

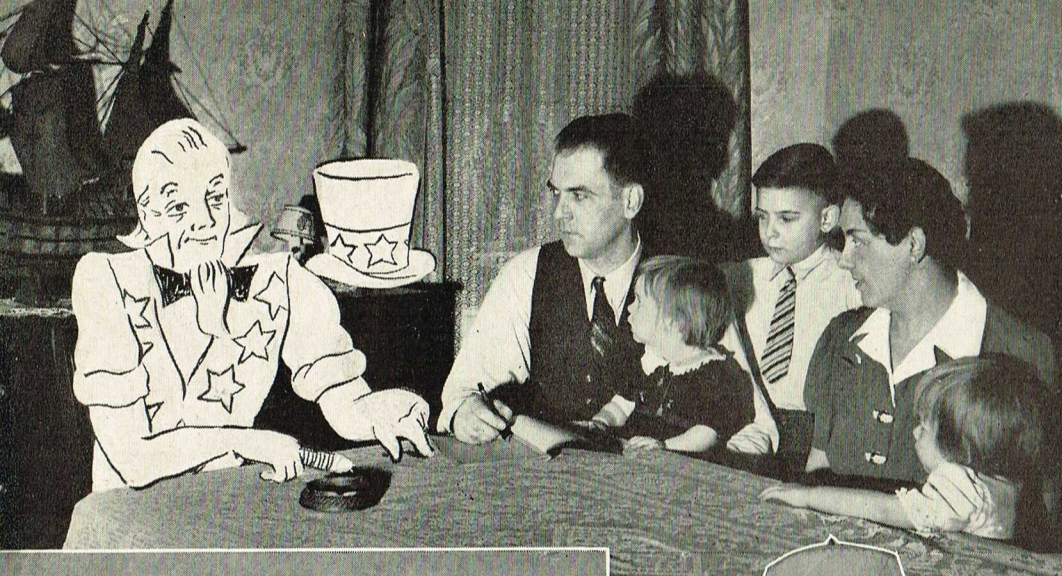


Uncle Sam Meets The Jarsas



*Surface
Service*
MAGAZINE

JANUARY, 1943



ALTHOUGH THE TARSAS have been putting seven per cent of their wages into war bonds for some time, Uncle Sam studies the household expense book with them and asks if they can't boost their bond savings to 10%.

Left to right, are: Mary, Mrs. Tarsa, Eddie, Virginia, Ed and Uncle Samuel.

A Visit from Uncle Sam

UNCLE SAM had the time of his life late last month when he visited Bus Operator Ed Tarsa, Lawndale, and his friendly family.

Much as he enjoyed himself, however, his visit was pleasure mixed with business.

Choosing the Tarsas as a representative Surface Lines family, he called on them to explain how essential it is to the war effort that every American family put at least 10% of its wages into war savings bonds.

Before leaving, he also explained he would like to visit every Surface Lines family, but that helping to smack down Japs and Nazis on the various fighting fronts takes so much of his time he just can't make it.



COMFORTABLY SEATED following dinner, Ed and Uncle Sam study Ed's payroll allotment form.

"Boosting your allotment is easy, Ed," Uncle Sam tells him. "Just ask for a new authorization form. Fill it out. Then return it with the cancellation for your present authorization."

REMEMBERING HIS pleasant evening with the Tarsas, Uncle Sam returns early the next morning to give Mrs. Tarsa a salute as she pulls another \$25 bond from the mailbox.

"You wives," he tells her, "should take just as much interest as the men in seeing that at least 10% of the family paycheck goes into war bonds. Remember, I'm banking on you to keep buying!"



Join Ten Per Cent Club Now, Uncle Sam Asks

UNCLE SAM recently asked through his Treasury Department that all wage earners join at once the ranks of those who are already helping the war effort and giving the old "one-two" to the Axis by putting at least 10% of their wages each payday into war savings bonds.



family have the same stock in this war as theirs.

It was, you remember, the war bond dollars of the "other fellows" as well as yours which last April won your group's Minute Man flag, signifying 100% participation in bond buying.

When your group wins the right to fly the Ten Per Cent Club flags, you will know that the "other fellows" have again done their share.

Some employees have frequently said they would buy more bonds if only there weren't such a long delay—sometimes as much as eight weeks—between the time a bond was due and the time they received it.

Before our new Bond Department (shown in photos on pages 4 and 5) began issuing employees' war bonds

bought through the payroll savings plan early this month, delivery delays were frequent and unavoidable because the Federal Reserve Bank, which then issued the bonds, was nearly snowed under by the huge size of its job. Within a few months, however, those Surface Lines employees who are issuing our bonds expect to reduce the time to 10 days or less.

Here's how to join the patriotic Ten Per Cent Club:

1. Figure how much 10% of your pay totals.
2. Ask for a new payroll authorization form.
3. Fill it out so that your new savings amount to 10% or more.
4. Return the new form along with your present authorization.

Many Already Investing 10%

Many Surface Lines employees were long ago awarded their colorful Ten Per Cent Club buttons and window stickers, and many more are putting so nearly 10% of their wages into war bonds that only slight increases in their payroll allotments will boost them up with the 10 per-centers.

While Hitler, Tojo and "Benito the Bust" pay for their war efforts by grabbing nearly all of their countrymen's cash, Uncle Sam gives us a chance to invest in our own and our families' futures and get back our investments—with interest!

"The drain of 10% of my wages," some may say, "will pinch!"

Sure it may. But whatever pinch we who are still safe at home may feel can never compare with that felt by those in the fighting forces.

"Suppose I do put 10% of my pay into war bonds?" others may ask. "How do I know the other fellows will do the same?"

Well, many of the "other fellows" already are investing 10%, and your family and every other American

Where Does Your Group Stand?

RANKED BELOW by the percentage of their number who are investing 10% or more of their wages in war bonds through our payroll savings plan are the 24 chief groups of employees.

This rating, by the way, is different from that run during the last six months to rank groups by the percentage of their total wages being invested in Uncle Sam.

To keep a check on how your group progresses, follow this feature from month to month:

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

SETTING UP FOR THE SPEED UP



Watching over the machine which subtracts each employee's war bond savings from his semi-monthly wages is Evelyn Leu, Accounting Department.

Our new Bond Department, which began operating this month, uses these figures to determine which employees have war bonds coming.

READY TO SPEED the task of getting employees' war bonds purchased through our payroll savings plan into the mail and on the way to their owners is our new Bond Department which began operating this month.

Located in Room 1451 of the Downtown Office, the new department, it is expected, will soon slash the interval of six or eight weeks between the time a bond is due and the time it is delivered to 10 days or less.

Taken over from the busy Federal Reserve Bank, the job of issuing bonds is a new one to Surface Lines employees. Though it will naturally take a few months for the folks concerned to reach their peak speed and efficiency, the photos on these pages show they are already hard at work.



Seated at a Graphotype, stamping out metal plates bearing the names and address that appear on each war bond, is Lucille Hofmeister.

When employees' payroll savings total \$18.75, another machine uses these plates to print that information on their bonds before they are mailed.



Referring to her records, Esther Lassen sets a movable tab on the plate frame of each employee whose savings are sufficient to buy a bond.

Though all 16,000 plates will be run through the machine which prints them on bonds, a selector picks out only those on which the tab has been set.



While Helen Kazragis (center) and Lucille (right) tear duplicate sheets from the new bonds, Esther applies a C. S. L. issuing stamp.

To avoid errors, serial numbers on the bonds are checked to see that they correspond with numbers on each of the duplicate sheets.



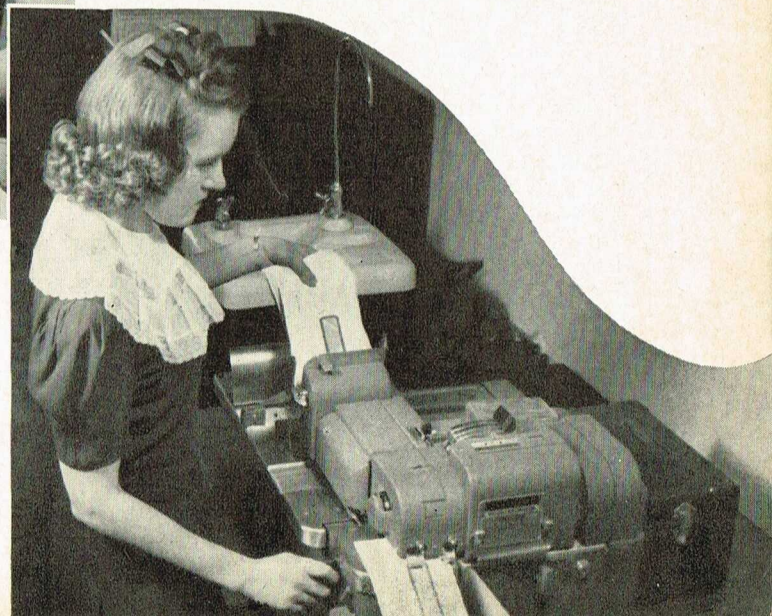
While Esther operates the Addressograph, printing names and addresses on bonds, Lucille checks the printed matter for accuracy.

Partially visible in the machine's vertical slot is a whole drawer of plates. Only those plates on which tab has been set will print.



Lucille (left) and Esther fold bonds on which the owners' names and addresses already have been printed and insert them in window envelopes.

Because the addressograph prints this information in exactly the same place on each bond, it shows clearly through the envelope window.



Helen operates the sealing and meter-printing machine which rapidly seals all envelopes and prints the proper postage on them.

Since the present issuing rate in the new Bond Department is more than 6,000 bonds each month, this labor-saving device is a great help.

1³/₄ Million Distributed from Relief Fund

DURING THE 12-year life of the Surface Lines employe relief fund, which ended in November, nearly one and three-quarter million dollars was distributed to employes who needed financial aid.

Begun as a depression measure for one year in December, 1930, with the aim of keeping needy employes off public relief rolls, the relief fund was built up from voluntary contributions by all employes. Because of the need for the fund it continued to operate for 11 years longer.

151,000 Benefit Checks Issued

During the life of the relief fund employes in every department, except for a few groups in the General Office, received some of the more than 151,000 benefit checks, totaling \$1,726,422.33. These benefits covered as

short a period as a week and as long a period as 12 years. The aid to individual employes over the years varied—from ten dollars to several thousands of dollars.

Plan Lacks Funds Only Once

Only once during the 12 years did the plan suffer from a lack of funds. That occurred in 1935 when applications for assistance called for benefits in excess of contributions. In August of that year the situation was met by the reduction of all weekly benefit checks until the start of the next subscription period three months later.

First members of the relief committee, which had 619 meetings during its 12 years of existence, were: William Quinlan and Joseph J. Kehoe, representing employes, and

C. H. Evenson and F. M. Hamilton, representing management.

Committee Members Listed

Committee members when the relief fund was ended were: Joseph J. Kehoe and Daniel J. McNamara, representing employes, and William A. Hall and Howard B. Storm, representing management.

The good accomplished by the relief fund is well expressed in this recent letter from the wife of a trainman:

"My husband received his last relief check the other day. These checks came every week for nearly a year. I want you to know just how much we appreciated this, and the good it has done.

Checks Kept Family Together

"First, it made it possible for us to keep our family together. And knowledge of the money coming in weekly has helped my husband, who is slowly recovering, keep up his spirits.

"He required constant attention, and the money enabled me to stay home and nurse him. Otherwise, it would have been necessary to send him to a public institution; and that, I fear, would have retarded any chance for his recovery.

"Please accept my heartfelt thanks."



AT LAST EMPLOYE RELIEF MEETING

Shown at their last meeting before the ending of the 12-year-old employe relief fund are members of the employe relief committee which administered the fund.

During its operation the relief fund, which was built up from voluntary contributions by all employes, provided benefit payments to needy employes of nearly one and three-quarters million dollars.

Starting with the man in the middle background and moving counterclockwise around the table are these members of the committee: Howard B. Storm, superintendent of insurance; Joseph J. Kehoe and Daniel J. McNamara, Division 241; and William A. Hall, superintendent of transportation.

At extreme left is Miss Amy Sikora, who served as secretary for the committee.

Only surviving member of the original relief committee, which met for the first time on December 2, 1930, is Mr. Kehoe.

Front Cover

WITH EVENING papers under their arms, Uncle Sam and Bus Operator Ed Tarsa, Lawndale, a representative Surface Lines employe, waded through the snow toward the Tarsa home.

For more photos taken when "the gent with the whiskers" visited the Tarsas and talked with them about war savings bonds, see page 2.

Letter from India

"INDIA IS very unlike Chicago in everything from temperature to street cars."

So wrote Private Bill Callahan, former clerk, Department of Accident Investigation, in a recent letter to his friends at 600 West Washington Street.

"To give you an idea of how hot it gets here," Bill, who has been in India for several months, continued, "there isn't a thermometer in any of your homes that wouldn't break before it got within a couple hundred miles of here."

Street Cars Like Horse Cars

"Street cars in India are slightly modernized versions of our old open-air horse cars. The conductor and motorman on each car draw about the same wages as an Indian policeman—approximately seven dollars a month.

"The chief difference between Indian policemen and trainmen is the police are issued shoes as part of

their uniform. Trainmen, however, go barefooted.

Girls Paid \$5 Monthly

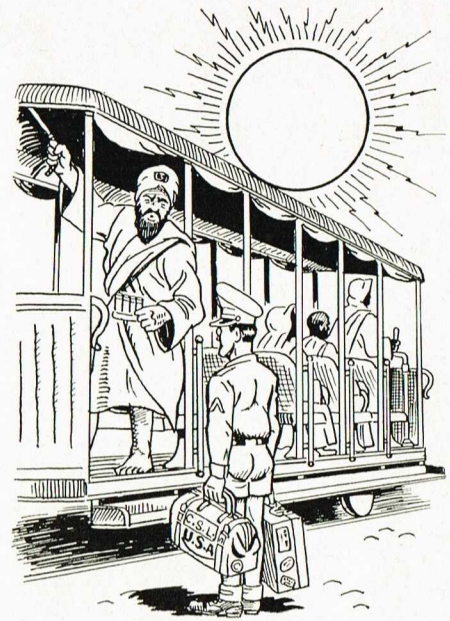
"You girls in the office better not laugh at that," Bill cautioned. "The young lassies here who aren't lucky enough to get a job doing office work at five dollars a month must work



digging ditches or carrying stones on their heads."

Bill concluded his letter by suggesting that the only way for a person in Chicago to get a real idea of India would be to watch an old Rudolph Valentino movie from a steam box in the middle of the Chicago Stock Yards.

His letter, written late in October, mentioned he had just received his June copy of SURFACE SERVICE MAGAZINE. He reported it had traveled first to his old camp on the East Coast, then to another camp on the West Coast, then, back to the East Coast,



Bud Walker

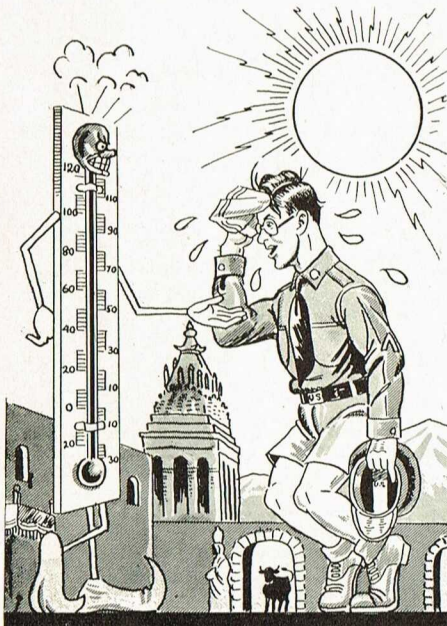
then to India. Bill's magazine mailing address, of course, has since been changed.

Employees Pledge \$30,000 to Community Fund

BACKING THE annual Chicago Community Fund Drive, Surface Lines employees last month pledged \$30,000 for the 1943 fund.

Since a great majority of employees contributed through payroll allotments, our total pledge was among the larger employee donations of the campaign.

The \$30,000 pledge brings to more than \$523,000 the total Surface Lines employees have pledged and contributed to the Community Fund during the 10 years it has been in existence.



**Invest Today
The 10% Way**

"Such Service Builds Your Goodwill"

AFTER SUPERVISOR Rudy Miller, Burnside helped a large group of youngsters, guests of Walker Butler, of Butler and Aaron, First National Bank Building, travel by street car from 87th and Saginaw to the Chinatown District. Mr. Walker wrote praising his kindness and helpfulness. "Such service," he added, "produces much goodwill for your organization."

Similar acts of courtesy and efficiency by other members of the train force brought us 39 letters of commendation last month.

Praises Kind Motorman

Impressed by the kindness of Motorman John McNamara and Conductor Bernie Basile, 77th Street, in helping a crippled and elderly woman on and off their car, W. I. Clock, 4416 Malden Street, wrote: "In the hustle and bustle of a large city, such acts stand out. Your men made me realize there still is some chivalry left in this war-torn world of ours."

"In the more than 50 years I lived in Chicago, I never met such a courteous and helpful conductor." So wrote Mrs. A. Carne, now a resident of Allegan, Michigan, when she sent us a letter praising Conductor Floyd Rickey, North Avenue, for helping her and her daughter on and off his car with their three suitcases. "He had every reason to be anything but pleasant," she added, "for it was extremely cold."

Lauds Polite Bus Operator

Because Bus Operator Bill Grinnell, Devon, remained pleasant and polite under the biting verbal fire of several riders who became angry when his bus stalled, Mrs. Paul G. Nelson, Park Ridge, wrote: "As a good public servant should, he remained quiet; but it's my idea that gripers, without constructive criticism, should stop grumbling for the duration!"

His "ability to handle his car smoothly in heavy traffic" brought Motorman George Grams, 69th Street,

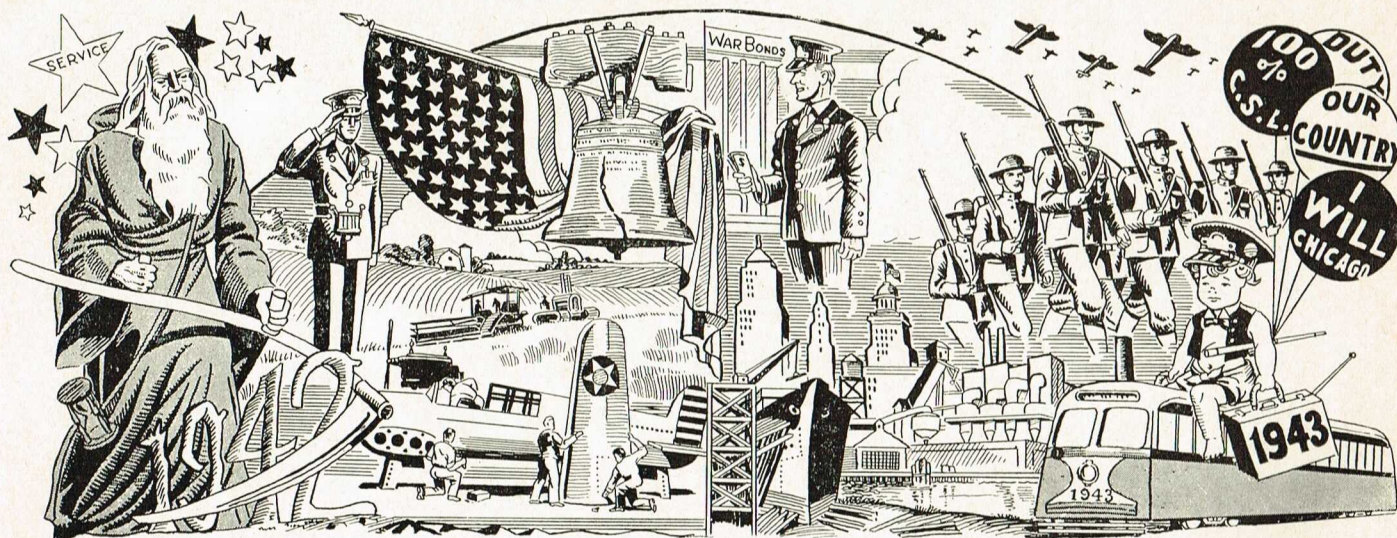
a letter of praise from Gordon Grandholm, 1448 West 81st Street, who wrote: "I make a special effort to catch his car. Besides his efficiency, I never have seen him display any discourtesy—even to the most sarcastic of riders."

Pleased by the politeness and courtesy shown by Operator Frank Pacula, Noble, to all his riders, and his helpful kindness toward elderly and crippled passengers, Mrs. Clara Altman, 1967 Sheffield Avenue, wrote: "Orchids to him."

Commends Helpful Conductor

Because Conductor John Donohue, Kedzie, took the trouble to hail a passing cab for her when he realized she would not reach the Northwestern Station in time to catch her train, Miss Charlotte Johnson, Mauston, Wisconsin, wrote: "Had it not been for his kindness and courtesy, I never would have reached Wisconsin in time for the wedding I attended that afternoon."

Impressed by the cheerfulness of Motorman John O'Connor, 77th Street, and by the great care he took in cautioning riders leaving his car to watch out for automobiles, Paul Vrablick, 1800 South Morgan Street, wrote commending him.



Bud Walker

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WILLIAM H. BROMAGE . . . Editor

DON R. COWELL . . . Associate Editor

Surface Lines Man a Lt. Colonel

HIGHEST RANKING army or navy officer of the nearly 800 Surface Lines men serving with Uncle Sam's armed forces is Lieutenant Colonel Robert E. McMillan, a Surface Lines trial attorney at the Department of Accident Investigation for nearly 10 years.



Lt. Col. McMillan

Called into active service with the 132nd Infantry Regiment of the National Guard in April, 1941, he served as Post Judge Advocate at Camp Grant before his appointment as a lieutenant colonel this fall.

A graduate of the War College, Infantry School, and the Command and General Staff School, he now is serving with the 84th Infantry Division.

Next highest officers among Surface Lines men are Majors Leigh Hunt, also an attorney, and Clayton Steele, a schedule maker. Major Hunt, at last report, was stationed with an armored unit somewhere in England;

and Major Steele is on the faculty of the Signal Corps School at Fort Monmouth, New Jersey.

"Noisy" Street Cars Don't Hurt Ears — It's Sea Lions!

BECAUSE OF the scientific measurement of the intensity of

street noises recently carried out in Chicago, it is interesting to note findings of a similar survey in Philadelphia.

Sea lions in the Philadelphia Zoo, according to a newspaper in that city, make far more noise than P. C. C. street cars, such as those operating on our Madison Street line.



DECORATED BY GENERAL DOOLITTLE

Chicago Sun Photo

North Division Track Department employees have their chests stuck out t-h-i-s f-a-r these days because they are so puffed up over the army record of one of their co-workers, Joe Olbinski.

Joe, who was commissioned a second lieutenant in the army air forces only last March, is already a captain. And that's fast climbing in any man's army.

Still more impressive, however, is the news, recently announced in Chicago papers, that Joe has been decorated by Major General James H. Doolittle at Allied Headquarters in North Africa. The citation accompanying Joe's medal praised him for heroic and meritorious service against the Nazis.



Burnside

BECAUSE MOST of our thoughts are on the war, it is natural we should be interested in some of the heroes of the past.

Looking over the names in our country's Hall of Fame, we find General A. E. Burnside, who was one of Lincoln's greatest leaders in the struggle between the North and South.

History does not state whether it was with the 69th or 77th Division that he won his fame. Of Anglo-Saxon extraction, his forebears lived in Devon, that little Blue Island off the English Channel. He inherited his fighting spirit from a long line of warriors, one of whom is thought to be that famous Archer, William Tell.

The initials A. E. stand for Ambrose and Everett, not Armitage and Elston as some might suppose. A brave man, his fame reached the far Limits of the world. Following the war, he became an official of the Illinois Central Railway, whose main shops at 95th Street and Cottage Grove Avenue still bear his name. Near his soldier's grave, surrounded by a beautiful Lawn, dale and woodland resound to the song of birds who daily sing a requiem to the memory of one of God's Noble men.

Author's note: Credit for much of this information is due the works of Thomas R. Kedzie, an obscure biographer of the last century.

Now that the holiday season is over we can return to regular operation. All employees deserve a vote of praise for the manner in which they handled the holiday crowds!

A. E. Ferguson, No. 2, retired, who was struck by an auto November 25, still is, at this writing, in Mt. Mercy Hospital, Dyer, Indiana, suffering from concussion of the brain and shock.

We note with regret the passing of Conductor William J. Ure, retired, who died December 9, following a long illness. Our sympathy goes out to his family.—Furgie.

Devon

WE EXTEND a belated welcome to all men who have joined us here during the last three months. We also have a little

request to make of you. With your help, any news about the men here may be found in these columns. Just drop your news tips in the silver box on the west wall of the train-room.

Many gullible trainmen, including your scribe, were taken into camp last month by Super-Salesman Ed Lukes who was selling Christmas seals, WITHOUT GLUE on their backs, so he could get an electric train for his one-year-old son. We understand that Ed, for all his persuasiveness, was left with 20 packages of seals, also without glue, on his hands. In case he decides to make ashtrays out of his left-overs, be on the alert!

At this writing, 20 Devon men are serving with the armed forces. We have the addresses of 10 of the boys, and will gladly furnish

them to anyone who would like to drop them a line.

So that we can arrange to send this magazine to the 10 boys whose addresses we don't yet have, will anyone who knows the address for any of them please tip us off? They are: N. Prestine, F. Urhausen, Jack Raeside, B. Nelson, Jepson, V. LaSalle, E. Miller, J. Thompson, F. Oliver and M. Coleman.

Motorman Charley Mason extends his annual invitation to those who might like to see his miniature railroad. You can remember Charley's address on Wallen Avenue because it has the same digits as Devon's telephone number. Charley's Sheldrake telephone number, by the way, has the same digits as Devon's street address!

Vince O'Rourke, who is one of Uncle Sam's fighting men in Africa, recently wrote that his last copy of the *Union Leader* was read by 50 men before he stopped counting.

Our deep sympathy goes out to these trainmen because of recent deaths in their families: Conductor E. Elmer, his mother; and Former Motorman Lee Edmunds, his wife.—Ed May.

Division

TWO OF OUR clerical force left us last month when Chief Clerk Gene Peterson became No. 2 night clerk at Armitage and



Courtesy United States Treasury

You guys argue it out. I'm going to sign up for 10% in war bonds.



AT COTTAGE GROVE'S SERVICE FLAG DEDICATION

Among the groups providing color at the dedication of a service flag for veterans of World War No. 1 at Cottage Grove Station December 13 was the kiltie band of Chicago Stock Yards Post of the American Legion.

Hundreds of Cottage Grove trainmen, accompanied by their families and friends, turned out for the affair.

Other legion posts represented at the dedication were Surface Lines and Oakland-Kenwood Posts.

Father of the idea for the colorful ceremonies was Conductor Al Johnston. He was assisted in arrangements by Conductors Johnny Casey and A. Hjortsvang and Motormen Bill Colledge and Charley Dettelson.

George Schelkopf became night clerk at Elston. We'll miss you, fellows.

Welcome to our new storeroom clerk, Jimmy Cepican; and best wishes to Motorman Morris Glaser, who is now a junior supervisor.

Sergeant Larry Sweeney, son of Conductor Tom Sweeney, who is serving with the Army Air Corps in Texas, visited us last month, as did our old friend, Eddie Bach, now "sergeant" at the Smyrna Air Base.

Two more visitors last month were Tom O'Connors, one of the first barnmen to enlist in the navy, who is serving at an East Coast submarine base; and Bob Keag, son of Repair Foreman Keag, who was home on a furlough.

Other repairmen who have sons in military service include: S. Petrose, L. Solak and F. Chabolowski.

Servicemen Meier and Hodges were remembered with Christmas cards by their former co-workers.

Speaking of servicemen, we might mention that all photos used in this magazine for the duration must relate employees to the war effort. Only exceptions will be unusually good action shots of employees.

The first cold day last month found Motorman Al Witt stuffing his overshoes with newspaper.

A relative of Matt Brost's recently applied for enlistment in the WAAC's. Let's hear more, Matt!

LeRoy Davis, son of Motorman Roy Davis, made his appearance December 2; and your scribe's youngest, Russell II, was two years old December 19.

Laid up with a head injury is Motorman Frank McCabe, who slipped and fell on the ice last month. Also on the sick list are Conductors Harry Kelk and John Fitzgerald,

No. 2. We're pulling for your speedy recoveries, boys!

Our deep sympathy goes out to Motorman George Poklenkowski, whose brother, Eugene, Armitage Station, died December 12.

Repairman Mike Rurka recently received word from the War Department that his son is a prisoner of the Japs in the Philippines.

Our sympathy goes out to Car Cleaner John Connon, whose son was lost when his boat was torpedoed while on convoy.—R. T. W.

North Avenue

WANTED: MEN who believe in coöperation, harmony and good humor and who are filled to the brim with good fellowship to contribute to this column and help make it the best in the magazine. We have plenty of such men here. Please leave your contributions of news in the news box in the trainroom.

We salute, in publishing this roster, our 77 boys who are serving with our country's fighting forces. We are proud of them; and each month we'll add the names of those newly called, furnishing a permanent record

**Prove You Care
Do a 10% Share**



HELPING TO WIN THE WAR

"Here's what we Surface Lines folks are doing to help win the war," Motorman Charles Warnstedt (center), Division, tells his son, Charles, Jr. (right), a United States Marine private, who visited him recently during a furlough from his West Coast base.

He shows his marine son a cartoon appearing in the December *Surface Service* in which a strong arm and brawny fist, marked "10% payroll savings" clips a former German paper-hanger on the jaw.

Looking on is another of Charley's sons, Conductor Russ Warnstedt, who is Division's hard-working magazine correspondent.

Motorman Morgan Grude, also of Division, snapped this photo.

patients at the Speedway Hospital. We hope these lines find these fine fellows well on the road to recovery.

We are sorry also to report the loss of a fine old-timer, Conductor Hans C. Hering, who passed away during the holidays. Harry, as he was known, was well liked by all the boys. A strong believer in good fellowship and teamwork and always there with a big smile, he never had a hard word about anyone. Our deep sympathy goes out to his family.

To our new trainmen: Watch your fellow trainmen and pick out the men who believe

Provide For Future Invest 10% Today

in harmony and teamwork. Follow in their footsteps, and you'll find your job a much more pleasant one.

We are all in the same boat, bound for the same port. So let there be something more than mere routine in the cry of the watch when the ship's bells ring out in the dark night: "All's well; and the lights are burning bright, sir!"—W. G. Echols.

Seventy-Seventh

ON THE BRINK of the New Year we consult our crystal ball for a glimpse of what 1943 holds in store.

We see a tremendous procession of street cars, manned by a gallant force of men in blue. Years and years of training and experience have qualified them to perform their work. They are an army in themselves. They are sturdy and courageous. They fight and sweat in an honest endeavor to perform a miracle of transportation.

We see new masses of human beings swept by the war into the lap of public transportation. A tremendous organization swings into action, the miracle of transit engineering technique. Like the movements of the army in the field and equally as important, they plan, they maneuver, they execute orders to meet the problems as they arise.

In the hazy distance of an epochal year of war, of production, of transport we see a crown of success, a symbol of achievement. In the common effort, in the common will to win, in the united outpouring of patriotism toward country, we see a new bond of understanding.

We see another crown, but it's got a soft-

of all from our station who answer the call to arms.

These boys are serving with the army: Motormen P. Anderson, J. Schultz, F. Coyle, P. Hanson, J. Kolnik, W. J. McGurn, J. McArthur, J. Dore, D. Stillwagon, E. Dean, J. Schafer, C. Ray, H. Lange, G. Anderson, No. 4, V. Shepard, C. W. Willer, G. Thornton, W. Gabrielson, H. Huff, J. Casey and M. Strutz; and Conductors J. Healy, T. Fortney, R. Renshaw, S. Rigenstrup, W. R. Lee, C. Hopp, A. Wike, J. Jacobson, W. Smith, R. Pommerening, E. C. Anderson, J. P. Ryan, A. Gillmeister, H. Carrion, M. Mason, H. Springer, W. E. Johnson, M. J. Shea, H. J. Brandt, S. Kelvin, M. J. Egan, E. Zarek, G. J. Edwards, A. Bjork, P. J. McCarthy, A. Brooks, A. Coates, D. Mathieson, W. Mairs, W. Moser, J. Carbonel, E. Gutnick, V. Jorgensen, F. Raasch, O. Falk, G. Repine, V. Windfield, L. W. Johnson and D. Marron; and Regional Supervisor Stuart D. Sim.

These boys are serving with the navy: Motormen K. Karlsen, W. Fick, V. L. Smith, J. Hillinger and J. Panfil; and Conductors C. Peterson, W. Grogner, R. Babbitt, T. Barry, C. J. Svoboda and J. Dzedolik; and Clerks R. Stack, J. Farris and R. Quetschke.

These boys are serving with the marines: Motorman E. Titus and Conductor J. Dzedolik.

Our congratulations to Motorman Charles F. Campbell, who was presented a fine nine-pound boy December 5. The little lad was

named James William. Orchids also to Edward Menth, who was presented a daughter, Regina Marie, December 6.

Regional Supervisor Arthur Unsen, we are sorry to report, is laid up at South Town Hospital, 57th and Wood Street, and Conductor Joe Martin and Harrison Smith are

Will 10% Pinch You? Think of Belgians!

FOR THOSE who think regular 10% allotments for war savings bonds cause too great a pinch, the United States Treasury Department has published these prices taken from a letter smuggled out of Belgium last fall:

Eggs	\$ 4.00 per dozen
Butter	 4.00 per pound
Coffee	 13.00 per pound
Onions	60 per pound
Flour	 1.50 per pound
Soft coal	... 60.00 per ton

ARE YOU BUSY OCTOBER 29TH?

This isn't an invitation to a dance. It's nearly 60 years too late for that!

When Motorman Ray Wing, Armitage, recently came across this ancient Surface Lines dance invitation, he thought other employees might be interested in seeing it.

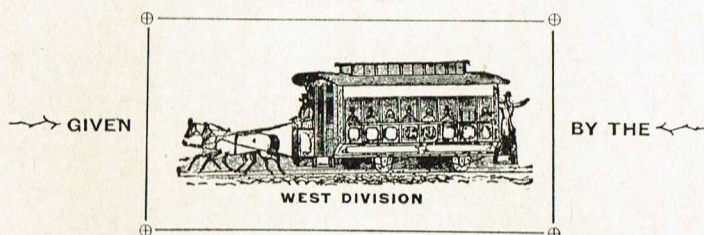
A motorman for 34 years, he got the invitation from his parents who attended the affair. Since they saved the invitation, Ray believes they must have had a good time.

Ray's father spent 10 years as a trainman at Elston before joining the Chicago Police Department.

Youself and Ladies are cordially invited to attend

❁ The Fifth Annual Ball ❁

—NINTH RECEPTION—



Street Railway Employees' Benevolent Association

THURSDAY EVENING, OCT. 29, 1885,

AT UHLICH'S HALL, CORNER CLARK AND KINZIE STREETS

MUSIC BY MAJ. NEVANS' BAND.

GRAND ENTREE AT 9 O'CLOCK.

Officers.

JOHN W. KLECKNER, Pres't. D. NICHOLSON, Vice-Pres't.
F. H. CLAUS, Cor. Sec'y. JOHN GOODWIN, Fin. Sec'y.
G. W. WHITE, Treas. JOHN FINN, Rec. Sec'y.

Committee of Arrangements.

THOS. H. HEFFERNAN. R. CONBOY. D. NICHOLSON.
N. S. THOMPSON. P. FARRELL. H. A. WILLIE.
T. SHANNON. D. McDEVITT. J. GOODWIN.
J. HAWORTH. W. O'BRIEN. F. H. CLAUS.
J. DOHERTY.

Reception Committee.

G. CERRIGAN. J. E. HENNESSY. J. HANNON.
L. COYNE. J. INKERSOLL. D. LEAHY.
F. O'CONNELL. W. MARONEY. R. LAVOY.
F. KELLY. A. LEUBINGER. P. SHANNON.
A. SCHARLEU. E. PRATT. M. MCGOVERN.
T. CALLAHAN. E. HOGAN. C. MYERS.
P. GORDON. N. SHARON. R. DEVINE. J. FEELY.

ball on it. Could it be yet another championship? Ah me, the vision fades, and we sure would like to know. Darn that crystal ball!

We shall stay closer to the brink, we can see better—for instance, New Year's Eve and the intoxicated customer; well, one of them anyhow. He was pleasant and orderly, albeit. He was the essence of cordiality, greeting everyone who boarded or alighted with the familiarity of long acquaintance. The spectators were amused. At an isolated stop along the route he said, confidentially: "Mr. Bus Driver, please let this nice lady off at the next stop; this is Mrs. Bibs of the cabbage patch!"

Rain, Christmas shoppers and delays caused Starter Krause's perplexity when we chose to propose the question: "How's things?" Calmly he surveyed us and calmly he replied: "Well, sir, the situation is fluid. Yes sir, decidedly fluid." We went our way confident we had met a philosopher.

Sympathy is extended the family of Conductor W. D. Carroll, who died last month, and to the following men because of recent deaths in their families: Motormen Phillip O'Neill, his wife; H. L. Matthews, his mother; John White, No. 2, his wife; E. G. Hutchinson, his brother; Conductors W. E. Lawler, No. 1, his mother; F. J. Herold, his son; J. Miller, his mother; and J. J. Donohue, No. 2, his father.—Walt Story.

Sixty-Ninth

WERE HAPPY to announce a baby girl arrived at the home of Robert and Mrs. Madigan December 5. Bob has been wearing a smile that won't come off ever since.

Motorman Barney Fitzgibbons called Chicago and Ashland as requested by a passenger the other day, and when the gentleman alighted he not only voiced his thanks but slipped a dollar in Barney's pocket. "He calls one street and gets a dollar," complained his conductor. "I've called every street for 10 years and haven't even received a pleasant look."

Regretfully we report the passing of three old timers during December: Conductor Charlie Hochstad, Motorman J. Fitzpatrick and Motorman Patrick Murphy. To the families of these men, we extend our deepest sympathy.

Conductor L. M. Sullivan left us for the army last month and we understand that Motorman Bill Priebe was to retire January 1. Best wishes to both, and we hope Brother Sullivan will keep us informed as to his whereabouts. We're pretty sure that it won't be hard to keep track of Bill.

The clerks and receivers are subjecting themselves to a rather thorough shaking up. As a result, we are losing Tracy Calkins to Burnside and Marty Grady and John McKenna to 77th Street. Lots of luck in your new locations, boys!

At the same time we bid these boys goodbye, we must spread out the welcome mat for Elmer Gobeille, Eddie Volland and Barney Becker, who are coming to replace them.

Conductor Marty Reidy had the misfortune to break his bell rope one cold morning but he was resourceful enough to handle the situation. He removed his necktie and substituted it for that portion of the bell cord

which hangs down on the rear platform. Marty says it's an excellent way to get rid of Christmas ties, and reports it provided his passengers with plenty of amusement.

John Link wishes to thank the unknown party who sent him four packages of Cracker

Jack (his favorite breakfast cereal) for Christmas. John thinks more people should turn to this confection for a breakfast food in these days of sugar rationing. No sugar is required, you merely add cream or milk and serve.—H. E. Harris.

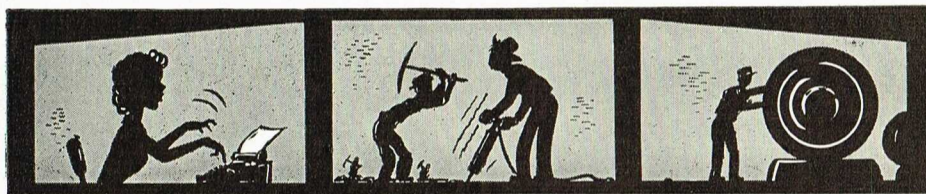
us a pleasant surprise by visiting us recently. The boys certainly look the picture of health. Incidentally, John Campiche is now a second lieutenant. Congratulations, Johnny!

Christmas cards were received from John Ruberry, Bill Malmberg and Henry Cullen wishing all a Merry Christmas. George Pell-core, who is assigned to the Medical branch of the Army Air Corps reports he is enjoying army life.

Marion Gustafson and Ruth Smith, who are proudly displaying lovely diamonds, have announced their engagements to Warren Johnson and Gene Hinckley, respectively, both members of the U. S. Navy. Best wishes, girls.

We are glad to report the return to work of Lenore Burns after an absence due to illness.

Rita Callaghan and Ensign Daniel McNamara were married December 26. Her office associates gave her a gift of an electric broiler.—Thomas F. Coan.



Departments and Divisions

Accident Investigation and Legal

ACTING CHIEF CLERK Georgiana Schelkopf, daughter of Chief Night Clerk George Schelkopf, Division Station, was married to Petty Officer, 1st Class, Bernard V. Williams at Mayfair Bible Church December 12. After a reception at the bride's home, the couple left for Trenton, Tennessee, the home of the groom's parents. When Georgiana returned to work, she was presented a well-filled wallet by her friends at "600."

Accident Investigator John F. Brennan is retiring this month after 22 years of service. Sorry to see you go, John, but we hope you will make use of your well-earned vacation. Don't forget to drop in often.

Welcome is extended to these new employees, Clerks Shirley Gerken and Veronica Kissane, Statementman Fred Martin and Stenographer Geraldine Burak. Glad to have you with us, folks.

Technical Corporal Bob Morton, who is now stationed at Camp Blanding, Florida, dropped in to say hello during the holidays. Bob is looking fine, and we hope he will stop in on his next furlough.

Bob Burns, former employee of the D. A. I. and the A. P. D., was in the office the other day. He is in the enlisted reserves at Wright Aviation School, and expects to graduate as an aeronautical engineer in the near future.

Como Inn was the scene of our Girls' Annual Christmas Party on December 22. After the excellent lunch (plug) and the exchange of gifts, the party was voted a huge success.

Our sympathy goes out to Briefwriter Frank Campbell whose wife died recently.

It certainly was nice to receive Christmas greetings from our boys in the service and from our friends down Washington way. Happy New Year, fellows.

The bright spot in the office during the holidays was the Accident Prevention Department. Its Christmas tree was a swell idea, and so were the candy and cookies.—Audrey.

Accounting

PRESENTS WERE exchanged when the various divisions enjoyed their Christmas parties during the luncheon period on December 22 and 23.

Birthday greetings were extended last month to Gladys Wedman, Ethel Anderson, Jean Amsterdam, Christine Cameron, Olive Battersby, Ursula O'Neill, Elizabeth Sullivan, Luck Winkler, Ann Guisick and William Ternes.

We welcome these recent additions to our force: Dorothy B. McEntee, Ramona L. Williams, Mable I. Potthast, Bessie Barkovich, Irene M. McCaugherty and Robert Evenson.

The army and coast guard were reinforced recently by Vernon R. Johnson and John L. Rietz. Both boys have the best wishes of their many friends. Their departures bring to 13 the number of stars on our service flag.

It is with deep regret we report the death of Warren Johnson, husband of Mrs. Ruth Johnson. He passed away on December 11. We extend our deepest sympathy.

Congratulations and much happiness is our sincere wish for Agnes Rheberg and Russell Anderson, U. S. Navy, who were married December 5. Her co-workers presented Agnes a beautiful table lamp.

All the boys from our department who are serving with the armed forces were remembered with a Christmas gift.

Richard Holze, Robert Joost and John Campiche, three of our service men, gave

Car House and Bus Repair

ARCHER: We welcome several new men into our group. Glad to have you with us, boys; and hope you enjoy working here.

Another of the boys who recently entered military service is Bus Repairman Ed Jaeger. We are looking forward to hearing from you soon, fellow!

There is some class to Otto Herman these days, as he gets off the C. B. & Q. train every morning with a big black cigar in his mouth.

Very nice cards were received from H. Stueve, who is in the army out in California, and from V. Lukas, in the coast guard in Alabama.

Our congratulations are extended to Bud Wessell, the proud papa of a brand new baby.

LAWNDALE: Congratulations and best wishes are extended to two happy couples: Mr. and Mrs. J. King on the arrival of a little girl named Mary Karon, and Mr. and Mrs. Manesse who have a small son by the name of Richard Lewis.

Electrical

TO PATRICK MORAN and Florian Zujewski, our latest contributions to the armed forces, we wish the best of luck. Both boys are from the Line Division, and signed up with the navy and army, respectively.

Chief Operator Art Leland, at Argo Sub-Station, located 'way out in the country at 63rd Place and Oak Park Avenue, is now taking cash-and-carry orders for rabbits from our many lovers of rabbit stew. It seems the sub-station recently became haunted by the long-eared creatures, and Art is slowly getting good at catching them.

Ernie Sayers' recent letter to William Becker already has been read by most of the boys. It was good hearing from you, Ernie!

Leo McKeever, we are sorry to report, again is in St. Bernard's Hospital. We're all pulling for your speedy recovery, Leo.

Our apology to Walter Brown, emergency lineman, and Harold Brown, Sub-Station Division. It was their daughter and sister who passed away recently, not, as reported

**Invest Today
The 10% Way**

in the last magazine, their wife and mother.
—Billy.

Engineering

BUILDING DEPARTMENT: Howard Juul, our latest contribution to the armed forces, is stationed at Camp Grant. Before he left, he was presented a utility outfit by his fellow workers.

Welcome to C. W. Holtberg, a new member of our department. We hope you will enjoy working with us!

TRACK DEPARTMENT: All who attended the annual Christmas party at Clark and Division had an enjoyable time. The army was represented by Sergeant Dave McCauley and the navy by Carpenter's Mate Tony Karpov, both of whom were home on furlough. It was good to see you, boys!

Our most recent contributions to the armed forces include Clerks Ray Ruzich, Oscar Mueller and Ray McClintock.

Foreman Pete Mirkovich, 78th Street Frog Shop, recently knocked over 10 strikes in a row, collecting a 289 score, while bowling in the North Beverly Association League.

Lieutenant Victor G. Walling, U. S. Navy, extended greetings and best wishes to all his friends in a recent letter.

These Track men recently earned promotions in the armed forces: Joe Olbinski, to a captain in the army air corps, with a decoration for valor by General Doolittle; Paul Minogue, Jr., John Taylor, Dave McCauley, Joe Dugo and Art Bragiel, to sergeants; and Harvey Figge, to corporal. Good going, boys; we're proud of you!

Jonathan Wolfe III, who worked with us for several summers, recently received his wings as an ensign in the navy air corps.

UTILITY DEPARTMENT: Chauffeur Art Janke and the missus recently visited their son at Fort Sill, Oklahoma.

Though a trapeze artist has nothing on Trolley Tender Dave Ferguson when it comes to high flying, Dave prefers to do his stunts a little closer to the ground.

Chauffeur John Hanus, who recently was inducted by the army, is stationed at Fort Sheridan.

Chauffeur Casey DeBoer won honors and a turkey in a pre-Thanksgiving bowling match.

General Office

MATHILDA JUNG, Material and Supplies, was honored at a farewell luncheon in Pellegrini's Restaurant before her recent transfer to South Shops. Those who attended the affair were Carol Johnson, Alice Hlinka, Emily Waldruff, Lumina Shay, Gladys Montgomery, Claire Kappen and Carol Schutze.

We were all glad to see Norbert Palicki, Mail Room, during his recent furlough from the army at San Antonio, Texas. Another recent visitor was Lieutenant Bill Allbright, Electrical Department. Drop in again, boys.

The most recent take-off on "Mr. Smith Goes to Washington" was the one pulled by your usual scribe, Emily Waldruff, Purchasing Department. She left for Washington

LETTERS FROM SERVICE MEN

Reading through one of the many letters from their former co-workers now serving with Uncle Sam's armed forces are Conductors Erv Knapp (left) and Eddie Foster, 77th Street.

Forty-four men from the station are serving with our fighting forces throughout the United States and on some of the foreign battlefields.

Of such great interest to those still on the job are their frequent letters that they are posted on a bulletin board for all to see and read.

Motorman Johnny Grobel, 77th Street, snapped this photo.



December 26 and was married to Staff Sergeant W. Carr Smith December 28 at the Clarendon Methodist Church in Arlington, Virginia. We all wish you and your "sarge" the best of everything, Em!—Carol Schutze.

Schedule and Traffic

OUR PROUD PAPA Department now includes Lester Larson who still is bragging about his daughter, Lynette, born December 9.

Traffic Checker William Kendall is now doing his stuff with Uncle Sam's army.

We welcome William Dentamaro who joined this department recently. Hope you enjoy working with us, Bill.

George Fisher and Gene Lukes, wearing Uncle Sam's khaki, paid us a visit during the holidays. Both boys certainly looked fine, and it was a treat to see them.—L. C. Dutton.

South Shops

WALDEMAR WALK, Printing Department, ventured forth upon the Sea of Matrimony December 12, and the following week he became one of Uncle Sam's soldiers. His co-workers presented him money with which he was to purchase whatever he desired. To the happy bride and groom we extend our best wishes for their future happiness. Don't forget to drop around and see us once in a while.

Our sincere sympathy goes out to the bereaved family of Fred Lambrecht, Blacksmith Department, who passed away very suddenly December 9. He had worked all

day, and was leaving for home when he became ill. His death came while Mr. Jardin, his foreman, was driving him home.

To Charles Brown, Paint Department, we offer our heartfelt sympathy upon the loss of his wife, a well-known South Side social worker, who passed away suddenly on December 28, following a brief illness.—Elsie S. Frank.

West Shops

WE WANT TO welcome Virginia Anderson to the ranks of our office force. We hope you feel at home here, Virginia.

To the list of our servicemen we add the names of Jim McCoy, Elroy Hauser and E. Litz, who are in Uncle Sam's Army; and Augie Girardi and Mike Henehan who enlisted in the navy; and A. Barr who is now in the merchant marine. We wish you good luck and speedy returns.

It was with great pleasure that we received Christmas cards from many of our boys, who even during their strenuous training, have not forgotten to say Merry Christmas. We appreciated hearing from you, fellows.

John Cummings brought his greetings in person when he visited us during the holidays. He is temporarily located in Chicago, and makes a mighty fine looking soldier.

As we go into this the new year of 1943, with the many days on the calendar spread before us, may we use each day to its best advantage, taking a firm hold on the good things life offers, and go forward with a resolution to do our share to make this year one of which we might be proud, as good American citizens.—Mildred Habeger.

Horse Hater

IF THE SURFACE LINES harbors a greater horse-hater than Emily Waldruff, General Office scribe, folks who know her will never believe it.

A painting of even the most friendly looking of horses causes Emily's normally smiling face to work itself up into a snarl that would frighten a tiger.

Though girls aren't ordinarily required to have reasons for their hates, Emily has a good one.



Bud Walker

Last year, following two weeks at a Montana dude ranch where she rode spirited horses most of the time, she decided to get in a Sunday of riding at Turkey Run.

The anemic looking horse she was given there turned out to be far more spirited than his Montana cousins. Galloping full tilt down the cinder bridle path, the horse (without telling Emily) suddenly decided to lie down. Emily alighted on her face in the cinders, 10 or 12 feet in front of the horse.

"For six weeks," she will tell you, "my face was so skinned that I had to identify myself even to my best friends."

Five feet seven and one-quarter inches tall, Emily is a member of the Tall Girls Club of Chicago. A girl must be at least seven inches over five feet tall in her stocking feet to be admitted to the club; and Emily reports that about 140 members of the club tower over her.

Born and schooled in Christman, Illinois, a small town near Danville, Emily has worked for the Surface Lines six years. For the last five years she has been secretary to the purchasing agent.

FLASH: Since the above material was written—on December 28, to be exact—Emily married Staff Sergeant W. Carr Smith at Arlington, Virginia. Though very happy (as a bride should be) she reports she still hasn't changed her mind about horses.

Here's the 11th and last installment in the series about the folks who help put out Surface Service.

The series has been run so that everyone in the Surface Lines family could learn to know the people whose monthly contributions of news, photos and cartoons make this magazine possible.

Magazine Makers

Retired Athlete

BEFORE HIS LONG gray beard messed up his footwork and forced his retirement at the doddering old age of 23, John Flynn, Track Department correspondent, did all right by himself as a basketball player.

An excellent all-around athlete, he made a name for himself in football and baseball as well. But basketball was his chief love.

Center and forward on the De La Salle High School basketball team when it won the Catholic High School and Cook County championships in 1925 and 1926, respectively, Johnny also played on the school's football and baseball teams.

Following his graduation, he continued playing basketball in various fraternal and social leagues until 1931. For the three years immediately before old age sneaked up on him, he was captain of the Leo XIII Council team in the Knights of Columbus League.

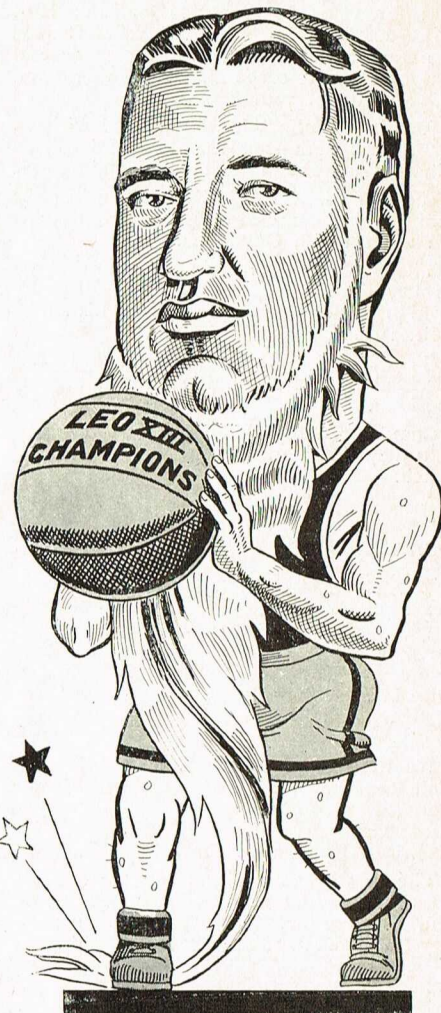
Traveling material clerk at the Track Department's Clark and Division offices, Johnny reports that since Uncle Sam began calling so many of the department's men into the armed forces his "traveling" has seldom taken him more than 20 feet away from his desk.

He began working for the Surface Lines as a clerk at Clark and Division in July, 1927.

"Before applying for that job," he says, "I had never crossed the Chicago River by street car. But now, having made more than 9,000 crossings riding to and from work, I feel like an old-timer."

His father, John J. Flynn, a foreman in the Central Division of the Track Department, had 39 years of service last fall at the time of his sudden death of a heart ailment.

Married and the father of a three-year-old son, John, Jr., Johnny lives on the South Side.



Bud Walker