

# 5 "MUSTS" FOR WINTER OPERATION



1. Take  
good care  
of yourself!  
Dress  
warmly,  
walk  
carefully.

*Surface Service*  
MAGAZINE

JAN. 1944

*A Good Start means a Good Day*



**2. Safeguard riders by sweeping slush  
from your platform.**

*A Good Start means a Good Day*



**3. Check your sand key. Be certain it  
is working properly.**

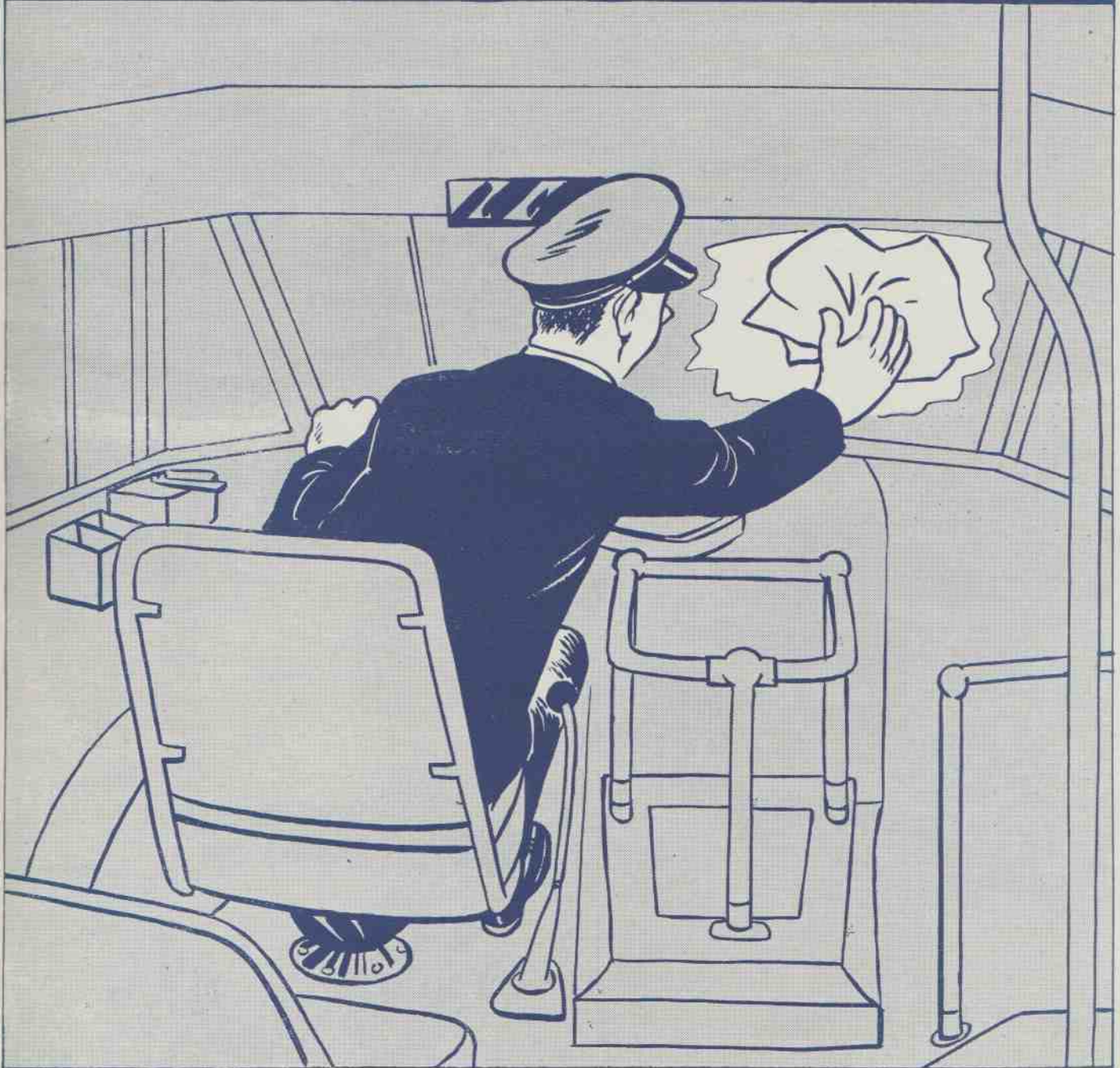
*A Good Start means a Good Day*



**4. Is your sand box full? Don't guess!**

**Look and be sure.**

*A Good Start means a Good Day*



**5. Wipe your windows until you can see  
an accident hazard a mile away!**

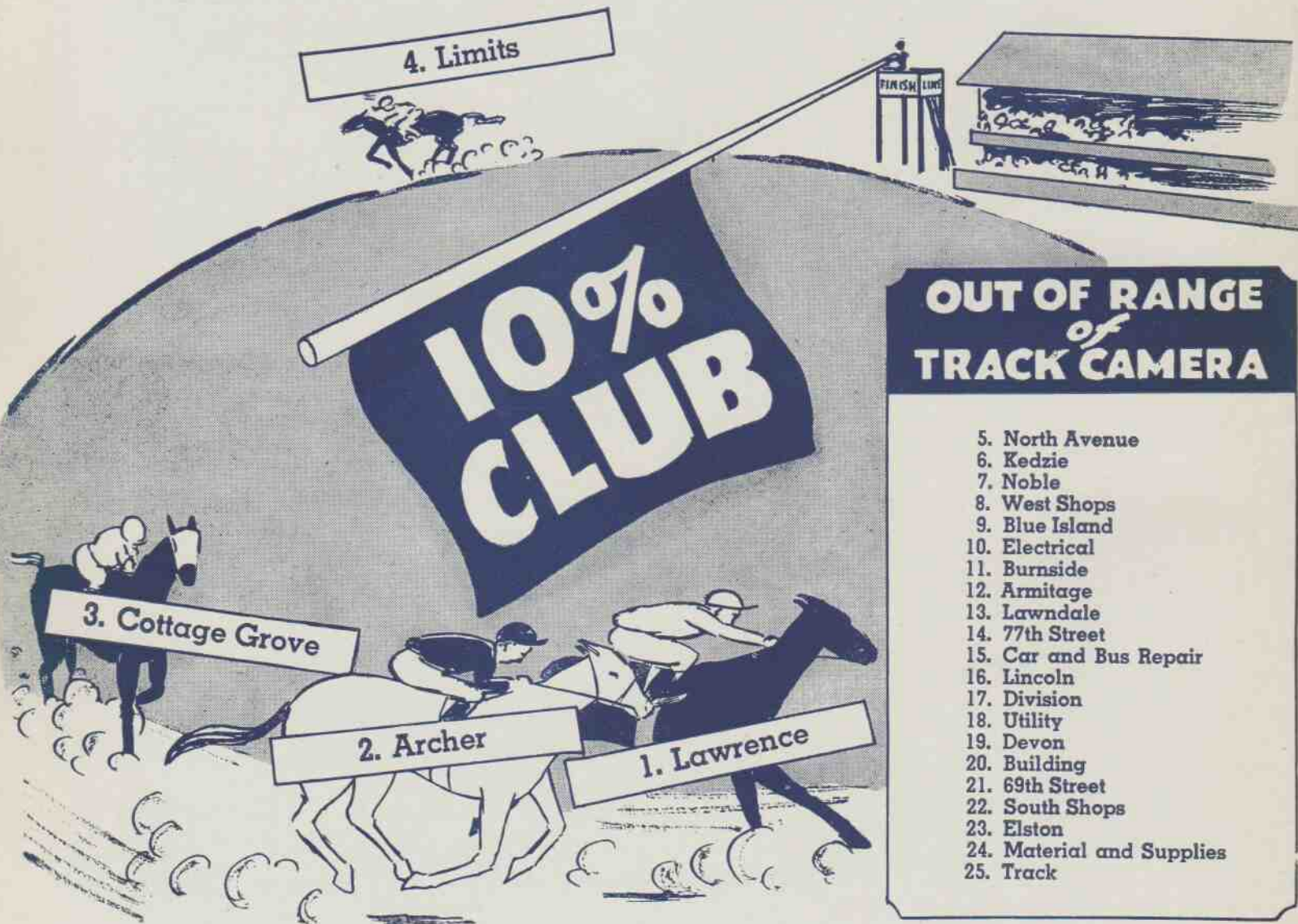
LIMITS CROWDS NORTH AVENUE FROM FOURTH PLACE

ONLY CHANGE IN the top four positions of the 10% Club war bond race last month came when Limits trainmen crowded North Avenue employees from fourth place.

Groups in the "Out of Range of Track Camera" class which showed gains last month and the number of places which each advanced were: Kedzie, one; West Shops,

one; Electrical, four; Lincoln, four; and Utility, one.

With the Fourth War Loan Drive just getting under way and the long-heralded attack on Germany being readied, it is hoped that all 25 groups of employes listed here will boost the proportion of their total wages being invested each month in war bonds.



OUT OF RANGE  
of  
TRACK CAMERA

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

**C. S. L. Servicemen Mailed \$10 Christmas Check**

TO MAKE CHRISTMAS a bit brighter for our "army" of servicemen, the Surface Lines last month

mailed out 1,467 money orders for \$10 to our employes on military furlough.

The card with each gift read: "With Best Wishes at Christmas to those of the Surface Lines family with the military forces. Chicago Surface Lines."

That our servicemen liked being remembered at Christmas by their former employer was shown by the avalanche of letters of thanks which began pouring in a few days after the money orders were mailed out.

# "If Your Pilot Hadn't Been on His Toes . . ."

"IF YOUR MOTORMAN hadn't been on his toes, we would have had a serious smash-up." So wrote J. E. Robinson, Dole Valve Company, in

praising Pilot Bill Johnson, Kedzie, for preventing a mishap when an auto swerved into his path. "He was very alert," Mr. Robinson continued, "and



ALEXANDER FOR OWI

I still can't figure out how he spied the auto speeding up on the wrong side of his car!"

Grateful for the assistance of Conductor Terry McMahon, Jr., 69th Street, in helping her reach her destination when she was nearly exhausted after having stood on the train all the way from Cincinnati to Chicago, Mrs. W. M. Thurston, Wheelersburg, Ohio, wrote: "Because of his courtesy and consideration, I have a warm feeling for the whole city of Chicago."

Impressed by the gentlemanly and patient manner of Conductor Harold VonLaven, North Avenue, in handling the crowds of Rock-Ola employees boarding his car, Mrs. F. Rueter, 4235 Wrightwood Avenue, one of that war plant's workers, wrote: "He is wonderful. Even when folks are slow paying their fares, he never loses his temper."

## "One of 'Chicago's Finest'"

Terming Conductor John Mondike, Lawndale, one of "Chicago's finest," General Manager F. J. Shamroske, National Biscuit Company, continued: "His courtesy and friendliness has been commented upon by many of our employes."

Because Operator Al Soiberg, 69th Street, had sufficient control over his car to be able to avoid a collision when he drove into its path, J. L. Dinsmore, 7734 Langley Avenue, telephoned: "He certainly deserves to be commended."

"He turns the long evening ride from the Loop into a pleasure." So wrote Dr. Fritz Marti, 5444 Woodlawn Avenue, in praising the friendliness and good humor of Conductor Mike Sloger, Cottage Grove. "Such men," the doctor commented, "deserve recognition."

The "cool, amiable manner" of Conductor Lyle Pritchard, Division, in suggesting to a "stampede" of post office employes that they could board his car more rapidly if they didn't all try to get on at once so impressed Benjamin Henderson, 9340 Lafayette Avenue, that he wrote: "It is surprising what the right word, in the right tone of voice, at the right time, will accomplish!"



# CALLING STOPS!

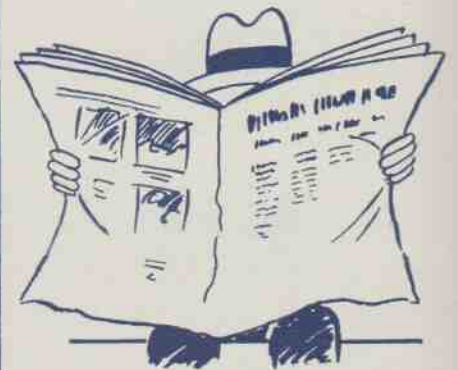
IS IMPORTANT TO THESE FOLKS



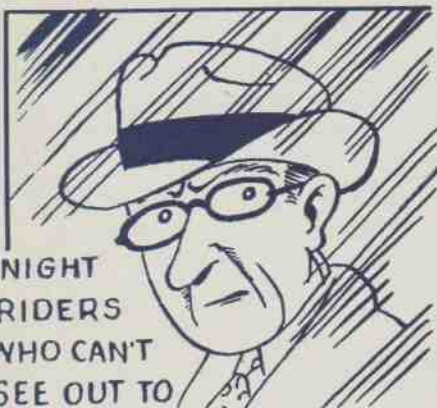
INCAPACITATED  
RIDERS  
WHO NEED  
EXTRA  
TIME TO  
REACH THE  
EXIT.



STRANGERS AND  
OTHERS NOT FAMILIAR WITH  
STREET NAMES AND NUMBERS.



THOSE WHO LIKE TO  
READ AS THEY RIDE.



NIGHT  
RIDERS  
WHO CAN'T  
SEE OUT TO  
RECOGNIZE FAMILIAR  
LANDMARKS.



SHOPPERS WHO CAN'T  
SEE OUT AROUND  
THEIR BUNDLES.



WORKERS WHO  
ARE FAGGED OUT  
AND FALL ASLEEP.

**CALL 'EM LOUD! CALL 'EM CLEAR! CALL 'EM ALL!**

When folks fork over their fares to us, they are entitled not only to transportation but also to information about where they are as the vehicle moves along.

That's where stop-calling comes in! And that's

where you come in!

Besides being a service to which riders are entitled, never forget calling stops helps you get over your street on schedule!



## HOLDING FOREGROUND PLACES AMONG HOME-FRONT SOLDIERS

IT TOOK A BIT of fancy photography to insert several of our trainmen into this Army Signal Corps photo of home-front soldiers.

There is no doubt, however, that their essential service entitles them to foreground places in the vital army of those backing up the boys who fight.

So that the Surface Lines may do the best possible job of providing the first step in war production for our 2,500,000 daily riders, it is hoped each employe will take to heart General Manager Fred Nolan's back-cover message and do his level best to promote our "Be A Trolley Pilot" drive.





## Armitage

**WE OF ARMITAGE** deeply regret the death of our Division Superintendent, G. W. Peterson, on December 17. Mr. Peterson began as a conductor at 69th-Emerald Avenue Depot on June 21, 1898. He became chief clerk at 77th when that barn was opened. He was superintendent of employment from 1907 to 1932, when he became acting Superintendent of Division 9. He was made stationmaster in 1938. His genial smile and sage advice will be missed by all who knew him. Our sincerest sympathy is extended to his family.

Our deep sympathy goes out also to the family of Conductor Frank Tamillo, a trainman since 1902, who died December 6. We will greatly miss his broad smile and hearty laugh.

The holidays are over and we are back in the well-worn groove again, looking forward to a Happy, Prosperous and (we hope!) Victorious 1944.

A letter from smiling Howard Christian says he wants it understood that he is in the Coast Guard, and not in the Army, as has been erroneously reported.

A letter from smiling Pat Keleher says he is beginning to like the army, but would like it much better if some of the boys would write occasionally. Keleher has been sent home by the army since writing his letter, but it is still a good idea.

Get out those Christmas pen and pencil sets, boys, and put them to work. Write to all the men in service and tell them what's going on, along the "avenue."

J. C. Mathley, becoming our superintendent, brings the well-remembered John Hart back to Armitage as assistant superintendent. Welcome home, John.

The long arm of our Uncle Sam has reached into Armitage again and taken seven more of our trainmen. Mike Fiorita and Wilbur Fredricksen have been assigned to the navy, while Sam Rini, Edwin Miller, Frank Zywczyak, Gustave Lemar and Ernest Guedel went to the army. The best wishes of the men at Armitage go with them. Our loss is Uncle's gain.

As our list of service men grows larger and larger, Hitler's days become "fuehrer and fuehrer."

As the fourth war loan is upon us, let's buckle down and see if we can't dig our way out of 11th place. There is not a safer investment in the world than our Uncle Samuel. As Johnny Neblett says on the radio, "Let's

buy more bonds, to build more bombs, to bomb more bums!"

If anyone wants to see what the well-dressed man is wearing these days, just take a look at our smiling janitor, Noah Moss. When he comes down to work, he is a picture of sartorial splendor.

Bergstrom has gone high hat since they reclassified him to a trolley pilot. He no longer calls for run 156, now it's flight 156. I suppose his conductor is his rear gunner.

Frank Wilmar who was seriously injured four months ago by a wild auto driver paid us a visit a short time ago. He was still walking on crutches, but expects to be back with us in the very near future. We hope so, Frank!

Well, men, this is where we got on, but we'll be riding with you again next month. —Ted Shumon.

## Burnside

**JANUARY, 1944.** New Year, new efforts, new deeds, new opportunities to make new records, new friends. All this means just that we are standing on the threshold of time straining our eyes forward wondering what the future holds for us. Will the year just begun bring peace once more to this war-torn, war-weary world?

The second question is—am I doing everything in my power to help bring about peace? If all of us can answer this question in the affirmative, then the answer to the first one should not be hard to guess.

So let's start the year right by resolving to buy more bonds, save more salvage and give more of our effort to winning the war, and win we surely will.

While riding on a Cottage Grove car during the Christmas rush, we were struck by actions of the conductor, R. Lundy. Though he had once taken his retirement allowance, he returned when the manpower shortage became acute to do his patriotic bit by taking over the old job and carrying on for the duration.

Well, this old fellow, who is nearing three score years and ten, was standing there literally "up to his eyes" in passengers. He was behind schedule and getting later, and he had a student motorman. But there was never a grumble, only an occasional cheery "please move back in the car, folks!"

Right there we knew why it was he had stayed on this job long enough to be eligible for a retirement allowance. This man liked his job, and learned to do it in such a manner that to him it was his pleasure as well as

his vocation. In turn the job took good care of him for a long time.

Conductor A. Lindquist was seen coming out of the Chez Paree, one night recently. Here is his story, believe it or not. A fire broke out in his car and the watchmen at several of the Government warehouses thought he was an alien spy, and wouldn't let him at a phone. He had no other choice but to go to the night spot to call the fire department. We do not know just how long he tarried at the floor show; but, when he returned to the car, the fire was out.

A word of praise is due, we believe, to Operator P. Peterson. While working his run on the Ham'-Whit'-line, he saw a truck down with a wheel off, blocking the northbound track on 95th Street. He notified all northbound cars, which took the 92nd Street detour, thereby preventing what would otherwise have been a 40-minute delay to the street.

This item should really be put in the Ticked-to-Death Department. It seems that Motorman C. A. ("Happy") Beville, in a moment of careless generosity, handed his good spouse \$1.80 without telling her what to do with it. She went right out and purchased two pair of the modern counterpart of Grandma's old red flannels. They contained a small portion of wool, however, and that tickled her so she could not wear them. Now the Scottish tinge in Happy's blood would not permit him to see them wasted, so he tried them on himself. He now finds them so warm and comfortable that he is tickled his wife could not wear them.

The following old-timers retired on January 1: Motorman A. Metke, E. Martin and R. Keefer. We wish them all much pleasure in their well-earned rest.—Furgie.

## Division

**IT IS WITH** extreme regret that we will have to start our 1944 column with an announcement of the untimely death of our genial stationmaster, G. W. Peterson. All of us at Division, as well as Armitage Depot—from the "extra board" to the "day car men"—miss him.

Conductor Marty Tezak became grand pop last month and lost three buttons from his vest. Or was it four?

Navy men Andy Kosinski and Dominick Napoleon (alias Victor Mature) dropped into the depot while on furlough. Both looked in the best of health, and we were very glad to see them.

Right now seems the opportune time to mention that quite a few Christmas cards were posted on our bulletin board that were received from servicemen. Your scribe got one from his kid brother in Tarawa, which he'll cherish for quite some time.

Motorman Fred Nagel's boy Raymond flew in for a holiday furlough from Tampa, Florida, where he holds the title of bombardier and navigator. He is a first lieutenant.

Conductor William Dowling's son Bill is a P.F.C. bomber specialist at Willow Run Air Base. It's small wonder when his Dad saw actual service in the last war and brought home a new part in his hair as a souvenir.

Conductor "Sugar" Kane is busy filling out form W-4 for the Treasury Department. In case it's all Greek to some of you—that's to

break the hold Uncle Sam has on part of his wages. The withholding tax will be smaller because Carolyn Lucille joined his family December 10.

Last month saw "Mr. Anthony" Gloppe's daughter reach the ripe old age of six, and also some thieves broke into his home and stole all the Christmas presents he had bought (as well as his own).

Lucille will be eight January 24. She is the daughter of Motorman Tom Radicke.

Harold Glover, night foreman, and Truckman Pat Walsh both had their wives in the hospital recently, but at present both are getting along nicely.

Truckman Gust Anast and Stan Osak were off sick for quite some time.

Mike Rourke of our maintenance department received a letter from his son, held prisoner of the Japs near the Philippine Islands.

Dennis, Jr., son of our assistant day foreman, Dennis Cremius, married his childhood sweetheart during his recent furlough. He was burned quite seriously while on active duty in the Guineas.

Sergeant Eugene Olsen, son of Conductor K. Olsen, came home for a Christmas furlough. It was the first time he has been home in nearly three years; and, needless to say, it made his dad very happy.

Chief Petty Officer Stan Strychalski tells us that former Conductor George Schwab and he are in the same barracks at Great Lakes. George, he reports, is a section-leader already.

Conductor Harry Kelk, well known on Division street, passed away during December, and Conductor P. Sitkeiwitz lost his mother. To the relatives of the deceased we offer our most sincere sympathy.—Russ Warnstedt.

## Elston

**O**UR MEN deserve a word of praise for their coöperation in helping the clerks fill the runs each day. With so much illness last month, it was a great help. Keep up the good work, fellows!

Dick Fischer was our first trainman to receive his new badge. He had the earliest night car on Elston.

Proud fathers of boys last month were Conductors Paul, Jeschke and Schiestel. Lately everything favors the males.

Many thanks to our Chief Clerk Roger Ward and the men who helped with the Christmas Tree. It was the best in town.

Many letters and cards were received from our men in service, thanking all of us for not forgetting them at Christmas.

Conductor McDermott had a woman passenger board his car and hand him a note. He politely answered on the same note. They went on exchanging notes for some distance. On reaching the end of the line, the lady spoke up and asked which car she should take to go to Keystone Avenue. "I thought you were deaf and dumb!" gasped Mike.

Motorman John Kostelny is making a trip to California on sick leave to regain his health. We all wish you luck, John, and we'll be on hand to welcome you back.

During the Christmas rush on Grand Avenue, a passenger spoke up and asked what

was holding up the parade. Charles Norcott's son, who happened to be a passenger, spoke up: "Give a new man a break." The conductor's reply was he wasn't a new man, but had been on the job a month. That month, without doubt, puts him in the class of Norcott's dad, who has just about done everything in the street car business.

Motorman "Scotty" Donald's son-in-law, who is a lieutenant in the army air corps, paid us a visit last month. If he is a sample of Uncle Sam's birdmen, the Nazis and Japs are in for a big surprise. And it won't be good, we promise.—Emmett Kane.

## Devon

**N**OW CHRISTMAS shopping is over and things have gone back to normal, your scribe wishes you a Happy and Prosperous New Year.

From reports, Uncle Sam must be making eyes at Motorman Don Cirrincione. He was seen coming out of 844 Rush Street the other day. How about it, Don?

Santa Claus arrived ahead of time at Mr. and Mrs. Marten's home via stork line. It's a baby girl named Carol Ann. A stop was also made at Conductor E. Juvinal's residence, leaving them a little daughter, Phyllis Joy, on December 11. Mother and baby are doing nicely, and the father likewise.

Motorman Herb Jensen's wife chose her birthday, November 21, on which to present him a bouncing boy. We'll bet Herb is teaching him how to sing "Bell Bottom Trousers" by now.

Conductor Herbert P. Hildebrandt and Motorman Eddie Dappen were on furloughs last month. They stopped to say hello to all the boys, and sure were a sight for sore eyes.

We want to remind all of you that all your news items will be greatly appreciated. Just drop them in the silver box on the west wall which was put up solely for SURFACE SERVICE MAGAZINE items. Please help your scribe out as much as you can.—Edward J. Lukes.

## North Avenue

**Y**OUR SCRIBE for the last year or so, W. G. Echols, is really a busy fellow these days. Besides writing these items, Bill has been corresponding with a hundred or more servicemen, keeping them posted on all the latest news. Since he also writes a nice column for the *Union Leader* every week, he has asked us to take over this column. If all you fellows will place any bits of news in the news box in the assembly hall, we'll do our best to dish them up attractively.

We've noticed Supervisor Frank Buetow seems to be losing a lot of weight. Could it be that you miss those nice big sandwiches of Tom Cook's, Frank?

Speaking of Tom Cook, that popular former clerk here, who is now at Kedzie Depot, dropped in the other day to say hello to Mr. Brookman and all the boys. He looked pretty good for himself even with that new fuzz he is trying to grow under his nose.

That great pool shark Operator Ed Kowald seems to be slipping these days. He was seen being taken into camp the other day by

# Surface Service MAGAZINE

A Publication by and for Surface  
Lines Employees

231 South LaSalle Street

CHICAGO 90

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WILLIAM H. BROMAGE . . . Editor

DON R. COWELL . . . Associate Editor

such amateurs as Motorman Elke and Motorman Marrishotto. What's the matter, Ed, is that run on Narragansett giving you the jitters?

We wonder why they always refer to Operator Harry Whitney as the great oil magnate and why Operator Sam Kelly is called gold brick.

There was a write-up recently in one of the local newspapers about a conductor at North Avenue who is now serving in the armed forces. He is Private Stanley Rigenstrup, who has a brother, "Handsome Henry," here at North, who supplied us with some information about Stanley.

Stan joined the service February 3, 1941, and has been overseas 14 months. He has fought at Guadalcanal, New Hebrides, Fiji Islands, Rendova and is now in Munda. He has taken a Jap flag and is sending it home to his family. The following is the write-up from the paper:

"Sounds of combat while lying in a fox hole in the Solomon Islands caused Private Stanley Rigenstrup, 4247 W. North Avenue, to investigate despite personal danger. Crawling forward, he found three wounded men in the semi-darkness and administered first aid while shells and hand grenades fell within a few feet of him. By direction of President Roosevelt, Rigenstrup, member of the medical department, was awarded the silver cross by the commanding officer of U. S. Army Air Forces, South Pacific Area." That must be that old North Avenue spirit, eh, Stan?

Don't forget fellows the war bond drive is still on. If you want to raise your payroll allotment or buy a bond, drop in and see

(Continued on page 14)



# Camera News



Bus Operator Joe Staska, Archer, who served under General Douglas MacArthur as a member of the Rainbow Division for 19 months during World War No. 1, helps welcome home another Joe Staska (his son) who served under General MacArthur for 19 months in the South Pacific, taking part in the Guadalcanal campaign.

To make the family 100% "army," Mrs. Staska is current president of the auxiliary of Surface Lines Post No. 146 of the American Legion. Joe was commander of the post in 1929, 1930 and 1931.

The boy, a sergeant, visited his folks briefly while back in the states on a 40-day sick leave, during which he received treatment at the Huff General Hospital in Santa Barbara, California.

Having a look at their new plastic badges which were issued last month to all trainmen are Motorman John ("Windy") Brennan, 77th Street, and three former trainmen now serving with the fighting forces.

The plastic badges replaced the previously used metal badges which no longer could be purchased. Badges for those trainmen who are on military furloughs are being filed away until their return.

With Motorman Brennan, whose 54 years with us make him the oldest active trainman in point of service, are, left to right: Conductor Ray Wagner, Burnside, now a marine private stationed at Memphis; Motorman Bill Seifert, Devon, now an army private stationed in Texas, and Conductor Bob Quill, Lawndale, veteran of World War No. 1 and past commander of Surface Lines Post No. 146 of the American Legion, now a second class petty officer stationed at the Washington, D. C., navy yard.



While these three multi-colored window and door pairs in our building at Clark and Schubert Streets which houses Limits Station represent a new promotion aid in our Be A Trolley Pilot campaign, employes are still being counted on to pass along to their friends

as many as possible of the employment introduction cards.

Since they are highly illuminated from the inside each night by a battery of floodlights, the six-by-eight-foot painted windows help us call for more workers even after dark.





Since the first Division trainman changed his uniform for one of khaki, Conductor Tom O'Hara has made a hobby of writing regularly to the station's servicemen—even though they now total nearly 40.

At Christmas, he reports, when he received cards from boys strung out from Hawaii to Iceland, his hobby seemed especially worthwhile.

Below: When Corporal Jim McCoy, West Shops, received the Christmas package which his former co-workers sent all their servicemen, his anti-aircraft unit was out on desert maneuvers near its Fort Bliss, Texas, base.



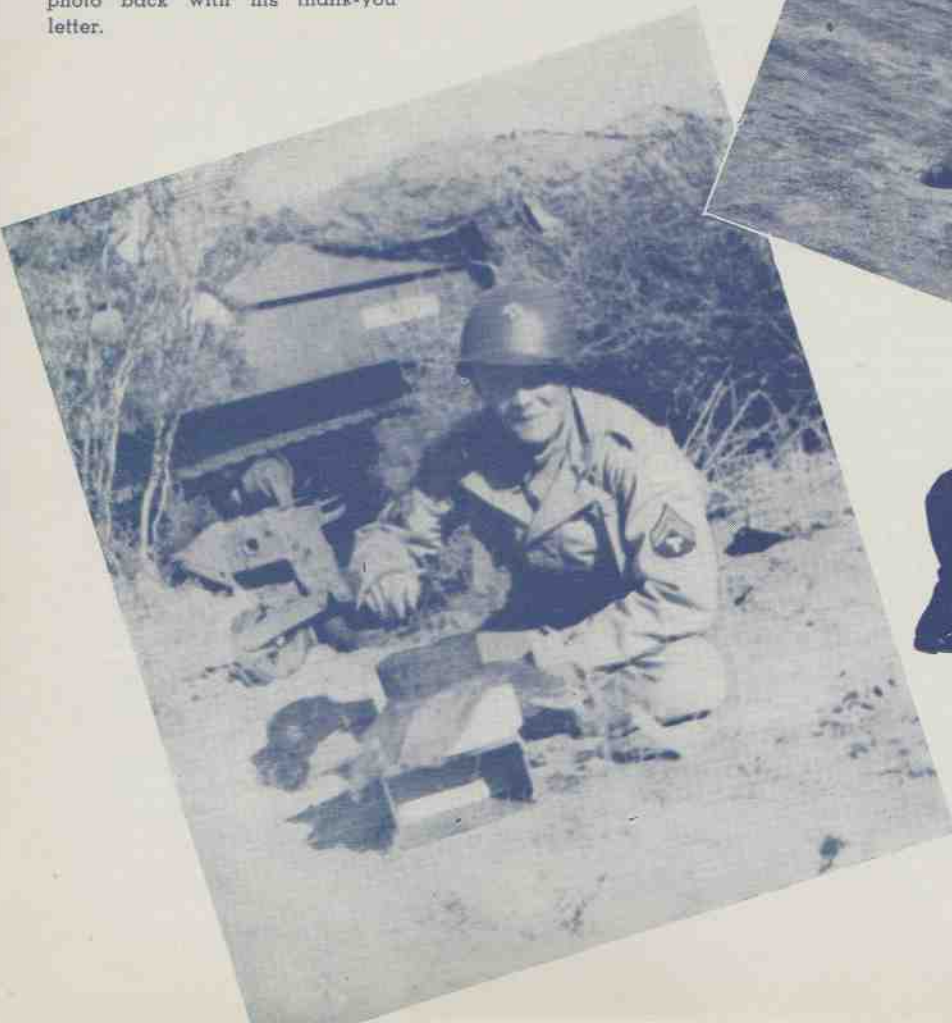
Jim, who was on field rations at the time, said the fruit cake which he is cutting was especially welcome. To prove it, he sent this photo back with his thank-you letter.



Seaman 2/c John Morris and Private Charles Starr, both former West Shops employes and both sons of Surface Lines men, posed for this photo in New England where they are receiving military training.

Son of Bus Operator John Morris, North Avenue, John is stationed at the submarine base in New London, Connecticut. Charles, son of Chief Clerk Charles Starr, Blue Island, is studying electrical engineering at Providence College in Rhode Island.

Since the boys met by chance in Providence, they have been spending their week-ends together in that city or in New York.





#### TRYING OUT "RETIREMENT" CHAIR

Thinking over 1943, a big year during which he celebrated his 50th service and wedding anniversaries and 78th birthday, William J. Henderson, D. A. I., takes it easy in the chair which his co-workers presented him to mark his coming retirement February 1.

Bill served nine years as a conductor and 10 as a receiver before joining the Accident Investigation and Legal Department.

Mr. Brookman or Mr. Sim and they will be glad to help you.

Remember, fellows, if we want to keep sinking those axis ships, we've got to keep sinking all the money we can spare into war bonds. So until next month, let's do our best to keep 'em rolling.—J. J. Hill.

#### Seventy-Seventh

**G**OOD WISHES for the New Year and the new leaf, which we presume everyone will be turning over as usual. That new leaf gets a terrific thumbing before the year is over and this year will be no exception. Well, anyhow, try to keep a respectable sheet—just a bit better than last year. After all, it's all part of the book and the whole book comes up for inspection some day.

Our iron man of the year is J. E. McGrath who put 14 months in the army and lived through it to drive a bus another day—and at his age! We know a lot of bloomer boys, not excepting the writer, who marvel at the record of our very rugged brother.

Our supervisor pin-up contest is beginning



#### LOOKING OVER NEW SAFETY AWARD

Representative of our sizeable "army" of car and bus repair forces whose safety efforts during the first half of 1943 won them another contest award from the Greater Chicago Safety Council are these employees.

Left to right, they are: John Murray, assistant general carhouse foreman; Lee Demstien, inspector; Ben Phillips, general carhouse foreman; John Shannon, car repairman, Lawndale; Charles Holzschuh, day carhouse foreman, Lawndale; John McMahon, bus repairman, Lawndale, and Oscar Peterson, car repairman, Lawndale.

to take shape. Which shape do you like best? All entries will be judged purely on merit and any resemblance to real or imagined characters will be purely coincidental!

Most practical gift of the season came to Marty Ernest, and does it hit the spot. It was a pound of butter wrapped in cellophane, and no coupons needed. What a break! Some people have all the luck.

We were glad to have word again from little Elmer. We don't know where he is, but his inspirational poem was beautiful. We must remember to ask him what the secret is. We've been trying to write poetry for years, but never get any further than the waste basket. All hands here wish Elmer Klein a Happy New Year wherever he is.

Our little-country-boy-who-made-good-in-the-big-city, Jack Walsh, likes a flinger at cards now and then in a nice social way. Only thing is the missus has to coach him when the bid gets any higher than two spades. Maybe by next year he'll be able to handle three spades without help. Oh, well, that's all right! In any man's army he'd still be a diamond in the rough.

We once said a new baby rates a carnation on the papa. Ed Gillooley reminded us that

he meant to wear one for his baby girl born at Christmas time, but he couldn't find a green one. Well, all we hope is that we remember to follow our own advice come carnation time.

We don't know how shocked Walter Ose was to find that someone else here at the depot shares his birthday this month; not only the same day, but the same year and the same first name. We don't know what could be closer to that than twins; or what he thinks of the fact that the black sheep who claims to be his twin is that fellow Walt Story, but anyhow, happy birthday Walt!

A son and heir came to the home of Dick Bohlin last month. We sincerely wish the little fellow well, and that the missus is now along the road to recovery.

Our sympathy goes out to the family of Conductor J. W. Ryan who died last month and to the following men because of recent deaths in their families: Motorman C. W. Nesbitt, his mother; Motorman C. C. Hathaway, his father; Supervisor Fred Johnson, his brother; Conductor P. Waters, his wife, and Superintendent W. A. Bessette, his brother.—Walt Story.



### Accident Investigation and Legal

**W**ELCOME IS extended to our newest employes, Statementmen John J. Davis and Charles E. Gross.

Sympathy is extended to the family of Special Investigator Thomas P. Quinn who passed away on December 11, after a long illness.

Sympathy is also extended to Assistant Superintendent Charles J. Mersch, Court Assistant Olaf Schau and Legal Investigator Emil Tangen, whose mothers passed away recently.

L. A. C. Frank E. Barker of the Royal Canadian Air Force returned for the Holidays and stopped in for a quick hello.

Legal Investigator Sol Garro left New Year's Eve for service in the armed forces. Best of luck from the gang, Sol!—Audrey.

### Accounting

**E**DWARD STANTON and John Rietz gave us a pleasant surprise by paying us a visit during their furloughs.

Many happy returns of the day were extended Reba Meers, Lorraine Buchler, Gladys Wedman, Ethel Anderson, Jean Amsterdam, Christine Cameron, Olive Battersby, Ursula O'Neill, Elizabeth Sullivan, Lucy Winkler, Ann Grusic and William Ternes, all of whom celebrated birthdays last month.

Word received from Camp Adair, Oregon, reports James Condon is enjoying good health. He sent his best regards to the office force.

We extend a sincere welcome and best wishes to Rosemary Palmer, Material and Supplies Division.—Thomas F. Coan.

### Electrical

**A**LBERT PETERSON, armature winder, was laid up at Englewood Hospital for several weeks because of a major operation. He now is well on the road to recovery.

Harry Leaders, Utility Department, received word from his son Roy that he had received a very fine gift which had been sent by the Electrical Department.

LeRoy Peter Janke had a Christmas leave, so he paid a visit to us at Grand and Leavitt.

Noble Paul Oniones, a former employe and a son of James Oniones, Grand and Leavitt, was killed in action in Italy on November 9. He had earlier been awarded the Purple Heart, which is now in possession of his parents. Noble was the second son of James to die in service. Our deepest sympathy is extended to his parents.

Oscar Peterson of the Coast Guard visited

us while on furlough from his station at Wolf Lake, Illinois.

Sergeant Stanley Jackson who is now stationed at Camp Pinedale, Fresno, California, tells us he has recently been married. Our congratulations and best wishes to the newlyweds.—Billy.

### General Office

**M**AJOR E. W. HORNING received his recent promotion and shipping papers at about the same time. With a New York A.P.O., it looks as if Lt. Col. Horning spent his Christmas on foreign shores.

We put out the welcome mat for Blanche L. Kriz, Real Estate, and LaVern O'Connor, Transportation, who started working for us last month. We hope you like us, girls!

If you were wondering about the new feminine voices on the switchboard, they belong to Beatrice Herrington and Ida Lee Heavey.

Sympathy is extended to E. J. Burke, Purchasing, on the loss of his brother on December 6.

Best wishes for happy birthdays were extended last month to Kathryn Murphy, Executive, Verena Langhammer, Board, and Charles Stevenson, Switchboard.

If Private Phil Waechter, formerly of Purchasing, thought he did a lot of walking on his job for us, he still must learn what walking really is. Phil landed in the infantry at Camp Roberts, California.

Best wishes went to Emily Smith, Purchasing, on her first wedding anniversary. Here's hoping that Technical Sergeant W. C. Smith will be back in the U. S. to help celebrate their second.

Dan Cupid visited Bernice Burns, Executive Department, at Christmas and brought her a beautiful diamond ring. The lucky man is Robert G. Whitmore, petty officer 1/c, who is stationed in Alaska.—Carol Schultze and Eileen Gualano.

### Schedule and Traffic

**D**ORIS YANDEL is sporting a beautiful sparkler on the third finger of her left hand. Corporal George Hartz is the lucky man, and the wedding bells are awaiting George's next furlough.

Recent callers among our service men were Private Edward Joyce and Major Evan Olmstead of the army and Lieutenant Bill Marston of the navy.

Bill McConochie and Rosemary Crowley

collaborated in the production of a Christmas play entitled "The Month Before Christmas" for the Department Christmas party. Immediately following the play, a REAL Santa Claus made his entry and amused the organization with his presents and wisecracks.—L. C. Dutton.

### West Shops

**W**E ROLL OUT the welcome mat for two new office employes: Ann Jordt, typist, and Joseph Bejrowski, mail clerk; we are glad to have you with us, folks!

Betty Beesley and Helen Churchill deserve special mention in recognition of their work as nurses aides. Both girls graduated last month from their course, and we admire them for their hard work. Congratulations, girls!

Many letters of thanks have been received from our boys in service for the little remembrances sent them.

Andy Tyson, Office, left for military service on December 6. He is stationed in Wyoming. August Richter, Carpenter Shop, is doing his part in Uncle Sam's navy. Good luck to both you boys; we will appreciate hearing from you.

It is with deep regret that we record the passing of E. Olson during November. He was employed in the Machine Shop and has been off since 1938. He was one of our long-time employes, having joined us in 1898. Our sympathy is extended to his family.

To the family of George L. Spolet we extend our heartfelt sympathy on his death just before the Holiday Season. George retired February 1.

Now with the pages of a New Year spread before us, may we resolve to use each day to its best advantage in helping to make 1944 a year of Victory and Happiness.—Mildred Habeger.

### Material and Supplies

**J.** KELAM, former mailboy, who is now in England, wrote recently: "England is a pretty swell place to be, but nothing like the good old U. S. A." Hope it won't be long until you and all the other boys are back on this side, John.

Art Eggert has opened a new line for stock clerks. He's training dogs in Nebraska. According to him, they're ferocious hounds, but he really does like working with them.

Among those home on furlough recently were G. Galbraith, N. Middendorf, N. Pallicki, and R. Schultze. For the latter, it was a rather special occasion. Dick helped good old Saint Nick deliver a diamond ring to a certain someone. Congratulations, Dick!

Fred Getz returned from his vacation exhausted. From what we gather, he followed the Government's example, and allowed the youngsters to run the trains until two days after Christmas, then he took over. Well, after all, the boys had the other gifts to play with, didn't they, Fred?

H. F. Hoger's son, Howard, came home on an unexpected furlough, after almost a year on the high seas. However, Howard believes that careless talk costs lives. So he postponed all comments on his life with the North Atlantic Patrol until after the victory—Mary Goulden.

# Critical Days Are Ahead!

**T**HE CRITICAL DAYS in America's war effort on the fighting and home fronts are immediately ahead. To support the intensified drives of our land, sea and air forces abroad, the tempo of the production effort at home must be kept at a peak.

Materials of war are pouring from our factories and shipyards at a rate never equalled in the history of the world. To maintain this production there has been a tremendous demand for workers. This labor requirement, combined with the induction of millions of young men into the armed forces, has created a critical employment problem.

**L**OCAL TRANSPORTATION is the first step in Chicago's war production, and every important war plant in the city depends in varying degrees on the Surface Lines for the transportation of its workers between their homes and places of employment.

To meet this vital transportation demand, it is necessary for the Surface Lines to have all available equipment rolling each day. To do this, we must have a sufficient number of motormen, conductors and operators to man every run.

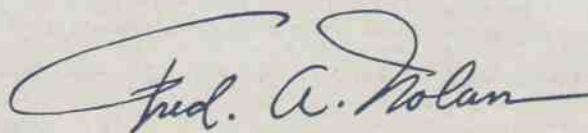
**A** YEAR AGO the most critical problem facing the transit industry was a shortage of equipment and parts. That shortage today is no less acute, but it is no longer the number one problem. A manpower shortage occupies that position today.

The Chicago Surface Lines, like other employers, has felt the extreme shortage of available workers and has found it necessary to embark on the most intensive employment campaign in its history.

**V**ARIOUS METHODS of keeping our train force up to the needed size have been adopted. One of these has been an appeal to present employes to do all they can in helping recruit new trainmen.

There is probably no more effective method of bringing in new workers of the type needed, and the management urges that every present employe send in likely applicants for jobs.

**H**ELP IN SOLVING our manpower problem is a real contribution to the war effort.



General Manager