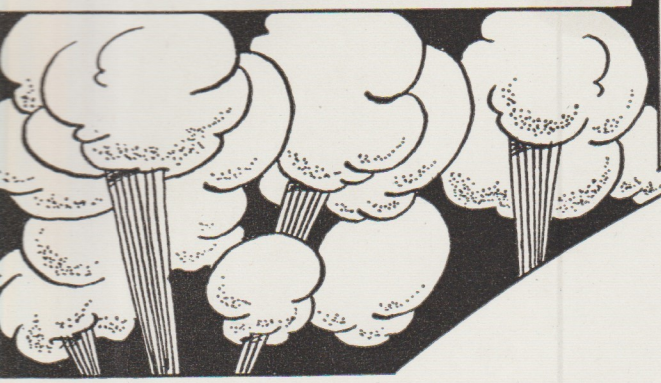


Pvt. Henry Zahumensky
West Shops
Killed in Action on Attu

Surface Service Magazine

OCTOBER 1943

Honolulu Trainmen Need No Urging to



REMEMBER Pearl Harbor!

THE BOYS FROM the barn on Alapai Street came through the emergency of December 7, 1941, as a team. Some of them had narrow escapes. Others were as safe as your money in war bonds. Whatever the individual assignment, they all did well in providing mass transportation where it was most needed.

The record will always remain incomplete because those who put in overtime purposely omitted dropping time cards, preferring to render their extraordinary service as patriotic duty.

Help Evacuate Hard-Hit Areas

They got people away from downtown Honolulu. They carried out a semblance of schedule in residential districts. And to Schofield, Hickam Field and other stricken areas, they went as volunteers to aid in evacuation work.

At 7:50 a. m. that fateful Sunday, Operator Firestone was due to leave Horner terminus for Fort Shafter. Finding few passengers, he waited a bit. When he pulled out, then stopped at Middle Street, his attention was attracted by planes circling overhead.

He watched, saw them dive, then climb back up again. Near the end of each dive, he heard the thundering boom of bombs. Seeing clouds of black smoke billowing skyward, he concluded this was no practice bombing and headed for Fort Shafter.

Soon a pale-at-the-gills worker from Red Hill drove past.

"The Japs are bombing Pearl Harbor!" he shouted.

Stepping on the gas, Operator Firestone soon reached the entrance to the fort. He told the sentry what he had seen and heard, then called Dispatcher Paul, who hadn't yet learned of the news and was ready to believe the operator was drunk on duty.

In other parts of town, meanwhile, enemy action brought close calls to many of our boys. Hell was poppin' in widely scattered places.

When Inspector Ben Kekua, cruising in Kaimuki, received a call to proceed west toward the airport, he thought the black and white smoke he could see over that way meant only a big fire.

THIS LONGISH, but gripping story is reprinted from Oahu Kaauila, *employe magazine of the Honolulu Rapid Transit Company.*

It tells what went on in the Honolulu Transit family on the first day of war, and what followed that night when volunteers guarding company property spied "a glow over Pearl Harbor that looked like a moonrise in the wrong part of the sky."

If you can read it without feeling proud you work in the same industry, phone for your doctor. Then lie down until he reaches you, for you have no blood left in your veins!

Hears Burglar Alarm in Bank

He reached King and Bishop Street before observing anything else unusual. Near Bishop Bank he heard a burglar alarm sounding, and saw traffic begin to congest.

"Might as well stay," he told himself, "and get these buses moving."

From a third-story window across the street, Dr. Robert Faus pointed to the Lewers and Cooke Building.

"There's a bomb over there!" he called to Ben.

Ben then spied the broken windows and shattered masonry, but wondered how that damage was connected with the bank's burglar alarm. He called asking the fire department to investigate, then reported the alarm to police officer David Ho, whom he met on the corner.

Ho called the police station to get verification. It was war all right, so he took command of the street. Waving his arms to hurry traffic, he yelled to the gathering crowd to go home.

"He and I," says Ben, "cleaned the street in no time."

Bomb Rocks Operator Tobin's Bus

When the bomb which hit Lewers and Cooke exploded, the blast rocked a trolley bus in charge of Operator Tobin, who was eastbound at King and Alakea.

Not stopping with his load until Vic-

toria Street and ignoring a buzzer signal or two on the way, Tobin got out of there in a hurry. A few minutes later at Pumehana Street, he was discharging a passenger when there was another explosion a half block ahead—directly beside the wooden store building where his bus would have been if he hadn't stopped!

On the Ala Moana a direct hit on a parked sedan at makai-ewa corner of Channel Street came while Operator W. Uwaine was heading that way. His Waikiki-Manoa bus had already passed a bomb crater at Lewers and Kuhio. Just before the bomb that missed him landed, he heard planes but couldn't see any. The Manoa end of the line looked good to him then—and during every other trip for the rest of the day!

Bomb Hits; Couple Vanishes

When a bomb dropped near the Schuman Carriage corner, Chief Inspector McClurg was only a block away. Just before the explosion, he noticed an immaculately dressed couple crossing Richards Street. A moment later they had both disappeared.

McClurg looked again, and there they were—she lying prone on the sidewalk next to a stone wall, and he flattened in the gutter beside the curb—neither hurt in the slightest. They were, it turned out, practised at bomb-dodging, being recent arrivals from England.

Another operator who had a close call or two was A. H. Nam. He didn't know until after the first attacks that war was on, but he was getting suspicious after (1) a small explosion had occurred behind him as he was turning his trolley coach off Leahi Street to Kapahulu; (2) he had seen some planes dive at three ships off Waikiki and send water high from one close miss; and (3) had missed the Lewers and Cooke bomb by only a block. In the last explosion, five people in a parked auto nearly 30 yards from the building were killed.

Little time elapsed while all this had been going on, but already a crowd of employes was gathering at the barn and volunteering. And all those who took buses into the strickened areas knew the risks they ran.

Braggart's Courage Melts

Among the operators standing by was one who is said to have been the most extravagant in declaring what he would do if the enemy tried to land on Oahu. Later, when a strafing plane passed near, he muffed his chance.

"Duck, boys! Duck!" he hollered, then leaped into a muddy ditch until the shooting stopped.

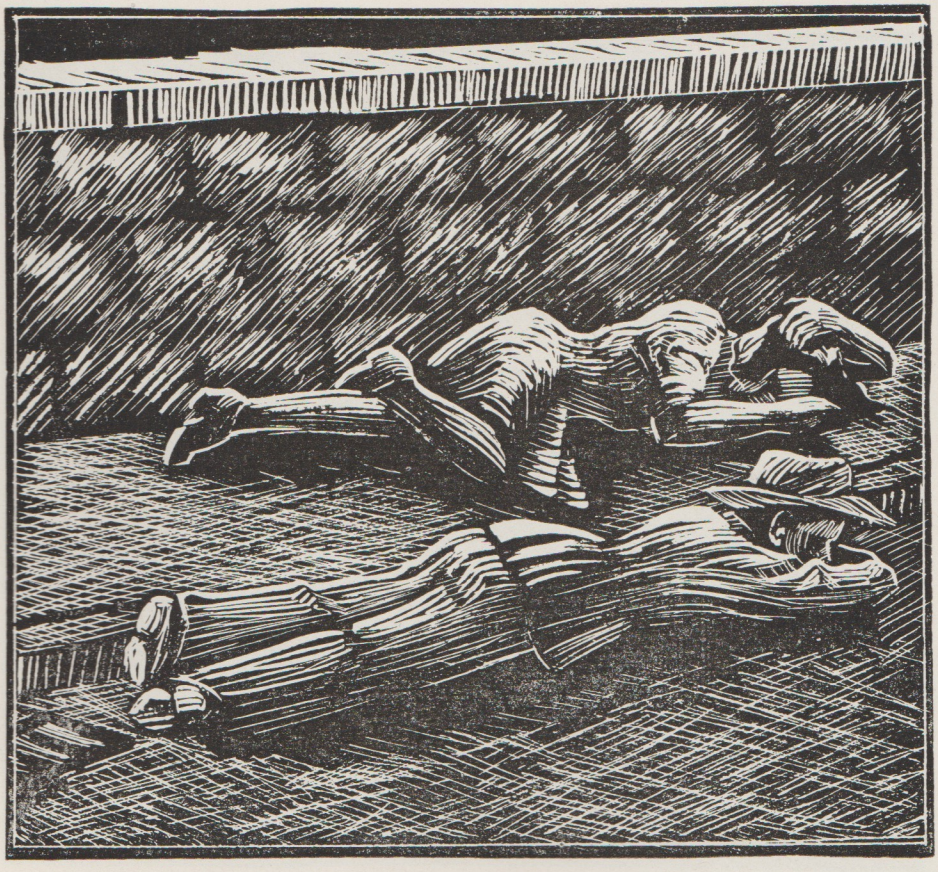
Two groups of buses, 35 in all, returned from Wheeler Field after nightfall. For several of the operators, the night lunch of bread loaves and large chunks of sausage was the first food since their 4 a. m. breakfasts. Eating in a small shelter in the pitch dark, without knowing who passed them food or who sat next to them, wasn't like home; but they left their feed refreshed.

Only Moon Lights Their Way

When the loading of evacuees was completed, they were on their way again. After a few miles, the moon peeked out now and then and gave them the only light they had to run by. (To make the blackout complete, even the automatic red brake signal lights at the rear of the buses had been purposely smashed.)

Some of the drivers, including Operator Mattos, came unscathed through an air raid at Pearl City. And Operator Randall reports having seen a plane fall near the Clipper base.

All but one finished their runs ac-



"McClurg looked again, and there they were—she lying prone on the sidewalk next to a stone wall, and he flattened in the gutter beside the curb."



cording to plan, and each ghostly arrival of a sleek Silver Fleet bus relieved much tension. The one was Operator Costa. Believed lost, he returned unharmed the next morning, having got stuck in the mud after delivering his load of evacuees far up one of our valleys.

See Glow Over Pearl Harbor

During the night, volunteers guarding company property heard more firing and spied a glow over Pearl Harbor that looked like a moonrise in the wrong part of the sky.

With them was "Uncle Charley" Stephens, spry as ever and, as usual, "in" on things when they happened. In the morning, for instance, he had narrowly escaped the King and McCully trap, having been westbound at King and Pawaa Lane when the bomb fell.

Nearly a Chicago-Style Ride

At 3 a. m. came shooting on Beretania Street, around the corner from our building. And about 5:30 a. m. Uncle

"Soon a pale-at-the-gills worker from Red Hill drove past Operator Firestone.

" 'The Japs are bombing Pearl Harbor,' he shouted."

"When the bomb which hit the Lewers and Cooke Building exploded, the blast rocked a trolley bus in charge of Operator Tobin, who was eastbound at King and Alakea."



Charley went along with Ed DeHarne on a ride that was nearly a *ride,* Chicago style.

Sentry Challenges Eddie

As they were coming along Halekauwila near Richards Street, the car windows were almost closed because of the rain. Eddie was becoming drowsy listening to the succession of police calls over the radio; and, before even starting to apply brakes, he passed by several yards a sentry who was shouting "Halt! Halt!" at the top of his lungs.

Eddie, in the manner of one trying to stave off a traffic tag, began to argue with the sentry. He soon found, however, that martial law already had done away with that quaint custom.



"When the loading of evacuees was completed, they were on their way again. After a few miles, the moon peeked out and gave them the only light they had to run by."



Conducts Operator Exams

Despite all the excitement on the first day of war, August Lochbaum (whose own family shifted twice—from one unsafe residence to another, then back again) conducted examinations as scheduled, and qualified three new operators who had just completed their training course!

"During the night, volunteers guarding company property heard more firing and spied a glow over Pearl Harbor that looked like a moonrise in the wrong part of the sky."

Bond Race Boosts Buying Rate

WHILE ONLY ONE station could win top place in the just ended 10% Club war bond contest of Division 241 employes and that honor fell to the boys of Lawrence Garage, employes at the other 16 depots may be proud that their efforts, together with increased cash bond purchases, helped boost our bond buying from four to 6.8% of the total payroll.

Stations Hold 8 Top Spots

Place and show positions, as shown on the back cover of this issue, were firmly held by Archer and Cottage Grove employes, respectively, when the contest ended September 30. Men at other car stations occupied, at the contest's close, the next five leading positions, leaving the highest-ranking non-station group in ninth place.

Total payroll and cash bonds bought by employes last month had a purchase value of more than $205,000. Yearly bond purchases, at that rate, exceed $2,460,000.

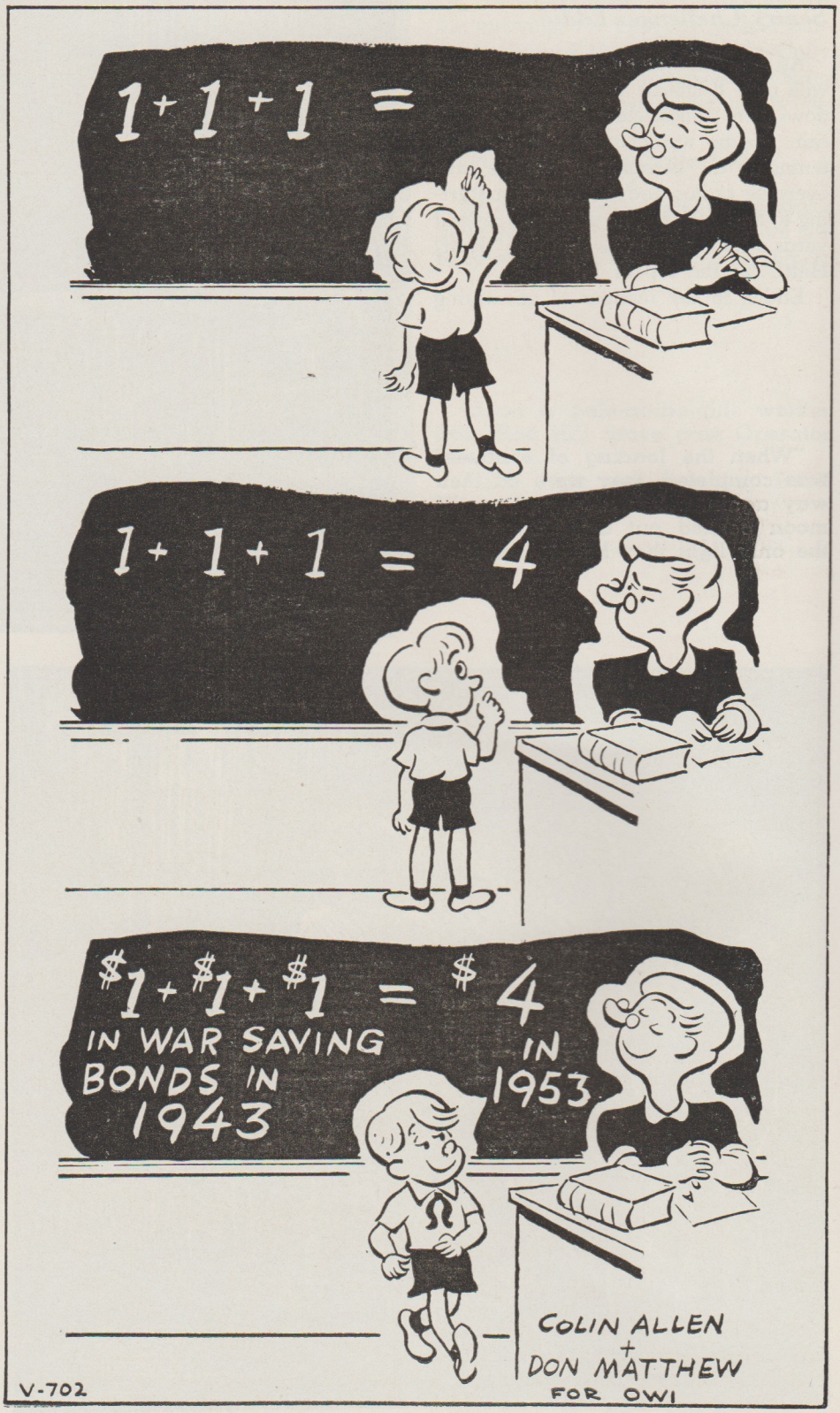
Creditable as was the bond-buying climb of Division 241 employes during the contest, minutemen at many of the stations report they still won't rest until their groups reach and enter the 10% Club folds.

While the contest is officially over, not one of the 25 chief groups of employes has yet reached the 10% Club heights. Consequently, each group which cares to raise its sights still has a mark at which to shoot.

Average Employe Investing 7%

The average Surface Lines employe is investing nearly seven per cent of his wages in war bonds, but only 2,618 employes (about one out of six) were members of the 10% Club when the contest ended September 30.

Because the jump from seven to 10% is comparatively easy, the hopes of those minutemen who believe their groups soon will enter the 10% Club certainly aren't far-fetched.



Begin New Sub-Station On South Side

WE TOOK ANOTHER big step last month in our constant efforts to provide war-time Chicago with the best possible transit service when construction of a new 3,000-kilowatt sub-station was launched on 79th Street near Western Avenue.

Made necessary by a voltage deficiency which was decreasing the operating speed of our cars on four lines in the vicinity, the new power plant will appreciably speed the trips of tens of thousands of our riders, many of them war workers, who daily use the west ends of the 69th-71st and 79th Street lines and the south ends of the Western and Ashland Avenue lines.

Extra Cars Cause Volt Drop

While no serious voltage deficiency had been apparent in pre-war days, increased war riding tossed the problem in the laps of our Electrical Department engineers by making necessary the operation of considerably more cars over the affected lines.

To Be Completed November 2

The sub-station building is scheduled for completion November 2—only 55 days after September 7 when excavation work was begun. For a brick structure 50 feet square and 30 feet high, that's fast moving.

Following construction of the building, all electrical equipment will be installed. While predictions in these days of priorities and shortages are difficult, it is hoped that the new sub-station will be in operation by mid-winter.



EXCAVATION FOR NEW POWER PLANT

Site of our new 79th Street sub-station, which is to speed the trips of tens of thousands of our riders, is shown in this view which looks northwest across the excavation.

Work for the new power plant began September 7, and the building is scheduled for completion November 2—only 55 days later. This photo was taken September 15.

Give Former Clerk Bravery Medal

A SILVER MEDAL for outstanding bravery and resourcefulness in saving the lives of two shipmates after their boat exploded was awarded at the Grand Haven, Michigan, training station last month to John Farris, boatswain's mate 2/c, U. S. Coast Guard, and former clerk at North Avenue Station.

The act which won John the award occurred at Milwaukee last November when his boat, the *Chimes,* was nearly demolished by an explosion. At the risk of his own life, he aided in saving two shipmates, one of whom later lost a leg as a result of the explosion.

Captain T. A. Shanley, chief of the Coast Guard's Chicago District Office, wrote in a letter which was read at the ceremony that John far exceeded his duties in the rescue and that the silver medal which he was presented is given out only on rare occasions for outstanding bravery.

Other letters praising John's bravery and also read at the ceremony came from Admiral L. T. Chalker, assistant commandant of the Coast Guard, and Herbert Gaston, assistant secretary of the Treasury Department.

Soldier in New Guinea Asks Photos of Decorated Cars

WHEN SUPERVISOR Eddie Hansen, Central Division, got a letter last month from his son Bob, a soldier in New Guinea, it bore a request to mail him pages of those recent issues of SURFACE SERVICE which carried pictures of our eight specially decorated street cars.

Bob, who has been serving as a technical corporal with the air force ground crew in that South Pacific island for the last 18 months, explained several of his buddies had become interested in local transportation during their recent furlough in Sidney, Australia.

Having heard from his dad of our colorful cars promoting the buying of war bonds and enlistments in the various fighting forces, Bob saw a chance to boost Chicago and the Surface Lines.

Letter from Africa III

"WAR WORKERS musn't lose any time getting to and from work, so please ask all the boys to keep the Surface Lines in A-1 condition. A moment lost in America is a moment gained in Berlin!"

So Corporal Tom O'Malley, former armature winder at South Shops and an employe since 1929, wrote last month from North Africa. In the army since January, 1942, Tom has been overseas for more than a year and with the African forces for nine months.

"The street car system over here is so backward," he went on, "that I often think it would be a good idea to bring one of the cars home and show it as an antique.

"Small as the cars are, they have an open car coupled on behind as a trailer. Riding costs 50 centimes, or about one cent. If only the people of Chicago could see these cars, they would realize what a wonderful system we have—even with the unavoidable crowding during rush hours!

"French and Arabs here pack the small cars, hang on the outside or even sit on the roofs. The cars poke along at 15 minutes per mile, making our average of five minutes per mile seem like flying.

"I showed a photo of one of our streamlined Madison Street cars to a Frenchman the other day. He just couldn't believe we were so far advanced! The photo was sent another soldier here by a 77th Street motorman.



"You have no idea how hot it gets in North Africa. Each day the temperature gallops up to over 100 degrees."

"You have no idea how hot it gets in North Africa. Each day the temperature gallops up to over 100 degrees. A cool breeze comes in off the blue Mediterranean after nightfall, however, and all of us sleep under blankets.

"Never have I seen so many insects or so much filth as here. And the Arabs, by the way, aren't the clean, romantic people which the movies picture.

"It seemed comical, at first, to have them always begging for bon-bons, chewing gum or chocolates. But after nine months, it begins to get wearing.

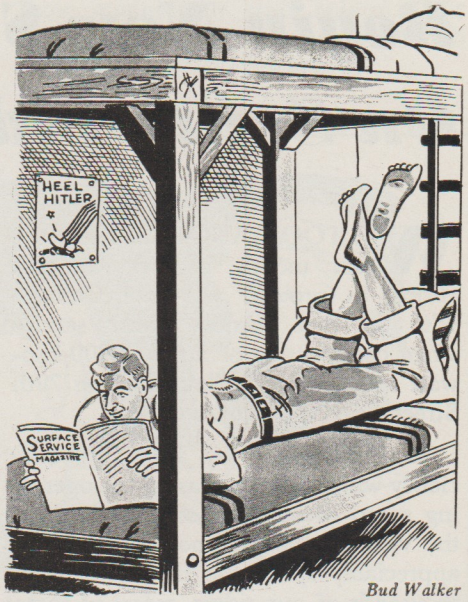
"I have been receiving the monthly issues of SURFACE SERVICE. You'll never know how greatly I appreciate them, and how I hope the Surface Lines continue to send them.

"When one is so far away from home, it is a grand feeling to know what all the fellows are doing and how things are going at the Surface Lines.

"Well, I guess I have rattled off long enough. I send my regards to all the boys, and hope some of them write."



"French and Arabs here pack in the small cars, hang on the outside or even sit on the roofs."



Bud Walker

"I have been reading the monthly issues of SURFACE SERVICE. You'll never know how I appreciate them, and how I hope the Surface Lines continues to send them."

EDITORS' NOTE: This letter is the fourth from a Surface Lines serviceman to appear in SURFACE SERVICE *because of its interesting sidelights on street car travel in foreign lands.*

We're hoping others of our servicemen in other corners of the globe who read this will write of the trainmen and street cars (or whoever and whatever take their place) where they are stationed.

"Please Put a Gold Star Before His Name"

IMPRESSED BY the all-around cheerfulness and helpfulness of Conductor Ted Muszanski, 69th Street, Miss Jeannette Tenney, 728 North Pine Street, wrote the words which serve this page as a headline. "It was," she added, "a pleasure to watch him work."

Similar demonstrations of helpfulness or efficiency on the part of other trainmen last month brought about a gratifying 33% reduction in the number of complaints from the same month in 1942.

Laud's Conductor's Good Humor

"In these times when many use the war as an excuse for almost anything, you can be especially proud of an employe like him." So wrote Mrs. Irene Cella, 4739 North Loftus Avenue, in commending the good-humored kindness of Conductor Leo Herring, Devon, who advanced part of her fare when she unthinkingly boarded his car with insufficient change.



"He says he'd like to trade 'em in for a war bond!"

Commends Obliging Bus Operator

Because she found him "unusually courteous and obliging on several occasions," Miss Corinne M. Fraser, 1962 East 71st Place, wrote lauding Bus Operator Herb Lange, 77th Street. "Other passengers," she went on, "often praise him, too."

Praised for the "courtesy he renders all along the line" was Motorman Steve Farrell, 77th Street. "Many others," wrote Charles S. Duffett, 6921 South Prairie Avenue, "could profit by his example."

When they took time to help blind, crippled or elderly passengers board or alight from their cars last month, these trainmen prompted letters of praise from appreciative onlookers: Motorman John Shtukas, Blue Island, and Conductors Joe Baro and John Sheehy, Devon.

Because he did "everything a conductor should to speed the ride for his passengers," J. E. Beatty, 530 Arlington Place, wrote lauding Conductor Marlin Cunningham, Lincoln, whom he described as "polite, patient and attentive."

Praises Crew for Waiting

Grateful for the courtesy of Conductor Paul Loverde and his motorman, who waited while she ran to catch their car, Miss B. Kadans, 1601 North Troy Street, wrote to thank and commend them.

Impressed when he took time to be pleasant during a morning rush hour, Mrs. Ruth Placek, 3815 South Keeler Street, wrote commending Conductor John Sweeney, Devon. "It must take a real effort," she added, "to be courteous and cheerful during such a hectic period."

New Equipment Chief Begins Duties

CLAUDE M. GRAY, former superintendent of shops and equipment for the St. Louis Public Service Company, joined us October 1 as general superintendent of equipment.

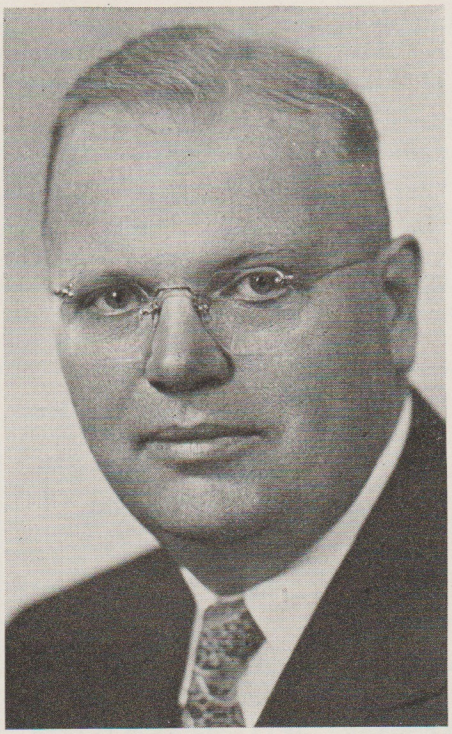
Appointed by the Joint Board of Management and Operation, he will have charge of the maintenance of all our rolling stock.

Fifty years old and a graduate of Rose Polytechnic Institute at Terra Haute, Indiana, he brings to his new position broad experience in the transit maintenance field.

While he was in charge of rolling stock for the St. Louis company, that system widely increased its operation of modern, streamlined street cars and buses.

Before joining that organization in 1929, Mr. Gray worked with the Pennsylvania Railroad in Indianapolis, where he was employed in various mechanical and operating capacities.

A veteran of World War No. 1, he served in France as a locomotive engineer. Later he was made assistant road foreman of engines on the standard-gauge French railroads.



Claude M. Gray

Surface Service MAGAZINE

A Publication by and for Surface Lines Employes

231 South LaSalle Street

CHICAGO 90

Vol. 20 October, 1943 No. 6

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

Front Cover

REPORTED KILLED in action August 21 on Attu just three days after his 26th birthday was Private Henry Zahumensky, car shifter at West Shops since 1936, whose photo occupies the front cover.

Our second gold-star serviceman, Henry came from a Surface Lines family, his father, John, and uncle, Joseph, also being West Shops employes. Other survivors are his mother and three sisters.

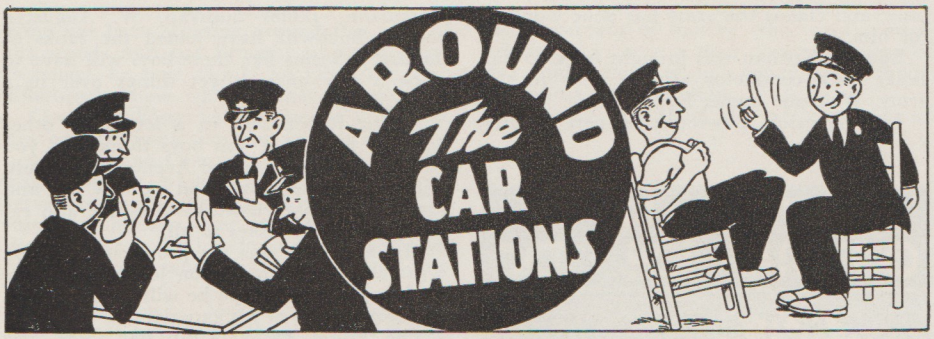
First Surface Lines casualty was Seaman Lawrence Prendergast, an Archer trainman and a survivor of the original aircraft carrier *Lexington,* who died in service last July, leaving a wife and daughter.

INSTALLED AS NEW LEGION POST OFFICERS

When Surface Lines Post No. 246 of the American Legion installed new officers last month, these men occupied the limelight.

Left to right, they are: Charles Gordon, Blue Island, sergeant-at-arms; Elwood Deyman, Lawndale, chaplain; Tony Hartowicz, Division, senior vice commander; Clarence Hofmann, Armitage, outgoing commander; Orel Secor, Utility Department, incoming commander; Dave Furgeson, Utility, junior vice commander Wilbert Allen, Lawndale, service officer; Harold Mills, finance officer; and Earl Dustin, Armitage, adjutant.





Archer

CONGRATULATIONS are in order for John Theis and Terry McMahon on their recent promotions. From their past records, two better men couldn't have been selected.

The bond drive is over, and, though Archer is in second instead of first place, we are close enough to the top to show our bond committee's effort wasn't wasted.

Walter Zelis, Jack Heavey, Les Filiatreau, Joe Albinski, George Rozak, Frank Rainis, Frank Block, Hugh McGarry, Tom Coughlin, Emanuel Traznik and Walter Lumley deserve all possible praise and credit for donating their time and effort.

Joe Will, the golden boy, has received those greetings and is now in the army. Best of luck, Joe.

The bowling season has started, and our boys are holding forth at the Bowlmore, 51st Street and Halsted. Let's get out and root for our favorite teams.

The stork has left a baby boy at the home of Ray Callahan. Congratulations, Ray!

Our deep condolences go out to John Nailen on the recent loss of his daughter.—*Combine.*

Blue Island

OUR BOMBER DRIVE for the purchase of war bonds has come to a close, but remember the Government still needs billions of dollars for bombers and ammunition and it is up to us to lend all the money we can afford.

Blue Island was high in the 10% drive, but not high enough. Sign up for 10% if you haven't already done so.

Now that bad weather is just around the corner, please be careful of bad rails and avoid accidents. Keep your car under control, and let the other man have a break.

Our sympathy is extended to Conductor J. Swartz, in the loss of his wife, and Conductors V. Brezinsky and J. Viollt in the loss of their mothers.

Conductor J. Smutny is still at the Berwyn Hospital, and former Relief Receiver William Edelstein is at home convalescing after a serious illness. Pay these boys a visit; it will cheer them up.

Help save lives. The Blood Bank is asking for blood donors. Give your blood and know that you are saving a soldier who loses some of his to save you.

BUY BONDS TO BOMB BUMS.—*Steve Barton.*

Devon

TO ALL YOU who have turned in your C.S.L. regalia for Uncle Sam's gear, we owe you an apology for not keeping you better informed as to the goings on here. That we give now.

Well, to begin with, the other morning when we asked Bill Spechtman for a bench, he said, "Listen, I've got three runs open and only two men and Conductor John Lohrmann to fill 'em!"

There have been some changes along our right-of-way since a lot of you left. They have widened Clark Street from Diversey to Addison. (Motorman Art Fry was on the job seeing we got clearance without delay.) And we now have an arsenal of war equipment on State Street to help boost the Third War Loan Drive.

Please note how Devon tacked on a 27% rise in support of the Bomber Drive.

New 10-percenters are joining up right along, thanks to the efforts of chairman of the minutemen committee, Conductor Charley O'Grady, and these aides: Louie Christianson, John Devane, Hank Hoffstadt, Nig Buhlman, George ("Jarine") Land, Ed Lukes, George Storms and Earl Foster.

Do you know how Conductor Harv Heintz and his Motorman Dave Burman spent their recent day off? Well, they each gave a pint of blood at the Blood Bank on Wabash Avenue. Motorman Tom Henry also has an appointment for his next day off. Now don't get us wrong, the whole thing takes only 40 minutes. We think the best way to congratulate these fellows is for all of us to do likewise.

Motorman Bill Duffy and his wavy hair (a little streaked with gray) has fallen victim to that well known product Colorback.

Conductor Paul Hoffman has added a little Banjo Burlesque to his cap wiggling act. Motorman Red Laske is again commandant of the bowling team this year. The boys still holding their own. As yet, Red will give no prediction for the future.

We had the pleasure of seeing Conductor Paul Dzielinski recently. He had just returned from sea duty, and will be stationed on Staten Island for the present. He must have been in the path of that tropical sun, for he is plenty brown and looks fine for himself!

Conductor Herb Hillebrandt's home was blessed with a baby girl recently. And Motorman George Cox is telling us a lot about his baby boy. Congratulations, folks.

Motorman Joe Bengthal is down in Mississippi with the armed forces.

Conductor Ed Plath has just got his clearance paper for the army, and Herb Hillebrandt, Jim Florian and Andy Nielen have drawn theirs also.

Well, fellows, we hope the only shortage you suffer will be that of miserable weather, rough seas and letter openers.

To all you new men, a thousand pardons for not mentioning your names and greeting you properly. This we hope to do in the future, providing no complications set in. This is an employes' magazine and survives only by your bits of news and happenings on the extra board. That silver box attached to the west wall is the place for your news items.—*Ed May.*

Division

WELL, MEN, as we promised in last month's issue, this column is from your contributions only—with no help from your scribe.

First of all, as the stork hovered over the home of Conductor Victor Wehde, he started a race with the Mrs. to Belmont Hospital, where she gave birth to another son as a playmate for daughter Elaine and brothers Norbert and Richard.

By the time this goes to press Edward R., son of Conductor Ed Schultz, will be a member of the Seabees, the construction force of the navy.

Conductor Claussen, one of our bowlers (?), has been trying to get off. He doesn't know just what day though. It all depends on his dog Pal, who is about to become a father!

Conductor George Schwab is studying for officers' candidate school in the navy.

Motorman Al Witt is now on the city's police force. Lots of luck!

James Clark, son of Motorman ("Mustache") Clark, was nine years old last month.

Motorman P. McLaughlin's mother passed away September 27. He has the sympathy of us all.

That's all you men left in the red, white and blue box this month.

Let's have more next time!—*R.T.W.*

Elston

SUPERVISOR CHARLES NORCOTT, well known by Kedzie, Lawndale, Noble, and Elston men has joined the retired ranks together with Motorman Bob Lockwood. Both men will be missed by their many friends.

Ray Erdman, Virgil Baker and M. Beckler have moved to Lawrence Garage as bus operators. We hope you boys like your new surroundings, but don't forget to drop around and see us.

C. Larson, who was struck by an auto in January, 1940, has finally returned to work, and is looking fine. Welcome home!

Bill Buthmaun was around recently and told us his broken arm is healing. Don't be surprised if you see him back on his day car before long.

E. Pfannkucke, who has been taken for granted by most receivers, turned up one day last month with two dollars he had forgotten to turn in. Since the receiver had made a long and futile search for the money, he wishes to thank him for his honesty.

Motorman Ted Geis and Conductor George Fortman were surprised to hear their

army sons are at the same camp in California and are the best of friends.

Our sympathy goes out to Mr. and Mrs. Falkenshov in the recent death of their four-year-old son.—*Emmet Kane.*

Lincoln

SEVERAL BOYS in service wrote this month. Reporting from Camp Adair, Oregon, Private Joe Schuetz wrote it is wonderful country up there. He says he greatly misses our supervisors, but has no leader to worry about, no switches and no overtime slips to make out. Up at 5:30 a.m., all he has to do is keep going till 5:30 p.m.!

Ray McClintock, former receiver, wrote he is stationed in the Pacific Area with the navy.

Staff Sergeant Russ Gunderson wrote and said hello to all the boys. He is working in the shop supply and is still at Camp Barkeley, Texas.

A. H. Fergus, who is at a marine officers' school in Connecticut, sends his best wishes to the boys and says he is busy as a one-armed paper hanger. Classes, shots, clothes, and what have you!

Private William Domain is serving with the field artillery at Fort Sill, Oklahoma. Bill says he has only heard from three of the boys in the last three months and wants more letters.

Private L. Hippert is stationed at Camp Claiborne, Louisiana. Larry writes it sure is hot down there, and he would like to hear from all the boys at Lincoln.

Although we have not heard from Sergeant Charley Wiltgen, he is stationed at Camp Davis, North Carolina.

Please try to write the boys in service, and give them all the news from home. They really appreciate mail.

Brother Ralph Tice, who recently had his leg amputated, has been removed to his home. We all wish him a speedy recovery.

Brother Schmidt, who was hurt in an accident on Aug. 13, is still hospitalized, and would welcome all visitors. He is at the Illinois Masonic Hospital.

Our deepest sympathy is extended to the family of Tom Love, who passed away so suddenly on September 10.

Just because the bond drive for the bomber is over, we can't relax and quit buying war bonds. We must keep on working just as hard as ever and try and buy bonds till it hurts. That is the only short cut to ending the war.

Our cub reporter, George ("Pudgy") Mindak is on his vacation and we have no news from him this month. We are sure he will be bubbling over when he returns.—*Ed Hutten.*

Noble

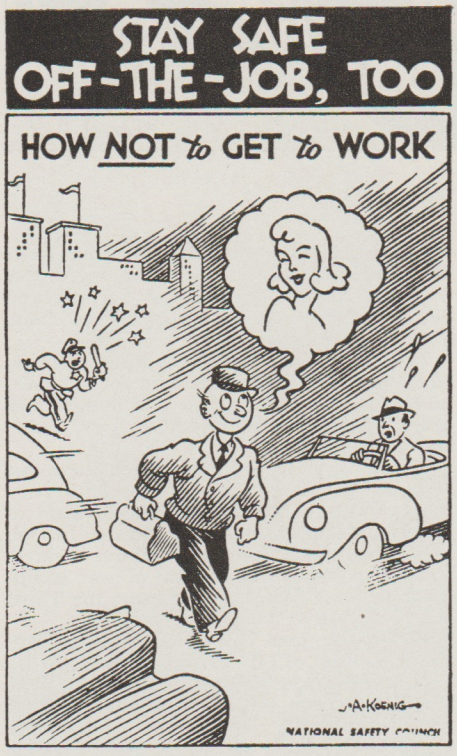
THANKS A MILLION, *say the minute-*men, for the wonderful coöperation in our 10% Club payroll drive for bonds. Our boys give their lives to insure your safety. Buy war bonds and insure your future.

Supervisor Louis Cerone was taken from our ranks and promoted to snow equipment instructor. We hope all of you give him your sincere coöperation.

Sergeant Harry Tuft stopped in the other day just long enough to ask why his mail box hasn't been full of mail. Harry looks in the pink, and claims the army has done wonders for him.

Edward Kochan was brought back to our ranks as a conductor after a year in the army. Welcome home, Ed!

John Henrich, Lawrence Bennett, Walter Uhlemann, James Sullivan, W. Augustyn and E. Buchwitz have joined the ranks of the army. Seems like these boys will have to pitch a few ones to get things over in a hurry.





Arthur Raben sent in a letter the other day and he said if you boys think that you have to work on Ashland Avenue you should join the army air corps and see how fast and furious you have to work there. He also extended his best wishes to all.

Mr. Kloepper was the proudest father on September 8, when his son joined the ranks of the air cadets. Hope he will pay us a visit and relate some of his experiences.

The Proud Father Club has these new members: Don Lane, better known as "Don Ameche," a baby boy; Ray Walz, a baby girl; and R. McCabe, a baby boy. The cigars sure were floating around fast and plenty.

A belated congratulation is extended to Stanley Jablonski, who also was presented a baby boy. Hope the son and Mrs. Jablonski are doing fine.

If the Manpower Commission is interested, the Surface Lines already has job applications from all four newcomers.

Our sick list includes Operator Stanley Wilewski, whose leg was fractured in a recent accident, and Motorman Thomas George, who is laid up at St. Mary's Hospital with rheumatic sciatica. They would appreciate a visit, boys.

Welcome to the House of Noble, Mr. Eggert. Hope that you will like it here as well as you like your own home.

Sorry that Noble did not make the magazine last month, but the news went in too late and the magazine had already gone to press.—*Charles Karcal.*

North Avenue

THE BULLETIN BOARD bears many letters from our fellow workers who are now in the armed forces. Some of these boys are overseas, some still in training for overseas duty. Their addresses are on their letters. Write To Them!

We received recent cards and letters from Private Eugene Duffy, Fort McClellan, Alabama; Frank P. Schultz, Camp Waldron, Farragut, Idaho; Charles J. Svoboda, Fleet P.O., New York City; Private Robert McCarten, Greenville, Pennsylvania; Private S. A. Glass, Fort Custer, Michigan; Corporal M. E. Patch, Seymoure Johnson Field, North Carolina; and from P. C. Jordan, Fleet P.O., San Francisco, California. A note from you will cheer these boys up.

We are glad to have back with us Conductor Harold Springer, who served with the armed forces in North Africa. Harold is looking fine, and it surely seems good to have him back with us again. He had a number of interesting experiences to tell us about.

We received a recent letter from Operator *Thor Christie, who has been laid up at the* Riverside Sanitarium since June 23. His health, he says, has greatly improved with the rest and quiet, and he has gained in weight. His address is 7501 West Cermak Road, Berwyn. Drop him a line, boys!

Let's be good natured. Very few of us are able to do as much for our country and our Government in these exhausting hours as we would like, but any of us can help increase the stock of good humor and kindliness for which there is such great need.

Our star reporter, Harold ("Lockjaw") King has been scouting around this neck of the woods and has brought us some news. Someone, he says, should let Operator John Ellerbrock know where Luna Avenue is.

Operator Elmer ("Handsome") Deegan has sent an invitation out to several of the boys, including Operator Faith, for Thanksgiving Dinner. King says Deegan is going to serve the boys with breaded neckbones. The last time he was over to the Deegans for dinner, he reports, he ate so many neckbones he almost got pinched for using fowl language.

Al ("Unome") Martin, the great midwest farmer from Wolf Road, is now raising goats. He says their milk is sure great. Al was an instructor in a bank once—instructing the people where to go. That was where he first got acquainted with Clerk Harrington and Supervisor McIntoish.

Motorman Vaillincourt, recently of frontcover fame, is known as the strong man of North Avenue. King says that Vaillincourt got his strength and stature by drinking Martin's goat milk.

Wonder why they call Tom Cook "Cookie?" Tom ate so many pigs feet in a restaurant the other day, he had to go see a doctor, who gave him some Allen's Footease.

Ed Kowald was self-announced expert at bank pool until Ted Bochnik showed him a few points. And Hank Buggerts was the best checker player in the barn (as well as the best motorman) until Wesley Davis showed him up.

"Slugger" Burgelmister is still taking his training from "Bonecrusher" Neugenbauer.

All the Pulaski Road men were invited out to the Bryn Mawr carnival and dance last month, but they were very much disappointed when Edith and Susie didn't do a fan dance. They enjoyed the music though, which was furnished by the Skeleton Park String Band.

After the band had tuned up for about two hours, one old fellow started off on three home-made strings. He played "Turkey in the Straw" for about 30 minutes, stopping only when he broke a string.

The next fellow turned loose on "Hunky Dory," but finally switched to "Sugar in the Gourd." Said Nick Werkmeister, "I tell you that boy is a powerful player. I've sot and chawed a pound of turbacer many a time listening to him fiddle." Soon the whole band turned loose at once playing "Skeleton Blues." Even Shanahan, Figgenbotom, and Scotty of Lawndale danced to the tune of this.

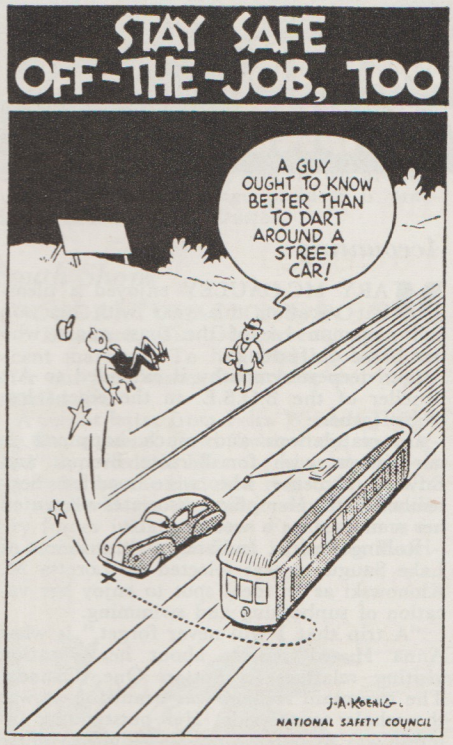
We were going upstairs, but that would be another story; so we'll let you have more news next month.—*W. G. Echols.*

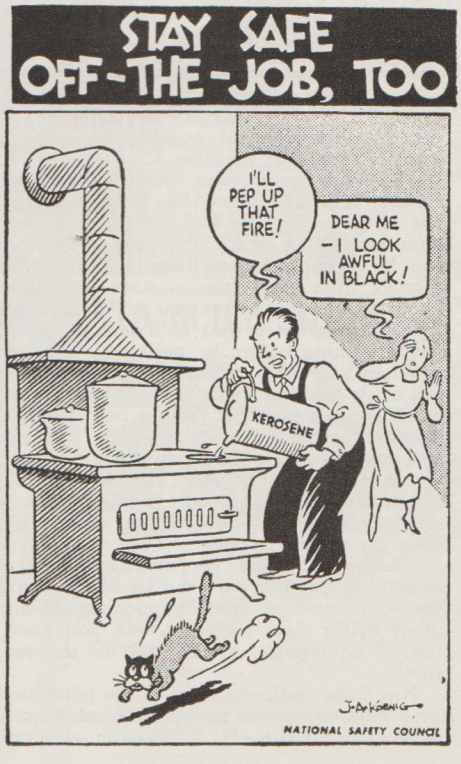
Seventy-Seventh

HALLOWEEN GREETINGS to all youse guys, and we hope you've got over the shock of the recent meeting with the "G" men. A lot of you lost a couple of rounds to Uncle Sam, and, boy, does he pack a mean wallop to the pocketbook! Oh, well, it's still 16-ounce gloves with us. Think of how much tougher it is with the boys at the front—bare knuckles and no holds barred.

The rendezvous is the receiver's cage where man rubs elbows with his fellow man, and the fellow with the sharpest joints wins. It's the crossroads of society (the word is used advisedly), where a man passes the time of day, and if that's all he's got to pass, Johnny McKenna lets him know.

Someone said their idea of a backlog of





business for us was coming up to 63rd and Halsted in a triple street!

Last month the Fort Dearborn Post of the American Legion installed John Hogan as commander and Joe Matern as adjutant for the ensuing year. Whenever you see these two huddled together, you'll know it's not a military secret they're discussing, but Fort business, of which they will undoubtedly have much to handle. Lots of luck and success in your new posts, fellows!

When is chivalry? Harold Eriksen could give you an answer. The lady said sweetly: "Watch my packages while I make a phone call. I'll only be a minute." As Harold had five minutes to spare, he gladly donated one to the lady. The lady took her one minute, Harold's five minutes and three more of the motorman's running time, which forced him into a gallop. Harold says chivalry is when you don't take a lady's word for a minute!

A bumper crop of baby boy came to the family of Joe Goodfriend last month when David Lee topped the scale at nine and one-half pounds of brawn and muscle, so Dave gets himself off to a good start and Pa and Ma are some proud!

We couldn't get a word out of Howard Norton when he was here, but he has certainly loosened up in the army. He was heard on a local radio station in a "man in the army" broadcast recently, which is practically talking to millions. That's more loose talk than he ever expected to do in the army or out of it. Good luck, soldier, wherever you are!

We don't know whether J. R. Loftus is a jitterbug or not. We're not familiar with the species. But we know he likes swing and he takes it where he finds it, and he finds it on the Lake Street run of all places. Must be a state of mind. We've been over the Lake Street run lots of times, and we couldn't find any swing—only bumps!

Almost everybody knew Guthrie was going in the army except Marv and the draft board. Commenting upon this seeming paradox one day, he finally came to this bright conclusion, "Gee, I must be the unknown soldier!"

We remember Pearl Harbor in the palmy days when palms were palms on Waikiki Beach and not fence posts for barbed wire.

Sympathy is extended to the families of the following trainmen who died last month: Conductors Earl K. Thompson and H. Roth. —*Walt Story.*

Sixty-Ninth

THE DRAFT made further inroads on our forces last month by taking Motormen Roydan Wittendorf, Adam Neely, Raymond Schramm and Lester Schmiecher. Conductors John Lerner, Michael Barris and John Greer were also called, as was Clerk Frank Bacevic. Good luck, boys!

We're happy to welcome Conductor Eddie Klie back to the fold. He has been spending the summer in Texas as a guest of Uncle Sam. Motorman Florian Ciesiolkiwicz is back with us also, after making a regular Cook's tour of all the army camps in the West and Southwest. We're mighty glad to have you back, boys!

Motorman Art Guariniello is a lucky fellow. Just when the income tax was beginning to get a little burdensome, his wife presented him a brand new exemption in



Accident Investigation and Legal

MARGARET HARTE MALLOY left us, September 28 for San Francisco to join her husband, Lieutenant (j.g.) William Malloy.

Betty Healy Taylor also left recently because of pressing duties at home.

We'll miss you both and will look forward to your visits.

Private Bill Rhind was in not long ago looking very fit. Nice seeing you, Bill!

Our latest information is that Lieutenant-Colonel Robert E. McMillan is now in North Africa.

Kenneth DuPere, four years old, son of Investigator John DuPere, has a baby sister born September 29. Judith Ellen weighed in at eight pounds 14 ounces. Congratulations, Mr. and Mrs. DuPere.

Welcome to Clerks Gladys Cederborg, Mary Jean Branch, and Charles Tietjens, and Statementman Wilbert Lembachner.

New employes in the Accident Prevention Department are as follows: Stenographer Antoinette Fiandaca and Clerk Lois M. Schmude.—*Audrey.*

Accounting

MARY MC CAULEY enjoyed a pleasant vacation this year with her son John, seaman 1/c of the coast guard who was home on furlough.

Our deepest sympathy is extended to Art Mueller of the B.O.S.E. in the recent loss of his father.

Congratulations and much happiness is our sincere wish for Bernice Biernat and Edward Krueger who were married September 11th. Her office associates presented her stemware as a wedding gift.

Rolling Prairie, Indiana, on the shores of Lake Saugunay was selected by Loretta M. Klonowski as an ideal spot to enjoy her vacation of sunbathing and swimming.

"A trip that I will never forget," is what Anna Huard reports about her vacation visiting relatives in Sutton Que, Canada. The mountain scenery was beautiful, as was the whole countryside. Her outstanding interest was to observe people riding in horse and buggies.

Farewell gifts were the order of the day when three of our employes left us recently. Thankful Miller was remembered with a handbag and gloves, Eulalia Parsons with a housecoat, and Dale Towler with a pen and pencil set.

Howard and Mrs. Dahl and friends spent a pleasant vacation motoring to all of the interesting points in the vicinity of Hubert. Michigan.

William Kennedy spent his vacation in and around Chicago, attending ball games, radio programs and shows. How's that for recreation?

Best wishes for happy birthdays were extended last month to Rosemary Eme, Dorothy Pacelli, Josephine Govedarica, Bernice Buccini, Lillian Oesterreich and Ruth Reichhardt.

We extend a hearty welcome to these recent newcomers: Frances Kritenbrink, Ruth Lynch, Mary Petrino, Jessie Noble, Dorothy Johnson, Georgene Sullivan, Libbie Kratky, Lorraine Buehler, Emily Sluka, Charlotte Noyle, Genevieve Weeks, Elaine Gnatt, Genevieve Missachryp, La Verne Hofmann and Elizabeth Leu. Hope you like working with us, girls!

First Lieutenant John Campiche paid us a surprise visit recently. He looked fine, and it was apparent that army llife and Arkansas climate agree with him. Congratulations are in order for John married an Arkansas girl October 9.

Cupid visited the Department recently and chose Valerie Lasinicki as his target. Consequently, she is displaying a lovely diamond, and her friends are offering best wishes upon her engagement to Corporal John Ryan.—*Thomas F. Coan.*

Electrical

THREE MORE of our men, Joe Benz, Paul Siegmier and Bernie Jauman, were called up by the armed forces last month. When you get located, boys, please send us your addresses!

Recent proud papas are Everett Blazer, Grand and Leavitt, and Al Morf, Downtown Office. Thanks for the smokes, boys.

Our congratulations go to Henry Richter, Grand and Leavitt, on his 75th birthday last month. An employe for 43 years, he was presented a beautiful floral bouquet.

Earl Essington, Downtown Office, spent his recent vacation helping nature paint scenery in brilliant autumn colors.

Our deep sympathy goes out to R. G. Callahan, whose mother passed away recently at the age of 80.—*Billy.*

Engineering

BUILDING: Joe Cuci writes us that, after traveling 18,000 miles since his induction, he arrived at Camp Grant, Illinois.

Peter Marren was inducted in the army, and is receiving his basic training at Camp Custer, Michigan.

Marine Sergeant George Lindstrom, son of Ben Lindstrom, is home on furlough. "Lindy," as he is known in the service, has been in the Southwest Pacific since May, 1942, including two months on Guadalcanal.

TRACK: Joseph Ford, seaman 2/c with the Pacific Fleet, is reported missing in action. Joe was employed as a messenger before his enlistment in October, 1942.

Lieutenant (j.g.) V. G. Walling, in a very interesting letter, sends greetings to all his friends. Vic certainly is seeing lots of ac-

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the form of a nine-pound baby boy.

Wonder if we might say a few words about "unavoidable" accidents this month? You know—the kind where somebody didn't stop and you couldn't stop, and you excuse yourself by saying that it just couldn't be avoided.

Well, we won't ask you to admit a thing out loud, but next time you are unfortunate enough to have one of these experiences just review the whole thing privately and honestly in your own mind and you'll probably find that you could have done something more toward preventing the accident if you had acted just a bit sooner, or had your car been under a little better control.

The cause of any traffic accident is seldom found at the scene of the crash. The cause is usually down the street somewhere where one or both drivers might have done something to prevent the collision, but failed to do so. That is where the accident HAPPENED, the scene is where it finished.

In our own case, it all boils down to constant alertness on our part. We have to operate in a constant state of anticipation that any driver on the street is apt to do some fool thing which may result in an accident with one of our vehicles. It is our job to prevent that accident, if possible, in spite of what the motorist may do.

To some of you newer motormen and operators, this may sound like a large order; but it really isn't so bad. When you have someone driving erratically, close in front of you, be prepared for anything. When you see a truck driver run from a store and jump into his truck just before you get there, don't take it for granted that he'll look to see if you're coming before he pulls out.

When you see a private car start to inch out of its parking space half a block ahead, when you see the light from a pair of headlights come bouncing up alongside your car and you know that somebody may try to pass you in a tight spot or when you see a rapidly brightening beam of light coming from a side street as you approach, be *sure* to get your car under control.

That's the point we mentioned where something on your part can be done to prevent an accident from happening. If the other driver does his part, well and good; but, if he doesn't, you're still on the safe side.

Nip those collisions right at the point that they start to happen and there won't be any crash for a finish!—*H. E. Harris.*

tion, being in the thick of the battle against the Japs.

Lieutenant John Holmberg, who is instructing in the aviation school at Randolph Field, dropped in to visit during a recent stop-over, but missed most of the gang. See you next time, John!

Private Ed. McCaffrey writes to tell his friends that he is on duty with the Marines somewhere in the Southwest Pacific.

Peter Ljubekov and Ivery Jordan are our latest additions to the armed forces. Good luck, boys!

Joe Dugo and Art Malmquist left the U.S., and are now serving in foreign lands.

Eugene Quinn is on duty in the North Atlantic as a gunner's mate and doesn't expect to return for some time.

Our sympathy is extended to the families of Fred Baker and George Baron both of whom passed away recently.

UTILITY: George Durkovic and Sylvester Smith left for service in the army air forces. Good luck to both of you.

Dan Boal visited the boys at Halsted Yard while on his furlough from Camp Robinson, Arkansas.

Bill Nolan left our employ to join the Chicago Police Department. Good luck, Bill.

Congratulations to the families of Irving Straubing, Albert Ostema, Walter Johnson and John O'Brien on the new arrivals at their home.

Schedule and Traffic

FRED EXCELL was in Boston recently, attending the convention of the Veterans of Foreign Wars. He made numerous stop-overs on the return trip, and seems to have enjoyed each stop greatly.

Our mail bag disgorged letters last month from Gene Lukes, Bill Keddall, Joe Karel, Walter Thomas, Glenn Crump and Dave Jacobs. It was good to hear from you, boys.

Personal appearances were made by Phil Leahy, Staff Sergeant Al Pisors and Lieutenant Colonel Clayton Steele. The boys all look good, and we hope they stay that way.

Our victory gardeners have been bringing samples down to work; and, if we are any judge, the food shortage problem is practically licked.—*L. C. Dutton.*

South Shops

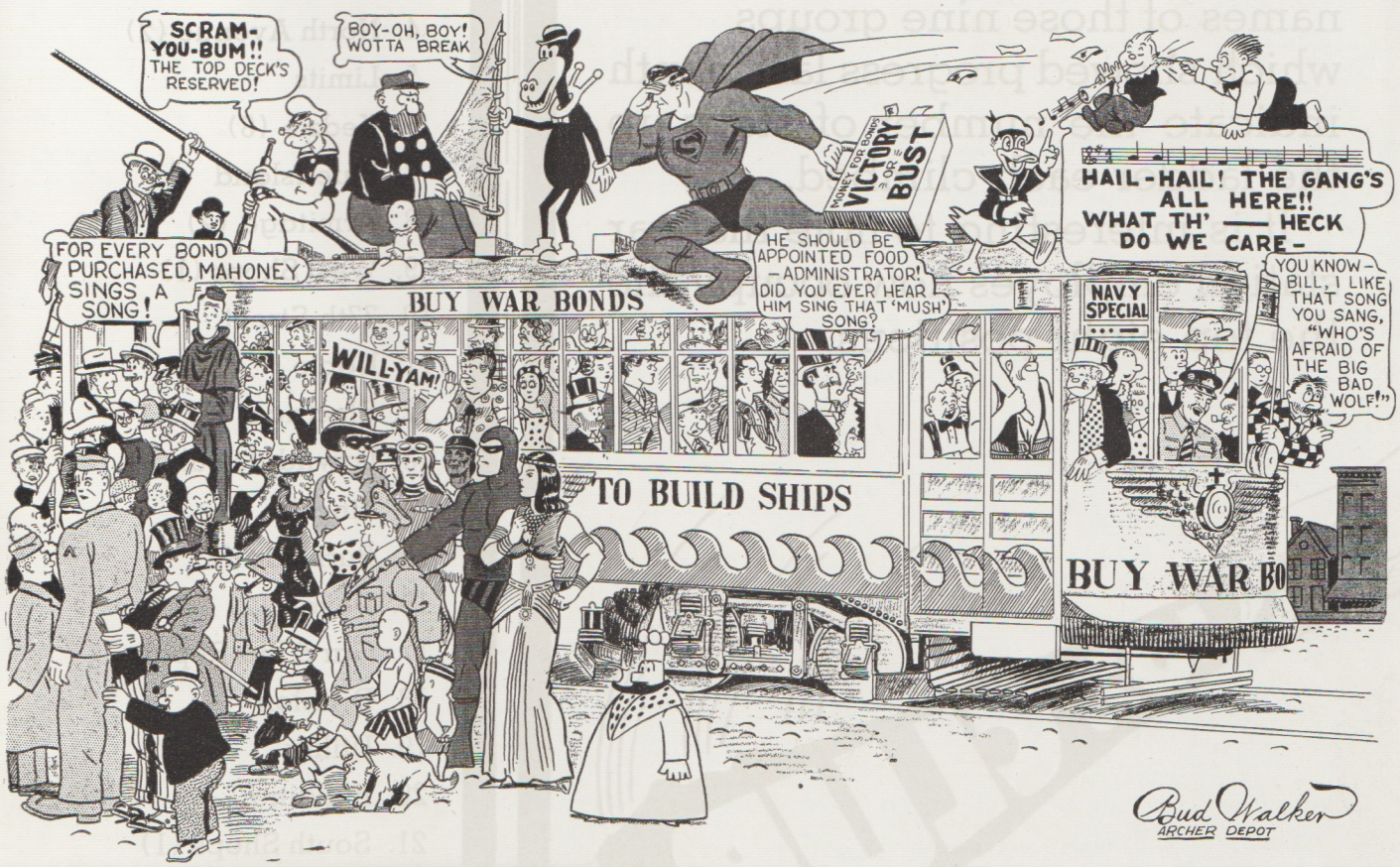
CONGRATULATIONS TO Henry Braaksma, Tin Department, upon his recent marriage. To him and his bride we offer our best wishes for a long and happy married life.

A recent letter from Felix Winslow, Printing Department, from "somewhere in England" reported he likes the country, and is impressed by the thatched roofs of homes in the small villages. Recent joiners of the military forces include Ernest Frank, who is in an anti-aircraft unit down in Texas; Harrison Murray, who is in the air corps in Florida, and Eric Wians, who joined only recently and whose whereabouts are, as yet, unreported. All three are from the Motor Repair Department. Anthony Durrant, Paint Department, is with the field artillery in Mississippi, and Joe Kiselus, Foundry, is with the coast guard in Brooklyn. We wish all five the best of luck, and hope that they will stop in and see us whenever they can.

While on vacation, Giles Crawford, Millwright Department, received one of those surprise telephone calls. He was listening to one of those radio programs where they ask a question and, if you can answer it, you win some money. Well, he could and did answer it, so he received a grand vacation surprise of $65. Congratulations, Giles!

Joe McKierman, Car Wiring Department, was playing Red Grange with his young sons recently. He has finally come to the wise conclusion, after acquiring a lot of sore and aching muscles, that he had best retire as a football hero, and leave that to his sons.

Harry Knudsen, Woodmill, was all set to spend a lovely vacation down in New Orleans. He was traveling by plane; but, at Memphis, his priority gave out. There were no hotel rooms to be had, so he had to spend the night sitting up in a chair. Next morning, as soon as possible, he boarded another plane home for good old Chi', which he had decided was the garden spot of America.—*Elsie S. Frank.*



Motorman "Smiling Bill" Mahoney, Kedzie, famed for his Irish tenor and his recent "assist" in the capture of the killer of a West Side jeweler, is given a special load of riders by an Archer motorman, Cartoonist Bud Walker.

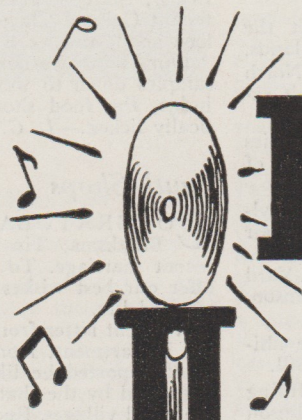
Has Your Group Rung the Bell?

WIN, PLACE and show positions in the 10% Club war bond race of Division 241 employes fell to Lawrence, Archer and Cottage Grove, respectively, at the contest's close, September 30.

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

It is interesting to note that car station employes now occupy the the top eight positions.





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