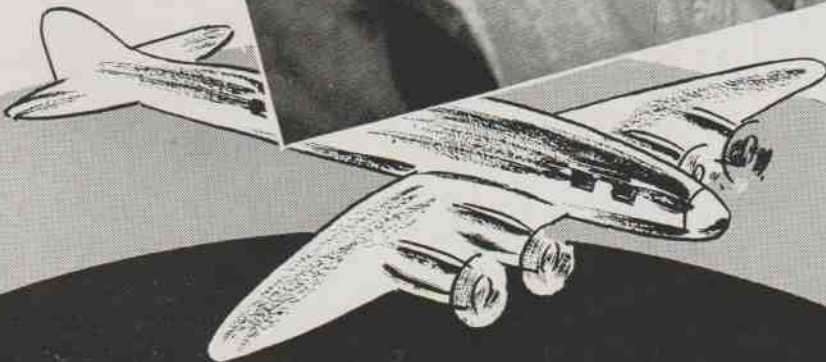




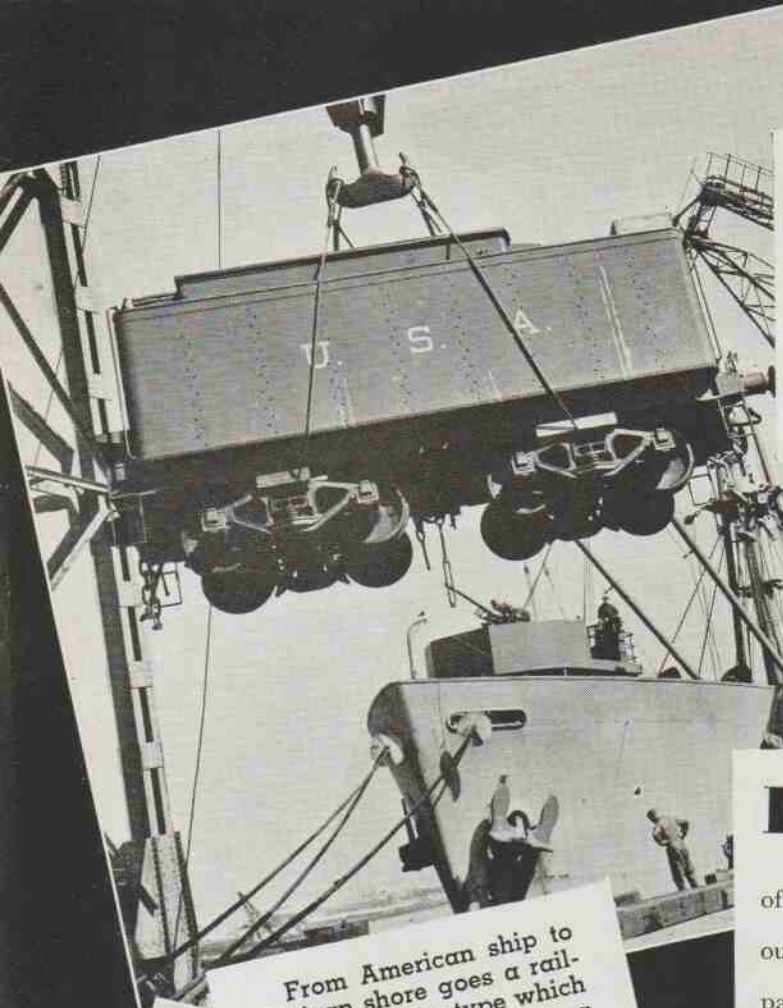
**Bonds of Division 241 Men
Bought This Flying Fortress**



Surface Service
MAGAZINE

NOV., 1943

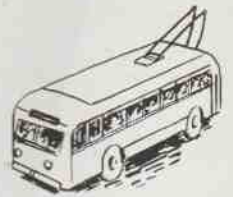
We Had a Part in Winning Sicily



From American ship to African shore goes a railway car of the type which is manufactured in a huge Chicago plant, thousands of whose workers we carry to and from their daily jobs.

Hundreds of these cars helped haul to the jumping-off ports in Africa the tons of war material used in conquering Sicily.

BECAUSE WE DELIVER the folks who deliver the goods in Chicago, Arsenal of Democracy, we and the tools of war which our daily riders manufacture played a real part in the recent winning of Sicily.

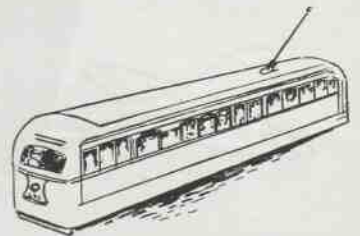


The accompanying Army Signal Corps photos show some of those tools of war being landed on, or ready to leave for, Sicilian beaches



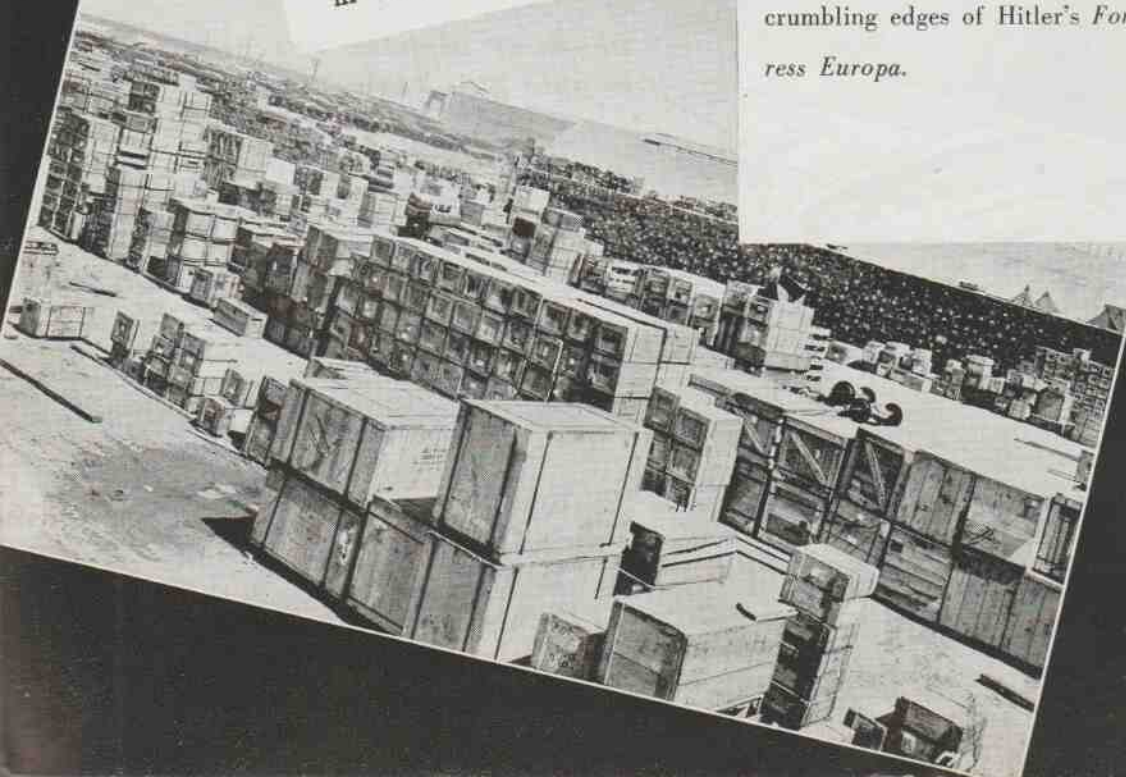
—just as others like them are this minute being put ashore on Tojo's isles of the Pacific and on the

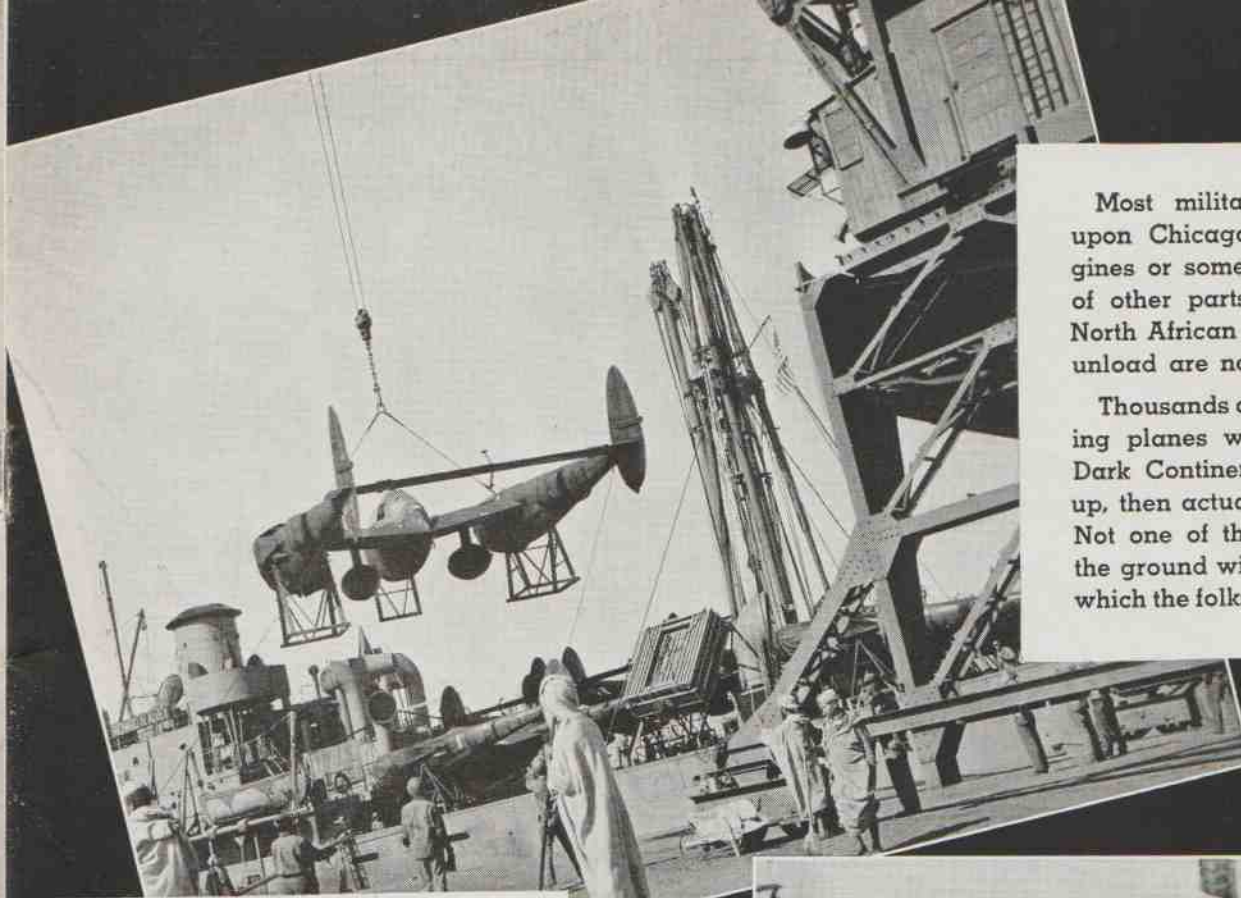
crumbling edges of Hitler's *Fortress Europa*.



Awaiting assembly, then a part in the invasion of Sicily, are these boxed tank and truck parts at a North African port.

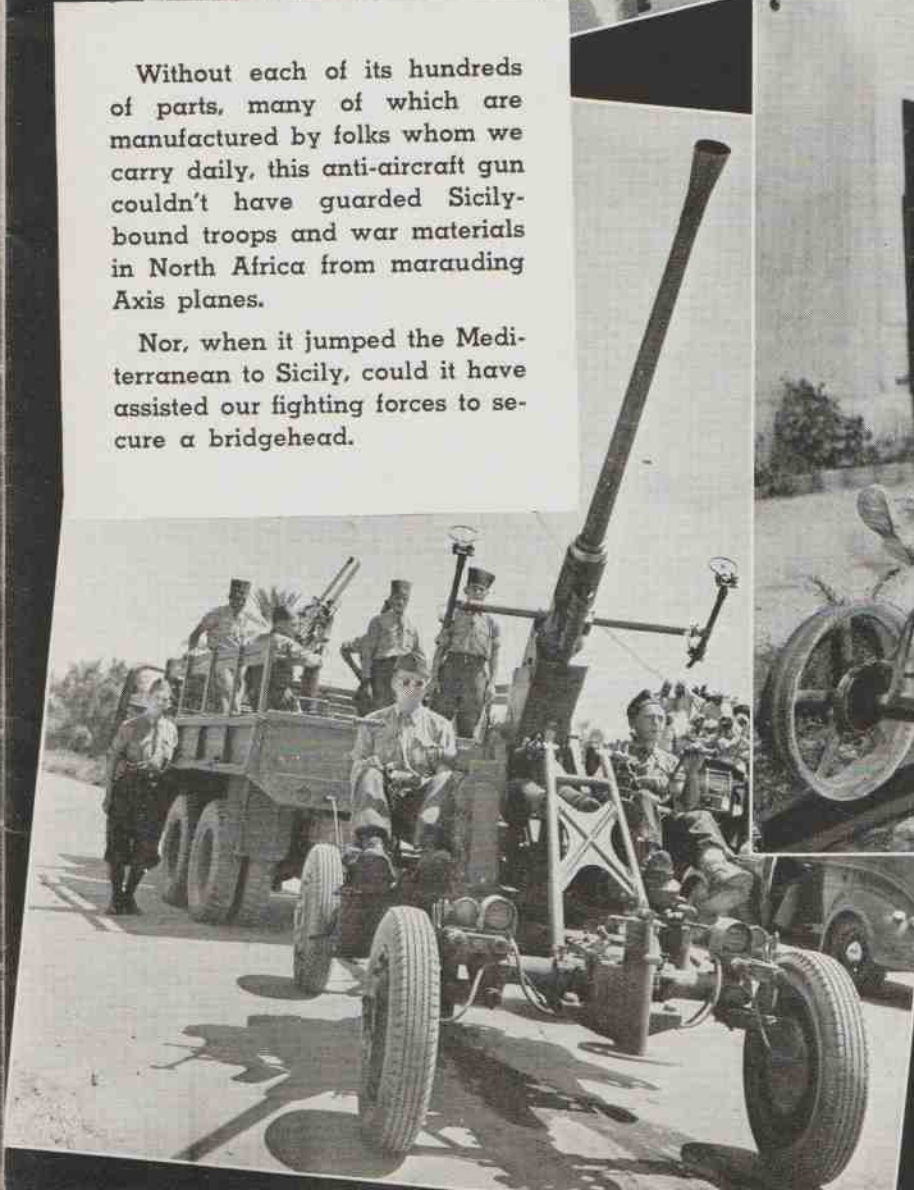
As with all other Chicago-made tools of war, we deliver the folks who turn out these goods.






Most military planes depend upon Chicago workmen for engines or some of their thousands of other parts, and these which North African natives are helping unload are no exceptions.

Thousands of pursuit and bombing planes were shipped to the Dark Continent for the softening up, then actual invasion of Sicily. Not one of them could have left the ground without the vital parts which the folks we deliver turn out.



Without each of its hundreds of parts, many of which are manufactured by folks whom we carry daily, this anti-aircraft gun couldn't have guarded Sicily-bound troops and war materials in North Africa from marauding Axis planes.

Nor, when it jumped the Mediterranean to Sicily, could it have assisted our fighting forces to secure a bridgehead.



Railroading through Sicily on a special "pumpmobile" go two American doughboys.

The steel in their "buggy" and the tracks, and even the tracks themselves are all of the type turned out by the folks we pick up every morning and take home every night.

Without us, both these soldiers and the majority of our city's workers, who make the tools with which our armed forces fight, would have to walk.

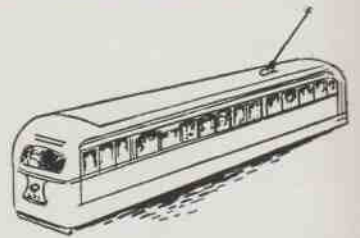
We're Life Line of City's War Effort



Hard-hitting medium tanks having proved themselves during the conquest of North Africa, congregate at a French Moroccan port awaiting jumping-off time for Sicily.

First step in war production for most of the many Chicagoans who help make tanks or tank parts is onto one of our cars or buses as they start off for their vital jobs.

BECAUSE THE NATION'S street cars and buses provide the first step in war production, the Office of Defense Transportation recently made this request of all local transit workers: "Stay on your essential jobs!"

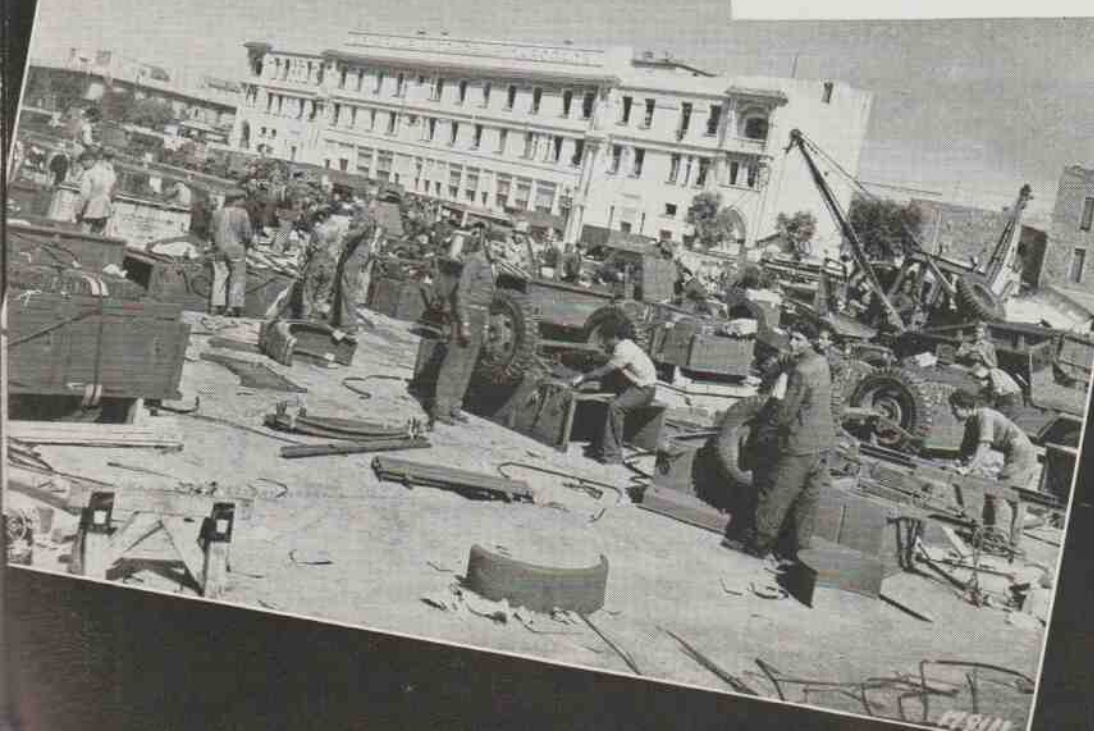


The winning of Italy, then of Germany and Japan, will require an unbroken production of the tools of war. And, in Chicago and other large production centers, public transportation is the life line of the war effort.



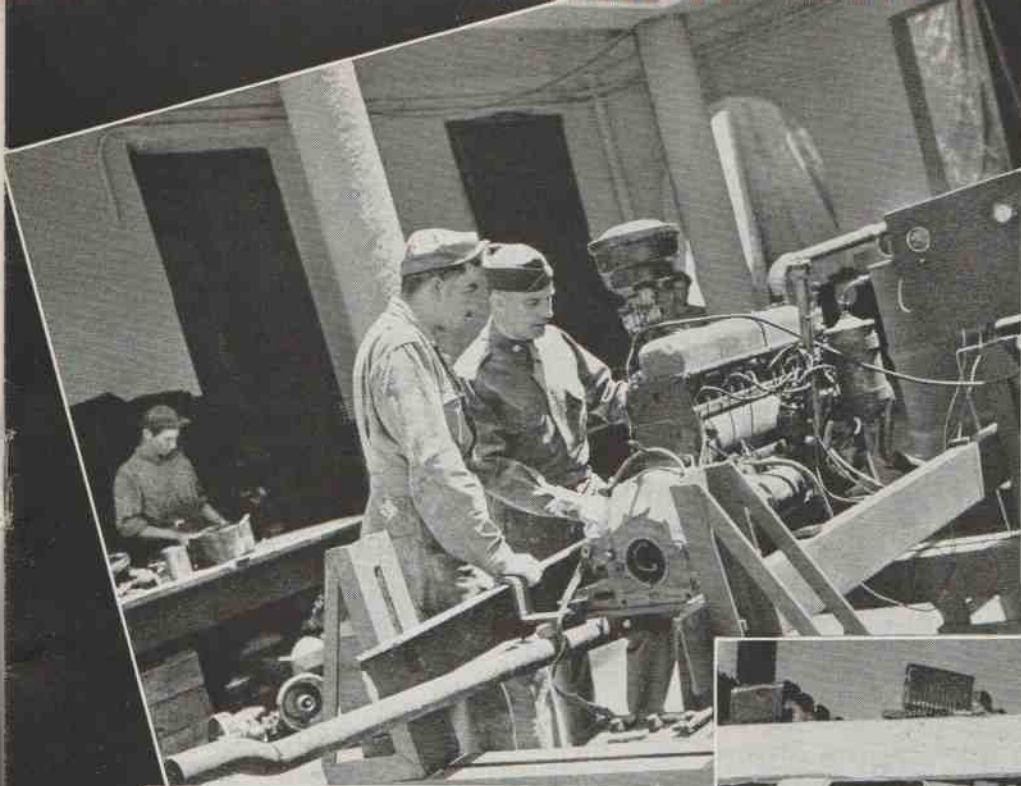
Local transit, the ODT bulletin continued, is a vital war industry, and its workers can't

improve their draft status by moving to another essential activity.



Skilled army mechanics prepare for the invasion of Sicily by fitting together tanks, trucks, jeeps and other military vehicles at their North African assembly line.

Thousands of our daily riders at several large plants and numerous smaller ones help manufacture these vehicles.



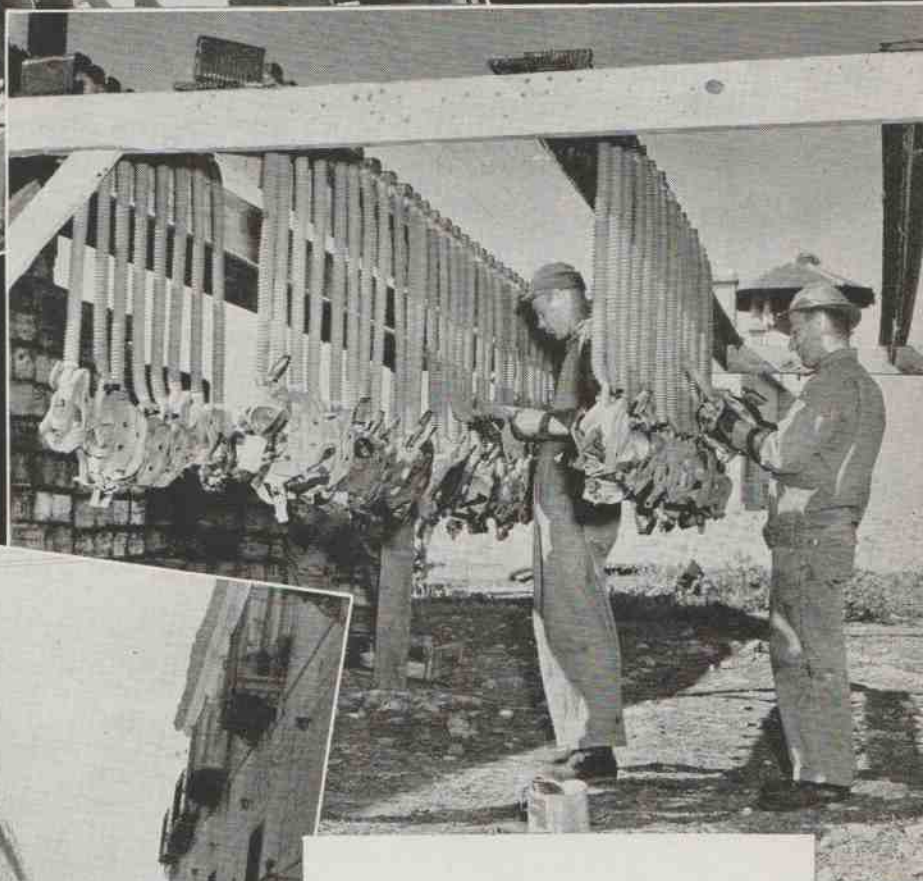
Ailing motors of trucks, tanks and jeeps which are soon to aid in the invasion are repaired in this army garage in French Morocco.

Thousands of our riders helped turn out the tens of thousands of parts which are stocked in this and similar repair centers.

11

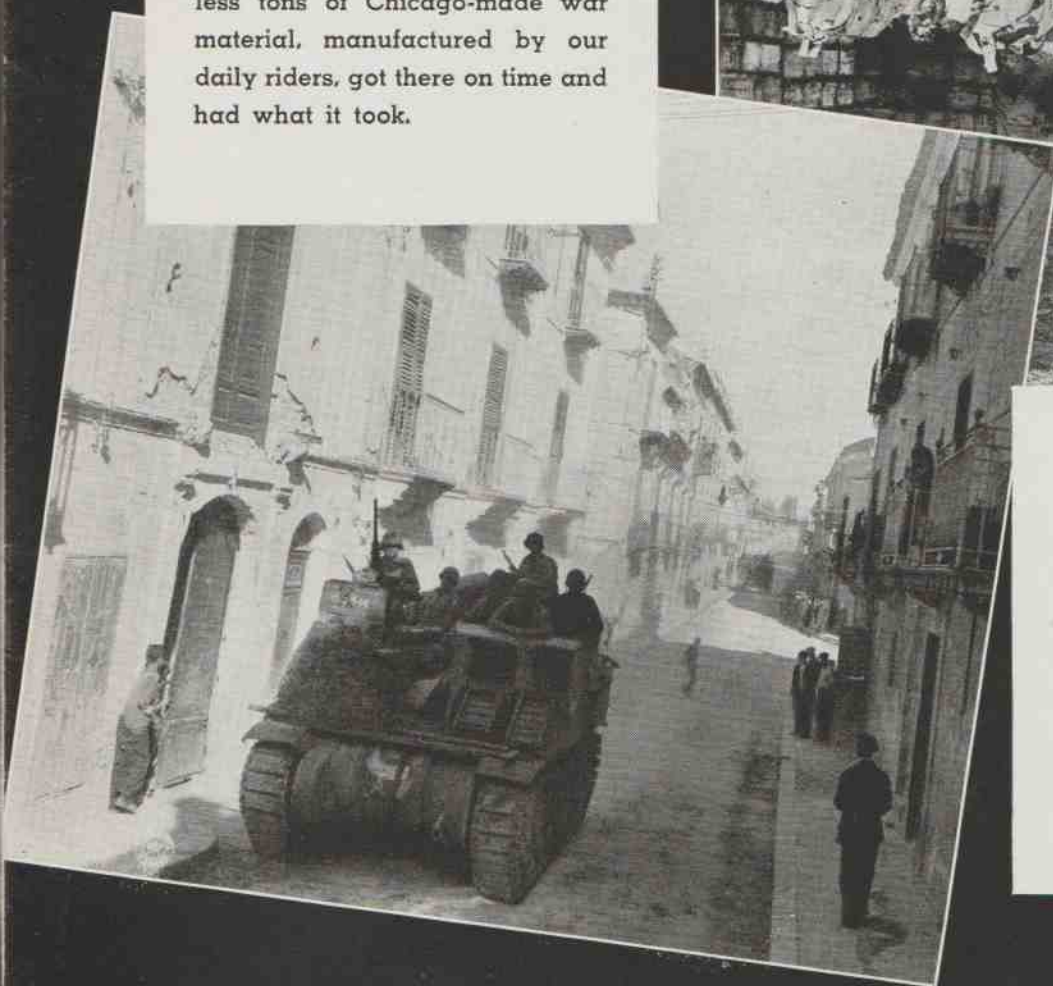
The invasion a thorough success, Yank armored forces rumble through the narrow streets of Palma, Sicily.

We may be proud that countless tons of Chicago-made war material, manufactured by our daily riders, got there on time and had what it took.



Soldiers in French Morocco inspect and air gas masks soon to be carried by Sicilian invasion troops.

Close inspection of fighting tools is an invasion "must"—just as safe and rapid transport of workers who make the tools is an essential homefront task.



Operating and Safety Confabs



WHEN THE ANNUAL operating and accident prevention meetings concluded November 5, our more than 12,500 trainmen at our 17 depots had heard Superintendent of Transportation William A. Hall and Supervisor of Accident Prevention William Pasche ask that service be improved and accidents prevented before they happen.

Shown in the top photo is part of the matinee crowd at Lawndale October 22. In the bottom picture are some of the Division trainmen at their afternoon session October 18.

For some cartoon reminders of a few of the operating and safety points brought out at the meetings, see the back cover.

Lay That Skillet Down, Ma!



Lay that skillet down, Ma!

Lay that skillet down!

Pa's tax deduction is correct;

He ain't been doin' the town!

BECAUSE MANY trainmen report their inability to explain to the satisfaction of the "little woman" why the withholding tax on one pay check is sometimes four dollars more than on the previous check for nearly the same amount, SURFACE SERVICE gallops to the rescue.

Some trainmen, because of the varying deductions for taxes, have been reluctant to take frequently necessary extra runs, believing they lose money when they do.

Others, understanding the tax, but remembering how alarmingly mama toyed with her skillet on the previous payday upon discovering what she thought was a shortage, have been refusing extra runs for that reason.

Withholdings for taxes on a check of \$80 may correctly be four dollars more than on a check of \$79.99.

Motorman: "But I don't want an extra run! It'll only lose me money!"

But, when settling up time for income taxes arrives March 15, all those who have overpaid will get a prompt refund.

Those who have underpaid, on the other hand, will have to make up the shortage at once.

In that way, "nobody loses nuthin'," for the pay check de-

duction is not the tax. The actual tax must be figured later.

With today's manpower conditions, extra runs will continue to be necessary. The following paragraphs, it is hoped, will clarify the withholding tax procedure—both for the men who believe extra runs cause them to lose money, and for those who can't convince the "little woman" they aren't holding out a few bucks.

If a pay check is for between \$60 and \$79.99, withholdings are, as follows: married man without children, \$3.60; married man with one child, and married man with two children, both \$1.30.

When a check is for a sum between \$80 and \$99.99, withholding taxes for the same three classes of men are, respectively: \$7.60, \$5 and \$2.40.

Withholdings when the check is for from \$100 to \$119.99 are, respectively: \$11.60, \$9 and \$6.40.

Tables used by our Accounting Department in making the deductions are set up in the Withholding Tax Law.



Income Tax Collector: "Well, it looks like we owe you \$22! How do you want your money?"

Front Cover

ANOTHER VIEW of the latest model Flying Fortress purchased with war bonds of Division 241 employes of the Surface Lines and shown on the front cover is this christening scene, taken at the Municipal Airport October 17.

Wielding the bottle of champagne is Mrs. Daniel J. Mc-



Herald-American Photo

Namara, wife of the recording secretary of Division 241.

While no provision is made on the Surface Lines service flag for our Flying Fortress, which has already hopped the Atlantic for service against the Nazis, we can all be certain she will do her part as well as our 1,375 fellow employes now serving with the fighting forces are doing theirs.



SURFACE SERVICE MAGAZINE

A Publication by and for Surface Lines Employes, Whose Vital Service Provides the First Step in All Chicago's War Production

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November, 1943

Number 7

WILLIAM H. BROMAGE . . . Editor

DON R. COWELL . . . Associate Editor

London Transport's Garden Contest Similar to Ours

A YEARLY GARDEN competition among depots similar to ours at the Surface Lines is held annually by the London Transport Company.

One of this year's winning depot gardens, according to *Pennyfare*, employe publication of that organization, consisted of 112 tomato plants from which more than 1,000 pounds of the vegetable were picked.

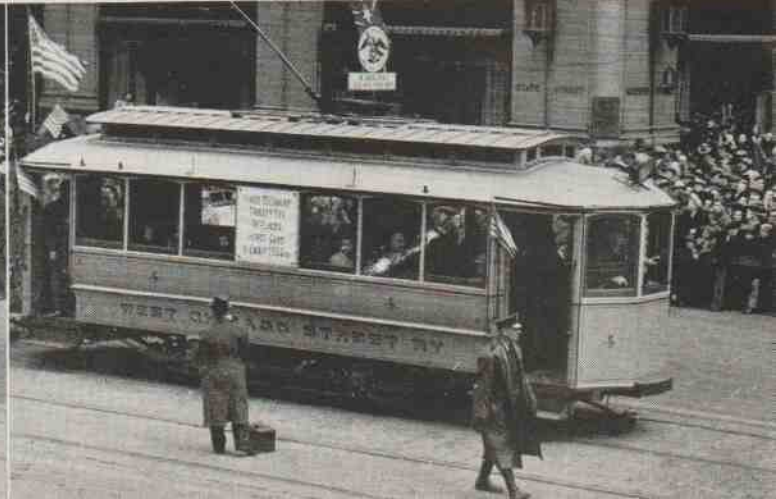
PARTICIPATING IN STATE STREET SUBWAY PARADE

Here are two of the eight Surface Lines vehicles which took part in the State Street parade of October 16, marking the opening of the subway.

The horse car (left) is of the type which began operating on State Street in 1859. In the foreground, firemen haul another ancient vehicle — a piece of fire apparatus which served during the Chicago Fire.

The second vehicle (right) is one of the first overhead trolley cars, which began replacing horse cars in the 1890's.

Others of our vehicles in the parade were a horse-drawn omnibus, a cable car trailer, a U. S. Mail car, a Madison Street streamliner, and two of our colorfully decorated war promotion cars — the WAVES-SPARS car and the Community and War Fund car.



"You Give the World's Best Transit Service"

AFTER HE HAD slept past his stop one early morning recently, then chatted for some time with Conductor Walt Nelson and Motorman Ed Meske, 77th Street, during their end-of-the-line rest period, Richard Nolan, 6314 Dorchester Avenue, wrote: "I thank you and your two fine gentlemen for the kind treatment I received. You give the world's best transit service for only a few cents."

"In these busy times when everyone is overworked and in a hurry, your men are doing an excellent job. In the wee, small hours when nearly everyone was asleep, there were these two men—wide awake, on the job, smiling, witty and eager to help. I wish many other riders could hear how courteously I was treated."

"Never Ridden with Better Man"

"A visitor in Chicago, I have never ridden on a street car operated by a better man than he." So wrote Mrs. R. Chamberline, Los Angeles, California, in praising the courtesy of Conductor Roger Ruggeri, Burnside, in giving her directions for reaching her destination.

Another Chicago visitor, Mrs. Edith Lee, Houston, Texas, wrote lauding similar helpfulness from Conductor Joe Gora, Noble. "Presuming he is an example of your men in general," she commented, "I can take home a story of how wonderful men of the Chicago Surface Lines are."

Praised for Returning Wallets

Because they found and turned in to our Lost and Found Departments purses and wallets which riders had left on their vehicles, these trainmen were warmly praised last month: Conductor John Ogan, Archer; Motorman Tracy Norton, Cottage Grove; Conductor Earl Gruits, Elston; Conductor Tom Carabine, Lincoln; Conductors

Mike Hartnett and Art Reid, Motorman Art Moilanen and Bus Operator Stanley Skiba, all of North Avenue; and Conductor Emil Mailbuecher, 77th Street.

Assist Blind, Crippled Riders

After they had gone out of their way to assist blind, crippled or elderly riders, these trainmen won letters of praise last month: Conductor Jake Mroz, Armitage; Conductor Joe Lupe,

Cottage Grove; Motorman Bob Judge, Division; Conductors Bill Ahearn and Joe Bolger, Kedzie; Conductor George Amann, Limits; Conductor Earl Stump, North Avenue; and Conductors John Blais, Carl Rolander and Lew Waddell, 77th Street.

Struck by the pleasant but firm manner in which Conductor Elmer Brennawald, Lawndale, quieted a troublesome drunk on his car, Thomas Frole, 1111 South California Avenue, wrote: "Everyone remarked about it."

The attentiveness of Conductor Mickey Tierney, 77th Street, to calling all stops prompted Charles Duffett, 6921 South Prairie Avenue, to write: "It's a pleasure to ride with him."



Courtesy Los Angeles Examiner

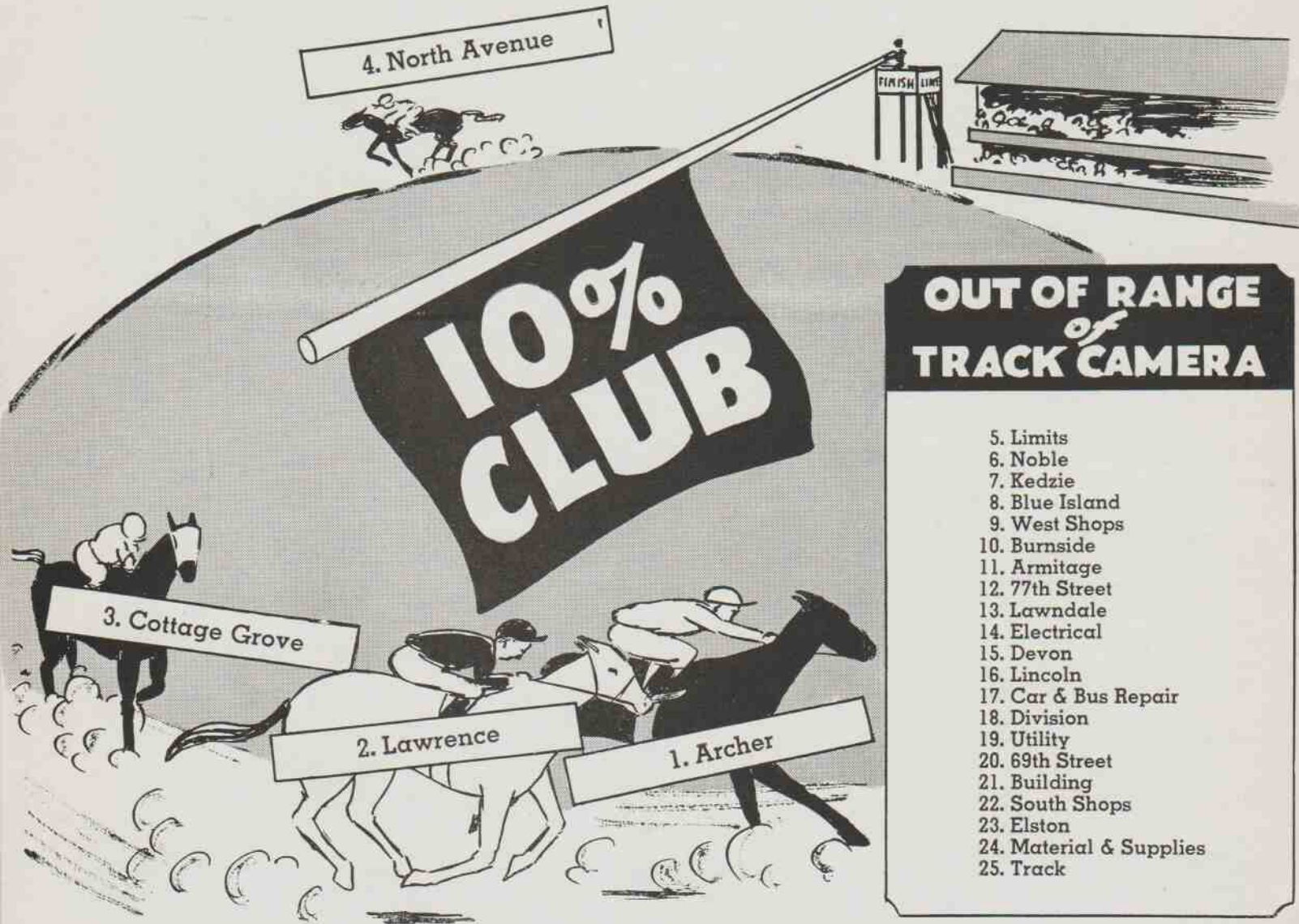
ARCHER CAPTURES LEAD IN WAR BOND RACE

ALTHOUGH NEARLY seven per cent of the Surface Lines payroll is being invested in war bonds each month, not one of the 25 chief groups of employes has yet crossed the 10% Club "finish line."

Win, place and show positions in the race are held about

as they were last month, by Archer, Lawrence and Cottage Grove Stations, respectively.

Groups which showed gains last month and the number of places each advanced are as follows: Archer, one; Noble, two; Burnside, five; and 69th Street, two.



OUT OF RANGE of TRACK CAMERA

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

London "Pilot's" Broadcast Gives Hitler Headache

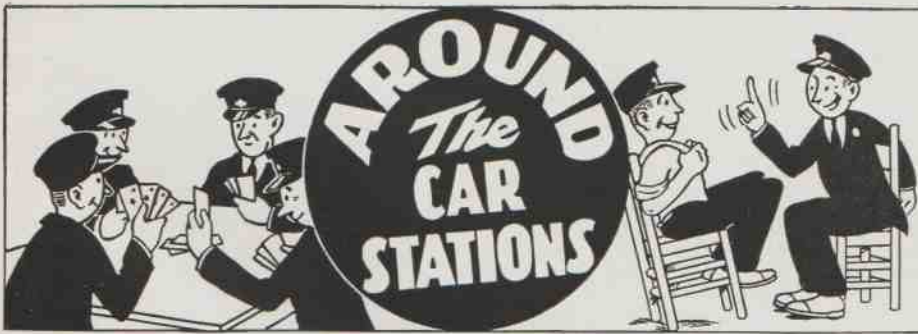
TAKEN PRISONER by the Germans during World War No. 1. Motorman W. Orchard, London Transport Company, learned to speak their language

in a prison camp.

Recently, 25 years later, he spoke in that tongue to German street railway men over a British Broadcasting government-sponsored program.

"I kept up my German, thinking it

might come in handy some day," reported Motorman Orchard. "If Hitler was listening when I spoke, he certainly got a headache from learning what we British railwaymen think of conditions for *his* trainmen."



Archer

THE ANNUAL safety and operating meeting was held October 19. The speakers were Mr. Hall, superintendent of transportation; Mr. Pasche, supervisor of accident prevention; Mr. Theis, division superintendent; Mr. McMahon, assistant division superintendent, and Hugh McGarry and Tom Coughlin, board members. The attendance was very good and we are sure that every one that attended had a very enjoyable and instructive time.

The recent pick of clerks made only one change at Archer Depot. Elmer Gobeille is coming back to us as night clerk, replacing Lyman Goss, who is going to Cottage Grove. We almost made an unforgivable omission. John Gaskey is returning as relief receiver. Well, that is Cottage Grove's tough luck!

We are going to have to add four more stars to our service flag. Paul Reid, Elmer Mormann, George Spotten and Edward Page have enlisted in the Sea Bees.

Ray Prell reports an increase in his family—a baby girl. Congratulations.

Our deepest condolences are extended to Carl Bohse on the recent loss of his wife.—Combine.

Armitage

ALTHOUGH THE bond drive has been ended, Uncle Sam can still use those extra dollars. Boost your allotment through the payroll plan. Somehow the deduction is painless, and it does mount up.

Quite a number of our boys in the service visited us during the last few weeks, among them being Bill Boland, Ed Sigvedsen, Douglas Thime, Roy Shafer, Frank Gries, Reider Gabrielsen, Harry Henriksen, George Streske, Walter ("Tiny") Johnson, Hank Dulin, Stanley Dabe, Will ("Slats") Miller, Ruphas Wainscott and Tom Henneberry. They all looked splendid and were unanimous in their complaint of lack of mail from the boys around the station.

Get in the groove and keep the mail rolling. Never have it said that we at Armitage ever lagged in any worthwhile venture.

Ole Olson has had us fooled here for years. One would never suspect that Ole was a patron of literary classics, so when he recited a bit of aesthetic poetry during the operating conference held at the depot recently, he left a bewildered and astonished assemblage.

The boys were too speechless at the time to thank him for his eloquent contribution toward making their life more full and beau-

tiful, and requested their correspondent to do so for them. Thanks, Ole, and let's have more of it in the future, but not as brief.

Joe Kurzer has returned to work after a prolonged illness. Glad to have you back with us. Denny Walsh was in and he'll be ready to get back to the grind before long. By the time you read this, Clarence Bruhn should also be doing his stuff and are we glad to see the sick list decrease.

So long, fellows, these last few years with you have been enjoyable.—Chief.

Blue Island

HERE IS YOUR old correspondent back on the job again, and we wish to thank Steve Barton for the wonderful job he had done since taking over last February.

We welcome John Kramer as our assistant division superintendent; Arthur Payne as our chief night clerk; Otto Jurew as our day receiver; Joseph Gaskey as our relief receiver, and Sam Asta as our relief clerk.

We wish the best of luck to Nick Hodan who transferred to Kedzie Station as head receiver, and to Frank Carpino who transferred to Noble Station as chief night clerk.

Chairman Frank Ryan of the minute men committee wishes to thank you all for helping put over the bond drive.

Again we had the pleasure of a visit and instructive talks by Mr. W. A. Hall, superintendent of transportation, and Mr. William Pasche, supervisor of accident prevention on October 21.

It was our own Charles Carlson—not Charles Gordon—who was pictured in last month's issue with other new legion post officers. He is sergeant-at-arms.

Motorman Bill Keith is a 10% Bond Buyer, donates blood to blood bank, and also invents games for children. The *Chicago Times* recently featured one of his games and also a very appropriate write-up.

The following men became proud fathers: W. Brockman, a baby girl, October 26; W. Rajewski, a boy, October 23, and P. Schumacher, a boy, October 23. Congratulations, fellows.

Conductor-Operator Rudolph Kadlec and Mrs. Kadlec celebrated their 25th wedding anniversary October 26. Congratulations, folks.—C. P. Starr.

Burnside

SORRY WE MISSED last month. We wrote up our items on time, but through some error the envelope was mislaid and

arrived at headquarters too late for publication. We'll try not to let it happen again.

November is here and summer gone. We are now headed for that good old winter time when Jack Frost is king, and slippery steps and pavements are the rule and not the exception. Salt and ice at switches form an accident hazard that will keep us all on our toes, but that is for the future.

The welcome mat is also out for those new men, many of them from the armed services, who have chosen to become a part of our family. We wish to say that we are glad to have them, and know they will never regret having made the choice to join us.

C. C. Cameron Post of the American Legion held its annual installation of officers October 16, with a full new crew headed by N. C. Schubert. All but two of the new officers are trainmen from Burnside. Burnside is proud of this post and wishes for Nick and his corps of officers the best year the post has known.

There has been some comment lately concerning the fact that although Mike Ryan worked last St. Patrick's Day, he laid off on Rosh Hashana and Yom Kippur. How come, Mike? Come on, fess up!

Bob Karolich, who has been on the sick list for several years, appeared recently at the Nickel Plate crossing. 94th and Harper, wielding a green flag. Welcome back, Bob, glad you are able to be with us again.

The clerical force picked jobs a few weeks ago and we have with us again that jovial friend of the "Caseys," August Saar. Glad you are back, Gus; it is a real pleasure to see your smiling face behind the receivers' window again. And to those fellows who left us for other depots, we hope your new jobs will come up to expectations.

Have you noticed the satchel that is carried by Dr. Franz Von Schrom, out Hege-wisch way? When interviewed, he stated that if we get many more colors of transfers he intends to look around for a conductorette to do his stenographic work for him.

Scene: Mike Koskos' street car.

Place: Anywhere on Stony Island Line.

Action: Conductor beating a tattoo on the bell.

Reason: Mike out in the street picking up a nickel.

This motorman has a keen eye and can spot a nickel in the street at almost any distance. Watch out, Mike. That income tax collector taxes all kinds of income—from whatever source.

To those men who have not had the opportunity to do "show work," there is still a real thrill in store for you. If you have not made the acquaintance of the various pieces of equipment, you should do so soon as you may need the information at any time.

And, last but not least. Do your Christmas shopping early and often. We can't think of any Christmas present that will bring more happiness in as many ways as a flock of war bonds tucked into a stocking—or into a safety deposit box, for that matter. See our chief clerk at once. We still belong to the 10% Club.—Furgie.

Devon

WE'VE HEARD a lot of Victory Garden stories, but we think the outstanding was that of Conductor Tim Touys.

The first impression one got of his garden was that of a marble orchard.

Motorman Eddie Rowland says that the idea of the long-wide beds, similar in shape to that which you can see in Mount Carmel or Rosehill, originated with an old aunt of his in the old country. (All Garden and Flower Clubs, Horticulturists, Inc., and Department of Agriculture, please note!)

A couple of years ago the local baker tried to put the bite on Conductor Clarence Langer for 28 cents a dozen for rolls—with no success! So Clarence took it upon himself to do his own baking, which he has been doing ever since. Having just bought one of those baking-failure-proof stoves, he has mastered the art. What a slogan he could make for the stove manufacturers—"Even a conductor can operate with success."

Conductor Art Friesen can relax now. Besides being a young grandpa, he has two sons in the army. There's Conductor George Schuler also. He's the supervisor on the Northbound island at Clark and Armitage during the evening rush. He has been a grandpa four times, and has three sons in service, one in the navy and two in the army. He still has not yet touched the half century mark.

Since November 1, we have had as our chief clerk Al Hill of Limits. Other new-comer clerks are Ed Vancleve and Louie Lohrman, of Kedzie. Hank Ekeroth, formerly of Devon, has returned as a receiver. Welcome to Devon, fellows!

Fred Murbarger, Bill Pinasco, Red Merkel, and Ed Stencil went to Limits, Kedzie, Lincoln and Armitage, respectively. We wish you lots of luck, boys, on your new jobs.

With about one-third of the bowling season gone, we find the Devon boys just one game out of first place. The boys are led by a fine lead-off man, Motorman Art Moe, who keeps on hitting week after week. Ben Dahl, one of the league vets, is consistent as ever.

Captain Frank Lake says he has a laboratory working on a formula that will hold his hair in place so when he's coming down the alley it won't fall in his eyes. Paul Cerotzke is a new-comer who can start a rally and stop a bad frame when the occasion arises. Last but not least, is Frank ("We Don't Need 'Em") Hess. He can burn 'em down with that ball of his in the tight spots.

Warning: Keep your weather eye peeled. If Conductor Mike Daugherty or Mike Size propositions you to get your Thanksgiving fowls from a spot they know of. Beware, for they have been doing a lot of crow hunting lately!

Over at the Tom and Julia Devine Plant on Greenview Avenue in the Lakeview District, the production hit a new high with a ten-pound boy on October 19. This makes three boys and a girl. Congratulations to you from all of us.

To the family and many friends of the late John Stricker and Motorman Mike Farroll, we extend our heartfelt sympathies.

John Hoffert recently joined the ranks of blood donors. More power to you, John!—Ed May.

Division

FIRST THING this month let's give a cheer for Conductor Ed Fisher who spent one of his off days receiving donations for a new service flag and honor roll. Inci-

dentally, Ed will see to it that new stars and names are added as more of our men are called to the colors.

Our latest recruits are Conductors R. Kacprowich, A. Kosinski, and D. Napoleon, and Motormen Victor Sorenson and Joe P. Wronski.

Conductor Thomas O'Hara keeps up quite a bit of correspondence with many of our boys in the service, and his latest is with Motorman Ed Kalas who is in Iceland with a Utilities Detachment. Tommy (and your scribe) has his address should any one want it. As we all know letter writing is one of the little things we can do that means a lot to them "over there."

Some of us have received Christmas cards from Conductor George Dillas, now a corporal now in Hawaii. He wants to know how many more have heard from their "G. I. Travel Bureau"—the draft board!

Motorman ("Whistle") Peck's son Elmer is a PFC on MP duty at the nation's capital. After a brief furlough, Motorman Frank Purchla's son, Matthew, a second lieutenant in the air corps, has returned to Tallahassee, Florida, where he flies a P-47 with a fighter squadron.

Motorman Purchla is a veteran of the First World War, so naturally is very proud of his boy. Who wouldn't be?

Motorman Tommy Thompson is training at Camp Wolters, Texas, with the 59th Infantry.

Motorman Stanley Behnke has many interesting souvenirs of the war at his home,

and next month we will try to publish a picture of them.

You've all heard that telegraphic message tapped out over the radio—"L S M F T" . . . "L S M F T." Well, your scribe has a substitute message which goes "Let's Share More For Tomorrow!"

After flying past the home of Conductor Russ Stromsta for more than 10 years, that ole bird, the stork, is hovering mighty close these days!

The angling prowess of Conductor Louis Scherer is more than a rumor. Motorman Sam Banas and Conductor Mike Cussen can attest to that. During his vacation Louie went to the wilds of Wisconsin and really "rode in" many fish. His neighbors were all sent some packed in sawdust and ice, and he made pickarel his specialty. Somebody pass the potato chips, please!

We intended to have news of our bowlers but it seems they're "not talking"—not even after the big shakeup on Claussen's team.

Now we come to our transferring business. Combination Receiver Al Remack, who will go to Lawrence Garage, was replaced by George Schelkopf, our night clerk of years ago; Mike Callahan replaces Bob Petersen as night clerk. The boys miss Bob, who goes to Armitage as afternoon clerk. He was a square shooter, always ready to give a guy a break. Well, our loss is Armitage gain. Fred Meyers stays as chief clerk, Frank Fournier as register clerk, and Johnny Gibbons as relief clerk.

This month three little girls celebrated

THE MELANCHOLY DAYS ARE COME

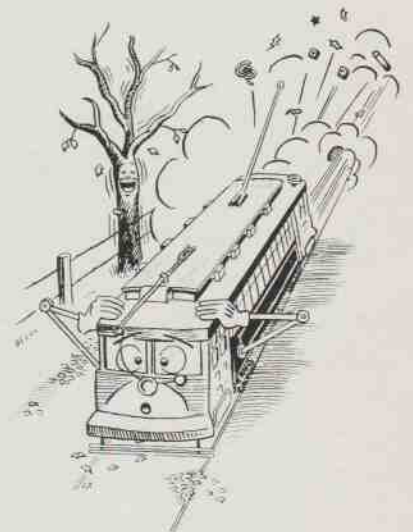
By G. Earle Ferguson, Burnside

The melancholy days are come,

And motormen turn pale.

The frost is on the pumpkin, and

The leaves are on our rail!



Bud Walker

their birthdays—Marilyn, daughter of Register Clerk Fournier; Geraldine, Motorman L. P. Goodin's big girl, and Margie, the girl Motorman Ed. Zakrzewski is always thinking of. Conductor Louis Sanz celebrated his 27th anniversary on the 14th of this month.

That's all for this month. "L. S. M. F. T!"
—R. T. W.

Kedzie

HAVING BEEN appointed scribe for Kedzie, we shall make every effort to keep this column wholesome and humorous, free from personal slander, criticism and sarcasm.

Realizing we are unable to keep informed of all the news in this depot, your new scribe solicits your items of interest—such as wedlock, anniversaries, births, etc., particularly from our boys in the army, navy or marines.

If you receive a letter or post card from any of the boys in service, we would like to mention the fact and publish their names, branch of service and addresses, so that our trainmen who find time can write a few lines to the men.

Place your news items in an envelope and turn them in to the clerks.

We are happy to report to the trainmen of Kedzie, that we have sent Christmas gifts to Sergeant John Kain and Privates Mike Dorgan, John Kane and William Stapleton, members in the armed forces serving overseas. Much credit should be directed to our Assistant Superintendent Clinton Sonders for this gesture.

Protection Sergeant: "What's the idea of wearing that armor jacket? That's for combat duty upstairs—not ground crews."

Corporal: "I know, Sarge, but the guys in my barracks keep frisking me for cigarettes—and I'm ticklish!"

Our Chief Receiver George Singer left us October 15, in answer to the call of our country. George was presented a gift as a token of friendship from the boys in the office. Here's wishing him the best of luck.

CHEERS: We take this opportune time to express our sincere congratulations on your promotion from chief clerk to assistant superintendent of our depot, Mr. Clinton Sonders. We are proud of you, knowing that no man with better qualifications and personality could have been selected for this important job. We, the trainmen of Kedzie, pledge you our whole-hearted support.

Thanks galore from the minutemen of Kedzie for the splendid co-operation afforded them during their recent bond drive. They are exceedingly pleased with the results, both on increased payroll deductions and cash sales.

Your minutemen are still seeking more 10 percenters. If you're not already in the 10% Club, please join up!

We mourn the loss of the following trainmen: Jim Chaloupka, died September 27; Pat McGrath, September 29, and Paul Kramp, October 11. Martin Skehan, veteran conductor with 48 years of service, topping the head on picking list of conductors, died October 24. We extend our heartfelt sympathies to the bereaved families and relatives.

The picking of clerks and receivers according to seniority, has made a vast change in

the personnel of our depot. The following changes became effective on November 1: Miles Harrington, chief clerk; Thomas Cook, chief night clerk; Ted Hoellen, No. 3 clerk; Red O'Connor, No. 4 clerk; Jerry Blake, No. 5 clerk; Nick Hoden, chief receiver; John Cleary, day receiver; Walter Daley, clerk and receiver; William Pinasco, relief receiver. To all these men, we extend a most hearty welcome.

Our smiling and congenial receiver Mike Callahan, has chosen to pick the p.m. shift as clerk at Division depot. Ed Hendrickson, who served as chief clerk for a short period has selected to perform as clerk and receiver at Lawrence Garage, Leonard Lohrman, picked as clerk at Devon, and Jim O'Brien has gone to North Avenue as clerk. We regret losing all of you fine men, and hope your new environments will be a pleasure!

Yankee Trader: The desert-stranded soldier who swapped a gas-dry jeep to an Arab for a camel is likely a son of that A.E.F. doughboy in 1917 who gave a French shopkeeper 10 United Cigar coupons for six bottles of champagne and got 100 francs in change.

We hope that all of you and yours have the happiest possible Thanksgiving Day.—
R. C. Schultz.

Lincoln

WELCOME BACK to Lincoln Depot, Chief Clerk Elmer Riedel! It's been several years since you left us, and we are glad to see you return. We also wish our new clerks, C. Merkel and V. Rage, a hearty welcome.

We were very sorry to see Receiver Jack Cleary leave us, and also Tom Birmingham and Lee Olson. Best of luck in your new job, boys.

To Motormen Benson and Larger and Conductors Giroux and Hoellen, who went on their pensions on November 1, we wish a long and pleasant vacation.

We received word that Chester Nehls has just returned to New York after being at sea for quite awhile.

George ("Pudgy") Mindak, our star reporter, has returned from his vacation and is just bursting with news. He reports this:

M. Loewenbein, our cheerful little Casey conductor, was recently mistaken for a Western Union boy. Better start growing a mustache, Casey!

Louis ("Tarzan") Monckton is the right man in the right place at Fullerton and Milwaukee Avenues. With his broad and muscular shoulders, he helps to load the hurried passengers on the front platforms of the crowded Fullerton Avenue cars. A mighty man is he.

Joe ("Chicken Coop") Schaller is in hopes that he will break in some of the new men. He wants some advice on how to play African dominoes.

Ernie ("Rialto") Schultz had a terrible cold and lost his voice. A fellow worker offered to buy him a steak dinner if Ernie could tell him where they could get one. All poor Ernie could do was flop his arms in woe.

Mike ("Roly Poly") Richards is our first honorary member of the hole-in-one club. Brothers always give Mike the right-of-way.

Brother Greenholt ("Smiling Jack"), who has been inducted into the navy, was seen

before his induction in Lincoln Park rowing a boat. Experience is the best teacher, Jack!

John ("Half Pint") Presser, who is a noted fisherman, will gladly tell any of the boys how to fish through the ice this winter, with a can of peas. He is an authority on winter fishing.

Ed ("Big Swede") Carlson, the self-appointed champion checker player, scratches his head every time he gets a puppy. Now after all these years he is almost bald.

John ("Yosh") Sullivan used up a whole gallon of liniment. The reason, he moved. Hope you stay put for the duration, Yosh; that stuff is hard to get now.

Will those men who are not buying bonds through the payroll deduction plan please get in touch with one of the clerks and sign up as soon as possible?

Don't forget the credit union when making a loan. It charges only one-third as much as loan sharks and there are still plenty of purposes for which you can borrow.—Ed Hutten.

Noble

WELCOME TO the House of Noble is extended the new men of the office force: Frank Carpino, night clerk; Isadore Shedroff, night receiver, and our own little slick-haired Clyde Thomma, relief clerk. Hope that you boys find it as pleasant here as you have at your former stations.

The long arm of the Government has reached into our bag again and taken Maurice Cronin into the Seabees. Here's hoping that you come out with a good rating, Morry, old boy!

The month of November had a lot in store for us here at Noble. On November 1 we had the pleasure of having with us Mr. W. A. Hall and Mr. W. Pasche. The meeting is the annual accident prevention conference of all trainmen.

November 10, 11, and 12 were winter uniform inspection days.

Thanksgiving will be celebrated on November 25. If you are in the market for any turkeys, geese or ducks, kindly get in touch with Arthur Jordan. His brother-in-law in Bensenville will be glad to get them for you. If there are any doubts as to the freshness of the above mentioned fowls, ask E. Bosworth what he thought of the potatoes he had purchased last year.

Our former night clerk, Al Remack, is the proud father of a baby boy. The cigars were floating around until a few of them exploded.

Our jockey trainer, Henry Gabauer, brought in a lost and found article of a horse and wagon off of Ashland Avenue. The people are hard to carry now, Henry, but there was no use in unloading your passengers and putting them in the wagon.

Charley Vanek finally solved the hammer mystery. For three days Vanek has found a hammer in his pocket. The hammer was put there, it turns out, by Mrs. Vanek so Charley could crack black walnuts while enroute to work. Mrs. Vanek makes delicious Black Walnut cake, and now everybody is happy.

Open house was held at Mr. and Mrs. Jordan's home November 6. They celebrated their 28th wedding anniversary.

Hope there will be more news for you next month.—Charles Karcak.

Seventy-Seventh

TURKEY MONTH comes again, and with or without, we have many things to be thankful for. Even if they gave it all to the soldiers, who deserve it, and we only got pig's knuckles, we should be thankful. No sacrifice or inconvenience that we endure could equal theirs. Our service men, your sons and daughters, are giving their last full measure of service; and we should be thankful for them.

After quite a session of sickness and hospitalization, we are glad to see Mr. Bessette back at his desk.

"Flying Joe," the big Liberator bomber purchased by Division 241 men, had an auspicious send-off recently when Mrs. Dan McNamara gently tapped it with a bottle of champagne. In expressing the feeling of pride in achievement this occasion gave him, Recording Secretary Dan McNamara was speaking for all of those who helped make it possible.

Johnny Mahon, the big moment of our Minuteman Committee, was on hand for the festivities. Others of our distinguished members were likewise present and waxed festive. The bomber, we understand, is already near the line of action.

A little girl, a little confused with it all, wished to get off at the next crossing. What she said to the busman, however, was: "Please, will you get off at the next street car!"

Our chief polar bear has a formula for all you warm-blooded guys whose teeth chatter at the first stiff breeze. Take a bath, he says. Well, that's not a bad idea; but he continues, take a bath with ice in it. He does. And for a fellow who runs around with as little clothes on as he does in winter, we believe him, Roy Keebler.

The safety meeting at 77th was a whopping big success from whatever angle you look. Many interesting things were discussed for the benefit and enlightenment of the new men as well as the old.

We were honored recently to receive a visit from Captain James Cleary, son of Motorman Mat Cleary, who stayed long enough to chat with old friends and to have his picture taken.

Vic Campbell celebrates a silver wedding anniversary this month, and all hands here wish him and the missus well.

From way down south came Sergeant Eddy Quinlan to pay us a visit. The air corps has done him a world of good. He's in the business end of that outfit and expects to be busy soon.

Softball has been a lost art for us here this year, but we are glad to hear of the success of someone near to us in this field. Dan Sullivan's boy John, a storekeeper second class in the navy and stationed at Frisco, has told of winning the softball championship in his circuit on the coast.

Sympathy is extended to the following men because of recent deaths in their families: Conductor J. D. Sullivan, No. 1, his mother; and Motorman P. H. Skerrett (in military service), his father.—Walt Story.

Sixty-Ninth

NOW THAT your scribe is dividing up his time between so many depots, this business of getting out a monthly 69th



Accident Investigation and Legal

WELCOME TO new employees in the D.A.I.—Statementmen Paul Duffy and Emmett J. McMorrow and Clerks Gloria Larson, Mary Feltes, Shirley Schmuide and Dolores Cerny.

Latest reports have it that Lieutenant Colonel Leigh H. Hunt, former departmental attorney and now assigned to the North African Air Service Command, has been recently returned from Sicily to the Walter Reed Hospital where he is recuperating from a serious foot infection. Mrs. Hunt left for Washington, D. C., to be with Leigh.

John J. Hennessey, R. M. 3/C, former clerk, home on his first furlough since entering the service on November 11, 1942, dropped in to say hello. John is a mighty handsome gob, say the "gals" at 600.

The Accident Prevention employes welcome Mrs. Alison Balis to their department. Mrs. Balis, whose husband is with the marines, intends to remain for the duration.—Audrey.

Street column is becoming more difficult. How about a few tips on what's happening? Just scribble them down and hand them to the chief clerk, he'll see that we get them. Thanks!

Our conductors must make very good soldiers, the army wants so many of them. Since we last went to press Edmund Felthouse, Ernest Rusnak, Joseph Gorecki, Leonard Walker and Charles Herrington have joined the armed forces. Lots of luck, boys!

Glenn Peyton and Adam Neely, both of the U. S. Navy, were in on furloughs last month. Both are looking as fit as can be, and it was good to see them again.

Before the next issue of the magazine reaches the "news stands," our annual Christmas rush will be in full swing. As we all know, department stores have had to curtail deliveries and that's going to add to our problems. In addition to handling more passengers, we'll have to haul a lot of their freight, and that will make crowds more difficult to handle. It behooves us all to be strictly on our toes during this period, especially if bad weather arrives to complicate the situation.

There will be many times when we'll have to take abuse from some disgruntled passenger for conditions over which we have no

Accounting

TO VICTOR SUND, Evelyn Murphy and Marry Sullivan, who have received new assignments, we wish all kinds of good luck.

Our best wishes follow Walter Oquist, Timekeeping Department, who has entered military service.

As we go to press, we are looking forward to the speedy recovery of our chief clerk, Howard George, who is convalescing at home.

"Many Happy Returns of the Day" were extended last month to Ruth Busse, Mildred Kramer, Marie Brankin, Katherine Rust, Shirley Gherken, Sarah Coffman, Dorothy McGuire, Eileen O'Connor, Millie Ehrlich and Frances Puscheli.

Dorothy Pacelli, who left us recently, was remembered with a farewell gift from her associates.

We extend sincere welcome and best wishes for success to our new clerks, Violet McDonald, Trip Sheet Analysis Division;

control, but a courteous answer is always the best way out. There will be times when we'll be tempted to take a chance of one sort or another in order to get over the street a little faster, but such operation never pays. Let's play it safe (see the back cover of this issue) in every respect, and we won't have to be sorry at the end of the day.

Do you remember Larry Stephens, the little ray of California sunshine, who instructed at our depot last spring? He's over at Blue Island now but he still does his shopping on 63rd Street.

Not long ago he took his young son into a clothing store to make a small purchase, and the boy's eye was immediately taken by an attractive overcoat and beret displayed on a dummy. Unobserved by either his father or the haberdasher he tried it on (just for size, of course).

When he got it on, it fit so well that he completely forgot to take it off again, and when papa walked out he walked right out with him, still wearing the whole outfit. Just about then, the proprietor of the shop saw what was happening and suggested that perhaps a small down payment would be in order, if the boy intended to keep the coat. To say that Larry's face was red would be putting it mildly.—H. E. Harris.

Mary Dunne, Julia Scanlon and Mary Holden, Blue Transfer Department.

The first girl in the Surface Lines to join the Marines, Margaret Morrissey has reported for duty at New River, N. C. Her many friends remembered her with a traveling bag before her departure, and the best wishes of the department follow her.—Thomas F. Coan.

Electrical

LAURENCE REILLY and Bruce Dinter, both of the navy, recently paid a visit to their fellow workers at Grand and Leavitt. Their visit was enjoyed by all; so come oftener, boys!

Robert Ivan Jacobson, Line Division, entered the navy on October 20. Everett Balzer of Grand and Leavitt, will enter the army on November 17. Best wishes are extended to both of the men.

Lorraine Siska, stenographer at Grand and Leavitt, was very much afraid with the approaching Halloween because she received a letter informing her that the ghost would be on her if she did listen to the commands, signed "The Scorpine." Did the ghost catch up to you, Lorraine?

Sergeant A. A. Kutz paid us a visit recently, and looked fit and able. He has been transferred to a desert training camp in California, and will no doubt spend a pleasant winter basking in the sun. Lucky guy!

Latest reports from Iceland are that Fred Damrow has been advanced to Chief Aviation Radio Technician. Fred has been up north at a navy post for over a year, and no doubt has grown a fine crop of whiskers by now.

Daniel Jacobs, Western Avenue Sub-station, has returned to work after being confined to his home with an attack of flu.

Edward Swinton, sub-station operator, Illinois Street Station, has lost his mother through death. Our sympathy is extended to Edward and the family.—Billy.

Engineering

BUILDING: Tracer Peter Stein left for the armed forces recently. Good luck, Pete.

Sympathy is extended to the family of Edward Smith, who passed away recently.

TRACK: Harry Abbott, bubbling over with pride and passing cigars around, announced he is now a grandpa. Congratulations and thanks for the smokes. P.S. Prospective grandfathers, please note.

Corporal Harvey Figge and Private John Bilich, both in fine condition, paid a visit to their many friends while home on furlough.

Merchant Marine Francis Smith is at home after making several crossings over the deep blue.

G. Lazzara, A. Cioffi, T. Galich, J. Robinson, A. Pavesic and M. Conte are our latest additions to the armed forces.

General Foreman John Milos, who retired after 54 years of continuous service, passed away recently. John will be missed by his many friends.

Our sympathy is extended to Frank Beshk in the loss of his father and mother and to the families of Salvator D'Angelo and Anthony Gilic, both of whom passed away recently.

UTILITY: The stork made deliveries of a boy to the house of Trolley Tenders Michael Wall and John Ruh. Congratulations, boys!

We enjoyed a visit from Chauffeur Lawrence Lindner, who was on furlough from Camp Bowie, Texas.

Trolley Tender Edward Bugal left for the navy, and Clerk Sylvester Smith of Grand and Leavitt, who became an army air corps cadet, is now stationed at Jefferson Barracks, Missouri.

Sympathy is extended to Trolley Tender Thomas Murphy in the loss of his mother.

General Office

AHEARTY WELCOME is extended to Margaret Durkin, Personnel Department, who joined us last month. Hope you like it here, Margaret.

Congratulations to Mary Riley upon her engagement to Technical Sergeant John D. Roach. Sergeant Roach is stationed at Fort Ord, California.

Welcome to the two new girls in the Purchasing Department. They are Rita Hultquist and Betty Wagner.—Carole Schultz and Eileen Gualano.

Material and Supplies

H. F. HOGER, former divisional storekeeper at West Shops, has been promoted to assistant general storekeeper, and is now located in our Downtown Office. This resulted in two other changes: E. G. Jensen was made divisional storekeeper at the West Shops, and R. E. Buckley, formerly of the Downtown Office, succeeded him as assistant divisional storekeeper.

Congratulations to A. Spasojevich, former messenger, who received his wings last month, and is now an ensign in the Naval Air Corps. May this be just the beginning of a successful career in the branch of service you have chosen.

Andy Gray, former clerk, dropped in on us last month. He is with the paratroopers at Fort Benning, Georgia. Thus far he has taken one jump, but is anticipating many more in the future. That's the spirit, Andy!

Emily Milos joined our downtown forces this month as our typist. Hope you will like it here.—Mary Goulden.

Schedule and Traffic

COINCIDENCE of numbers may mean something. If it does, Edward Joyce was number 16 at the induction station and number 16 on the department honor roll. We hope Ed will have the best of luck in the army where he is brushing up on marching routines.

Bill Marston, special engineer, on leave with the OPA for some time is now to be addressed as Lieutenant (j.g.) Marston, U. S. Navy.

Word from Bernie Kincanon has him in the Station Hospital at Fort Jackson, S. C. We hope he has made a rapid recovery and is out and around by the time this is printed.

We extend the sympathy of the department to Harry Jennison, retired, whose wife passed away recently.

Ed Juric, traffic checker, joined the ranks of the benedicts on October 16, with his marriage to Esther Rachfal at Saint Hyacinth's Church. The best of luck to the newlyweds!

Joe McInerney announced the arrival of Miss Shirley Ann on October 6. This addition rounds out Joe's family with two boys and two girls.—L. C. Dutton.

South Shops

MILITARY HIGHLIGHTS: This last month three of our young men entered Uncle Sam's Navy; all being from our Motor Repair Department. Thomas Coates is stationed down in Virginia with the Sea Bees, Albert Samoska and Robert Arendt left just recently and we haven't heard as yet where they are stationed. We wish you boys the best of luck, and hope that you won't forget to come around and see us whenever it is possible.

We had a letter from Joe Kiselus, Foundry, who is with the coast guard in Brooklyn. Joe says things never get dull there; there is something doing all the time! Like scrubbing decks, or working in the galley, Joe? We also received a V mail letter from Jim Lamont, Motor Repair Department, from North Africa. Jim says he is seeing many interesting spots over there and is getting acquainted with the French and Arabic customs. He says he doesn't think he'll ever make a good Frenchman, though.

Our deep sympathy is extended to Edward Miller, Car Repair Department, upon the loss of his wife, who passed away suddenly after a brief illness.—Elsie S. Frank.

West Shops

THE EMPLOYEES of the Shops and Equipment Department wish to extend a hearty welcome to Claude M. Gray who has been appointed general superintendent of equipment.

It is with pride that we report that Seaman First Class James Maher has received a commendation from his commanding officer for bravery while under fire during the landing on Sicily on July 10. Although we haven't heard from Jim direct, word of his good work reached us, nevertheless. Congratulations, Jim; we're proud of you!

We were pleased with visits from George Brignac from Texas, John Schwartz from Oregon, and Don Riess from Georgia. Each of these boys tells us that the army treats him okay.

Irving Roane, ARM 1/c, who has been assigned to a patrol bomber and has seen service in Iceland and North Africa, had many interesting tales to tell, and we were indeed glad to have him here with us for a short time.

Bill Unwin, formerly of the Stores Department, sends his greetings to his friends at the West Shops from the Desert Training Center in California, where he is now stationed.

Charles Bown, Paint Shop, has a big smile these days, and the reason is a brand new baby daughter. Congratulations to the happy parents!

We are a little late in welcoming Genevieve Shea to our group of workers, and to wish Virginia Anderson success as she enters Nurses' Training.

And to Josephine Kloczkowski we put out the welcome mat, since she joined our forces last month.—Mildred Habeger.



BEWARE THE UNEXPECTED

WOW!



THE AUTO THAT SPEEDS UP AND CUTS YOU OFF AT INTERSECTIONS...



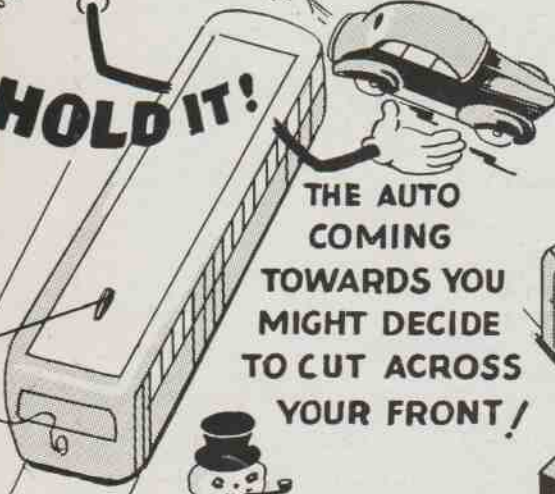
THAT AUTO PARKED AT AN ANGLE MIGHT BACK INTO YOU..




OMP!

THE AUTO THAT CUTS ACROSS FROM RIGHT TO LEFT AND VICE VERSA

HOLD IT!



THE AUTO COMING TOWARDS YOU MIGHT DECIDE TO CUT ACROSS YOUR FRONT!



THAT TRUCK PARKED AWAY FROM THE CURB MIGHT OVERHANG YOUR TRACK

PLAY IT SAFE!

An accident — no matter who causes it — can injure our riders.

It can also damage equipment which is often next to impossible to replace in these war days.

Play it safe always and everywhere; then, when the other fellow does the wrong thing, you'll be able to dodge a mishap by doing the right thing.