



Back the Attack!

BUY WAR BONDS

SEPT.,
1943





REPRESENTATIVE OF ALL Surface Lines trainmen whose safety-mindedness and careful operation won us the American Transit Association award for 1942, Motorman Bob Stack, Kedzie, accepts the impressive plaque on behalf of his more than 12,000 fellow trainmen.

Presenting the plaque is Superintendent of Transportation William A. Hall. Looking on is Supervisor of Accident Prevention William Pasche.

Because his personal no-accident record reaches back 16 years, Bob made his brother trainmen a good representative in accepting the plaque which cited us for "high achievement in traffic and passenger safety among transit companies of the United States and Canada serving urban populations of 600,000 and over."

Duplicate plaques, each an exact reproduction of the original, have been ordered for each depot. There they will hang as a constant reminder that, despite increased war traffic, care and coöperation can still further improve our safety record.

Dark Horse May Win Bond Race

ALL BUT A FEW of the 17 contesting stations substantially boosted their number of 10% Club members last month as they neared the closing of Division 241 employees' war bond race.

Though only a short time now remains until September 30 when the contest ends and though Lawrence Garage men occupy the top berth for the fourth consecutive month, no station has a record so bad that it can't end up as winner if its employees so decide.

Archer Takes 2nd Place

Following their spectacular climb from 16th to third place in the back-cover standings during July, Archer boys rolled up their sleeves last month and (1) signed up 72 new 10% Club members; (2) moved into second place; and (3) threateningly crowded the leading Lawrence Garage delegation.

Another standout station last month was Cottage Grove. Employees there welcomed 46 new members into the 10% Club and climbed from seventh up to third place, where they now are a serious challenge for either winner or runner-up positions.

Here's How Depots Rated

So employees at each station may get an idea of how their last month's job of signing up 10% Club members compares with the accomplishment at each of the other stations, the following listing shows the number of new 10-percenters at all 17 stations:

Archer, 72; Armitage, 7; Blue Island, 11; Burnside, 8; Cottage Grove, 6; Devon, 27; Division, 4; Elston, 0; Kedzie, 5; Lawndale, 3; Lawrence, 7; Lincoln, 0; Limits, 8; Noble, 1; North Avenue, 21; 77th Street, 48; and 69th Street, 12.

Two Weeks Left to Boost Records

WITH ONLY two weeks left to boost their records, here is the way the 17 contesting groups of Division 241 employees stack up by the percentage of their total wages being invested in war bonds:

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

AND HE'S PROUD OF IT!





U. S. Navy Photo

ALL CHRISTMAS PACKAGES to overseas servicemen, says the U. S. Post Office, must be labeled "Christmas Gift Package" and mailed before October 15. They will not be accepted at any later date.

With 1,300 Surface Lines employees now serving in Uncle Sam's fighting forces, many of them overseas, all of us should remember how much those packages and letters from home mean to our former co-workers.

Buying war bonds is only one of the duties of those of us still on the home front. Others are to write one of the boys today, and to mail his Christmas gift before October 15.

Letter from Africa II

“WE’VE CHASED the jerks out of Africa. Now for Europe. Then for Japan. And then . . . Oh boy! Milwaukee Avenue, here I come!”

So Private Ray Fisher, former Armistage motorman, told the boys with whom he used to work when he wrote from North Africa shortly after the Allies’ victory there. A previous letter from Ray, who has been on the Dark Continent for months, was published in the May *SURFACE SERVICE*.

“Whenever I get lonesome for the old job,” he continued, “I go down into town to watch the street cars and buses roll by.

Vehicles Manned by Arabs

“They are manned mostly by Arabs who would be right at home in Chicago’s traffic. They jump on the bell and wrap it up, and anything that moves has learned to get out of their way.

“The other day I took a ride on the bus of a conductor who could talk a little pigeon English. He reminded me of old ————. (Censored by editors.) With all his talking, he

missed three fares and darned near spilled a dozen passengers.

Fezes Part of Uniforms

“Arab conductors and motormen are funny looking guys. Wearing their fezes—those are hats, you know, with more blocking than cleaning—seems to be a religion. Refusing to work without



“Hun prisoners really are a beaten, starved lot. While they won’t admit it, they know they are as good as licked.”

them, they wear them with their trainmen’s uniforms.

Clearance Accidents? Wow!

“Because this part of the country is all hills, the lines are always turning. You can’t imagine the number of clearance accidents! Wow! Because of those accidents, many of the street cars are so battered they look like part of Rommel’s captured panzer equipment.

“Well, boys, there isn’t much I can write about. But I can guarantee Jerry



Bud Walker

“The other day I took a ride on the bus of an Arab conductor who could talk a little pigeon English.”

and Tony aren’t as cocky as they were a few weeks ago.

Hun Prisoners a Beaten Lot

“Using the best German I could muster, I have talked with a few Hun prisoners. They are really a beaten, starved lot. While they won’t admit it, they know they are as good as licked.

“Good luck, fellows, until next time when I sure hope a can postmark my letter ‘Somewhere in Europe.’

“I was tickled to hear from you today. It’s nice to know the gang back home hasn’t forgotten us boys in this hole!”



“Whenever I get lonesome for the old job, I go down into town and watch the street cars and buses roll by.”

EDITORS’ NOTE: This letter is the third from a *Surface Lines* serviceman to find its way into *SURFACE SERVICE* because of its interesting sidelights on street car travel in foreign lands.

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



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Number 5

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

20% of Our Servicemen Called in Last 2 Months

MORE THAN 20% of the 1,300 Surface Lines employees serving with the fighting forces have been called up through Selective Service during the last two months.

Since the last Honor Roll was published in the April Surface Service, 450 men have left us to join the 850 employees who were then members of the military forces.

With a total of 817 men serving in all branches of the fighting forces, our Transportation Department leads all other departments in the number of servicemen.

Shops and Track Are Next

Second and third place fall to Shops and Equipment and Track Departments, with 197 and 124 employees, respectively, wearing Uncle Sam's uniforms.

The numbers of servicemen in each of the remaining departments are as follows: General Office, 54; Electrical, 40; Material and Supplies, 26; Accident Investigation and Legal, 24; Utility, 13; and Building, seven.

While it's a sure-thing bet that every

employee serving with the fighting forces is filling whatever role he has been assigned to the best of his ability, circumstances have made a few of them standouts.

69th Street Man Leaves First

Warrant Officer Jack Wilson, a former 69th Street trainman, for example, was our first man to leave for military service. A member of the Illinois National Guard, he was called up months before Selective Service began operating. Stationed out West, Jack visited his former co-workers during a recent furlough.

A Shops and Equipment employee also has earned a lasting place in our Hall of Fame. Staff Sergeant Elmer Natzke, former armature winder at West Shops, was the only employee to hit the jackpot—No. 158—in the draft lottery.

After learning he would be among the first in the country to be called, he enlisted in the horse cavalry. Now serving in the South, his cavalry outfit

has been mechanized. Where he once served as a blacksmith putting shoes on horses, he now probably is putting treads on tanks.

Track Man's Climb Spectacular

While hundreds of our servicemen are commissioned or non-commissioned officers and several have been decorated for bravery, Captain Joe Olbinski, former laborer, Northern Division, Track Department, made perhaps the most spectacular climb.

Less than two years after enlisting as a private in the air forces, he had achieved captain's rank and had been decorated by Major General Jimmy Doolittle at Allied Headquarters in North Africa for heroic and meritorious service against the Axis.

Former Accounting Department bookkeeper and sole naval member of this round-up of outstanding servicemen is Yeoman 3/c Bill Malmberg. Bill has for months been serving in the Office of the Naval Attaché at the American Legation in Stockholm, Sweden.

"Favorite son" of the Electrical Department is Lieutenant Bill Allbright, former Downtown Office clerk. Pilot of a Flying Fortress and veteran of 50 missions during the Tunisian campaign, Bill recently returned to the States on a 30-day furlough, wearing a distinguished flying cross and the army air medal with clusters!

FRONT COVER

REPRODUCED ON the front cover is the official poster and slogan of the current Third Victory Loan Drive.

It should serve all who are not yet investing the greatest possible portion of their wages in war bonds through our payroll allotment plan as a reminder to begin doing so at once.

He "Sells Your Goods" for All He's Worth!

IMPRESSED BY the cheerful courtesy and helpfulness of Conductor Jim Chambers, 69th Street, C. R. Briggs, 2018 North Troy Street, Arlington, Virginia, wrote: "Some folks think we don't need to 'sell' our services, but this conductor keeps right on selling and gathering goodwill for your organization all the time. A stranger, he helped

me on his car* with my suitcases and took care to see that I alighted at my destination."

Guarded Passengers' Safety

"He was profoundly considerate of the safety of his passengers, and in every way an asset to your lines." So

wrote Mrs. J. F. Ryder, 2340 West 113th Place, of Conductor Ray Virnich, Devon. Mrs. Ryder went on to commend Ray for his "kindly voice" and "courteous manner."

Thank Trainmen for Waiting

Because they waited those few extra seconds for passengers running to catch their cars, these trainmen won grateful thank-you letters last month: Conductors Maurice Hartnett and Joe Rossbach, Archer; Motorman Paul Gunther, Blue Island; Motorman Henry Coelyn, Burnside; Motorman John Croll, Kedzie; and Conductor Rufus Glass, 77th Street. Commented one letter-writer: "Although I thanked both of your trainmen for their courtesy, I was embarrassed that the others didn't trouble to thank them, too."

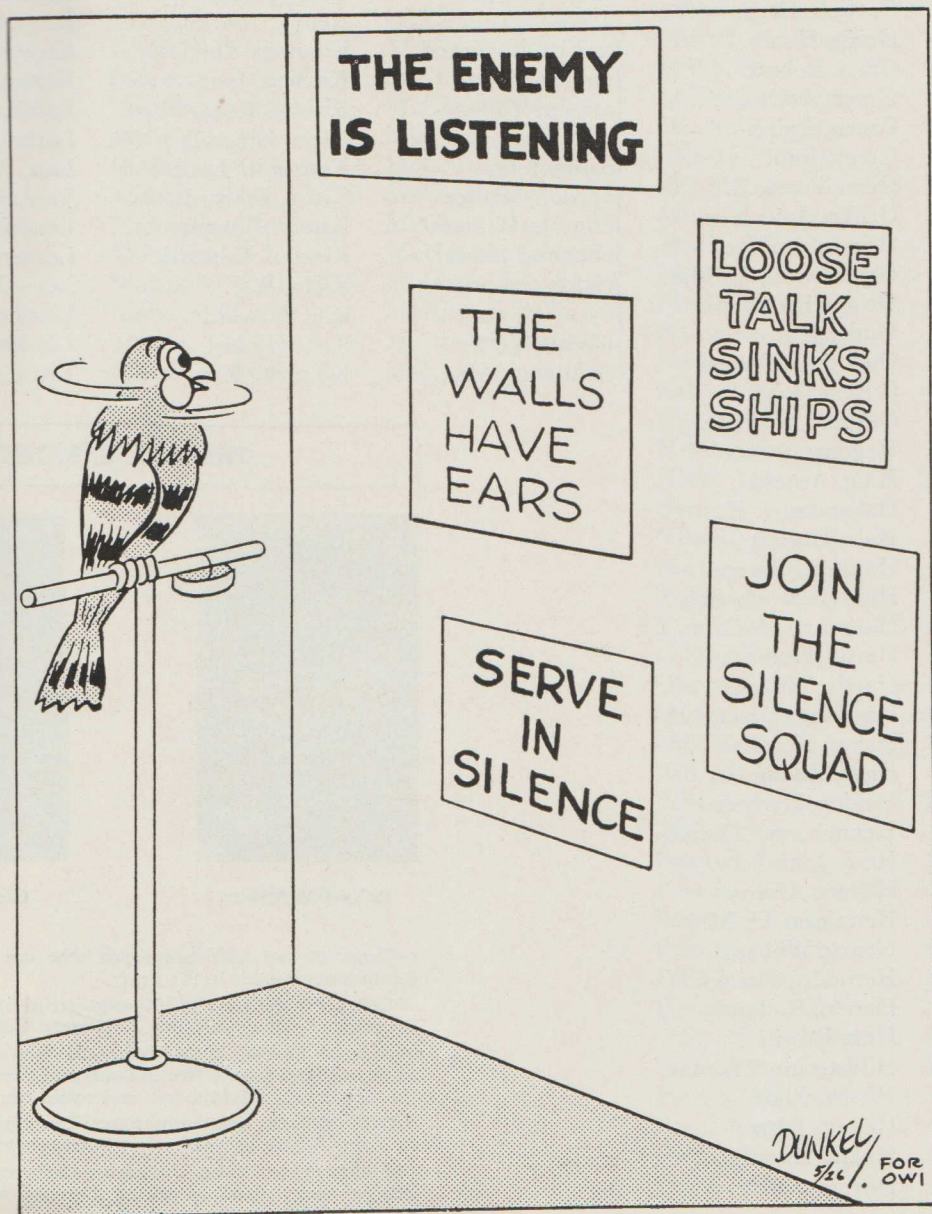
"His chief delight seems to be going out of his way to assist the public, and he also possesses and uses one of those rare facial expressions known as a smile." So wrote Miss Mary Bulger, 4909 Dorchester Avenue, in praising Conductor John Curry, Burnside.

Impressed when Conductor Ed Stahowiak, Devon, found her purse on his car, then returned it to her office, refusing to accept a reward, Zelda M. Seguin, 2314 Harrison Street, wrote: "How I appreciate his honesty, thoughtfulness and helpfulness!"

Assist Blind, Crippled Riders

These trainmen won letters of praise last month for going out of their way to assist blind, crippled or elderly riders in boarding and alighting from their cars: Conductors Martin Ahrendt, John Curry and L. D. Fenstermacher, all of Burnside; Conductor Mike Sloger, Cottage Grove; Conductors Mel Dixon and John Paradies and Motorman Ed Lonnegren, all of 77th Street; and Conductor Frank Czelusta, 69th Street.

"He is the most courteous, patient and considerate public servant I have ever ridden with." So wrote E. O'Hara, 225 South Leavitt Street, in praising Conductor Frank Arriva, Division.



Surface Lines Employees IN OUR FIGHTING FORCES

Abbate, Paul
 Aichele, Edward
 Akin, Kenneth
 Anderson, George
 Anderson, Woodrow
 Arnieri, Antonio
 Arnold, Edward
 Bahnaman, William
 Baily, Daniel
 Baker, John
 Baker, Kimball
 Bakotich, Dewey
 Bambery, Edward
 Barris, Michael
 Barg, W. T.
 Battaglia, Joseph
 Beahan, Roy
 Becker, John
 Bednarik, Joseph
 Bellaney, Joseph
 Bennett, Edward
 Bergner, Vernon
 Bergren, Stanley
 Bergthal, Joseph
 Bilich, John
 Billings, John
 Boal, Daniel
 Bober, Anton
 Boberg, Walter
 Bogetich, Tony
 Bole, Edward
 Boyle, Joseph
 Bravata, Domonick
 Bravatano, Louis
 Brazington, George
 Breheny, John
 Brigando, Michael
 Broadwell, Henry
 Brophy, Daniel
 Brophy, James
 Brown, Robert
 Brucks, T. N.
 Buchner, William
 Buck, W. N.
 Buetow, Thomas
 Burica, Tony
 Calcara, Richard
 Calhoun, M. C.
 Carlson, E. C.
 Carlson, J. E.
 Carmen, M.
 Canrey, J. F.
 Carroll, Albert
 Casey, L. M.

Casey, M. F.
 Castroullai, Nick
 Cervinka, John
 Chica, James
 Chuhak, Edward
 Cicero, Samuel
 Clair, Joseph
 Clayton, John
 Condon, James
 Corbett, Thomas
 Cory, Lawrence
 Craig, B. F.
 Cregar, Harold
 Crofoot, George
 Crosse, William
 Cusack, Frank
 Czech, Joseph
 Dabe, Stanley
 Dagenais, Ray
 Daly, David
 Danzinger, Ludwig
 Dappen, Edward
 Daulis, George
 Davis, W. E.
 Davis, Oliver
 Deacy, Martin P.
 Dettrey, H. E.
 Devine, James
 DiGiore, George
 Di Vito, Eugene
 Domain, William
 Domke, R. E.
 Donovan, Ellis P.
 Dowtin, William
 Drag, Joseph
 Dritz, Charles
 Ducaj, Steven
 Duffy, Eugene
 Dulin, Henry
 Edmons, Harley
 Eggert, A. W.
 Eide, Stanley
 Finnan, Joseph
 Erickson, George
 Estes, Robert
 Evett, Charles
 Fitzgerald, Thomas
 Flackus, Charles
 Fleming, John
 Floyd, John
 Frank, Ernest
 Frenette, Raymond
 Friedl, Frank
 Friedlund, O. W.

Fuhrman, Herbert
 Fyock, George
 Gaiser, Charles
 Galvin, Michael
 Garland, Desmond
 Garrow, Robert
 Gaustaed, Ferdinand
 Gee, Daniel
 Gellest, Arthur
 George, James
 Ginter, Harry
 Glass, Sylvester
 Goedecker, Robert
 Gottsch, Henry
 Graig, Henry
 Grau, Robert
 Green, Irving
 Green, Ralph
 Greer, John
 Gries, Frank E.
 Griffin, Joseph
 Grimmerga, Roy
 Grinkiewicz, Laddie
 Grinnell, William
 Gude, Jens
 Guenther, George
 Gusich, John
 Gustafik, William
 Hagerty, James
 Haig, Arnold
 Hakanson, J. H.
 Hale, Everett
 Hanison, George
 Hanrahan, Thomas
 Harcourt, M. C.
 Hardt, Fred
 Harris, Thomas
 Hawkinson, Kenneth
 Hayes, Kermit
 Hays, Edwin
 Heiden, Herbert
 Henneberry, Thomas
 Hein, John
 Hellwig, Henry
 Henriksen, H. M.
 Henry, William
 Herndon, Charles
 Herten, Rolland
 Hess, Edwin
 Hildebrant, Thomas
 Hirsch, Eliot
 Hogan, John
 Holan, Rudolph
 Horning, Roy

Howard, Alan
 Huntly, Louis
 Ilg, George
 Illion, Ralph
 Jacobson, Paul
 Janicke, Raymond
 Jankins, Harry
 Janssen, William
 Jeske, E. E.
 Jogius, John
 Johnson, Walter
 Johnson, William
 Johnston, James
 Jordon, Ivery
 Joyce, Thomas
 Juknuis, Victor
 Kaatmann, Max

Kamien, Bruno
 Karel, Joseph
 Keane, Michael
 Kelly, James
 Kemp, Charles
 Kennedy, Daniel
 Kenney, John
 Kessler, Robert
 Kierz, Howard
 Kincanon, Louis
 Kirby, Edward
 Kiselus, Joseph
 Kisman, Edward
 Klein, R. J.
 Klie, Edward
 Korac, John
 Kostecki, Ray

Kott, Andrew
 Kowalski, J. R.
 Krause, Raymond
 Krawitz, Ray
 Krop, Frank
 Krown, George
 Kurowski, Edward
 Lamke, Roy
 Larsen, Henry
 Lau, Stanley
 Law, Robert
 Lenard, George
 Lerner, John
 Levy, Max
 Lindner, Lawrence
 Lindrum, Harold
 Little, Douglas

Lohrmann, A. G.
 Lorentsen, Ingvald
 Lo Verde, Francis
 Lynch, Edward
 Lyons, James
 Lytle, William
 Macdonald, C. H.
 MacGreger, Harold
 Macis, Joseph
 Makarski, W. J.
 Malichy, Paul
 Malmquist, Robert
 Manshreck, Charles
 Marmoll, Edward
 Marrese, Phillip
 Martin, George
 Martin, Robert

Matejka, William
 Mazeika, Stanley
 McCaffrey, Edward
 McCaffrey, Joseph
 McCarten, Robert
 McCurdy, Melvin
 McGill, Anthony
 McGlynn, Frank
 McGrath, Richard
 McGrath, Thomas
 McGray, Andrew
 McGuire, Hugh
 McHatten, Edward
 McHugh, Lawrence
 McKay, John
 McLamore, Francis
 McLeod, Alexander

McMahon, John
 McMahon, Owen
 McManus, J. P.
 McMenamin, James
 McSweeney, Edward
 Meudt, Jacob
 Meyke, John
 Middleton, William
 Mielke, Carlton
 Miller, Harold
 Miller, Thomas
 Miller, Wilbert
 Milnes, Ralph
 Missna, Joseph
 Moesch, Charles J.
 Mollit, Ray
 Morton, Herbert
 Muchow, Ernest
 Mulree, Francis
 Murphy, Joseph
 Murray, Edward
 Murray, Harrison H.
 Murray, Howard
 Mushinski, Harry
 Nanninga, John
 Neely, A. W.
 Neland, Francis
 Nelson, F. C.
 Nelson, Warren
 Nette, John
 Neuman, Michael
 Nevero, John
 Norton, Howard
 Norton, Lozell
 Novak, Michael
 O'Day, Edward
 Olson, Arthur
 Oroby, John
 Orsi, Evo
 Paltzer, Charles
 Panatera, Philip
 Parise, Frank
 Pasqual, John
 Pavelka, Gustave
 Pawloski, Richard
 Pelzmann, Frank
 Petkus, Bruno
 Pieluszynski, Chester
 Polneasjek, Stephen
 Potts, Ralph
 Powers, Michael
 Poznauski, P. H.
 Przenioslo, Edward
 Quinn, Eugene

Raben, Arthur
 Rackow, Edward
 Ranger, D. B.
 Ratliff, Frank
 Reed, Frank
 Reighard, Ray
 Reinmiller, Howard
 Rennie, Raymond
 Reszotko, Anthony
 Riecke, Richard
 Riesche, Russell
 Ringe, George
 Rix, Reginald
 Rizzo, Philip
 Roane, Charles
 Rodell, Clement
 Rolland, Paul
 Rooney, Edward
 Roos, Louis
 Rouse, Francis
 Ruhlow, Ray
 Ryan, Philip
 Ryan, Richard
 Salkouskas, Anthony
 Schalk, Arthur
 Scheid, Ray
 Schneider, G. W.
 Schramm, Ray
 Schremser, R.
 Schroeder, W.
 Schultz, Frank
 Schultz, Joseph
 Scott, L.
 Sebastian, Harry
 Seifert, William
 Sexton, John
 Sheehan, William
 Shurtleff, G. E.
 Sigvedsen, Edward
 Simon, Raymond
 Smale, Howard
 Sapsojevich, Walter
 Speed, Walter
 Specht, George
 Spitali, Nick
 Stanton, Edward
 Starr, Charles
 Sterling, Donald
 Streske, George
 Struwe, Edward
 Struwing, Charles
 Stupay, Edward
 Suda, John
 Talbot, Robert

Taschler, Frank
 Taylor, Robert
 Thomas, Walter
 Thompason, David
 Tiano, John
 Trakshel, Charles
 Trinco, Anthony
 Trostel, Henry
 Ulbas, D. J.
 Valco, Lee
 Van Cleave, Edwin
 Verlatto, Nick
 Vicek, James
 Viscariello, James
 Vogel, Henry
 Voytas, John
 Wadrich, Clarence
 Wagner, Henry
 Wahlstrom, Leonard
 Walker, Lyle
 Walters, George
 Walton, Robert
 Washburn, C.
 Washco, Charles
 Wass, Theodore
 Wdowik, George
 Webber, Richard
 Wedl, John
 Weinman, W. A.
 Weiss, John A.
 Welsh, Patrick
 Wendt, Andrew
 Whiston, Edward
 White, William
 Wiedeman, E.
 Wilcox, Edwin
 Winter, J. J.
 Winther, Melvin
 Wittendorf, Roy
 Wischhoever, R.
 Witt, Benjamin
 Wolf, Edward
 Woodville, George
 Wright, William
 Young, Edward
 Young, Walter
 Zanella, Sam
 Zesich, Bernard
 Ziemba, Frank
 Zorn, Ernest

SURFACE LINES employes in the fighting forces now number 1,300. They are serving every branch of the armed forces, and on many of the foreign battlefronts. Since our last Honor Roll in the April SURFACE SERVICE, the 430 men whose names are listed alphabetically on these pages have left us—but only until Hitler and Hirohito bow in unconditional surrender!

THREE C. S. L. MEN LIEUTENANT COLONELS



Robert McMillan



Clayton Steele



Leigh Hunt

Three of our 1,300 employes who are serving in Uncle Sam's fighting forces now are lieutenant colonels in the army. Colonel McMillan, for 10 years a trial attorney in the Department of Accident Investigation, is serving with an infantry division at Camp Howze, Texas. Colonel Steele, former schedule maker, Schedule Department, is one of the officers in charge of the Signal Corps School at Fort Monmouth, New Jersey, where men are trained in the operation of telephone and radio communication systems. Colonel Hunt, another former Department of Accident Investigation attorney, is stationed in North Africa, where he has been serving with the air forces ever since the invasion. All three men earned reserve officer commissions during college, and all were active in army reserve activities during their pre-war years with us.



Archer

THE BOND DRIVE is drawing to a close, so let's all lend Uncle Sam as much as we can above necessary expenses. See any of the bond committee and they will be happy to take down your contribution. When the final count is made, we all want to see Archer on top.

Some new stars will have to be added to our service flag. The following men left recently for military service: John Pilar, army; Bruno Kamien, army; Dominic Ulbas, army; John Eggert, army; Henry Trostel, army; T. Kaminski, army; and T. Ryan, navy.

The stork left girls recently at the homes of C. J. Hickey, Ed. Vejvoda and Tim Barry, and left boys at the homes of John Rabig, Fred Schmitz and Thomas Herbig. Congratulations, fellows!

Carl Gibes, formerly of this depot and now in the air forces dropped in to see us the other day, and he certainly looked wonderful in his uniform. Carl is stationed down in Albany, Georgia, and expects his commission next month.

We extend our condolences to C. Schaber in the loss of his father; Harold Becker, his mother; and Walter Gauczas, his son.

We all want to congratulate John Becker and Claude Gillespie on their recent promotions.—Combine.

Blue Island

WHEN WILL the war end? Commentators are guessing anywhere from 1943 to 1949. However, its end surely will be speeded if the people of the United States will work steadily, eliminate strikes, lay-offs and absenteeism, and put all their available cash into war bonds.

People of this country are the backbone of the war effort. Without the help of the home front no country can win any war. Let's help the boys who are fighting this war by working and buying bonds.

Speaking of bonds, our station is well up on the way toward ringing the bell, but it is not high enough. So come on, men, do your share and buy bonds till it hurts your pocketbook.

Clerk Starr recently traveled to New Jersey to visit his son who is in the army.

Clerk LeFevbre was seen recently going into Stork's baby furniture shop, asking about buggies and cribs. When is the big occasion, Joe?

Supervisor Milton claims he will exhibit

some of his crops at Harvest Festival in Soldier Field.

Charlie Novak spent his vacation getting acquainted with his new-born son. Mother and baby doing fine.

Buy Bonds to Bomb Bums.—Steve Barton.

Burnside

SEPTEMBER BRINGS us some more "musts"—two of which are to look out for leaves on the rail, also for foggy weather.

We know also that with the beginning of school we must exert special precautions to insure the safety of the new little riders who are starting to use our service.

We must be especially careful to avoid abusing equipment as there is a shortage of repair parts, and also we must check closely to see if we can't buy that extra war bond to purchase military equipment that the boys over there need so badly.

And speaking of the boys over there, we have lost several more of our buddies during the last month. There is a list posted in the trainroom with the addresses of our men in service. Drop them each a line now and then, and show them that we still think of them and wish them luck.

Now about luck, there is the story of the lucky goat that Motorman Carl Dandy picked up on the fender of his car the other day. Carl says he didn't see a thing until he heard a noise under the platform. Investigation showed a half grown kid with its leg caught in the slats.

After much wriggling and squirming on the part of the motorman, the goat was finally extricated and placed on the parkway; but when Carl got on the car to proceed he found he had acquired a four-legged friend which could not be left behind until he bribed some boys to hold it while he escaped.

We have quite a few new men in our midst, and we wish to say that they are a very fine bunch of fellows and we are glad to welcome them. We hope they will all like us and their new jobs so well they will want to stay with us from now on.

Along with several other distinctions, Burnside is claiming to have more royalty than any other depot in Chicago. We have four *earls*, namely, Lindroth, McMahon, Lange and Furguson; two *kings*, Johnny and Billy, and the newest addition is extra motorman William Duke. Rumor has it that each of them is a *prince* of a guy. Now who can beat that?

We believe this is a good time to hand a

bouquet to the members of the American Legion Service Committee who gave us such good help in handling traffic during the Legion State Convention, held here last month.

At this time, we extend our sympathy to the family of Conductor E. Fenstermacher, who passed away after a very short illness. He made many friends among us and will be missed greatly.—Furgie.

Division

TWO MORE Division men have joined Uncle Sam's army. They are Motorman Thomas Thompson and Conductor Edward O'Day. Some members of the Eagles gave a little send-off for Tommy. An elegant speech by Conductor Bill Heiser, brought a lump in many a throat—including Tommy's, who could hardly express his thanks.

From what we hear Conductor Charley Dietz is stationed in Alabama and Motorman Charlie Schoewer is driving an ammunition truck somewhere in Africa. A former conductor, now Sergeant Leo Woznick, visited us last month while on furlough.

Conductor Elmer Smith and Motorman Bob Willming went to Benton Harbor recently, and returned with a truck load of garden vegetables, which their wives no doubt will can for that long, lean winter ahead!

A. Kosinski and W. Lemke recently took their army "physicals," but the results were not known at the time this column went to press.

Anyone having pieces of metal that could be used as parts for a model railroad please see Conductor Starkey, our "engineer."

A story in the September issue of *Good Housekeeping*, page 43, entitled, "Mr. Custer," is worth reading. It deals with the adventures of a "one-man operator" on a street car in a small town, and what happened when they replaced the cars with buses. Your scribe suggests you read it!

Motorman Pat and Mrs. Lynn announced the arrival of a "tax-exemption," born August 10.

Ruth Ann Warnstedt, Dianne Schulzke, Patty Zakrzewski, Michael Brost and Conductor Elmer Smith's year-old baby will celebrate birthdays this month.

Conductor Henry Jorgensen recently celebrated his 26th anniversary, Conductor Charley Christensen his 11th, Conductor V. Weinert his fifth, and Motorman George Mueller his fourth.

Motorman Victor Sorensen's wife passed away and Supervisor Morris Glaser lost his mother recently. We all know what their losses mean to them, and offer both our deepest sympathy.

The bowling season opened September 3 at 20th Century Bowling Alleys, 3253 North Cicero Avenue, at 9 p.m. Why not come up any Friday night and see your "horse" or "bellboy" in action?

Note: Next month this column will contain news furnished by contributions only. So don't forget to drop any news items—no matter how trivial they seem—in the red,

white and blue News Item Box near the credit union cage.—R.T.W.

Elston

CHIEF RECEIVER Bill Edelstein suffered a heart attack during his vacation and will spend six weeks in the hospital. He is doing nicely and we will all hope to see him back with us soon.

Bus Operator Earl Anderson is now No. 1 on several trainmen's hit parade. He has been passing out some rubber bands he received from one of his every-day passengers. The local 241 Bomber Drive is near an

end. The committee consisting of Charley Burns, Leroy Wegener, and Bob Versema wish to thank the boys who helped make it a success.

It is not too late to join the 10% Club. To new men who are not familiar with our payroll allotment plan for buying war bonds, Chief Clerk Roger Ward will be glad to explain things.

Motorman Frank Drieschart has a good reason to be proud—he has three sons in active service. His twins are in the islands and the third in Africa, and all three boys are sergeants.

Conductors Geach and Lyons who relieved the receiver and clerk during the

summer vacations are to be complimented on their splendid work. Their only remorse is it did not last long enough.

E. Carlson, who was home on furlough from the navy, wished to be remembered to the other boys in service together with his many friends here whom he did not get to see.—Emmett Kane.

Lincoln

WE SLIPPED from fourth to fifth place last month in our 10% payroll drive for war bonds. Now let's all get together and put on a real spurt for the final standing. Aim for that top place, fellows, and then we can make the grade.

Belated congratulations are in order for Benny Studinski who became the proud father of a baby boy born on Father's Day.

We also wish to congratulate Ed Neuendorff who went and done it again. Here's good luck to the bride and groom.

Private H. Broadwell paid us a visit the other day, and is really looking fine. He is in training at Camp Grant in the Medical Corps.

Joe Schuetz and Larry Hippert were called into service for Uncle Sam and we hope to hear from them soon.

Conductor John Hamn, who had been with us for 42 years, passed away at Alexian Brothers Hospital on August 9. Our sympathy goes out to his family.

We also wish to extend our deepest sympathy to the families of Clyde Malbone and F. Wischweh who were killed in an unfortunate accident on August 13. To brothers Schmidt and Koontz, who were injured in this same accident, we wish a speedy recovery.

Motorman A. Fergus, who had seen 16 years in the navy, returned to the sea recently by way of the Merchant Marine. He is a first mate, and we just received a postcard from him. He writes, "Hello, boys! Am now inna pink, and just filthy with studies. Everytime yuh turn around you're in some class. But I sure like it, and hope to finish in a month—then to sea. So long to all the swell shipmates I had at Lincoln Depot."

George ("Pudgy") Mindak gives us the following news:

It seems that Bob Christie and Popper Colgan are trying to outdo one another wearing flashy ties. The one that Bob had on the other day was so bright that it took smoked glasses to get within 10 feet of him.

Can you imagine a guy who on the last day of his vacation comes down to the depot, calls in and gets his tag, then proceeds to get his car ready. We think that's the height of ambition or something, but ask Motorman Leslie.

The other day Earl ("Muscles") Lynch lifted up the lever switch when pulling into the depot and broke the handle. Better quit eating those Wheaties, Earl.

Did you notice a peculiar odor around the depot the day "Boom-Boom" Hannebohn came back from his vacation? Well, he went up to Michigan, drove up, then his jalopy broke down. The only transportation he could get for the return trip was by cattle car. Now for the last few weeks he has been bathing in flora-de-fuma water. Better stay home next time, Walter!—Ed Hutten.

THEY'RE OUT TO WIN

A Surface Lines trainman with five sons in the fighting forces was paid a tribute in a Chicago newspaper last month which reflects credit on all our fathers of servicemen who are backing up their boys not only by working in an essential industry, but also by buying war bonds and tending victory gardens.

Looking over the original of the cartoon, which appeared in the *Chicago Sun* and which was drawn by a former staff artist of that paper who is now in the army, is Conductor Andy Enzenbacher, Division.

Entitled "We're Out to Win," the cartoon shows "Pop" Enzenbacher working on a street car and tending his victory garden; the five boys, all in the army, saluting; "Mom" Enzenbacher working in her kitchen, and "Sis" writing her paratrooper boy friend.

Three of the boys, all non-commissioned officers, have seen Southwest Pacific or African service. The other two still are in training in the South.

Said Conductor Russell Warnstedt, Division's magazine correspondent who talked with the Enzenbachers and examined the many Japanese and African curios sent home by the boys in foreign service: "It would be hard to imagine a more patriotic American family."



North Avenue

OUR BOYS here have never failed to respond wholeheartedly to any appeal made in the interest of humanity, and we will not fail now in meeting the most important appeal we have ever received—that of buying war bonds.

Let's get busy and boost our bond allotments still more! We have only two more weeks until September 30 when the 10% Club war bond contest closes. It's up to all of us to see that North Avenue stands in the lead at the close of this contest.

Our sympathy is extended to the family of Motorman Frank J. Diebold who passed away suddenly last month. Frank was the father of seven sons, six of whom are serving in the armed forces in this country and abroad.

Our sympathy also goes out to Operator Ben Mathy and family in the loss of Mrs. Mathy's mother last month.

Slippery rails are with us again, due to falling leaves and sweating streets. We should all exercise great care to avoid accidents. War production is dependent at every turn upon transportation. And transportation is a vital and essential part of the whole victory mechanism. So let's all do our part at winning this war through the *safe* transportation of the thousands of Chicago war workers. Keep your car well behind the car ahead of you, and make sure that you have ample room in which to stop should an emergency arise.

We have a few lines from Conductor Eugene Duffy, who is now serving as private at Fort McClellan, Alabama. A card also came from Supervisor F. P. Schultz, who is serving in the navy, at Camp Waldron, Farragut, Idaho. Drop these boys a few words of good humor when you can find the time.

Operator Otto Falk, who is victory garden warden in his section of the city is kept busy corresponding with his son and two daughters who are serving in the U.S. armed forces. Private Carl Falk, his son, now serving overseas, was an employe at West Shops. Sergeant Pearl Falk of the WAC is stationed at Fort Oglethorpe, Georgia. Private Alice Falk is a marine recruit stationed in North Carolina. Otto also has three other daughters at home, two of whom are engaged in war work. Otto himself is a member of the 10% Club of bondholders here at North Avenue.

Conductor William Ryan was a happy lad last month when his son William, Jr., dropped in for a brief furlough. His boy has been in the armed forces for nine months and makes a fine looking soldier.

Supervisor Tom Shanahan, of Lawndale, is holding down that busy corner of Ogden, Cermak and Pulaski just like a veteran. Most of the boys have mistaken him for Scotty's son and they have been calling him Scotty, Jr.

Operator Elmer Deegan won't starve as long as he continues to have samples of dog biscuits sent him. Elmer uses 'em as a breakfast cereal with cream and sugar, and says they are loaded with vitamins. He has been trying to get Pat McCarthy to eat them.

"Rosey," the newsgirl at the corner of North and Pulaski, was presented a grandson last month. The father of the little fellow



STUDYING LATE SON'S PURPLE HEART AWARD

Presented the Order of the Purple Heart with three stars last month after his son, Lawrence, was killed in action with the navy was Bus Operator Miley Creps, 77th Street, who is pictured here with Mrs. Creps.

The boy met his death "somewhere at sea" only a few weeks after his 15th birthday, having enlisted—as Miley did in World War No. 1—before reaching official enlistment age.

Although Larry was killed on March 8, 1942, Miley refused to believe his death until the Navy Department awarded last month's citation posthumously.

Playing an essential role on the home front rather than on the battlefield in this war, Miley drives a 79th Street bus carrying hundreds of workers at the Chrysler Plant to and from their daily jobs.

is Albert Crivaro, a son of "Rosey," who is serving as top sergeant with the army. All the boys were congratulating "Rosey" last month, and she passed out free papers.

Henry Buggerts, the best motorman in the barn, is now breaking in as a one man car operator.

Harold ("Lockjaw") King is wondering what Operator Zalman will do when he picks over on Diversey.

That will be all for this time as we have lots of the boys in service to write to; but, in the meantime, drop your news items in the news box which is located in the gym.—Echols.

Seventy-Seventh

WE LOOK EAGERLY at war news these days, anxious to see what progress has been made. We want to know how much was gained, and who carried the ball. It is just natural for us to expect our boys on the field to score every once in a while. When they do, we have a great feeling of satisfaction and pride.

We're in a game here, too. Not on the same field as the fighters, but on one just as important. Here at 77th it was goal to go, and we've made good progress. We're past

the 50-yard line in the big bond drive, in territory where anything can happen. Everyone is watching us, anxious to see what progress we're making. Are we going to score? Or will we lose the ball half way from the goal? Let's make a power drive for a touchdown and be on a winning team. The boys at the front from our station will be glad to hear about it!

"Dandy Dave" Bailey was here at the depot visiting recently. Did you see him? He's on leave from the training station at San Diego, and he was like a breath of California itself. He was the essence of patriotic pride in service. Well, best of luck, sailor, and smooth sailing!

Without a song the day would never end for Chris Nielsen. So Chris shortens the day with many a gay tune; has a likable voice, too. At least there have been no bricks tossed at him yet, and that's a good sign.

This is a fable about the shortest way home. Seems like a friend offered to take Bill Pugh home. The direction was south, generally. That was O.K. At 95th, Bill wanted west. The friend wanted east. As long as no bus was coming, Bill compromised. He went east. At State, no bus and no street car, so they continued south generally. At 103rd, Bill wanted west. The friend wanted east, so Bill compromised and went east. He figured he'd meet the bus somewhere along the line. At Cottage, no bus and no friend either. That was as far as he was going. The friend was home and Bill was in a southerly direction, slightly east. When he got home an hour and a half late, he was stuck with his fable, and a wife, slightly mad, and unconvinced.

Up to five minutes ago, there was no clothes rationing that we know of. If we had wanted a hot tip that there would be none, John Mahon could have furnished it in person. He has sprouted a zoot suit, and there is no clothes conservation in that contraption. John is an OPA'er and he ought to know. Everything is all right on the clothes line.

While we suffered in the sweltering heat in compliance with the uniform regulations, Marty Ernst has been laughing up his sleeve, what there was of it. Working in the receiver's cage, he's been coming to work in what passes as strictly summer wear, which is a high-class name for pajamas. He's going to feel terribly abused when he has to put some clothes on.

Camp Custer is host to Henry Hellwig, now attached to the military police in that section of the armed establishment. Henry feels right at home because they've got him handling the traffic, and he did plenty of that for us. No use telling Hank to keep his chin up, because he learned that here long ago. It's a matter of self-preservation in our business. That's why he's a good man for Uncle Sam.

After quite a long spell of illness, George Burke has again joined the ranks of the active. His jovial, good-natured countenance is a tonic and an inspiration. His care-free disposition is catching, and a symbol of his type as a national institution, as much a part of our way of life as, well—as much as the glorified hamburger, for instance.

Our sympathy is extended the bereaved family of Conductor John Fee and to Conductor H. J. Clark in the recent death of his wife.—Walt Story.



Accident Investigation and Legal

NICE TO SEE Art Phillips in and looking so well after his four months' stay at the naval hospital at Great Lakes. Congratulations are also in order, for Art was married on August 7 to Ann Hopkins, daughter of Conductor Tom Hopkins, Cottage Grove.

Francis Wandrocke dropped in recently to say hello. Francis is now a quartermaster 3/c,

and is stationed on a coast guard barge in Cincinnati.

The ring on the third finger, left hand, that Typist Shirley McCreary has been wearing since July 31 signifies that congratulations are in order for Naval Aviation Cadet Ernest Andrews who is stationed at Topeka, Kansas. Shirley tells me that as soon as Cadet Ernie receives his wings, wedding bells will ring. Our best wishes, Shirley!

Our sympathy goes out to Assistant Super-

Sixty-Ninth

UNCLE SAM KEEPS sending out those "greeting" letters, and our boys keep leaving us for the armed forces. Conductors Alfred Shulz, Robert Lyons, Edward Weston, Pat Fitzpatrick, Bill Vigus, James Power, Martin Deacy and George Erickson and Motormen Art Martin, Amos Williams, Thomas Fitzgerald, Raymond Dagenais and Joe Piantek and Instructor Glenn Peyton, are the ones who left us last month. Best of luck, boys!

Those cigars which Matthew O'Callahan passed out last month were in celebration of the arrival, on August 10, of his fourth daughter. Congratulations, Matt! Henceforth you will probably be known as the Eddie Cantor of 69th Street!

Shortly after this issue is distributed, the leaves will begin to fall, ushering in the annual flat-wheel season. Many of our boys were hired last Spring and Summer and haven't had any experience with leaves on the track.

To them we address this warning: Leaves on the rails cause some of the most treacherous braking conditions with which you will ever be called upon to contend. Lines which pass parks and cemeteries are naturally the most dangerous, but just a few trees anywhere along the route can do their share toward greasing the rails, perhaps at some location where you least expect it.

Allow plenty of braking time, and be sure to observe that rule which requires that you stay a block behind your leader. Following your leader too closely is unsafe even on a dry rail, and it is doubly dangerous on a slippery rail. When you have to make a stop in one of these slick spots, get your sand down before you start to slide.

If you wait until your wheels have locked and gone into a slide the chances are that you will scoot right by your stop—sand or no sand—and come out with a flat wheel in the bargain. In addition to the accident

hazard, these flat wheels are very expensive to turn down again; and they're certainly not pleasant to listen to as they clatter down the street. So let's keep that car under control at all times. It will pay big dividends in the reduction of accidents, and you'll save a lot of wear and tear on your own nerves!

The lost article department recently returned an unclaimed peddler's kit to Paddy Hester. It contained a fine assortment of razor blades, shoe laces, needles, thread and small household gadgets. Paddy plans to sell the merchandise from door to door as soon as he can find some retired Fuller Brush man who can give him some pointers on high-powered salesmanship.

Ernest Tocci, of 77th Street, stopped off at 79th and Racine one recent afternoon and purchased some fish. As he strolled on home, he passed several cats which promptly smelled the fish and fell in behind him. A 79th Street motorman noticed this and remarked: "Look at all the cats following Tocci—just like the rats followed the pie-eyed piper years ago!"

Instructor Marty Glynn worked in the Loop during the American Legion convention and accidentally picked up a bit of information about earlier Chicago. A visiting Legionnaire asked him where Seigel-Cooper's Department store was located. Marty thumbed through his guide, racked his brain for several minutes and finally mumbled his apologies for being unable to recall the address of this establishment. Then someone took Marty aside and explained that Seigel-Cooper's went out of business some 25 years ago and that the Legionnaire was just having some fun at his expense.

Did you know that we are considerably below the national average in this matter of payroll deductions for the purchase of war bonds? Let's see if we can't correct this. See your chief clerk or stationmaster. They'll gladly provide you with a new card and help you to fill it out so that you can "up" your investment!—H. E. Harris.

intendent Charles J. Mersch, whose brother passed away very suddenly August 1.

Back on the job again is Swan Peterson after a stay in the hospital. We are certainly glad you have returned, Pete.

By the time this item appears, we hope Briefwriter C. W. Williams will be home from the hospital and well on the road to recovery.

Recent new employes are Statementman Donald Pitcher and Clerks Mary Lordon and Vita Murphy. Welcome to "600," folks!

Charlie Gash turned the tables on the usual fish stores by sending a double shipment of big ones to the department from up north. We hear they tasted swell, Charlie!

The Accident Prevention Department reports Private Dick Kuhlmann has now been transferred to the University of Wyoming where he has been assigned to the Engineering Course under the A.S.T.P.—Audrey.

Accounting

CONGRATULATIONS and much happiness is our sincere wish for Bernice Lentema and John Buccini, who were married on August 14.

As these items go to press, we are looking forward to the speedy recovery of Elizabeth Sullivan and Dorothy McGuire, who are at home convalescing. They were remembered with "get well" cards and useful gifts from their co-workers.

Our best wishes follow James Condon, Timekeeping Department, who has entered military service. His leaving adds another star to the departmental service flag, making a total of 23.

Irene Caugherty, who left us last month to reside in California, was presented a traveling bag by her co-workers.

Many happy returns of the day were extended last month to Lillian Huard, Lillian Oesterreich, Evelyn Leu and Bernice Buccini, all of whom celebrated birthdays.

We extend sincere welcome and best wishes for success to these newcomers: Veronica Gardner, Marie E. Havlik, Anita Traynor, Rebecca Meers, Alfred Gfeller, James Walsh, Guy J. Garro, Lulu Stenning, Helen Kalinowski, Valeria Johnson and Virginia Milewski. Hope you like working with us, folks.

Ray Backlund, Vernon Johnson and Richard Holzle visited us last month, and we were happy to see them again. They all looked the picture of health.

Robert Malmquist has been promoted to a sergeant. Congratulations, Bob!

Arline Towler had a very pleasant vacation at Lake Geneva, playing tennis, swimming, boating and eating. The second week she spent berry picking at Lake Eau Claire, Wisconsin.

"A grand time to remember" is the way Frances Puschel refers to her vacation, which was spent with her husband who was home on his furlough. Her only regret is both her vacation and his furlough were too short.

Ethel Anderson enjoyed her vacation visiting relatives in Green Bay, Pulaski and Gillett in Wisconsin, with her parents.

Returning to work after her vacation in Niasho, Missouri, where her soldier friend is stationed, Florence Ross reports her trip was thoroughly enjoyable.

While John Pope's favorite team is the Cubs, he reports he was sorry to witness the

loss of several games by the White Sox during his vacation.

To Betty Rademacker who recently received a new assignment, we wish all kinds of good luck. The same goes to Edward Francoeur who has left us to resume his school studies.

Our deep sympathy goes out to Ruth Reichardt in the recent death of her mother.—Thomas F. Coan.

Car and Bus Repair

BURNSIDE: THREE of our men, at this writing, are laid up in hospitals, and would greatly appreciate a visit. P. DiMalta is at Lutheran Deaconess, P. Conway at Burnside, and F. Urban at St. Joseph's. Get well soon, boys; we're all pulling for your speedy recoveries!

Stock Clerk William Scott and Supply Car Man P. Hoyer have a wager on the relative size and quality of corn raised in Illinois and Iowa. Scott claims Iowa can't compete with Illinois in the height of its corn, while Hoyer holds out for the quality and quantity of Iowa ears. The argument still is in the unsettled sage. For last-minute details, see Scott or Hoyer.

M. Christofaro is pleased to report he has succeeded in passing on to William Scott a mechanical device called a Plymouth. Our deepest sympathy goes out to Scott on the deal.

69TH STREET: R. Ryan is the latest member of our group to join the armed forces; and Al Kaminski, our former car placer, reports he is in fine shape down in the South Pacific, but anxious to hear from some of the boys at home.

Our sympathy is extended to the family of Frank Pickering, retired watchman, who passed away suddenly while visiting relatives in Pittsburgh.

Another of our retired old-timers, Louis Little, is up and around again after having been hospitalized for two months.

Electrical

WE NOW HAVE 46 names on our honor roll of men in service, a record of which we are justly proud.

Oscar Peterson, a U.S. coast guardsman, visited with us this month. He is stationed at Wolf Lake, Illinois.

Private Charles Paltzer paid us a visit recently while he was on furlough from Camp Wolters, Texas. Chuck is transferring to the army air forces in the near future.

Leo Purcell has just returned from Leavenworth, Kansas, where he spent his vacation visiting his mother and son.

Arthur Sandberg is on his vacation and according to claims (by Art) he will just about have time to harvest all his crops.

We had a recent letter from Ensign John Cahill who is on duty aboard one of Uncle Sam's ships. He tells us he saw plenty of action during the invasion of Sicily, but that the ship and crew came through the ordeal O.K.

Miss A. Hogan has returned from her vacation, which she spent in and around Chicago.

For the want of gasoline, the usual vacation trip was out, so many of our depart-

ment's vacationers spent their time doing the many home chores.

The best fish story of the season comes from Superintendent Frank Roper. He says the fish were biting so well that it really was a job instead of a pleasure to fish.

Our department's first man to enter the armed forces, Fred Lundie, has returned to work at Grand and Leavitt. He was seriously injured several months ago while performing military work at camp here in U.S.A. While he regrets his inability to continue with the army, he hopes that if the war lasts much longer he may be back doing his part again.

Our sympathy is extended to the Coyne brothers in the recent death of their mother.—Billy.

Engineering

BUILDING: With travel difficult these days, Messrs. Lindstrom, Holtberg and Phillips spent their vacations at home.

Welcome to Miss Ada Fasting, our new co-worker. We hope you will like working with us!

TRACK: A. B. Bonhomme and G. P. Johnson both spent their vacations in and around Chicago, and report having had a good time.

Mrs. V. McFarlane took her first airplane ride while on her vacation. She liked it so well she flew to Minneapolis and back.

C. R. Kelly enjoyed his share of fish, sunshine and fresh air while vacationing, and returned to work looking hale and hearty.

Dorothy Peterson spent her vacation visiting her sweetheart in Texas. She surprised us all by returning still single.

R. Ratfill, J. Battaglia, J. W. Nette, D. Bakotich, L. Valco, F. Zuccaro, M. Cherman, T. Bogetich and C. Sabella are our most recent additions to the armed forces. Good luck, boys; let us hear from you!

Our sympathy is extended to the family of Albert Vincek who passed away recently.

UTILITY: Bill Nierhoff and Joe McCaffrey have enlisted in the merchant marine, and were sent to Hoffman Island, New York, for training. Good luck to both of you!

Corporal John Gusich paid us a visit during his short furlough from Camp Fanin, Texas. He sure looks swell.

John and Mrs. O'Leary recently celebrated the christening of their son, John.

C'mon, boys, let's all pull together and ring that war bond bell by increasing our allotments!

General Office

MRS. W. H. WOOD, formerly Corinne Marshall of Public Relations Department, visited the Surface Lines last month to call on her old friends in the General Offices. She reports that she and Captain Wood are fully enjoying army life in Colorado Springs, Colorado, where they are making their home for the present.

We extend a hearty welcome to Joan Means, Insurance Department, Antoinette Fiandaco, Executive Department, and Alberta Freund, Purchasing Department, who are all new Surface Lines employes. We are glad to meet you, girls, and hope you like it here.

William Chaveriat, Fireman 1/c writes he

would appreciate hearing from some of the office folks. His address is USS Fleet Post Office, San Francisco, California.

Walter Sorensen, Insurance Department, is having a hard time with the buttons popping off his shirt these days. The new boss of the Sorensen household, Miss Karen Mae, weight seven pounds, four ounces, was born at Englewood Hospital on August 30.

We miss seeing Kennette Glentler and Jane Leiner around. They both have left us to attend school at Northwestern University. Here's wishing you lots of luck, girls!

"Judge" Cummings, Purchasing Department, is trying his luck at the fishing game again this year at Edgerton, Wisconsin. We can hardly wait to hear how big it was, Ed! —Emily Smith and Eileen Gualano.

Schedule and Traffic

WE ARE NOW well established in our new headquarters, "Room 1501."

One of those little gremlins reached over our shoulder last month and made a "3" into a "5," which resulted in Charles Kreiner's years of service being 57 instead of 37. We regret that this happened. Excuse it, please!

The navy has taken Glenn Crump and the army Walter Thomas. Uncle Sam is getting a couple of fine fellows, and we are sure he will get a good day's work from them every day.

We welcome Doris Yandel to our department. We hope you will enjoy working with us, Doris.

George Fisher has returned to civilian life from the army and will return to the Schedule Department and resume his old duties August 24. Welcome back, George!

Ted Cowgill spent his vacation on the ranch at Jordon Valley, Oregon. While

there, they harvested 900 tons of hay and will have 300 head of cattle to sell. (Some beef!)—L. C. Dutton.

South Shops

WE WISH OUR magazine correspondent, Elsie Frank, a speedy recovery from her illness. Hope to see you back again soon, Elsie!

We extend a welcome to Justine Mazeikis and Sophie Misiunas, two newcomers to our office staff. We hope you like it here with us, girls!

Joe Hecht, Paint Shop Foreman, was very disappointed when his daughter-in-law presented him with another grand-daughter. Probably Joe was thinking of Uncle Sam's future army.

Our deep sympathy is extended to Peter Schouten, Machine Shop, in the recent loss of his mother.

Mike Goldrick, Machine Shop, passed cigars around to the boys, celebrating the arrival of his daughter, born on August 13. Congratulations, Mike!

Our best wishes follow Joseph Simousek, who retired September 1, after 20 years of service.

Jules Graiser, Minnie Stoffle, Frank DeWitt and Lydia Matheny enjoyed their recent vacations in Michigan; and C. Buza had a fine time at Lake Geneva.

Ted Wahlberg vacationed at Shawnee, Wisconsin; and Joe Hecht stayed at Grass Lake, trying to catch a minnow.

H. Doering showed his baby son what a lot of fun could be had at Diamond Lake, Michigan, in a larger expanse of water than a bathtub.

Other recent vacationists were: W. C. Smith, W. Goering, J. Canavan, E. Rooks, J. Sake and C. Maslauskis.—Lydia Matheny.

West Shops

A LETTER has come from San Juan, Puerto Rico, from Eddie Zimmer, who is down there with the coast guard. He has been stationed there for six months, and the transportation angle of his letter is worth quoting:

"The transportation here is pretty good. We have street cars and buses—a little run down, but they go! Besides those vehicles, we also have *publicos*—either station wagons or regular passenger cars. The fare on all three is a nickel to a certain zone, and then a dime from there on. You pay as you get off."

Ruth Christopherson and Inez Asta left us this month to return to school. Inez plans to complete high school, while Ruth will enter Northwestern University. Our best wishes go with you, girls!

Caroline Nardiello and Mildred Bonomo succeed Ruth and Inez. We welcome them and hope they enjoy their work with us.

Letters came last month from George Brignac and Walter Hager. Our congratulations are extended to Sergeant Hager and his wife on the arrival of a son August 2, the news having reached us in Wally's letter.

Jim McCoy visited us last month and reported he will soon be transferred from Fort Sheridan to Texas for further training. We are always glad to see our boys again, and Jim certainly looks as if army life agrees with him.

Eleanor Rall spent some of her vacation making use of the golf courses in and around the city; while Roy Reinhardt "soaked up" a great deal of the heat generated down in the Ozarks.

Our best wishes go with Andrew Strayol, Joseph Simousek, George Evanaskas, John Pignataro and John Warchol, who retired on September 1. We all hope they enjoy many years of leisure.—Mildred Habeger.

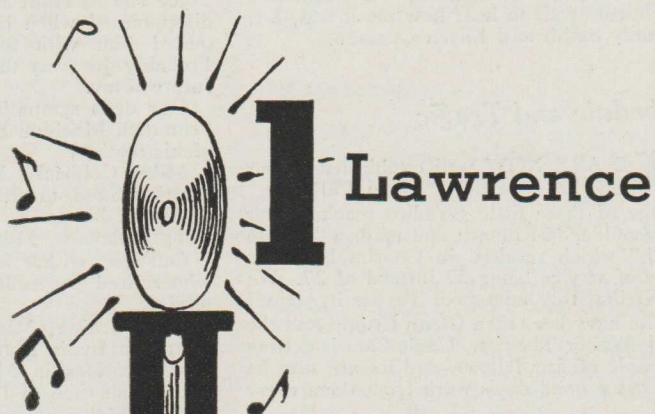


Has Your Group Rung the Bell?

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

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

So closely do Archer and Cottage Grove follow top-place Lawrence that either may soon occupy the leading position.



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

