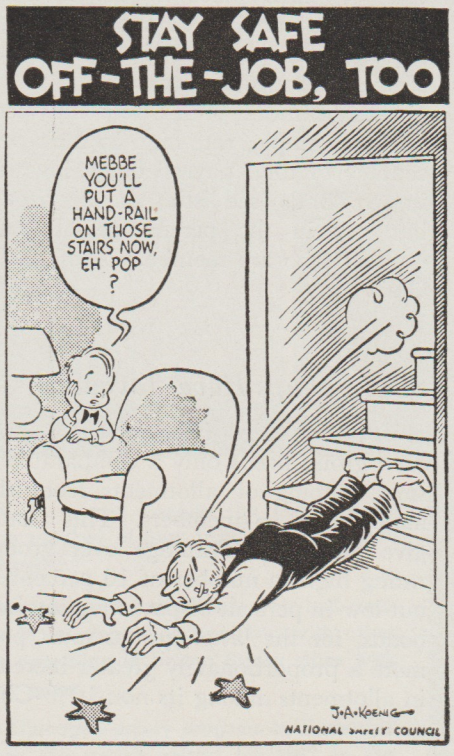
"It's a pleasure to ride on his car," wrote Mrs. Esther Morris, 732 Grace Street, of Motorman John O'Connor, 77th Street. "Courtesy," she continued, "is no name for him. Each morning when I start out for the war plant where I work, I hope I can catch his car. It makes one feel good to look at his smiling face."

After boarding a car and asking Motorman Nick Guill, 77th Street, directions for reaching an obscure South Side street, Guy Fergason, head of a Loop personnel bureau bearing his name, wrote: "I want to compliment your motorman on his knowledge of the city. It has been my pleasant experience to find your employes very well versed on such information."

"He Is a Credit to C. S. L."

"He is a credit to the Surface Lines, and to himself." So wrote R. H. Johnson, 6012 South Mozart Avenue, in praising Conductor Joe Hodys, Kedzie, for his pleasant manner and all-around efficiency. He especially commended Joe's safety-mindedness in signalling oncoming autos to stop before allowing his riders to alight.







Representative both in military proficiency and appearance of the regiment (plus 100) of Surface Lines employes now serving in Uncle Sam's fighting forces is Lieutenant Ed Buchler, former Cottage Grove conductor.

An anti-aircraft artillery instructor at the Army Air Force School of Applied Tactics in Orlando, Florida, Ed has climbed from the rank of private to a first lieutenancy during 25 months of army life.

Our 1,099 service men and lone service woman are serving in nearly all branches of the armed forces, on many of the foreign battlefronts, and in nearly every state of the union. To their credit, most of them are either non-commissioned or commissioned officers.

Talking over old times with Ed in this photo are Conductors Len Grant (middle) and Pat Waters, both of Cottage Grove. Two members of our division of employes still on the job, they are performing a vital task on the home front.

SURFACE SERVICE MAGAZINE

A Publication by and for Surface Lines Employes

Published Monthly by
CHICAGO SURFACE LINES
231 South La Salle Street, 90
CHICAGO

83 — U.P.E.U. 101

Vol. 20 August, 1943 No. 4

WILLIAM H. BROMAGE . . . *Editor*
DON R. COWELL . . *Associate Editor*

Death Takes Two Veteran C. S. L. Attorneys

THE SURFACE LINES lost two well-known Accident Investigation and Legal Department employes with the recent deaths of Attorneys C. Edward Stenning and John F. Golden.

Mr. Stenning, who represented the Surface Lines in Circuit and Superior Court cases, died very suddenly July 18; while Mr. Golden, who headed the Arrest and Criminal Department, passed away June 27, following an illness of three months.

Joining the Chicago Union Traction Company in 1897, Mr. Stenning was admitted to the bar in 1912, following his graduation from the Kent College of Law. Mr. Golden, who joined us in 1917, was admitted to the bar in 1893.

Wives of both men survive, and Mr. Golden also leaves a son.

SEVENTH WAR PROMOTION CAR

Placed in operation last month on the Broadway-State line was our seventh specially decorated war promotion car, designed to aid enlistments of men with special skills in the army engineers.

Previous colorfully decorated "roving billboards" which we have painted and put into service at the request of Governmental or military agencies, include three war bond cars, one promoting WAC enlistments, one for WAVES and SPARS, and two calling for enlistments of army and navy flyers.



NORTH AFRICAN FLYER EXPLAINING BOMBS' SIZE

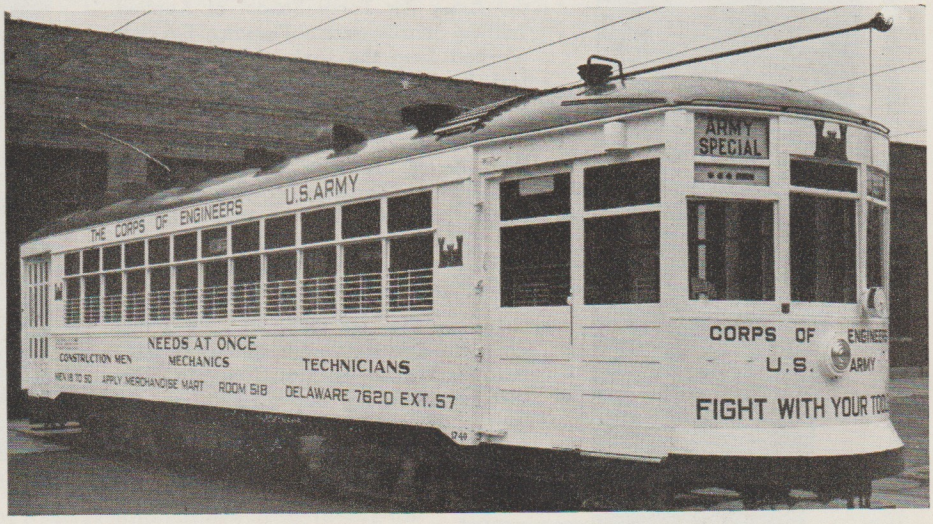
Home on a 30-day furlough from North Africa where he commanded a Flying Fortress and took part in 50 bombing missions, Lieutenant Bill Allbright uses a tank to give former fellow employes an idea of the size bombs his Fortress crew helped drop on the Axis during the Tunisian campaign.

Winner of the army air medal with clusters and distinguished flying cross, Bill's crew accounted for 10 Axis aircraft and a number of enemy ships.

A previous account of his flying record appeared in the May SURFACE SERVICE in a reprinted story by War Correspondent Ernie Pyle from the *New York World-Telegram.*

Before enlisting in the army air forces two days after Pearl Harbor, Bill was a clerk in our Electrical Department's downtown office.

This photo was taken during his visit to Grand and Leavitt. Others in the picture are, left to right: Supervisor Bob Kramer, North Avenue, and Assistant Superintendent Joe Mulree and Chauffeur "Dutch" Leaders, both of Utility Department.





Blue Island

ATTENDANCE AT OUR war bond rally July 13 was small, but the buying of bonds and boosting of allotments was gratifyingly large.

Mr. Dahl of the Treasury Department gave us a very good talk, and explained where our Bond money goes and how it helps prevent inflation. He reported he was very pleased with our bond buying.

There are a few of the newer men who have not yet signed up for payroll allotments, so step up to the clerks' window, boys, and ask for an application form for payroll allotments.

The latest report from the Treasury Department is that men in military service are giving 20% of their wages. There is still some grumbling about the high cost of living and high taxes. If any of us think we have hardships, we should think of the boys in the fighting forces who are lending their money AND risking their lives.

Michael O'Brien, our retired board member, was looking for your correspondent the other day to box his ears off. It seems we stated in a previous item in this magazine that Mike had completed 47 years of service before retiring. He says that it was 57 years of service, and that he is proud of every year he put in with the Chicago Surface Lines. You are right, Mike, it was 57 years. Our apologies!

We are glad to report that Chief Clerk Starr has returned to work after a long illness.

Night Clerk Herb Morton is now with Uncle Sam's Navy, and what a handsome gob he is.

We welcome Sam Asta as our new night clerk. Hope you enjoy working with us, Sam.

Buy Bonds to Bomb Bums.—Steve Barton.

Burnside

THE VACATION SEASON is now nearly over and as we return to our labors feeling freshened and fit for the long job ahead, we can be thankful that we live in a country where there are still vacation periods and may be happy in knowing that if we all buy bonds to the fullest extent of our ability that we will keep it that way. Buy at least 10% every payday.

Speaking of vacations, Rudy Miller took a little jaunt up to the family summer home on the lake. However, he truthfully admitted "they were not biting."

The victory gardens around the town are now coming into their own. The garden at our station while not strictly of the vegetable type, is surely a beautiful sight to behold. Bring the wife and kiddies, and let Rudy Nebelsiek strut his stuff for them.

Here comes "Doc" Higgins, breaking into print again. This time it is his deep devotion to duty which prompted him to relieve his leader (a Casey) and then take a double street all the way round. Oh, well, "Doc" always was a kind-hearted fellow anyway.

The other day, Radio car No. 1 received a frantic call to go to 81st and Constance Avenue to investigate an alarm of fire. Assistant Dispatcher Krause, formerly of Burnside, said that the alarm was too close to his house for comfort. However, no damage was done.

Conductor A. E. Furguson is back on the job again after being on the sick list for two months. Watch your diet, Bert, you know there is a war on and good men are scarce.

We wish to extend our sympathies at this time to the family of the late Motorman "Gus" Hilbert, who passed away late last month. He had been with us for many years and we will miss him.—Furgie.

Division

OUR HATS ARE OFF this month to Motorman Chester Gruzalski who gave his seventh pint of blood to the Red Cross on his 35th birthday, July 6. He already has made another date for September 13 when he will make it an even gallon by giving his eighth pint.

If he can spare a gallon, can't all of us spare just a pint? (Your scribe, we'll admit, thought he was doing well with just two donations!)

We hear Motorman Bill Godin, better known as "Goats Godin," is the best goat milker in the country.

Our latest draftees are Conductors Charlie Dietz and Warren Nelson and Motorman Harry Ginter. Every one at Division knows this trio and wishes them loads of luck.

Although Motorman Ray Smith claims to be allergic to khaki, it is rumored he will be in uniform very shortly.

Former Conductor Harry Hodges, now in the army, is well enough to leave the hospital and is back in duty. Both he and Conductor Bill White have written letters which were posted on the bulletin board.

Corporal George Isaac will be visited by his father, Motorman George Isaac, at Camp Crowder in Missouri. George plans the trip during his vacation.

Our column last month was attacked by those dreaded pixies "gremlinicus," of the *shopicus* variety. Although Harry Logerquist is a motorman that gremlin attacked the composing stick, took out the word "motorman," and substituted "conductor." Was Harry surprised!

Conductor Karsten Olsen was married for 30 years on July 30, and had a large family reunion. Also during July, Conductor Joe Niemczyk and A. E. Hartman were married 10 and 16 years respectively (and respectfully).

"Cookie" Plant; Jeanine Fischer, and Lenny Bruckhauser, children of trainmen here at Division, will have birthdays during August.

Our sick list includes Conductors Herman Leusch and B. Mylen and Motorman Glenn Hopkins. Glenn was operated on at Franklin Boulevard Hospital but was taken home after six days. It seems the nurses were too cute or something!

Your scribe just learned two of our Division men were instrumental in the capture a few weeks ago of the killer of the West Side jeweler. While Motorman "Smiling Bill" Mahoney, Kedzie, trailed the killer for several miles, our Conductor John Wagner and Motorman Bill Hanson aided in his capture. In fact, John was talking with the killer who sat in the end seat of his Clybourn Avenue car.

The father of Chief Clerk Fred Meyers passed away in Canada last month at nearly 75 years of age. Fred traveled up there for the funeral, and has the sympathy of all of us.

That's all, folks. Only keep buying more war bonds and stamps.—R. T. W.

Front Cover

DEMONSTRATING IN the schoolhouse on wheels the workings of air valves in braking equipment is Instructor Roy Goodrich.

He shows how "fanning" the brakes wastes air, cuts down emergency braking power and causes needless wear and tear on the air pump and brake rigging.

For a complete photo story on the demonstration car, which all trainmen soon will have a chance to ride, see pages 2, 3, 4 and 5.

Elston

THANKS TO all operators for their splendid coöperation in filling out the daily car and bus reports on defective vehicles. They are helping the station clerks, together with the Repair Department, keep our equipment in shape and also maintain our schedules.

We understand there will be a general pick shortly between the clerks and receiv-

ers. We hope we don't suffer the same losses as we did in the last.

We wish to welcome E. Dorsen who has returned to Elston as a motorman. We all remember him for his work in helping raise funds for our softball teams. Welcome also to P. Grant and C. Bauach who recently became conductors. We hope you like your new surroundings, boys!

Motorman M. Salenime, who goes for buses in a big way, has transferred to Lawrence Garage.

Every effort should be made to see that our 18 servicemen are kept well supplied with mail. When any of you receive word from one of the boys, please post the letter so we can all keep track of their changing addresses.

Former Register Clerk William Leahy will enter the army air corps this month. We are all pulling for him to make the grade in his exams.

A V-Mail letter from Harvey Crain told us mail has been scarce but that he is feeling fine. He reported he was sorry he could not attend the recent meeting of the credit union for which he formerly served as secretary and treasurer. We will be glad to give any of you Harvey's address.

Our showing in the past has not come up to par, but we are sure every one will help boost Elston up a notch or two this month in the 10% Club war bond contest. —Emmett Kane.

Lawrence

WE HEAR men at some of the other depots want to know the secret of our bond drive. Our secret is the Early Morning Frolics put on every a. m. by the three harmonicas of Jack Werdell, Red Pfieffer and Pinky Moran. Dancing and singing is furnished by Repair Department boys. Come and see it, there's a matinee every payday.

Bob McLaughlin's glee over the arrival of his new son Robert was not dampened a bit when Eddie Nassar asked him to teach the baby to talk without using his hands. Bill Neagle also has an addition to his family. Congratulations, boys!

We are putting off ordering our service flag until Charlie Moesch hears the results of his physical examination. So far Joe Bellamy is our number one man in the services, but by the time that you read this Charlie Manschreck and perhaps Jim Hagerty may be drafted.

"Bath House Bob" Kent was bragging to Farmer Timm about his system for getting insects off bean plants. "Simple," he said. "Just spray them with nicotine towards evening, and the next morning the bugs will be all gone—so will the plants!"

If anyone sees Harley Holsted inspecting the prairies around Peterson and Kedzie, he will be looking for those Australian kangaroos that John Susralski claims are loose in that neighborhood.

As soon as the OPA takes the heat off Illinois motorists in Wisconsin, Stationmaster Bailey will be able to tell where he spent his vacation.

Barney Kaitschuck is the real writer of these items, but he does not want his name after them because he can't fight and he can't run. We can still run even if we can't ride a bike.—Ed Evenson.

Lincoln

THANKS A MILLION say the minutemen for the wonderful coöperation shown in our 10% Club payroll drive for war bonds. But, they warn, we can't relax a second if we are going to beat the Axis gang. We must keep right on buying war bonds and stamps, and the more we buy the sooner this war will be over.

If you have not yet boosted your payroll savings, then do so at once. See one of the following minutemen or any clerk in the office: George Mindak, Walter Johnson, John McGarry, Mike Peterson, Joe Schaller and your scribe.

Chief Petty Officer Chester Nehls of the coast guard passed through the city the other day with a bunch of recruits en route to the west coast. He sends all the boys his regards, and asks that we write him and send him some news. His address is C.P.O. Chester Nehls, U.S.C.G., Manhattan Beach, Brooklyn, N. Y.

Earl Boyer paid us a visit after being on convoy duty in the North Atlantic for several months. He is also in the coast guard, and he certainly was tanned from the sun and wind.

Private William Domain writes that he is in the field artillery, and that after about six more weeks of training he expects to be sent over to the big show. His address is E-26-6-F.A.R.T.C., Fort Sill, Oklahoma.

Charles M. Kemp, seaman 2/c is attending radio school at Farragut, Idaho. He writes he has lost weight, but we think Charley can stand it. His address is Radio School, Camp Peterson, BAK, 12 L.R.M. U.S.N.T.S., Farragut, Idaho.

Our good friend Ed Class, who has been a trouble-shooter out of this depot for the last 30 years and who has worked for the Surface Lines for 38 years, retired the other day. He will continue to live at 4133 North Hermitage Avenue. We wish him a long and easy life.

We wish to extend our deepest sympathy to Tommy Gaughan in the recent loss of his brother.

George ("Pudgy") Mindak, our cub reporter, gives us this news:

Two elderly women, after alighting from Ernie ("Rialto") Schultz's car, complained to him about the high step. Ernie, who is known for his quick wit, politely answered: "Ladies, with the war going on and everything it seems that everything is high, even the steps."

Oscar Johnson, No. 1, was seen sauntering down Lincoln Avenue looking at the furniture displays. Are you contemplating again, Oscar?

Ray ("Tin Pan Alley") Simon was seen walking along South State Street. He was probably gathering material for a new song as Ray is our only song writer.

Pete ("Old Reliable") Gart was asked by a passenger whether his car was for sale. Pete replied that it wasn't, and wanted to know why the rider had asked. The passenger replied he had just seen a bird make a deposit on it. Watch out, Pete, when you pull the pole down!

Asked by the boys how many fish he had caught on his vacation, Bill Goodall, our genial stationmaster, replied: "Well, if I'd have caught one to the one I was going to get, I'd have had two."

Believe it or not, George ("Pudgy") Mindak was dealt 1,000 aces in a pinochle game at the home of your scribe. The other member of the game being E. R. ("Bensenville") Anderson.

The credit union wishes to announce it sells war savings stamps in 25-cent denominations, and also take orders for cash bonds. It also invites all the new men to become members and any of the older men who haven't already joined up.

If you have any news for the magazine, please drop it in the credit union mail box. —Ed Hutten.

Noble

OUR MINUTEMEN, Jacob Kolasa, Cliff Enger and Walter Pickarz, surely have shown us we can do something when we put our minds to it. Last month we climbed from 12th to sixth place in the back-cover war bond standings.

Keep up the good work, fellows, and we soon will have Noble on top of the list!

Supervisor Art Jordan is back on the corner with his big smile, and his sunburned face surely brightens up that spot. Welcome home from the hospital, Art, also from your belated vacation.

Supervisor Louis Cerone wants to know if anyone can add a bit of khaki cloth to that old uniform of his which has shrunk a bit in the last 25 years. Lou would like to get in the war beside his son who is serving in the Rainbow Division that made the big news back in 1918. Too bad you can't have your wish, Lou, but we need you here.

Supervisor James Bane has returned from his vacation which he spent playing railroad engineer at a friend's home. Because your scribe is a nut about model railroading, we're hoping to accompany Jim sometime on one of his imaginary trips.

Where Stationmaster Balfanz is spending his vacation is a military secret, but we hope he is enjoying himself. Hope he brings us back some of those big fish!

If anyone has seen Receiver Charley Vanek and his shined-up Oldsmobile heading out towards Braidwood, loaded down with rakes, shovels, detective stories and that "Got It, Get It" stuff, he was just getting things ready out at his summer home. Charley really enjoys himself under that big old tree in his back yard.

The armed forces have reached out and grabbed our little black-haired night clerk, William Leahy. That humming and droning back in the cage recently was Bill pretending he was piloting a B-17. He left us for the Army Air Cadets school July 31. Hope you win the war soon, Bill!

Your scribe had the honor of having Gunner's Mate Fred Hardt pay him a visit from Great Lakes the other evening. Fred has a score of 151 hits out of 155 so you can see his trigger finger is itching to try it out on the big stuff. Well, Fred, let us hear from you again, and we hope that your wish comes true.

Uncle Sam has tapped the following boys on the shoulder and told them to be ready for induction: Vernon Bergner, W. Barg, Roy Lemke, and our little half of a half conductor, Art Raben. Well, boys, the army sure has done wonders for the others; so don't be alarmed if you come back and

your biceps won't fit into your uniforms. Drop us a line often, boys!

Ernie Johnson is spending his vacation at home this year, so we won't be able to find how many fish got away from him. Hope you don't get too sunburned, Ernie.

Adam Sviontek is at home recuperating from injuries, sustained when an auto struck him while he crossed Ashland Avenue. Hope you'll be back on the job soon, Adam.

Here's a belated notice that Edmond Broderick recently became the proud father of a baby girl. We just slipped up on breaking the news here earlier.

Beg your pardon, Stanley Bonk, but we know now last month's item about your wife and mother passing away was an error. We're glad it was a mistake, but hope the two ladies aren't out gunning for us.

Whenever you boys have any news items, please turn them over in writing to Nick Grimaldi. He'll pass them along to us.—Charles Karcal.

North Avenue

YOUR SCRIBE received 85 letters last month from our soldiers and sailors in all corners of the world. These letters were all answered, as well as 10 others from retired men, and a SURFACE SERVICE MAGAZINE mailed to each. Because of a bad case of writer's cramps, we must pass over quite a bit of news until the next issue.

A letter from Operator Phil Jordan, who has been serving with the navy amongst the Pacific Islands for the last eight months, acknowledges receipt of a copy of the magazine. He said that reading the magazine made him feel at home. "If there was one thing I liked to read," he added, "it was about all the boys buying war bonds. That's the only way we can beat these sneaky Japs!" Operator Jordan served in the last war, and now has a son also serving in the navy.

A letter from Conductor Charles Svoboda, who is serving with the U. S. N. R. in England, tells of transportation service there. He says they still have the same street cars that served during the last world war. They are double-decked, and only about half the length of ours. They have no air brakes, and you travel at your own risk. They don't wait very long for you to board, and most of the people get on and off while the car is in motion; but no one seems to take a tumble. They also have double-decked trolley buses, Charlie reports. On his way over to England, Charley was washed overboard, but rescued by an officer who formerly worked for the *Chicago Tribune*.

Conductor Harold Springer, who has been serving with the medical corps of the army in Africa, is back in the U.S.A. at a government hospital in White Sulphur Springs. Harold saw some action in Africa, and will have lots to tell us when he returns.

We also had nice letters from Motorman Robert McCarten and Clerk Sylvester Glass, both of whom are with the military police at Fort Custer, Michigan.

Our fine old friend, Conductor John C. Murphy, retired, is now at his home in West Chicago. John retired on pension some time ago, and several weeks later had a leg amputated. He says, however, he has been up a ladder painting his house, and wants the boys to know what a wooden leg could do.

John wishes to thank all the boys who visited him while he was laid up, and he invites any who come out his way to drop in to see him. He lives in West Chicago at the southeast corner of MacQueen Drive and Lee Road.

Conductor Emil Miller has a son serving with the medical corps of the army somewhere in the east. A fine young man, we are sure he will be a credit to the service.

Your scribe's former conductor, Julius ("Sneezer") Tedeschi had a busy time last month. He was presented with a fine baby boy, No. 3 in the family, on July 16. Cigars were passed to all boys, who wished Julius many more happy returns.

It was a big surprise to see Motorman Wesley Davis working an extra run on Grand Avenue last month. It was the first time the "Checker King" had been on Grand in many moons, and he did very well for himself after getting first-hand instructions from Henry Buggerts, the best motorman in the barn. Henry told Wesley all about where the tracks curved.

Motorman L. G. Roemer says that King Tutt's head puts him in mind of heaven, for there is no parting there.

The Yerkes & Yerkes Transit Company, operated by Motorman and Conductor Yerkes, has moved its operations from Chicago Avenue to Pulaski Road.

Looked like the sun coming up over the mountain the other evening when we saw "Buttercup" Conroy as he crossed Pulaski, all dressed up in his Sunday-go-to-meeting clothes. It looked like he had even waxed that bald dome of his.

Supervisor F. Hanson is taking the title of "moneybags" away from Supervisor McIntoish. It has been rumored he has more stock salted away in the banks than McIntoish and Harrington together.

After many years as a member of the North Avenue Bachelors' Club, Conductor "Red" Neil was congratulated last month when he joined the Married Men's Club. The little lady who took his name was Irene Landin. Best wishes to both, and congratulations from all the boys!

We have word that "Grandpa Gus" Moreland of Lawrence Station, is looking about for a golf match with some of the North Avenue champions. He reports he is getting tired of trimming "Red" Miller.

Next month will find much of the material which has been sent us for the magazine, but for this month we'll have to close.—Echols.

4,000 Killed in Just 10 Minutes!

IN THE LAST war, 4,000 men were killed in the 10 minutes before the Armistice was declared.

Multiply that 10 minutes by hours and days and weeks, and months, and even years. Then you will realize to what extent the power to shorten this war, and save the lives of thousands of our boys, lies within your pocket and your power.

Buy Bonds!—Novelist Fannie Hurst.

Seventy-Seventh

AN ENCOURAGING RESPONSE by our men to the appeal of its minute man committee has been achieved. Starting with Johnny Mahon's four-star flag ceremony and bond rally in the clubroom last month, more than 50% of our station's members have increased their payroll allotments. Several thousand dollars have been invested directly in bonds besides.

The chairman and committee are to be commended for the success of their tireless efforts in this cause. Next month we hope to be able to report an even greater percentage of participation in this campaign, which is an obligation of not just 50%, but of all of us!

To those who wonder how long the war will last, a great statesman says: "by doubling your war effort, it will last only half as long as it would otherwise!"

An extra-curricular program of two of our members came to our attention as being exceptionaly noteworthy. For the past five years Sidney Swensen and Al Olsen have been sponsoring six or eight weeks of Gospel tent meetings around 71st and Ashland. This annual summer program has attracted wide attention. Speakers of all religious denominations are invited, and the lay response has been highly satisfactory. This spare-time work by these men in the interest of spiritual welfare is a source of gratification to all who realize how much it is needed these days. May their efforts continue to be successful!

The call to arms is soon to be answered by a few more of our gang. Johnny Phelps says our Uncle has finally caught up with him, and he expects to go at any moment. Here's hoping John hits for four bases in the army.

Ex-torpedoman Walter Bayer has finally succumbed to the desire to answer the cry "Up all hammocks!" again in the navy. The call of the sea has got him. The sea has been calling your scribe too, but we can't hear it because the three juvenile yodlers we have at home drown it out.

Mickey Tierney's recruiting activities have become so complicated now that women are involved he's constantly in hot water. Latest report is that he has to contact a red-headed female marine sergeant occasionally, and we are wondering just how much of it is strictly "line of duty."

Amarillo, Texas, has made room for the redoubtable John Clayton. We can just imagine him in khaki, but it isn't the khaki, that bothers him. It's the weather. We can only console him by saying he'll have weather wherever he goes.

Tom Harris is down there in Texas, too,

where men are men and women don't care if they are.

At Great Lakes Training Station, John Navero is taking it on the chin, but he's got lots of company. They make tough chins up there before they're through with them, as the Nips are finding out.

Walter Dorgen says, "Well, it's 25 years now with the same red-headed woman!" Congratulations on a silver wedding anniversary to be celebrated soon.

Some of us are on a merry-go-round and wish we could get off to relax. Not so Angelo Tagler. He gets on the merry-go-round to relax and likes it. So it seems when he was seen at the local carnival with Junior.

Our sympathy is extended to the family of Conductor Thomas J. Dacey who died last month and to the following men because of recent deaths in their families: Patrick Nugent, his brother; J. McGoldrick, his mother; H. H. Madsen, his father; E. J. Goebig, his father; J. Anderson, his wife; G. Pulaski, his son; John Keating, No. 4, his father-in-law; and M. M. Creps, his mother-in-law.—Walt Story.

Sixty-Ninth

OUR QUOTA of men leaving for the armed forces seems larger than usual this month. By the time this magazine appears, Conductors F. M. Krop and W. H. Vegas will be in the army, and so will Motormen H. Rheinmiller and Art Kreuger. Motorman W. Bohanaman is in the navy, and just to be different Conductor Oliver Davis, No. 2, has joined the merchant marine. Our best wishes follow you, boys!

When Instructor Roy Harrop began passing out cigars last month, everyone assumed he had become a father and congratulated him accordingly. The congratulations are in order all right, but Roy became a grandfather, if you please!

John Volkhart, 77th Street, has a mammoth victory garden just south of our depot on Marshfield Avenue. It seems he has promised to sell most of the produce to 77th Street boys. When he made the mistake of going away on his vacation and leaving Jeem Nolan in charge of the garden, Nolan promptly began to solicit orders from the boys of 69th Street. We have a suspicion he has oversold the expected crop to quite an extent. Watch out for the repercussions when John returns from his vacation.

Al Luettich and Everett Headley have applied for membership in 69h Street's Absent-Minded Club, for no chapter of this organization has yet been organized in the Central Division. Both of them have qualified and will no doubt be admitted, but we wonder why they don't start their own little club in the Loop.

We all have reason to remember that terrific downpour on the afternoon of July 6, but Conductor Bill Cannon has some very special memories. On his way to work he found the subway at 75th and Ashland flooded to such a depth that he hesitated to undertake a crossing (you see, he's only a little fellow)!

When a kindly motorist stopped and offered to give him a ride through the water, Cannon happily accepted. The jalopy proceeded out to the deepest point, where it gave a few feeble coughs and died. Bill then had his choice of sitting in the auto until the flood subsided or wading out and continuing on to work. Therefore he removed his shoes and socks, rolled up his pants and waded, and arrived at the depot looking like a 1943 edition of Whittier's "Barefoot Boy." Before he could explain what had happened, the clerk informed him that he would have to put on his shoes before he could take out his run. Because SURFACE SERVICE is a family magazine, we won't print Cannon's reply!

Jerry Esposito has nearly recovered from the effects of his parachute drop in Riverview Park, but he probably will never be quite the same again.

James Noe, one of the first of our boys to join the armed forces after Pearl Harbor, was in town late in July. He reports that he has seen plenty of action in the Solomons, and is going back to see some more. We all wish him the best of luck, and hope that the next time he comes home he can stay.

We extend our sympathy to Supervisor John Philpott in the recent passing of his beloved wife. Although John has worked in the Loop for some years he has a host of friends at 69th Street, his home depot.—H. E. Harris.



Departments and Divisions

Accident Investigation and Legal

THE DAN COLGAN and Don Curtin pair presented that proud appearance early in the month when they became, respectively, grandpappy and daddy to nine-pound Mary Catherine, who arrived at the Little Company of Mary Hospital on July 12. Thanks, Don, for the cigars and candy.

Sergeant Richard I. Nicholes, briefwriter, recently graduated from the Weather School at Grand Rapids, Michigan, and a few days later stopped in and gave Charles Smith of the A. P. D. an official weather forecast for his vacation. Charlie is back now and he reports that Nicky's forecast was even better than the proverbial "90% correct" of our Chicago Weather Bureau. Incidentally, Nick, that was a nice graduation picture appearing in the *Times!*

We welcome the following new employes: Statementmen George B. Katter and Michael McCarthy, Night Typist Clifford J. Wurtele and Clerks Mary Ann Ackerman and Mary M. Irwin.—Audrey.

Exit Benito

SURFACE SERVICE wishes to call its readers' attention to its free forecasting service on matters military.

Last month's front cover showed Adolf, Benito and Tojo running from a rain of war-bond-purchased bombs.

Benito, you'll notice if you check back, already was blown partially off the page. Just 11 days after the distribution of SURFACE SERVICE, he chose to up and "resign."

Car and Bus Repair

ARCHER: Val Lukas visited us recently while in on furlough from Louisiana. You sure look swell in that uniform, Val.

We had a nice letter from Charles Flachus, now doing his part for Uncle Sam. Good luck, Charley; and send us some pictures.

Corporal H. Stueve and Private R. Scheid also wrote us recently. Get busy, fellows, and write a few lines to our boys in service. Let them see we won't forget them. If you men in the army, navy and marines will send us some action pictures of yourselves, we will see what can be done about getting them into the magazine.

We offer our sympathy to the family of F. Sherpitis, who passed away on July 12 after a brief illness. Frank, one of Archer's veteran repairman, was a jolly fellow and always had a big smile and good word for everyone. His big smile will be missed around the carhouse.

Electrical

PRIVATE FRANK PARISE, who has finished his basic army training at Camp Roberts, California, paid us a surprise visit last week. It was good to see you, Frank.

Phyllis Hausheer, Downtown Office, has

left us to enter nurses' training at the Evanston Hospital. Good luck to you, Phyllis; and welcome to newcomer Ann Jennings who succeeds you.

Gilbert Andrews, Downtown Office, is enjoying his vacation down Indiana way.

Eugene Vanella, Testing Division, passed cigars around last month. It's a boy.

Engineering

BUILDING: Peter Stein received notice during his recent vacation that he is a 1-A man now. Good luck, Pete!

The many friends of Archibald McLean (better known as "Scotty") are sorry to hear he is ill in Woodlawn Hospital. We hope to see him well again soon.

TRACK: H. M. Schlachter returned to work after an enjoyable vacation at Stone Lake, Indiana.

Staff Sergeant John Taylor dropped in recently to visit with his friends. He is home recovering from malaria contracted in Africa, but expects to return to active duty soon.

Harry Safford caught so many fish while on vacation at Tomahawk, Wisconsin, that he saved all his blue stamps.

Lieutenant Paul (Jack) Minogue, Jr., was married while home on furlough, and returned to camp with his bride. Congratulations, Jack!

Harry Abbott reports fishing in northern Michigan to be excellent this year.

Frank Ross and Eugene Hoffert of the army air forces, and Eugene Quinn of the navy, all spent recent furloughs at home, and visited with old friends before returning to duty.

Robert Grau, James Vicek, Dominick Bravata, and Philip Panatera are our recent additions to the list of men serving in the armed forces.

UTILITY: Orel Secor and Dave Ferguson have been elected commander and junior vice commander, respectively, of the Surface Lines Post of American Legion. Congratulations, boys!

Bill Dalton and Bill Harrison make up quite a duet. You should have heard them sing "Il Trovatore" one recent Sunday afternoon.

Dick O'Gorman and Tony McGill have been called up by the army. Both were asked to report August 16. Good luck, boys; write us when you have time.

Tony Buglio and John Rafferty really enjoyed themselves at a recent carnival. They were seen riding the merry-go-round and munching Italian sausage sandwiches.

Recent newcomers in our department are Al Ostema, Axel Olson, John Caplis and Nick Tortorice. Glad to have you with us, boys.

Material and Supplies

JOE SWANSTON, formerly of South Shops, Norbert Palicki, West Shops, and Bob Vladusich, General Storekeeper's Office, paid us a visit recently. All three are members of the army, and report that it is a great life. We are always glad to have our old friends drop in on us. Good luck, boys!

William Henry, South Shops, is now a member of the armed forces. Best wishes, Bill.

A recent letter from Andy Gray informed us that he is with the parachute troops at Fort Benning, Georgia. We were pleased to hear that this training has proved very interesting to him.—R. E. Buckley.



"ADOPTED" YANK MEETS HIS FOLKS

It was a big day last month for Purchasing Department employes when Paratrooper Corporal Charles Walker, whom they "adopted" during the *Chicago Tribune's* "Adopt a Yank" campaign at Christmas in 1941 and to whom they have written and sent gifts ever since, stopped in to visit them for the first time.

Getting expert instruction from Charley on her first parachute jump is Alyce Hlinka. Waiting for the landing, a first aid booklet in hand, is Carol Schultze.

Charley, whose home town is Cairo, Illinois, has been training in Nebraska with the noted 507th Paratrooper Infantry.

Guest of Purchasing Department employes at a luncheon in a Loop restaurant, he left after a day's visit with a high regard for Chicago and for his honorary mothers and dads at the Surface Lines.

Schedule and Traffic

WITH DEEP REGRET we record the death of Charles J. Kreiner on July 20. Charlie, as we all knew him, had a record of 57 years in the street railway work. Starting at the age of 16 in South Shops, he advanced through the various stages of clerkship until he was made chief clerk at 77th Street. In 1916, he was selected as a schedule clerk in the General Office.

This job was interrupted by the World War, which found Charlie in the Atlantic Fleet with a gun crew on transport ships. Returning to the Schedule Department in 1919, Charlie advanced to schedule maker, the position which he held for 18 years until his death. Always active in the affairs of the Veterans of Foreign Wars, he held several official positions in the Ava Cross Chatham Post.

Recent promotions in the military ranks have made Clayton Steele a lieutenant colonel and Al Pisors a staff sergeant. Keep going up, fellows, we're proud of you.

George Fisher recently paid us a visit from his army camp, and allowed us to admire his streamlined figure.

Joseph H. ("Smiley") Karel has been inducted into the army with fitting ceremonies by the entire department. Joe is number 13 from our department, but he assured us that he was not superstitious.—L. C. Dutton.

West Shops

OUR VACATIONISTS last month were: Mildred Habeger, Mary ("Bing") Crosby, Helen Kuklewicz, Ruth Christophersen, Virginia Anderson, Ed Wendt, G. Zamzow, Tony Vihnanek and J. Nemecek.

We were surprised by a recent visit from Technical Corporal James McCoy, who is now stationed at Fort Sheridan ("The Country Club of the U. S. Army") as an instructor. Jimmie has been schooling in various states, and considers himself quite lucky to be stationed so close to home.

A letter from Corporal Edwin Hess and another from Corporal Eugene Fogarett, informs us that they are now on maneuvers.

We wish to thank J. G. Hecht for the candy and cigars he passed around, celebrating the arrival of Lynn Marie on July 23. Our congratulations and best wishes.

Our watchman, Mr. O'Neil, also passed candy around recently, celebrating his marriage. We offer our congratulations and many good wishes to Mr. and Mrs. O'Neil.

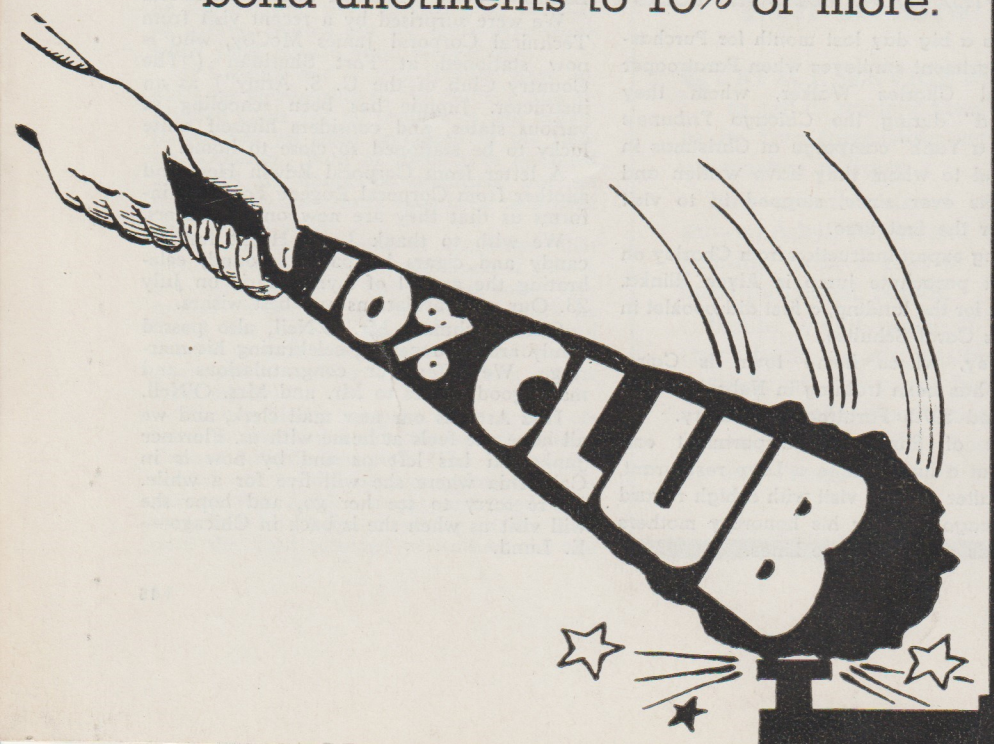
Inez Asta, is our new mail clerk, and we all hope she feels at home with us. Florence Jankowski has left us and by now is in California where she will live for a while. We're sorry to see her go, and hope she will visit us when she is back in Chicago.—E. Lund.

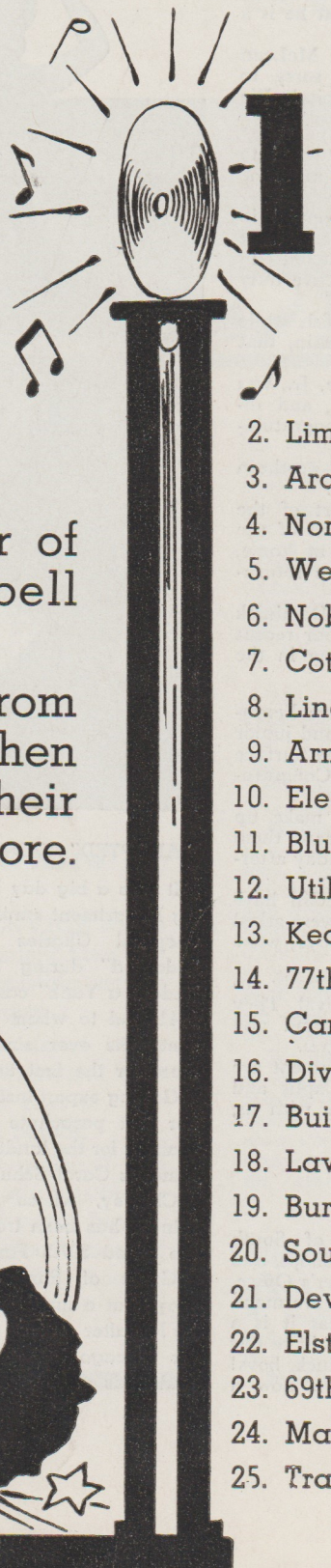
Has Your Group Rung the Bell?

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

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

The rocket trip of Archer from 16th to third place came when 94 of its employes boosted their bond allotments to 10% or more.





1 Lawrence

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