



*Let's Carry
Our Share!*

SURFACE SERVICE *Magazine*
MARCH 1944

NEW CROP OF KIDS Join Ranks of OLD TIMERS



A HAIRY-CHESTED, red-blooded crowd of 64 young sprouts, all of whom are expecting calls from their draft boards any day now, had their names added this month to the Veterans' Honor Roll, consisting of Surface Lines employes with 40 or more years of service.

Most of the newcomers say that if possible military service doesn't keep them away too long they are seriously considering making the street car business their life work.

Following is a list of the names of all 331 employes who make up the Veterans' Honor Roll. They are arranged first by departments, then by seniority, then alphabetically:

Accident Investigation and Legal

Clarence W. Guillems, 51 years; William J. Henderson*, 50; William O. Holton, 46; Carl Bodenstedt, 44; Patrick Hayes, 43; and Julius Lellinger, M. H. Ryan, and J. F. McCarthy, 40.

Electrical

John W. Jones, 51 years; Patrick J. Griffin, 50; William D. Sabraska, 48; Oscar Ohman and Daniel J. Barrett, 46; Arnt Sorenson, 44; Frank E. Roper, Louis Boisacq, Henry Richter and William Becker, 43; Harry Burke and Fred Schurke, 42; William Schenck and John Griffin, 41; and Stephen Gecan, 40.

Engineering

T. Blakely, 53 years; C. C. Chambers and J. Milos, 50; J. Birney, L. Dorich and F. Peterson, 47; S. Koskovich, 46; E. W. Anger, 45; N. Janke and A. Markovich, 44; L. Fragrasso, F. J. Koza, S. Milos, J. Pascalo and W. Quinlan, 43; T. Dugo, A. Johnson, G. Jurich, D. C. Lamont and A. Rohde, 42; C. Johnson, S. Muscarello and J. Ruzich, 41; and F. Cardello, H. Doran, A. Janke, A. Ruzich and F. Stipati, 40.

Executive

F. L. Hupp, 41 years, and J. V. Sullivan, 40.

Shops and Equipment

Frank Carlson*, 61 years; Matt Polkoske*, 58; August Lind*, 57; William Goering and James Grassick, 49; Joseph Bolton, 48; Fred Wolf and John McMahon, 47; John Carlson and Harry Johnson, 45; Carl Erdmann and John Sake, 44; John Horvat and James Logan, 43; John Warnken, Simon Lileikis and William Krueger, 42; Patrick Sullivan, Charles Roggentin, Benjamin Phillips, Henry Schippers, Fred Kelly and Michael Kasnausky, 41; and Fred Simon, Frank Pavlis*, Allan Bollinger, John Griffin and Erik Olson, 40.

Financial

M. V. Morton, 53 years; William Abbott*, 45; F. C. Nagel, 42; and J. Norton, 41.

Transportation

63-Year Men: Edward L. Maguire.

61-Year Men: Patrick H. Foley.

It's a fact that wing-spread of mustaches worn by trainmen 40 and more years ago often measured two axe handles wide.

60-Year Men: Terrence Kennedy.

59-Year Men: James T. McCarthy.

58-Year Men: W. J. Story and William J. Watson.

57-Year Men: Claude Boos, H. H. Eichhorn, Max B. Hansen, and David Hennessy.

56-Year Men: Patrick Coleman, Michael Miles, Peter Nelson and Michael B. Quinn.

55-Year Men: Henry Fossum, John P. Handley, James H. Keester, Nels Nelson and John H. Smith.

54-Year Men: John Brennan, Thomas Durkin, John Grady, Thomas King, and Harry Krygsman.

53-Year Men: August Benson, William Collins, Olaf Johnson, Charles H. McKeil, William J. Moloney, James E. Sutherland and Maurice Walsh.

52-Year Men: James Kehoe, John F. Kleppin, Myron F. Moore and James O'Connell.

51-Year Men: Daniel F. Bowles, Charles E. Henderson, Godfrey Koth, Patrick Lavelle, Carl O. Longquist, Henry Pauly, David J. Reid and John Simon.

50-Year Men: Wilfred A. Bessette, Fred Broderson, Leslie E. Cotton, Patrick J. Curran, James Fuchs, John Goorsky, Robert L. Hayes, Elmer E. Hempy, William T. Jones,



It's only a rumor (a dirty one, too) that old-time Track men were so fond of their iron derbies they wore them to bed.

It's a fact that worst accident hazard among Shops and Electrical workers was their flowing "necktie-hiders."

It's only a rumor that office men spent two hours daily donning their "choker" collars. (Average time was 39½ minutes.)

John Kleidon, Thomas McGourty, Harry C. Naylor, James Noonan, Orrin N. Ross, Michael Weber and Silas Webster.

49-Year Men: James E. Borne, James Kennedy, John P. McCauley and Jeremiah O'Connor.

48-Year Men: Oscar J. Aubry, Peter Balkiewicz, Sam L. Barbour, John Cavanaugh, John J. Ford, Fred W. Hayes, Fred Krueger, Charles Lemker, James T. McCourt, Alfred Peterson, Gustav Pulaski, William Roach, Henry T. Spivey, John Sturm, John T. Tobin and James R. Wall.

47-Year Men: Fred Berg, Daniel Daly, Michael C. Gleeson, Thomas Greenan, John Kleim, Peter H. Larson and Martin Scanlon.

46-Year Men: Alfred H. Boomgarn, Adolph Burkhart, William T. Manthie, Nick Nebels, Samuel Rasmussen and Joseph H. Schenk.

45-Year Men: Claude C. Cricks, William Harrington, Otto Kunow, William C. Larson, Ed. P. McMorrow, John Nelson and Jeremiah Ryves.

44-Year Men: Edward Bedford, Michael Cleary, Dennis Conroy, John DeJuren, Clinton A. Downey, Bernard Hanley, Anton Kamalick, Andrew F. Larsen, Edward Lonnergren, Patrick O. Lynch, Hugh McGrath, Frank M. Miller, Jeremiah O'Connell, Llewellyn E. Rich, Henry A. Riedel, Joseph

M. Roeser, Hugh Russell, John F. Shea and Victor Varley.

43-Year Men: Juno Anderson, Arthur W. Bishop, Edward J. Church, Benjamin Crawford, Richard Davis, John Doyle, Edward J. Hanly, Frank Iseminger, Charles H. Johnson, Peter Kloss, John Lloyd, Henry Lynch, William Mohrlock, Walter F. Pearson, James M. Powers, William G. Pretzel, Phillip Proesel, Albert F. Thompson, Dennie Walsh and Thomas-D. Watt.

42-Year Men: George E. Brown, John Burgeson, Thomas Burke, Martin Dagen, Arthur Dunham, John A. Fitzgerald, Floyd J. Frank, Maurice J. Griffin, Charles Hamm, John H. Johnson, Martin McNamara, Edward J. Miller, Albert Moore, Alexander Murray, Thomas O'Connor, Henry Peters, Patrick Rafter, Simeon W. Rilea, Charles Schal, Charles B. Schwartz, Charles F. Siegel, William Spackman, Edward E. Spengler, William C. Steege, Thomas J. Sullivan, John B. Weaver and William Priebe.

41 Year Men: Thomas Barry, William Buchner, James Burns, Henry H. Burt, William H. Butham, Emil Carlson, Jefferson G. Cook, William H. Copithorn, Anthony Downes, William C. Dreier, Thomas H. Eigelsbach, Nathan Euphrate, Michael Gordon, Patrick J. Hennessy, Warren Hilliard,

Charles F. Holloway, Louis H. Karnett, John F. Manson, Albert Meyers, Olaf B. Olson, John W. Reibly, John Roeser, Charles A. Sargent, Frederick Schmidt, Herman E. Schmidt, Frank W. Schultz, Edward Simons, Nels L. Thorson, Michael Tierney, Charles A. Tuskey, and John Wirth.

40-Year Men: John H. Beck, Alexander Bombicine, Thomas F. Brennan, Paul Buege, George Burgetl, Bernard Carolan, Carl C. Danielson, Jeremiah Duggan, Thomas Dunn, Gustav A. Egner, Randolph P. Ellerbeck, Orley C. Frey, George Galloway, Peter Grant, John O. Green, William A. Hall, Ora A. Hatch, John J. Hclan, Hjalmar C. Halmgren, Charles Holtberg, Allen H. Jackson, Charles Johnson, Joseph Johnson, Bernhard C. Jones, John E. Jones, Frank J. Kearns, Henry Ketter, Joseph F. Kaukal, Peter Kroes, Thomas J. LeClair, Ludwig C. Lewerenz, Albert C. Luettich, Charles McCarthy, Eugene McKenna, Patrick J. Murray, Patrick J. O'Connor, John Paradies, Daniel F. Parker, Paul Hagen, Frank M. Perry, Mathias C. Peterson, Richard H. Rowland, Daniel Ryan, Fred E. Smith, George F. Sullivan, James Tenny, William Thiele, William H. Thomson and Theodore A. Tietz.

* Indicates inactive employe.

Letter from England

TRANSPORTATION IS one of the greatest things on earth, and a fellow soon finds that out in England — especially on a foggy night.

“Going into town one evening recently, I suddenly noticed the conductorette leaning out the side of the bus and calling to the man driver: ‘A little to the left, George. Now a bit to the right.’ I was puzzled for a moment, but then I found we had run into a heavy fog and she was guiding the driver through the blacked-out street.”

So Technical Sergeant Fred Schroeder, former 77th Street motorman, wrote recently from “Somewhere in England.” Fred joined the army air forces two years ago this month, and now is serving with a fighter unit in Britain.

“A short time ago,” he continued, “I flipped a

bus in the best Chicago style when it was rounding a corner at the terrific



speed of five miles per hour.

“Much to my surprise, the conductorette gave me the worst bawling out I have ever had. ‘Next time,’ she asked, when she had calmed down a bit, ‘cawn’t you queue (line) up at one of the regular stops?’

“The London subway, incidentally, is really wonderful—quite in contrast to the dilapidated narrow-aisle, double-deck street cars and buses.

“When depending on the latter, a fellow can’t get too far from the center of town at night. Most of the buses pull into their depots at 8:30 p. m., and anyone left in outlying districts just get more soldier training in the form of hiking.

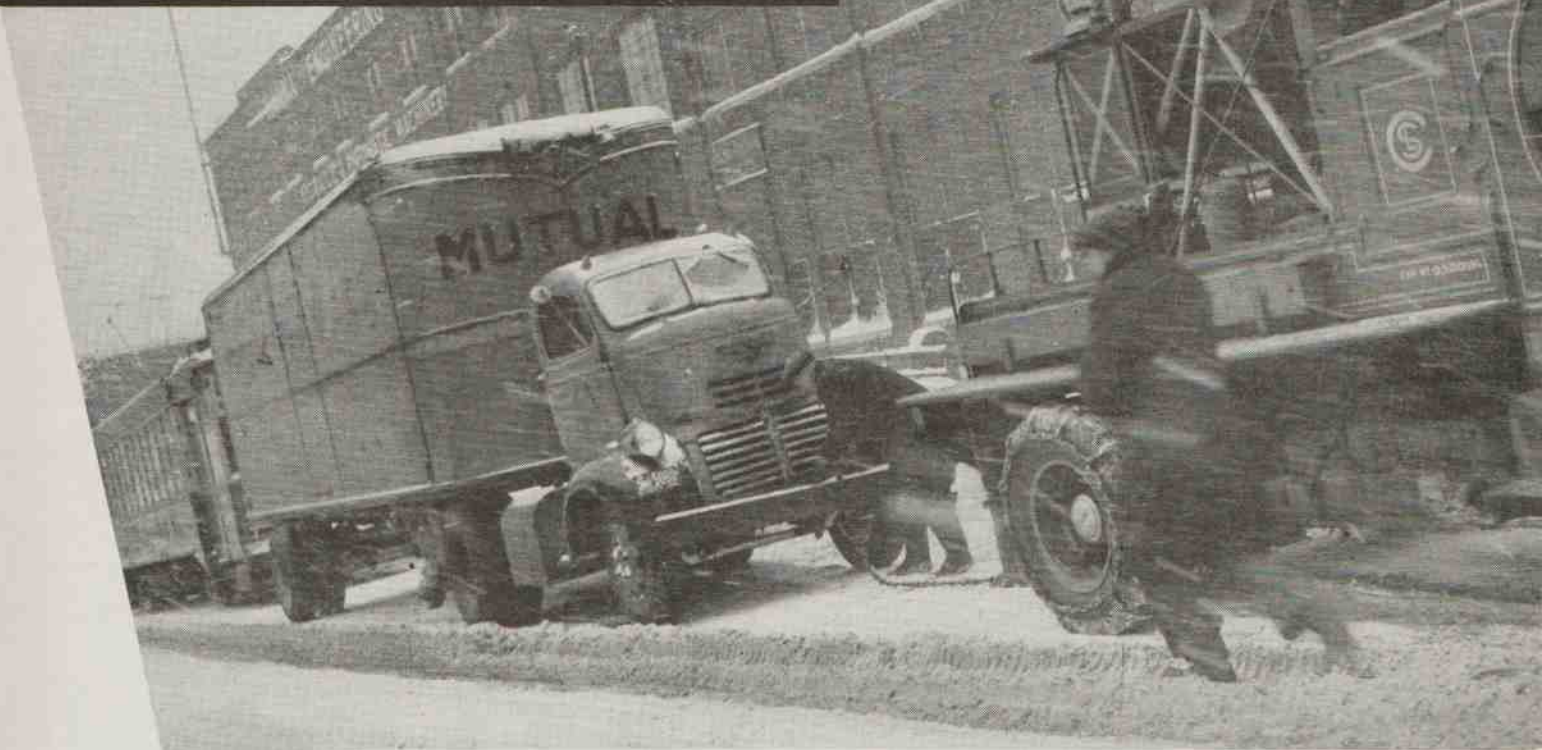
“Fare is collected on the buses at the rate of one pence (nearly two cents) per mile, with no transfers. This rate would cost Chicago riders quite a sum, but here the rides are nearly always short.

“All the conductorettes aren’t as cross as the one who bawled me out. While staying for a time at another of those towns whose names are military secrets, I rode to the station each morning on the same bus.

“Before long

(Continued page 8, column 1)

We Came Through In Winter's WORST STORM



WHEN CHICAGO'S eight-inch snow, the heaviest of the winter, began falling on the afternoon of February 10, employes buttoned up their overcoats and began a 28-hour fight to keep 'em rolling.

Despite the shortage of men and equipment, the job was done and our riders suffered the least possible inconvenience and delay.

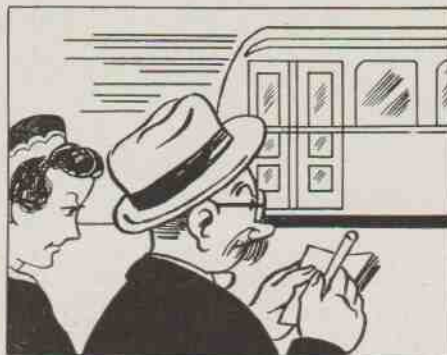
Trouble shooters for trainmen who found stalled trucks or autos blocking the path of their vehicles, wreck wagon crews of the Utility Department, one of which is shown in action here, answered 285 calls during the 28 hours. Assisting the regular wreck wagon force and fleet were line crews and trucks of the Electrical Department.

In the Transportation Department, more than 300 men helped out by working on their days off. Two hundred crews took extra runs after completing their own; nearly 5,000 trainmen worked smaller amounts of overtime, and supervisors remained frozen to their corners.

No less busy during the 28 hectic hours were Track Department men, nearly 500 of whom worked seven and eight hours overtime while the snow was falling most heavily February 10.



WHEN YOU HEAR someone say, "There's a war on, you know,"
 To excuse lack of proper attention
 To his job or the public, it pains you
 we know
 And we think it deserving of mention,
 That Johnny Q. Public will not overlook
 Inexcusable treatment galore.
 He'll write down his peevish in a "Little Black Book"
 And settle them after the war!



THOUGH THE "Little Black Book" may be just in his mind
 Its existence is still very real,
 And those whom it lists will be certain to find
 That they're on the short end of the deal.
 Resentment is swallowed without much complaint
 And at **PRESENT** there isn't much loss,
 But we'll all feel the wrath of this pent-up restraint
 When the **BUYER** again is the **BOSS!**

IN OUR business we sell transportation for all
 With equipment that isn't all new.
 And there's cause for elation each time we recall
 Just the sort of a job that we do.
 The public accepts what we're trying to sell,
 It's surprising how well they react.
 They put up with discomfort and think that we're swell
 If we treat them with patience and tact.

IN CASE we are grouchy, we've no one to blame
 But ourselves if the riders get sore.
 And it makes them see red when we loudly exclaim,
 "My gosh, ain't you heard of the war?"
 Now we'll freely admit that of some certain things
 The supply is indeed very small,
 But courteous treatment and friendship it brings
 Has never been rationed at all.

NO DOUBT you remember that not long ago,
 We laid off a number of men.
 The depression had hit us and business was slow
 And we begged for more passengers then.
 We cried to the motorists, "Don't use your car!
 "Save your money by riding with us!"
 And we did all we could in an effort to jar
 Them away from the old family bus.

WHEN ALONG came the war and gas rationing, too,

Our business increased day by day,
 And with less automobiles and tires in view,
 Things really were coming our way.
 They arrived at a rather unfortunate time
 When facilities, too, were curtailed.
 But we must carry on, 'twould be almost a crime
 To admit, in the end, that we failed.

WE HAVE to make friends while conditions are good,
 And make them contented to stay.
 If we treat them the way that we properly should,
 Then our business won't dwindle away.
 When the battles have ended and automobiles
 Can be sold to the public again,
 We are apt to discover the wolf at our heels
 If our friends do not stick with us then!



LET'S BUILD up goodwill just as fast as we can.
 Keep a most civil tongue in your head.
 Why should we become known as a grouch-nursing clan?
 What we need are gloom-chasers instead!
 So give Johnny Public the service that's due
 For there's little that he overlooks.
 That's the best way there is to make certain that we
 Will stay out of those "Little Black Books!"

"Such Courtesy and Good Humor Aren't Wasted"

PRAISING MOTORMAN Bill Hermes, Cottage Grove, for being so good natured that his riders were "literally ashamed to feel discommoded" by last month's stormy weather, Mrs. M. C. Van DerHeyden, 300 North LaSalle Street, wrote the words which serve this page as a headline. "He certainly deserves," she went on, "special merit and praise."

Praise Devon Crew's Efficiency

After noting their efficiency and teamwork, Miss Mae E. Hayes, 221 North LaSalle Street, wrote praising John Binder and George Guilfoyle, Devon, for the speed with which they get over their street.

Impressed by the smooth stops and starts made by Motorman Pat Sugrue, Kedzie, A. C. Becker, 2901 Logan Boulevard, wrote: "At no time were riders subjected to the lurching which comes when a car is carelessly or unskillfully operated."

Assist Blind, Crippled Riders

After they had gone out of their way last month to assist blind, elderly or crippled riders in boarding and alighting from their cars, these trainmen received letters of praise: Motorman Fred Kahlfeldt, Archer; Conductor Pat Campbell and Operator Joe Moran, Burnside; Conductor Anton Sorensen, Cottage Grove; Conductors Ray Haslop, Frank Laske and Mike Size, Devon; Motorman Joe Osterberger, Division; Conductor Jim Kivilan and Motorman Lew Case, Kedzie; Conductor Johnny Paul, Limits; Conductor Harold Fragel, Lincoln; and Conductor Walt Cranzow, 69th Street.

Writing that it makes mothers feel good to see such a cheerful and careful conductor on a car taking children

to school, Mrs. E. Anderson, 2410 North Lowell Avenue, praised Conductor Ed Svoma, Lawndale. "He surely is," she continued, "a man to have on your lines."

Wins War Worker's Praise

"We workers on the third shift, who would otherwise have been late to work, really appreciate his kindness in waiting when he saw us running to catch his car." So wrote a war worker, Miss Anna Meyers, 4307 Wrightwood Avenue, in commending Motorman Phil Vitale, North Avenue.

Lauded for their honesty last month when they found and turned in val-

ubles which riders had left on their cars were: Conductor Gerald Frederick, Burnside; Conductor Art Kennedy, Kedzie; Conductor Bill Reishwein, Jr., Noble; Motorman Pete Madia, North Avenue and Conductor Cornelius Crowley, 69th Street.

Terms 77th Man "Outstanding"

Terming Bus Operator Art Feltz, 77th Street, "outstanding in his attitude towards the public," Mrs. Georgia Wells Roraback, 7318 South Shore Drive, went on to praise him for his careful driving and observance of our regulations.

"He helped me a lot in getting around in your big city. A man of his calibre surely is a credit to you." So wrote Seaman 2/c Michael Capreilli, Camp Peary, Williamsburg, Virginia, in lauding Conductor Wilbur Strasser, Lawndale.



STEPHEN - 5/26

UNIO - OWI

"Tell the Boys to Keep on Buying Bonds"

SEEMINGLY THE most read feature in SURFACE SERVICE among Surface Lines servicemen receiving it by mail is the monthly story or "graph" telling the standings of the various groups of employes in the 10% Club war bond race.

Of more than 500 letters and cards received recently by SURFACE SERVICE from our boys in the fighting forces, the majority pointed out their writers

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the conductorette began giving me a big apple with my change. Conductor or conductorette, I guess they are always shining up to the opposite sex. (If my wife reads this, I'm only kidding!)

"I would like to commend before signing off all you who are keeping those C. S. L. wheels turning on the best system I have ever seen.

"From all us guys over here to all you guys back there—Keep 'Em Rolling while we Keep 'Em Flying!"

Front Cover

LIKE THOUSANDS of other American publications, SURFACE SERVICE devotes the front cover of this issue to the 1944 Red Cross War Fund.

Payroll deduction forms, on which employes may indicate the amounts that they wish deducted from their pay checks and forwarded to the American Red Cross, already have been distributed to all departments and divisions.

Trainmen on the front cover are, left to right, Conductor Bill Uhl, Armitage; Motorman Russ Rodden, Cottage Grove; and Motorman John Griffin, Kedzie.

are tickled to see that former co-workers are lending their dollars to back them up.

"Tell the boys to keep on buying bonds" was the consistently repeated plea.

To be certain that everyone knows how to go about becoming a member of the patriotic 10% Club, we repeat these instructions:

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

While win, place and show positions remained the same in the 10% Club war bond race last month, North Avenue boys regained the No. 4 spot taken from them by Limits in January.

Ranked below by the percentage of their number who are investing 10% or more of their wages in war bonds through our payroll savings plan are the 25 chief groups of employes.

Numbers following the names of those five groups which showed progress last month indicate the number of positions by which each bettered itself:

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

Surface Service MAGAZINE

A Publication by and for Surface Lines Employes

231 South LaSalle Street

CHICAGO 90

Vol. 20 March, 1944 No. 11

WILLIAM H. BROMAGE . . . Editor

DON R. COWELL . . . Associate Editor

Appoint James Weir Bus Repair Chief

JAMES W. WEIR, former supervisor of motor equipment for the Kansas City Public Service Company, joined the Surface Lines February 16 as superintendent of automotive maintenance in our shops and Equipment Department.



James W. Weir

An employe for more than 20 years of the Kansas City firm, which now operates 301 buses, Mr. Weir brings to his new job long experience in bus maintenance.

A navy veteran of World War No. 1, he was born into a railroad family, his father having been trainmaster and superintendent of the southern division of the Kansas City and Southern Railway.



Armitage

THIRTY DAYS has September, April, June and November, all the rest have thirty-one, except March—that has only fifteen. How about it, fellows? Did you get your income tax in under the deadline? You had an extra day in February to do it in.

Speaking of February's extra day, this is leap year, but it is going to take a lot of leaping to win this war. Have you bought that extra war bond yet?

Your scribe drew up a season's greeting on four air mail letters and had Mr. Peterson and about 20 of the men sign each one of them. They were sent to Armitage men overseas. Letters have been received from each of the men, and they were all tickled with them. Those to whom these greetings were sent were Staff Sergeant Joe Traxler, Corporal Howard Paetzke, Corporal George Thompson and Sergeant Ray Fisher.

Staff Sergeant Joe Traxler says he had a Christmas furlough in Australia, but it was so hot it seemed more like the Fourth of July. Being "down under," Australians are right in the middle of their summer.

We also received interesting letters from Sammy Abbananti, Gus Lemar, Leonard Hayes, Barney Walsh, Walter Makarski, Les Maringer, Ruphas Wainscott and Ed Bartholomae. Bart is now going to school down in Georgia, probably learning to write.

Gus Lemar says he has splashed around in so much dishwater that he believes he is in the waves instead of the army. Never mind, Gus; there are tougher jobs than pearl diving.

Sergeant Ray Fisher says that "after what I have seen, Milwaukee Avenue is the most beautiful spot in the world."

Frank Gries, who is doing his stuff on the *U.S.S. Housatonic*, dropped in to say hello on a recent furlough. Mike Fiorito also dropped in to see us. Both of the boys were looking swell.

A letter from Ruphas Wainscott says he is having trouble with one of his legs. Well, Ruphas, that's better than having trouble with your income tax. Ask the man who paid.

Did all you fellows study the front cover of this issue? The American Red Cross has started its annual drive for funds. Have you renewed your pledge? If not, now is the time. The Red Cross is doing a wonderful job, and it needs your support. If you cannot spare a couple of dollars, go down to the blood bank and donate a couple of pints of blood. It may save the life of a friend.

Your scribe went down to the blood bank,

but was told if we want hot water, we'll heat our own. It has been said that Al Broach also went down, and was told that they wanted plasma, not asthma. Al being too polite to say the statement was a lie, said it was a terminological inexactitude.

Do you know why soldiers are so tired on April 1? It's because they just finished a March of thirty-one days.—Ted Shumon.

Blue Island

THESE MEN received recent new additions to their families: Robert Kosteki, a six-pound boy, February 5, and Dominic Schullo an eight-pound girl, February 27. Congratulations, boys!

Our sympathy is extended to Motorman Charles Kuhlo in the loss of his mother-in-law, Operator Rudolph Kadlec in the loss of his father-in-law, Motorman Albert Harazm in the loss of his mother, who was also the mother-in-law of Conductor Arthur Dresler, and to Operator Charles Ruane in the loss of his father.

Our sympathy is extended to the family of Operator Albert Thompson, who passed away suddenly February 26.

Motorman Johnny Dunning, Conductor Herbert Heiden and Motorman James Sheehan, all of whom are in the armed services, paid us a visit last month while home on furlough. All report wishing they were back with us again. Here's hoping your wishes will soon be granted, boys!—C. P. Starr.

Burnside

HERE IT IS, March, and spring really among our midst. Old man Winter is taking his departure and soon the crocuses and trilliums will spring up on all sides. With Easter just around the corner, we can expect a special array of pretty dresses, etc., on our riders.

All creation is getting into joyous mood and we just cannot help being glad we are alive. In spite of the income tax gremlins, withholding tax goblins and manpower shortage headaches, we still have a cinch compared to our buddies who are serving with the colors in many foreign lands.

As you have noticed, this month's magazine is giving a strong play to the American Red Cross. Here is one organization which merits our wholehearted support, as it is doing a big job taking care of those away from home. Also it sponsors the collection of plasma to help the wounded back to life. Here is an

opportunity to help, and though you may not be able to go over there and fight, a pint of your blood and a few of your dollars might save a life. Let's all get behind this great organization and push with all our might.

Spring housecleaning is also here. Our chief clerk, Bill Frank, finally persuaded the powers that be to install a new cabinet, as he needed more supply space. Bill was in the height of his glory moving supplies, dusting and polishing the old cabinets and rearranging things in general so that everything will be handy. Now all he has to do when he wants anything is to remember where he put it.

Talk about brotherly love, at picking time a few weeks ago Operator Joe Magram persuaded Operator Pat McNamara to trade runs for the day so that Joe could pick. Imagine Pat's consternation when he got in that night but to find Joe had bumped him. Pat says, "That's gratitude for you!"

We saw Ernest C. Tocci, supervisor deluxe, coming out of Woolworth's the other day with a very disgusted look on his face. On inquiring we learned that he had been shopping for a gold watch chain and the lowest price they would quote was 35 cents. Where do they get that stuff, "Dime Store?"

Have you noticed the benign look on the face of Motorman C. Witt lately? Well, now it can be told. He is now "Grandpa Witt," and very proud of the title. It's a boy. Congratulations and best of luck to both baby and mama.

We have added another name to the roster of our absent-minded club. Conductor Plato Bibbs, trying to get to work, found there was a blockade and was late. Finally reaching 93rd and Cottage Grove, he ran the one and one-half blocks to the depot, arriving all out of breath with one minute to spare, only to discover that it was his day off.

It was Operator D. Thompson's first day on the one-man car. He had been trained, delayed by a truck, swamped with "L" transfers and finally switched. As he was turning it, we asked cheerily, "Well, how did it go?" "Well," said Thompson, "I rang them all up and I didn't have an accident, but, otherwise, it wasn't so hot."

At this writing, Conductors A. E. Ferguson and Charlie McGoldrick are patients at Hines Hospital. We wish them speedy recoveries.

We offer our sympathy to Instructor Bert Sayre in the death of his father, who was buried February 23 at Oakwoods Cemetery.—Furgie.

Cottage Grove

THE MONTH of March has finally come and with it comes the end of winter. (We hope!) Yes, spring is just around the corner and the first "green" will be seen on March 17. That is St. Patrick's Day, and once again the Irish will have their day. Since this magazine is our March issue, we thought it would be a good idea to get some background on these fine people.

The following piece was prepared by Motorman Mike Hanley, who was a school teacher in the old sod.

"The commotion caused in Irish circles by the will of the late Mrs. Bernard Shaw prompts us to comment on the beginnings of Irish education and culture.

"The Four Masters," compiled by Irish monks, is a historical compendium of Irish

history, laws, customs, etc. Much of the historical data is based on authoritative manuscripts carefully preserved through the centuries; some connected with the pre-Christian era is based on legendary accounts.

"From the 'Four Masters' we learn that Irish culture dates back to 2000 B.C. In other words, Ireland's claim to ancient culture and civilization is on a par with that of Greece, China, Israel, etc.

"Before the coming of St. Patrick, A.D. 432, Ireland had little if any knowledge of Christianity. It is rather strange that a man whose outstanding characteristic was humility could exercise such masterful influence over a warlike race. St. Patrick first arrived in Ireland as a slave; after many years he escaped to Europe, pursued an intensive course of study, came back to Ireland as a missionary and established schools, churches and monasteries.

"The Irish were so enthused with his teachings that they volunteered their services as missionaries abroad, where they established many schools and monasteries. Records of those Irish missionaries and their teachings are available in many of the outstanding European schools and universities.

"Looks like George Bernard's family has made a rather late start in the promotion of Irish education and culture."

Jack Connell, contact man for juvenile lost articles and the "Beau Brummell" of the office, comes across many interesting things in his daily work. Ask him about his way of locating "things." They tell us he is quite an Arthur Murray on the dance floor.

We see the club room gets a "full house" every day. It sure is swell to see everyone enjoying themselves with the fine equipment, and we know we are lucky to have a recreation place so close at hand. Help take care of the equipment and don't forget your club dues.

The father of Instructor Bert Sayre, Mr.

William Sayre, died February 20. Our deepest sympathy is extended to the bereaved family.

Conductor A. A. Johnston is still confined in St. Bernard's Hospital at 63rd and Harvard, in Room 531. Why not pay him a visit, boys! It would cheer him up.

Well, that's about all for now. Don't forget your news items. Anything of interest—stories, news from the fellows in the service, or action snapshots of the boys are welcome.—The Barrister.

Devon

FREDDIE BECKMAN of the supervisory force has been recuperating in the Illinois Masonic Hospital. Home now, he is being nursed by his wife, whom he thinks can do more for him than anyone. All the boys at Devon wish you a speedy recovery, Freddie!

We have a lot of home-front soldiers at Devon who have been donating blood to the Red Cross Blood Bank. Conductor John Hoffert has given his third contribution, and in return has received a silver pin. Keep up the fine work, boys!

Peter J. Kennedy, former conductor, recently paid us a visit. He now is in the army, stationed at Camp Ellis, Illinois.

If any of you boys receive letters from Devon servicemen, please let your scribe in on the news by dropping their addresses in the silver box on the southwest wall of the trainmen's room. The same box has plenty of room for other news items.

Clerk Lohrmann reports he has heard from his brother, Private A. J. Lohrmann, a former conductor from Devon, that he is in England and doing fine.

The stork has come visiting again—this time to Supervisor J. T. Vogt's residence, presenting his wife a baby girl, Joyce Elizabeth, on January 15.

As a patriotic and noble gesture, the stork

left Motorman Al Berman's wife a baby boy to protect her while daddy is serving in the navy. Mitchel Mickey was born on February 6 at Edgewater Hospital.

Jimmy Moran is asking all the boys from Devon for a little more cooperation every day now so we can keep them rolling. He is doing a wonderful job and he appreciates any cooperating day you have to spare.—Edward J. Lukes.

Division

OUR APOLOGIES to Motorman Bill Devitt's son, Tommy, who was born January 26 and called a "WAC" in last month's items. 'Course at that age all the "uniforms" are identical, and it's hard to tell a "him" from a "her!"

Barnman Pat O'Connor was injured by a hit and run driver last month. Conductor Matt Brost hurt his foot (it's now in a cast), and Motorman H. Keppler fell into a pit in one of the bays. Just goes to prove that an accident can happen anytime, any place, to anyone. Let's all practice safety first.

Proving the close harmony in which the white boys and colored boys are working for victory, one of the latter was having trouble with a bad rail one evening recently and would have had a "straight-rail" accident were it not for the quick thinking of Motorman Harry Crum.

We hear Motorman Bill Godin rented a "tux" to go with his new shoes.

Motorman Stewart Borgerson has a new racket, selling watch straps.

Motorman George ("Bitso") Schramm saves wear and tear on his "uppers" by keeping them in his pocket.

Supervisor Maddox and Assistant Foreman Cooley finished two quarts of shrimps and an upside down cake between them.

Conductor Nelson is in the Merchant Marine.



OVERSEAS VETS PAY A VISIT

When Sergeant John Kain (left) and Corporal Bill Stapleton, former Kedzie conductors, returned on furloughs from overseas last month, they stopped in for a chin fest with the boys and with Division Superintendent Thomas Fahey.

John had served 18 months with the air force of the Caribbean Command, and Bill had put in nearly a year with a marine quartermaster outfit in the South Pacific.

Both boys reported they had made good use of the \$10 sent them at Christmas by the Surface Lines and of the cigarettes sent them by their former Kedzie co-workers.

CELEBRATING 16TH BIRTHDAY

When Division Superintendent F. J. Smith, Devon, celebrated his birthday last month, his supervisory force presented him a cake with 16 candles.

As you've probably guessed, he was born on February 29 and has birthdays only on Leap Years.

Left to right, are Instructor Herman Anders, Chief Clerk Al Hill, Mr. Smith and Junior Supervisor Hubert Moran.



"Skipper" Joe Osterberger is "sup" at Belmont and Western.

The stork is flapping his wings near the homes of the McKinnons and the Crums.

Conductor Walter Szumal has received his greetings from F. D. R.

Conductor Fred Penge's year-old grandson suffered second-degree burns on both legs when he upset a silex of coffee. On the way to the hospital the automobile in which he was riding was struck by another car. Fred's daughter and son-in-law were injured in this crash, but the baby was spared further injury, although the burns kept him hospitalized for 17 days.

Conductor John N. Fitzgerald's 18-year-old son, John J., is an air student at Knox College; and Conductor Herman Leusch's son, Ed, a six-footer, is at Fort Sheridan.

Motorman C. B. Cobb flew to Oklahoma City recently when he received the tragic news that his brother had been killed.

Oscar Hansen, our night receiver, lost his father last month. Years ago, his father was a conductor out of this depot.

March, the best month of the year (ask any Irishman), includes the birthdays of the following children: Dickie Drost, Bobby Fisher, Larry Bruck Hauser, Carole Willming, David Evers, Patty Mohawk, Gloria Wronski and Billy Hanson.

Mr. and Mrs. Ted Fijak celebrated their sixth wedding anniversary on the 19th. Last month Motorman Mike Verdonik and the Mrs. saw their 14th come and go.

DID YOU KNOW: That a private can order his sergeant to attention, if he's first to see an officer entering the barracks.

It seems there was a troop train carrying hundreds of soldiers enroute to Camp Roberts, California. One of the boys, Bill Dobbins, a former Division conductor, was seated next to another lad in khaki. After awhile he spotted a leather watch strap, similar to those used by streetcar men, protruding from the fellow's pocket. Further questioning brought forth the fact that he was not only a street car man but that he was from Division, too. He was Gus Feldhaus, one of our newer men.

It's a swell world, after all, isn't it?—Russ Warnstedt.

Lincoln

REMEMBER WE are very short of manpower. If you know of any friends, relatives or neighbors who are looking for employment, don't forget to recommend a position with the Surface Lines and send them to 1165 North Clark Street, where our employment department is located. There are many other positions open if your friends don't feel they are fitted for a trainman's job.

Our sympathy is extended to Mrs. M. Powers in the loss of her husband and our friend, Martin Powers.

We also wish to extend our deepest sympathy to Paul Kluth in the loss of his wife, and to Tommy Gaughan in the recent death of his brother.

We had a few visitors from among our men in the service last month. Austin Fergus, who is now a second officer in the merchant marine and has been half way around the world since he left here, stopped in, looking fit as a fiddle. We were certainly glad to see him.

Bill ("Novikoff") Domain dropped in to see us, and he is bigger than ever. He tells us he is a mule skinner in the army, and is stationed way down in Texas.

Elgan Newton, who is now in the navy, also dropped in to see us. He is okay, and is stationed at Great Lakes.

Mr. Goodall received a recent letter from former Conductor A. A. Halverson, who retired some time ago. He is living at Golden, Colorado and is taking care of a greenhouse.

The following news items were reported by our Riverview Park reporter, George ("Pudgy") Mindak:

Elmer ("Barrel House") Heit is getting worried about the milk rationing. We have a sneaking idea of what he will use as a substitute.

Ralph Helton arrived home one night and found a burglar in the house. Instead of calling the police, he just asked him how he got in the house without waking the wife.

Charley Goetz has joined the Grandfather's Club. His daughter-in-law presented him with an eight-and-one-half-pound grandson.

Walking into the trainroom the other day, we noticed a bright ray of cerise had lit it

up. Thinking it was a fire and ready to turn in an alarm, we learned James ("Alderman") Nelson was wearing a snappy sweater and giving Lana Turner a run for her money. On you it looks nice, Jim!

Ray ("Pie") Brooks got himself a dog. He says it is a French dog, he thinks, because every time he lets him out he goes, "Oui, oui."—Ed Hutten.

North Avenue

WE NOTICE quite a few new faces around the train room lately, which is further evidence that our Be A Trolley Pilot drive is showing results. A welcome hand is extended to all you new trainmen, and we feel sure that you will be with us for many years to come.

Our deepest sympathy is extended to Conductor Bill Ryan and to Operator Ben Mathy in the recent deaths of their mothers.

Since last month's issue, Uncle Sam has selected a few more men from North Avenue to give him a hand in wiping out the Jap-nazis.

Motorman Peter Marchisotto and Conductors Elmer Weidenhamer and George Burton were called to the colors. We wish these men all the luck in the world in their new venture.

Our old friend and former conductor, Larry Casey, who is now serving in Uncle Sam's navy, dropped into the depot last month while on furlough. He had just completed a mission in the South Pacific, where he took part in a few major battles and came through without a scratch. Nice going, Larry, and here's hoping you and the rest of the fellows come through the whole campaign the same way.

Another navy man who dropped in to say hello was Conductor A. Bjork. Operator Bud Larisey and Motorman Henry Craig, who are now serving in the army, also paid us a visit last month.

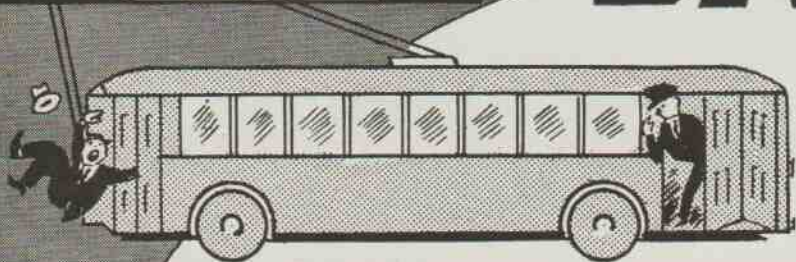
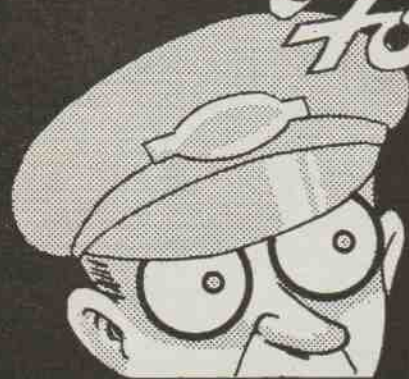
Our stork derby had a few more entrants last month when Conductor Al O'Shaughnessy was presented with a bouncing baby girl, and Anthony Colletto with a baby boy. Anthony purchased a war bond as his first

KEEP YOUR EYES PEELED

For

DOOR WAY

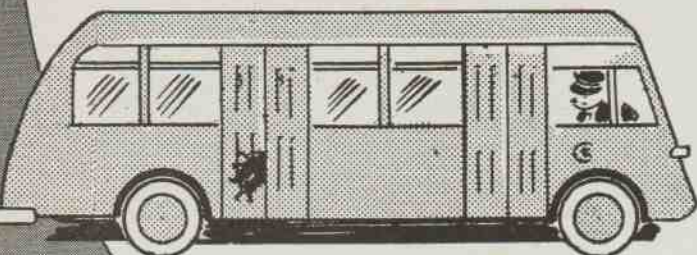
DANGERS!



CLOSE DOORS BEFORE STARTING - OR SOMEONE MAY TRY TO ALIGHT AND GET TRAPPED!



CHECK DOORS BEFORE CLOSING - SOMEONE COULD GET CAUGHT THERE!

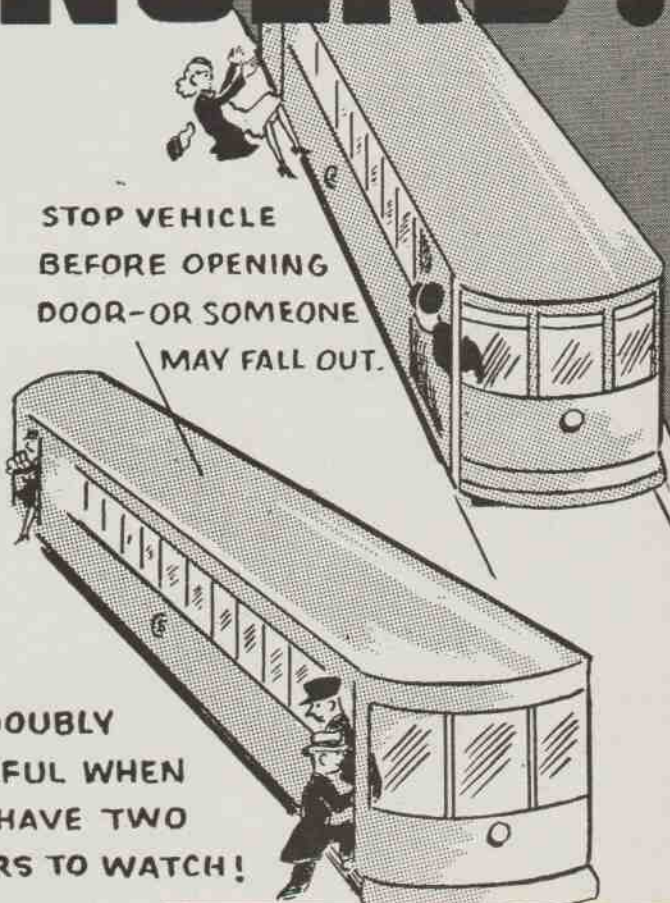


ALLOW FOR CLOTHING CLEARANCE - OR SOMEONE MAY GO HOME WITHOUT HIS COAT-TAIL!



WHAT THE...!

STOP VEHICLE BEFORE OPENING DOOR - OR SOMEONE MAY FALL OUT.



BE DOUBLY CAREFUL WHEN YOU HAVE TWO DOORS TO WATCH!

PLAY SAFE!

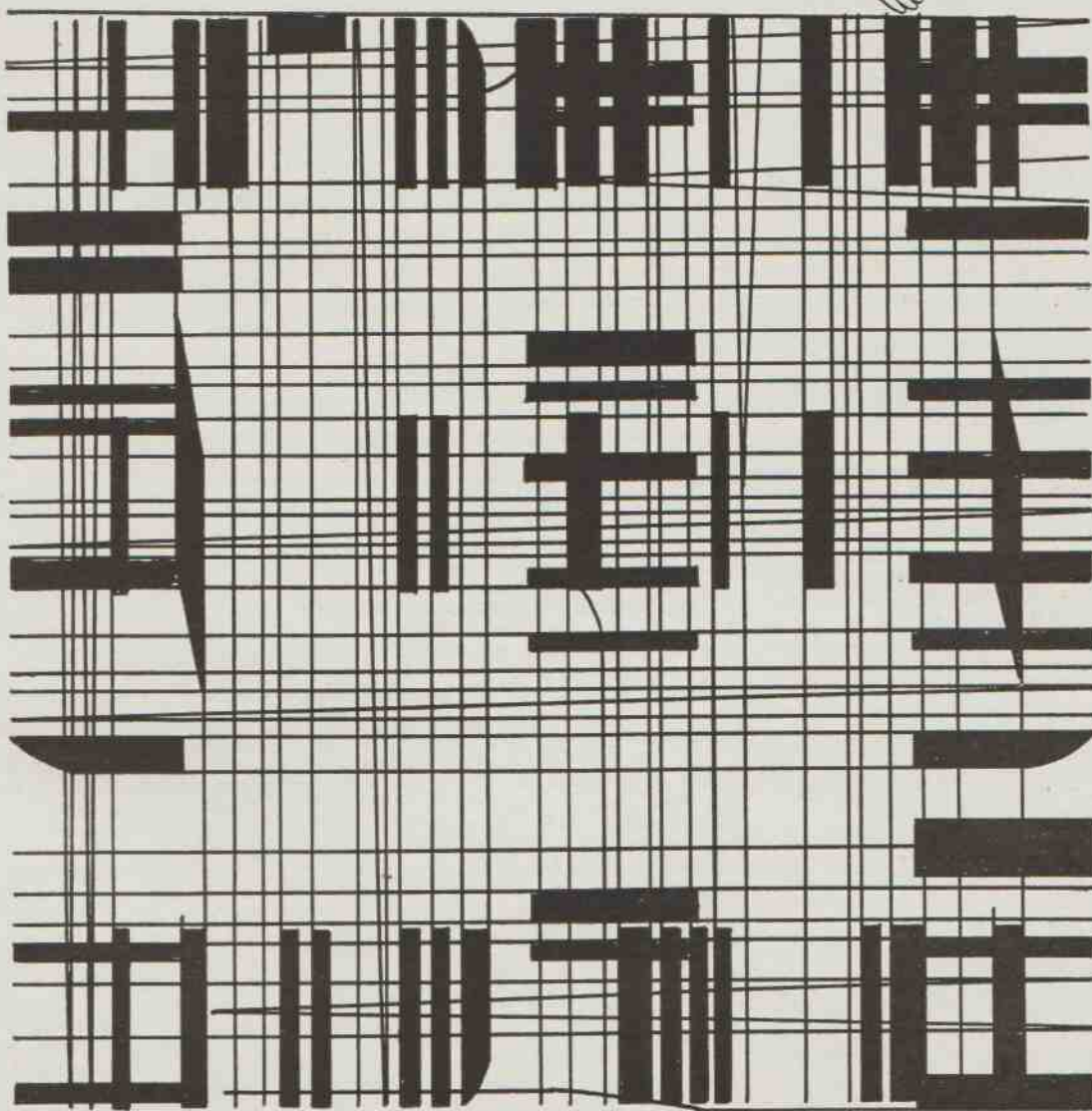
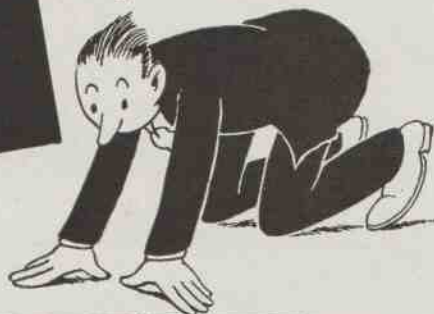
From the time a rider starts to board your vehicle until he is completely off, you've got to watch him!

Closing doors too late or opening them too soon may cause an accident.

When you're starting or stopping, doors are danger points.

Watch 'em, and play safe!

*It's All In
The Way You
Look At It!*



If you look closely at the maze on this page, there's an important message.

Grasping the page at its bottom edge, hold it out at arm's length, level with your eyes. Now close one eye, and tilt the front edge of the page slightly downward.

When you have read this sentence, take the page by its left edge and hold it out in the same manner.

If you can answer yes to the question asked there, you are making a real contribution to the war effort.

P. S. Polish your bi-focals if you can't read the lines immediately. Keep trying, for they're there!



Accounting

MISS KATHERINE ORTH, who retired February 29, was guest of honor at a farewell dinner on February 25 at Eitel's Restaurant in the Field Building. Miss Orth was remembered with a lapel watch and a beautiful bouquet from her associates.

Veronica Gardner, represented by the 27th star on our departmental service flag, has joined the Cadet Nurse Corps. Before reporting for training at the Evangelical Hospital, she was presented with numerous farewell gifts. Our best wishes follow her.

We are glad to see the return to work of Rosemary Lons after an absence due to an automobile accident.

Our Marine girl, Margaret Morrissey, paid us a surprise visit and looks the picture of health. She is now Corporal Morrissey. Congratulations.

We extend sincere welcome and best wishes for success to newcomers Ann Garrity, Rose James, Grace Cotter, Ruthe M. Mayer, Nora Gaynor and Ann Gaynor.

Birthday greetings were extended last month to Betty Suhr, Mathilde Korn, Frances Kubiak, Johann Britovich and Frank Hodapp.

The department is now "spic and span" since the decorators and cleaners paid us a visit.

To the proud parents, Mr. and Mrs. John Marino, we extend congratulations on the recent birth of a baby boy, John, at the Walter Memorial Hospital.—Thomas F. Coan.

Car and Bus Repair

69TH STREET: Word was received last month from several of our boys in service. Jack Justice reports that he is in good health, and is now located somewhere in Australia. We also received a Christmas greeting from Dick Ryan, down in Georgia, and from Al Kaminski, our member of the Seabees, who is still recuperating at a San Diego hospital. Our best wishes go to Al for a speedy recovery!

F. Schroeder, one of our old-timers who has been off sick since last October, surprised us by dropping in for a visit recently. Glad to see that he is on the "improving list," and hope he can be back with us again soon.

Our sincerest sympathy is extended to the family of R. Gragido, who passed away suddenly on December 26.

LAWNDALE: We all wish to say hello and keep up the good work to J. Judge, J. King, H. Westphal, W. Kelley, H. Schomer, P. Marresse, H. Mushinski and A. Carrol, all of whom are in military service. We enjoy hearing from you, boys!

Our night foreman, J. Foster, shakes his head and says: "No watermelons this year, boys!" He gives no snow for his reason. But with our recent snowstorm, we hope he might be wrong about the lack of such delicious food.

Our night men are to be commended for their prompt action in turning in an alarm and moving cars and buses when a fire was discovered in a steel company just south of our station. The boys did a fine job of moving the equipment to safety.

Our sincere sympathy goes to E. Kerwin in the loss of his mother, who passed away recently, and to the daughters and son of the late W. Huth, an old-timer at Lawndale, who

Accident Investigation and Legal

WE WELCOME the following new employees: Statementman Thomas Dawson, Stenographer Gladys Johnson, and Clerk Lucille Dolan. We hope you enjoy working with us, folks!

The sudden death of Departmental Attorney Alfred B. Davis February 27 came as a

shock to his fellow employees. Mr. Davis had been with us since 1913, except for two years around 1926. His death occurred at the Evanston Hospital, where he had gone a week before for a rest. Funeral services were held at Jordan's Undertaking Parlor on March 1. Not only will Mr. Davis be greatly missed by his fellow employees, but the Surface Lines by his death has lost a very able attorney.—Audrey.

gift to his new offspring. Congratulations to both of you, fellows.

Conductor Sam Amundson took his pension in February. Good luck, Sam, and we hope you live to a ripe old age so you can enjoy a well-earned rest.

We're glad to see Assistant Superintendent Stuart D. Sim back on the job after a short illness.

Motorman Anthony Gentile, who admits that he is the best motorman on Grand Avenue, was observed in the trainroom the other day with his new (Clark Gable) mustache and a pair of gold wings on his coat lapel. His conductor, Anthony Mullozzi, said it all started a few weeks ago when he learned that he was a trolley pilot.

You fellows are doing great in the war bond race, but let each and every one of us try a little bit harder in the coming month and see if we can't boost North Avenue up into first place.—J. J. Hill.

Seventy-Seventh

WE WERE on the head for the swing-shift mission. Our "Maisie Specials" were waiting to go in to Chrysler for the haul. We trolley pilots were in the ready room (Joe Brady's bus). Joe had the floor, or the deck, or whatever it is. He was briefing us extemporaneously on our assignments. Great guy, Joe. Never was a better "wheel" commander.

"Well, it's this way, fellas . . ." he begins. Somebody interrupts; we think it was "Doc" Steinsultz, ace wheeler of our squadron. He wants to tell the latest; imagine, at a time like that!

Well, Joe just looks at him and continues, ". . . our objective is the big motor plant. Al and Walt you take the west tunnel and "Doc" and "Porky" Allman will take the east. Me and "Rich" will come in fast and clean up. Got it?"

Just as simple as that! Well, that's Joe for you; never one to waste words.

Some of us were a little worried. We'd

heard them "Maisie's" and "Motsies" out there were some hard to handle. When it breaks at the motor plant, it really is a hot spot.

Good old Joe, he sees we're on the gloomy side a little and comes right up with a stiffener, a Joe Brady special yarn. Say, he can sure tell 'em! Well, before you know it we're in high spirits again, and we leave the ready room rarin' to go. That's Joe for you.

So "Doc" leads off heading for Chrysler. Then comes us and Al, with "Porky" bringing up the rear, all gunning the old bus to keep up. Soon "Doc" is out of sight, his tail swaying in the breeze and his red lights disappearing as he goes.

We all catch up at the target. We and Al, we take the west as Joe says. The other boys do their stuff, too.

Say that was a thrill. The place was lit up like a Roman Holiday. Couldn't miss it in a blizzard. The "Maisies" and "Motsies" came at us from all sides. The place is crawling with action. We take everything that there is, or most of it. Joe and "Rich" come in to clean up, as he says, and we're off for home. It's rough going out of that place; but we make it, all of us. "Porky" gets stalled a little half way. We wonder if it's anything serious, but later he comes along okay. Soon Joe comes breezing by, throttle wide open, and giving the old high sign.

We know then everything went all right. One by one we pull up at the old "drome," feeling pretty cocky that we put it over again without a mishap. Joe is there spilling one of his yarns just as nonchalant. Great guy, Joe! Best wheel commander in our outfit! That night's swing-shift mission was completed.

Sympathy is extended to the family of Conductor John Summerford, who passed away recently, and the following men because of recent deaths in their families: Conductor D. F. Parker, his mother; Conductor A. C. Katter, his mother-in-law; Conductor T. E. Renison, his mother; and Conductor M. K. Dixon, his mother.—Walt Story.

passed away last month.

ARDMORE-LAWRENCE GARAGE. Old Doc Stork visited the homes of Mr. and Mrs. Ole Ohlson and Mr. and Mrs. Jim Stoker and left with each of them a fine baby boy. Our congratulations go to the happy parents and their new sons.

"General" Bill Stiglich says the marching at Camp Wolter, Texas, isn't what it's cracked up to be!

Former Technical Sergeant Grolig has been setting a fast pace for the rest of the boys since his discharge from the army, but we're glad to have him back with us again.

We received a letter from Ed O'Bid at the Marine Base at San Diego, California, and visits from Private G. Ringe, Private E. Kerby, and Sergeant Tony Amodeo. We are tickled to hear from our boys who are away, and we learn that Skippy Lippman is doing considerable "digging" at a camp on the West Coast. Good muscle builder, Skippy!

The wife of Julius Mersch has been laid up in the hospital, and we are wishing her a speedy recovery.—"Little Corp."

77TH STREET: Recent newcomers are Walter Hayes, P. Regan and L. Tosello. Assistant Foreman Joe Porten, while not a newcomer, has returned to the fold from 69th Street. Glad to have you with us, boys!

Jerry Anderson of the Bus Garage paid us a visit recently, being on a 15-day furlough. During this furlough, Jerry was married. We wish to extend our congratulations to him and his new bride!

John Kinder of the Bus Garage has left us for military service, and letters were received last month from Ken Landeck in England and Assistant Foreman Al Suma, who is at Great Lakes. We are informed by Ray Newman's mother that he is now in England, ready for anything exciting.

M. Schultz, Bus Department, has a new addition to his family, a bouncing baby girl. He makes such a proud daddy the buttons are snapping off his coat, too. Congratulations to the happy parents. We are waiting for the smokes!

It has been observed that Assistant Foreman Jimmy Hopkins' appetite has not diminished. Upon weighing his lunch, we found it soared to the extent of six and one-quarter pounds!

Sympathy is extended in the recent deaths of Mike Relihan's father-in-law and Lee Johnson's mother-in-law, and also to the loved ones in the death of Frank Gaughan.

Electrical

A HEARTY WELCOME is extended to Bernice Franek, a new employe in the Line Department office at Grand and Leavitt. We hope your work time with us will be enjoyable, Bernice.

We are glad to see Edward ("Pat") Quigley back at his desk after being absent for several weeks recuperating from his major operation.

Lieutenant LeRoy Janke, a much-traveled man in the armed forces, recently paid a visit to his fellow workers at the Downtown Office and Grand and Leavitt. We are always glad to hear from and visit with the boys in the armed forces of the good old U.S.A.

Paul Siegmeyer also paid a visit to the boys at Grand and Leavitt, and informed us he is now stationed at Camp Ellis, near Peoria. Paul has been in service since September, 1943, and was originally stationed at Camp

Claiborne, Louisiana. Glad you dropped in, Paul.—Billy.

Engineering

BUILDING: We are glad to welcome Julius Matrai back to work, following a short illness.

TRACK: Art Malmquist was injured in the Italian campaign, and was decorated with the Purple Heart. He is now recuperating at a North African hospital.

Letters were received recently from John Kelly, who fought in New Guinea, and Paul Anderson on Bougainville Island.

Harvey Figge, former progress clerk, paid us a recent visit while home on furlough.

Sympathy is extended to General Foreman Andy Johnson in the loss of his wife.

General Office

WELCOME IS extended to Joyce Peterson, Executive Department, and Myra McElwee, Purchasing Department, both of whom joined us recently. Hope you girls like working with us!

Gordon John Doyle, Y 2/c, formerly of the Executive Department, paid us a visit last month. He has just returned from action in the Southwest Pacific and Australia.

Dan Cupid presented Irene Redner, Insurance, with a beautiful diamond ring for Valentine's Day. The lucky man is Alex Travin.

Mrs. Clara M. Smith, Executive, also announced her engagement to Mr. O. Ellewsen last month. Congratulations to both of you!

We understand that a private cannot be a flight engineer, so apologies go to private first class Robert Stack, fiance of Rita Hultquist, for giving him an incorrect title in the last issue.—Carol Schultz and Eileen Gualano.

Material and Supplies

OUR NEWCOMERS this month were Grace Rohner and Lois Marsh, typists in the Downtown Office, and Irene Gregorowicz, typist at the South Shops. A hearty welcome, girls!

James Grimes, Q.M. 2/c, formerly a stock clerk at the South Shops, was in on furlough recently. His account of life on a submarine was very interesting. If that was a sample of the tales we can expect to hear when this war is over, we are anxiously waiting, Jimmy!

Michael Korzeniowski, South Shops, left us to enter the army this month. Good luck, Mike.

Congratulations to Bill Kriel, formerly of West Shops, on his recent promotion to the rank of captain. Keep up the good work, Bill.

William Abbott and G. Kapola, both employes of long standing, retired March 1. Our best wishes go with these faithful men in their future life.—Mary Goulden.

Schedule and Traffic

FRED EXCELL carried a big suitcase around with him until it aroused our curiosity. After much amateur detecting, we found that it contained his Spanish American Veteran's Uniform, which he wore at the memorial services commemorating the sinking of the battleship *Maine*. Fred says he was only a "buck private in the rear ranks," but we

doubt that because the brass buttons were highly polished.

Private Joe Karel is now in Italy, and says that from now on we should address him as "Doc," since he is with the medical detachment of an engineers battalion.

Staff Sergeant Al Pisors is with a hospital unit in Texas. Al says he is keeping up with his bowling, and brags of a 160 average, which is tops in the league in which he is tipping 'em over.—L. C. Dutton.

South Shops

ELSIE S. FRANK, our regular correspondent, is enjoying a three-month furlough. A happy reunion with her husband, Corporal Ernest A. Frank, is the wish of her fellow workers.

We offer our condolences to A. Jablonsky, Car Repair Department, upon the loss of his soldier son.

E. Buza, Paint Department, and R. Pierce, Motor Repair Department, have joined the navy. The best of luck to you, boys!

Wedding bells rang out for Betty Humphreys, Printing Department, January 26, when she became Mrs. Jack Dax.

We enjoyed a visit last month from James Grimes while he was on a month furlough. Jim has seen action on a submarine in the Pacific Ocean. Best of luck to you, Jim!

Andy Kopec, Blacksmith Shop, reports his recent operation was a success, and he is now on the road to recovery.—F. E. DeWitt.

West Shops

WE WISH TO welcome James W. Weir, who has come to take the position of Superintendent of Automotive Equipment. We wish to extend him the "glad hand," and we hope he likes his new work and our fair city.

Elaine Lund was our Bride of the Month, having been married to Lieutenant Robert Hagg in Richmond, Virginia, on February 18. They are now living in Richmond, but we hope that in the not too far a distant future we can congratulate them personally.

The third finger on the left hand of Theresa Camera is wearing a very beautiful diamond engagement ring, thus accounting for the sparkling eyes and smiles of its owner. Our congratulations go to them both, along with our wishes for the lucky man's speedy return from the South Pacific.

The navy visited the West Shops last month, represented by George Emery, Bob Jensen and Gus Girardi. George Brignac represented the army in his visit to us. We were glad to see these boys, and look forward to another visit from them.

Although not able to be here in person, Don Reiss, Jack Lee and Andy Tyson wrote us about their doings. Don and Andy are stationed in the states, and Jack in England.

Flight Officer Ed Whiston dropped in on us recently for a visit.

Our new mail boy is Rudolph Toto, who joined our ranks recently.

At this writing, John Landeck is laid up in the Garfield Park Hospital. We are all pulling for your speedy recovery, John!

Elmer LaPierre, retired employe of the West Shops, passed away on February 13. Elmer was an old-timer with us, having been employed in 1887. Our sympathy goes out to his family.—Mildred Habeger.

You Are the C. S. L.!

THE SURFACE LINES has only one product to sell — transit service. The type of service and the manner in which it is rendered is the only measuring stick of the riding public.

Our only direct contact with those riders is through more than 11,000 motormen, conductors and operators who man our 3,500 vehicles.

MAINTENANCE OF schedules is the only way in which regularity of service and proper spacing of vehicles can be achieved. That is dependent primarily on those manning the cars and buses.

Even with properly maintained schedules, there are other requirements if the public is to be well served. Acts of discourtesy can offset all advantages of otherwise good service.

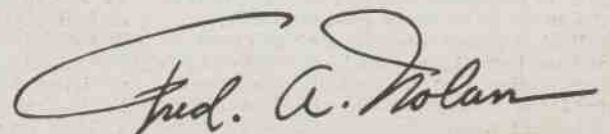
UNJUSTIFIED passing up of riders is poor business. As far as a passed-up rider is concerned, the car or bus which failed to stop might just as well be in the barn as on the street.

It should not be difficult for the trainman to realize when he is giving the kind of service to which the public is entitled.

IF HE WILL give the kind of treatment he wants when he goes into a store or restaurant, there will be little justified complaint from riders.

Every employe has this self-interest in furnishing good service — the continuation of Surface Lines jobs, with good wages, steady work and vacation and insurance benefits.

MAKING SURE that the war-time rider of today is the post-war rider of tomorrow is of the utmost importance to all of us.


Fred. A. Nolan
General Manager



Give 3...

Get 4!





WE CAN'T ALL GO

Only 1 out of 20 Americans will be called to active duty—to face hardship, injury, or death.

The rest of us are needed here. We can't all go!



BUT WE CAN ALL HELP!

PLANES, TANKS, guns, ships don't build themselves...nor pay for themselves. They cost money. Lots of it.

To help pay for these, the Government is asking you to lend it money—not *give* it, *lend* it—and

lend it at a good rate of interest.

It is asking you to do this by buying War Bonds. And for every \$3 that you put in War Bonds—your Government will give you back \$4.





HOW MUCH MONEY SHOULD YOU PUT IN WAR BONDS?

A DIME FROM EVERY DOLLAR!

IF YOU ARE a patriotic American, the chances are you already own War Bonds—or are buying them now.

But the Government has figured out that to get the money it needs, you, and everybody, should put at least 10% of your pay into War Bonds.

10% should be the *minimum* fig-

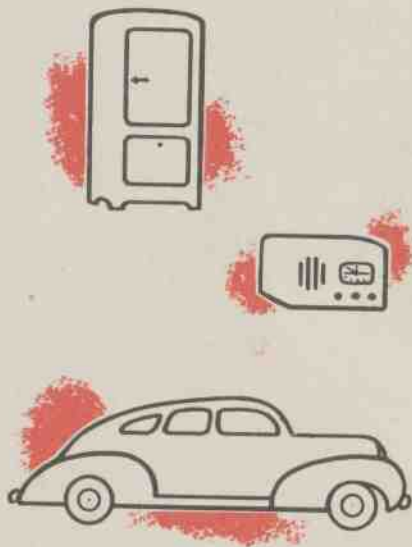
ure. Many men and women can, should, and *are* investing much more than 10% in War Bonds every payday.

At least 10% of everybody's pay in War Bonds will go a long way toward paying for the war.

And it will also help in many other important ways . . .

THERE'S A LOT
LESS OF THESE...

... AND A LOT
MORE OF THIS!



HERE'S ANOTHER WAY YOUR WAR BONDS HELP!

WHEN A COUNTRY starts making lots of war goods, it has to stop making lots of peace goods.

This means there are less things for your money to buy. On top of this, there is more money around than there ever was before.

As the President said: "*You do not have to be a professor of economics*

to see that if people with plenty of cash start bidding against each other for scarce goods, the price of them goes UP!"

. . .

So—saving your money in War Bonds, instead of spending it for things that are scarce, helps keep prices DOWN!



A "CUSHION" FOR AFTER THE WAR

AND HERE'S STILL another reason — and a *Big* reason—why you should buy War Bonds!

Some day this war will be over.

When that day comes, there will be a period of readjustment from wartime to peacetime economy.

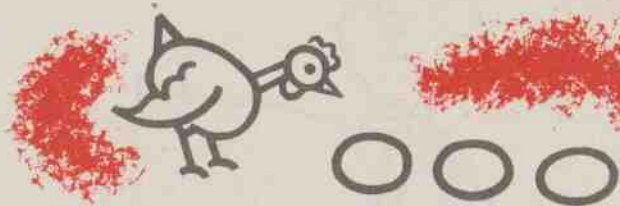
That's the time when a "cushion"

will come in handy.

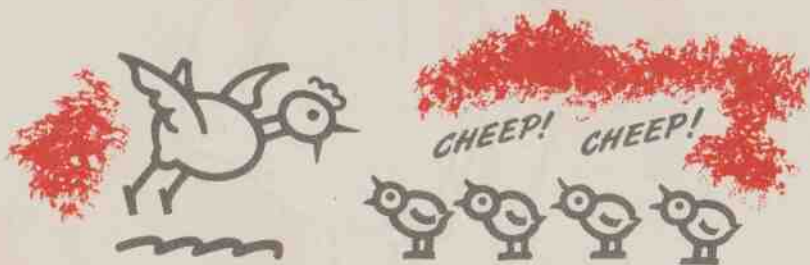
That's the time when you can spend the money you save *now*—and buy far more with it, dollar for dollar!

. . .

Put at least 10% in War Bonds *now*, and you'll have that "cushion"!



PUT IN \$3...



GET BACK \$4

WHEN YOU BUY War Bonds you're not just doing a patriotic duty. You're getting the finest investment in the world—bar none!

You get every single dollar back

—with interest! And darn good interest! Every \$3 you put in brings you back \$4!

Look at this chart. See how your money adds up for you!

**YOU BUY A WAR BOND
TODAY AT:**

**\$18.75
\$37.50
\$75.00**

**AT THE END OF TEN YEARS
YOU GET BACK:**

**\$25.00
\$50.00
\$100.00**



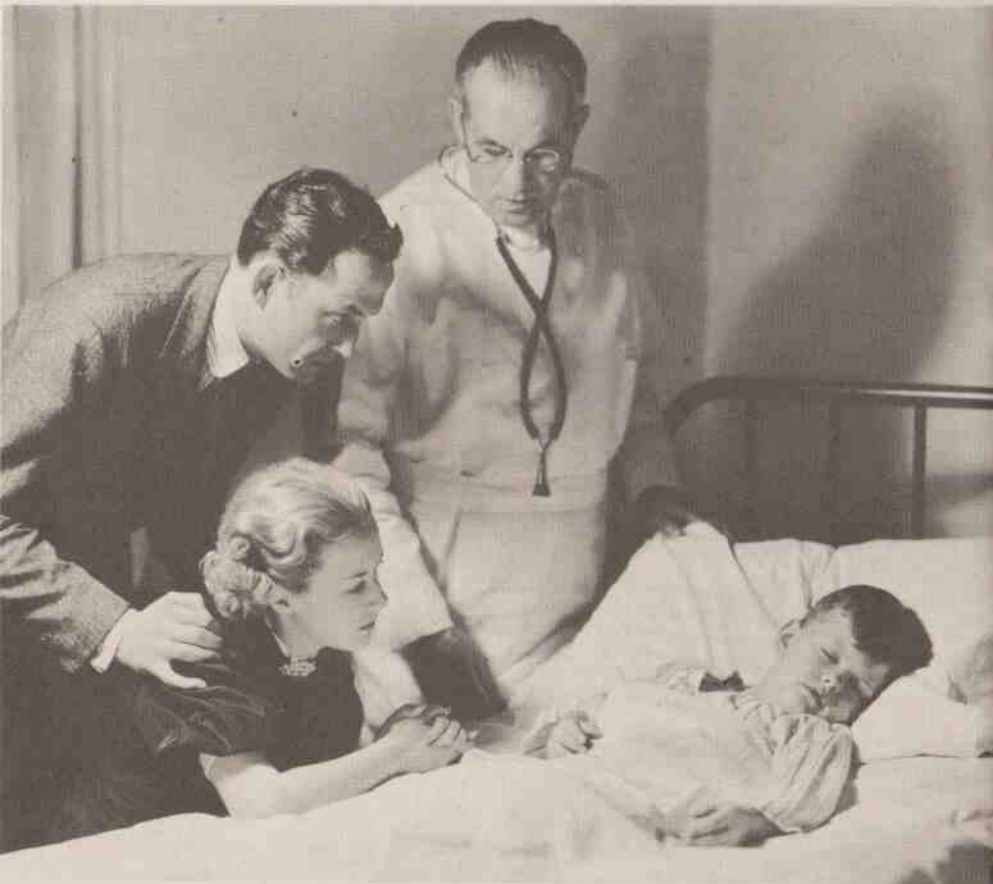
THE WORLD'S SAFEST PLACE TO PUT YOUR MONEY

UNITED STATES WAR BONDS are just like money. *Better* than money—because they earn more money for you.

Like a dollar bill, a War Bond

is a "promise to pay" backed by the full weight and authority of the strongest Government in the world—the Government of the United States of America.

★ ★ ★



SUPPOSE YOU NEED THE CASH

SUPPOSE YOU WANT your money before ten years. Suppose you need money to tide you over during sickness, or for some special need in an emergency.

You can cash your War Bond in any time after 60 days!

You get the money you paid, plus whatever interest is due on your Bond.

You lose nothing. You begin to get interest as soon as you've owned the Bond eighteen months.



SUPPOSE YOU LOSE THE BONDS

SUPPOSE YOU HAVE a fire and the Bonds are burned. Or a thief breaks into your house and steals them. Or suppose you simply lose them. What then?

You do NOT lose your money.

Every Bond you buy is registered in your name in Washington. Or in

your name and that of any co-owner you may pick, such as your wife. Or in your name and that of any beneficiary you may pick, such as your son.

NOTHING can prevent you or your family from getting your money back—with interest.



WHY THE PAY ROLL SAVINGS PLAN IS THE BEST WAY TO BUY WAR BONDS

IN THE FIRST PLACE, this Plan is the fastest, easiest, surest way for your Government to get the money it needs.

But—equally important—think what this Plan can do for *you!*

Here is a safe, sure, automatic way for you to do what every man dreams of: accumulate money to

buy a home or farm, to put a child through college, to travel, to spend your old age in the peace and comfort that comes only with financial independence.

. . .

It makes you save regularly—and you'll hardly miss the money you're putting away.



HOW THE PAY ROLL SAVINGS PLAN WORKS

YOU MERELY SIGN a pledge card indicating the amount you want to invest in War Bonds . . .

The rest is done for you.

Maintenance of records, purchase of Bonds and their delivery to you are all taken care of by the company.

As soon as your account reaches the purchase price, a Bond is issued to you. The next pay period starts

you on a new Bond—and so on. It is a continuing arrangement by which you are constantly getting the Bonds your savings have bought.

. . .

When you pledge at least 10% of your pay for War Bonds, you receive a button which tells the world that you, for one, are doing your full share to win this war.



"THE TIME IS NOW!"

THE PRESIDENT put his finger on the single most important factor in our whole war effort when he said: "Lost ground can always be regained. Lost time—never!"

Your Navy needs ships and planes—now. Your Army needs planes,

guns, tanks—now. Your Government needs the money for them—now.

. . .

Help your Government. Help yourself. Sign your Pay Roll Savings Plan pledge card—NOW!

★ ★ ★

