

EVERY DEPOT
AN EMPLOYMENT
OFFICE!
See Page 5

Surface Service

MAGAZINE

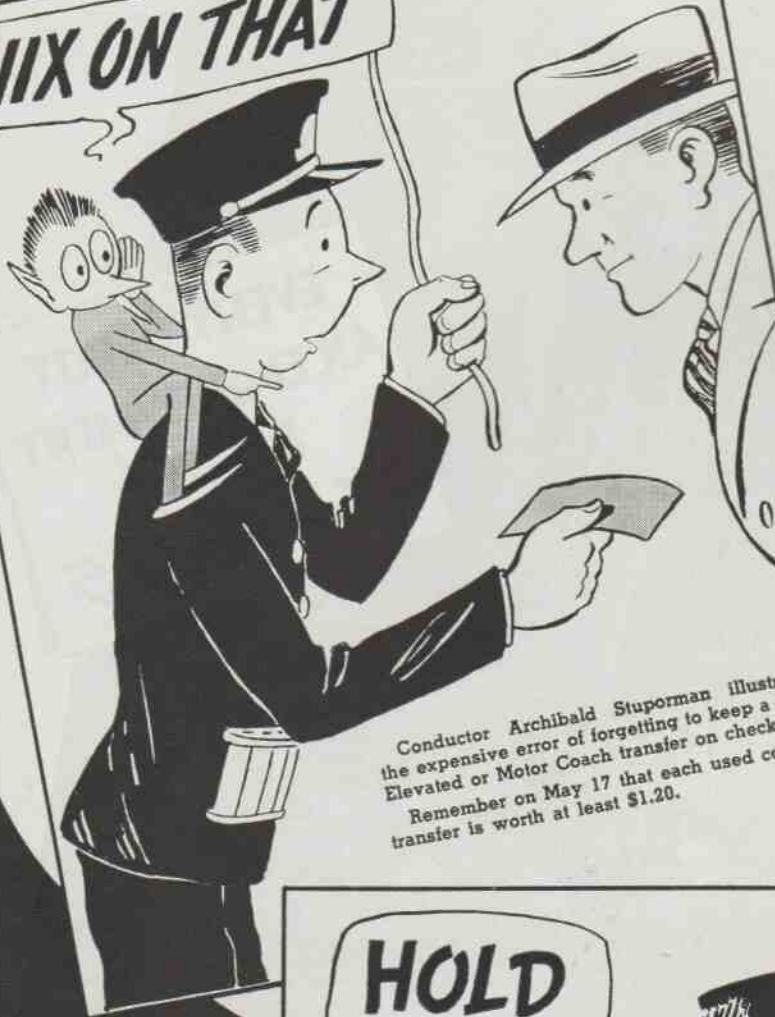
MAY, 1944

DON'T BE LIKE

Stuporman ON..

MAY
17

NIX ON THAT



Conductor Archibald Stuporman illustrates the expensive error of forgetting to keep a used Elevated or Motor Coach transfer on check day. Remember on May 17 that each used colored transfer is worth at least \$1.20.

PLEASE DON'T throw away money like the Stuporman boys on May 17.

Without the wholehearted help of each conductor and operator on that fare division check day, the Surface Lines will lose thousands of dollars.

While we have an accurate record of the combination-ride transfers we sell, our only record of such transfers received from the Elevated or Motor Coach is the collection made by each conductor and operator on fare division check day.

This one day's collection establishes the ratio used in figuring the number of combination rides for the entire month.

Each blue Elevated transfer, for instance, has a daily value to us of four cents. However, each of these not collected or turned in on check day means not only a loss of four cents, but a loss of about \$1.20—four cents for each day of the month.

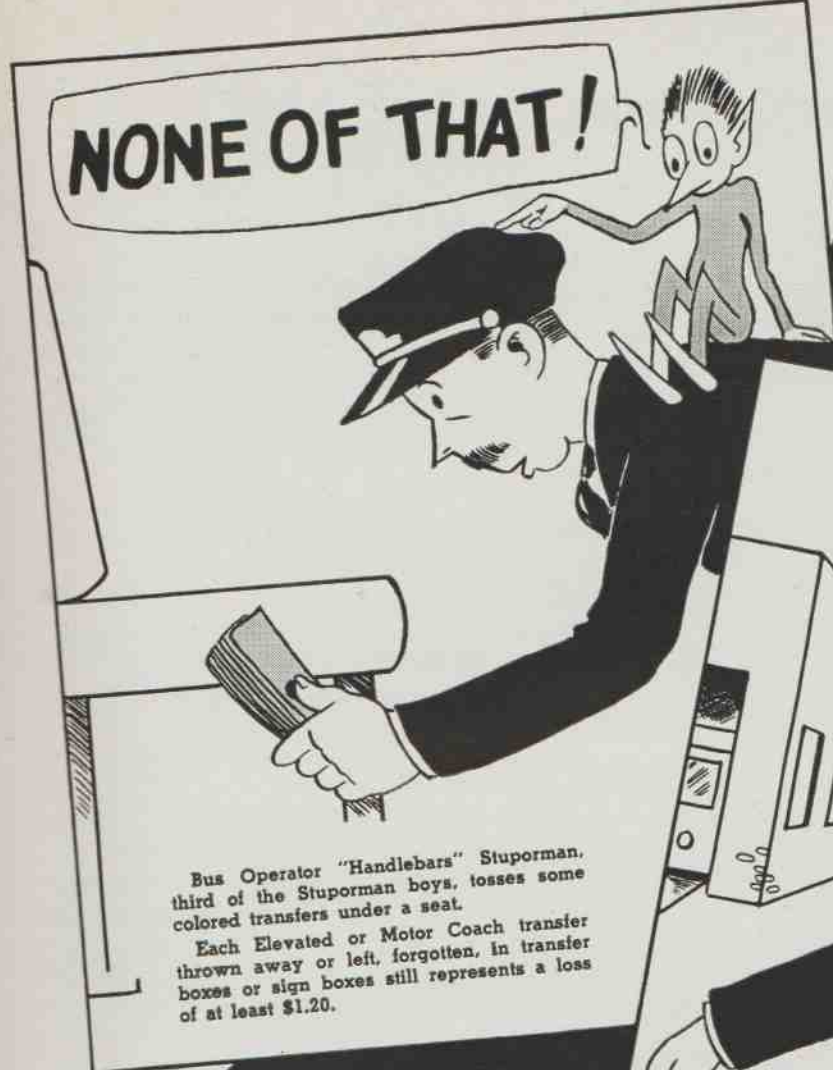
Archie, Handlebars and Curly, the three Stuporman boys, show you on these pages what not to do on May 17.

HOLD IT!



Pulling another costly boner, Operator "Curly" Stuporman, Conductor Archie's brother, tears up a bundle of colored transfers which, he believes, is too small to bother about turning in.

This practice and others illustrated on these pages costs us thousands of dollars.



NONE OF THAT!


Bus Operator "Handlebars" Stuporman, third of the Stuporman boys, tosses some colored transfers under a seat.

Each Elevated or Motor Coach transfer thrown away or left forgotten, in transfer boxes or sign boxes still represents a loss of at least \$1.20.



YOU'RE NOT SUPPOSED TO CART 'EM HOME

Operator "Curly" Stuporman starts off home with the colored transfers he has collected still in his pocket. Whether negligence or forgetfulness is responsible for these transfers not being turned in, their value to us remains the same.



Finishing off his thoughtless day, Conductor Stuporman tosses white transfers, in which several colored ones are hiding, into the depot wastepaper barrel.

If each conductor and operator is on his toes May 17, boners costing us thousands of dollars will be avoided.

TAKE OUT THE COLORED ONES. THEY'RE WORTH MONEY!

Forsythe, Ruppe Named Shops and Electrical Heads

APPPOINTMENTS OF Stanley D. Forsythe and Robert J. Ruppe as acting heads of the Shops and Equipment Department and Electrical Department, respectively, were made last month by the Joint Board of Management and Operation. Both men have already taken over their new duties.

Forty-three years old, Mr. Forsythe, the new acting general superintendent of



Stanley D. Forsythe

Robert J. Ruppe

equipment, has been an employe for more than 20 years and head of the Electrical Department since 1939. In his new duties, he succeeds Claude M. Gray, who has returned to St. Louis as operating manager of the St. Louis Public Service Company.

Joining the Surface Lines in 1924, following his graduation from the University of Illinois, Mr. Forsythe received the training then given student engineers, serving as a Devon motorman, Lincoln clerk, Track Department material clerk and Schedule Department traffic engineer. In 1929, he was appointed assistant electrical engineer in the Electrical Department.

Married and the father of two children, he makes his home in Hinsdale.

Mr. Ruppe, 34 years old, the new acting electrical engineer, came to the Surface Lines with an engineering background more than a year ago. Immediately prior to joining us, he served in Chicago as a

civilian zone engineer for the U. S. Army Air Forces.

Mr. Ruppe, his wife and four children live on the North Side.

Soldier in Italy Helps Boost Trolley Pilot Drive

IF OUR six-month-old search for trolley pilots ever ceases to be successful, it won't be the fault of Sergeant Vince O'Rourke, former Devon trainman now serving with a ground crew of the army air forces in Italy!

Reporting in a recent letter that his wife has been sending him some of our trolley pilot signs and stickers, Vince wrote he has been busily posting them in hangars and barracks.

"Although our pilots here, who have mixed into everything in this part of the world, can go anywhere in the air," he continued, "they admire street car men in

large cities, for it is beyond them how street cars and buses may be safely operated in heavy traffic.

"Campfire stories have led many a small-town soldier here to make up his mind to visit Chicago and ride the Surface Lines when this conflict of nations is over."

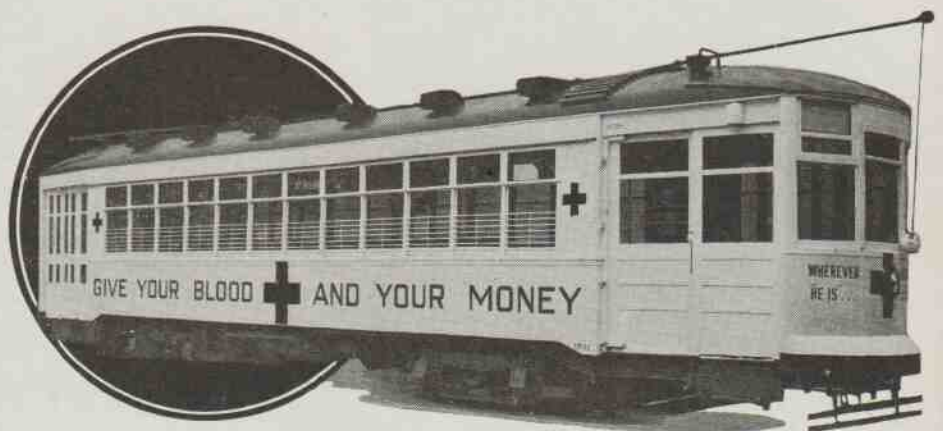
In commenting on the \$10 money order sent him and other C. S. L. servicemen for Christmas by the Surface Lines, Vince wrote, "It verified my boast to my buddies that I work for the finest employer in the world.

"I am grateful, too, for receiving SURFACE SERVICE regularly. It certainly pepes me up and keeps me on the ball."

Norwegian Conductors Prove Expert at Rankling Nazis

STREET CAR conductors in Oslo, Norway, have figured out a device of their own for rankling their German "conquerors."

According to Nat Barrows, war correspondent of the *Chicago Daily News*, they have replaced "Please move to the opposite end of the car" with "Retreat to the opposite end according to previously prepared plans!"

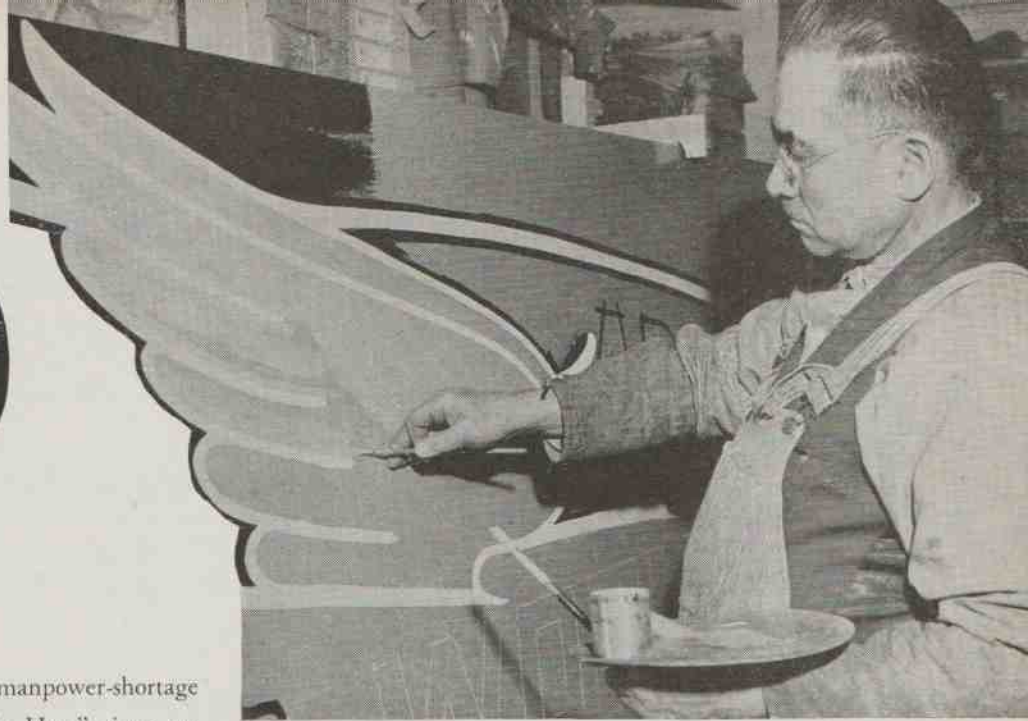


DECORATED CAR AND \$30,000 PLEDGE BOOST RED CROSS

Emblematic of the wholehearted manner in which the Surface Lines and Surface Lines employes backed up the recent Red Cross War Fund drive is this specially decorated street car, for some time in regular operation.

Surface Lines employes last month pledged \$30,000 to the Red Cross, and Division 241 gave a \$1,000 check to the organization.

Because the red, white and blue Red Cross car promotes both donations of blood and money, it will continue in regular operation even though the fund drive is over.



John "Yunko" Scitar applies the green on a wing.
For an idea of the huge size of these signs, compare this wing with those on the sign on the front cover.

BECAUSE WE ARE still not out of the manpower-shortage woods, huge "Be A Trolley Pilot—Apply Here" signs are now being put in prominent spots on the exteriors of 14 of our 17 stations.

With all stations now employment offices, where applicants are actually hired pending satisfactory medical exams at Clark and Division, friends or relatives whom you send in will find applying quick and convenient.

These photos show at work the skillful West Shops Rembrandts who painted the striking black, orange, green and cream signs.



Above: Johnny Danlo carefully chucks out lettering on a four-by-24-feet masonite sign.
Background color for the signs is black. Lettering is orange. Wings are green.



Johnny and "Yunko" combine forces on one of the signs which, according to Paint Shop Foreman Joe Hecht, are guaranteed to daze a prospective applicant two blocks away.

Also being hung outside each depot are three-by-five framed posters on the trolley pilot theme.

"I Like to Watch Him Make Friends for You!"

"A RIDE ON his car is something to look forward to." So wrote George Abel, 4023 North Greenview Avenue, of Conductor Matt Wall, Elston.

Continuing, Mr. Abel wrote the words which serve this page as a headline, explaining that he always tried to sit or stand in a position where he can watch Matt work.

"Most Efficient Public Servant"

Terming Operator Clarence Vlach the "most efficient and jovial public servant I have ever seen," W. E. Zink, 1808 South Ashland Avenue, wrote commending him for his calm, unruffled manner, even in moments of stress.

Praised last month for their honesty in turning into our Lost and Found purses, wallets or other valuables left on their vehicles were Motorman Tadens Antoszewski and Operator Pete Flaherty, Burnside; Conductor Ben McLaughlin, Kedzie; and Conductor Bernie Sobkowiak, Lawndale.

Because he was so thoughtful as to buy a stamp for and mail a letter to her army son which she had left on his car, Mrs. Herman Bush, 5921 North Drake Avenue, wrote lauding Conductor Ray Hornbeck, Kedzie.

"Worth His Weight in Gold"

"Worth his weight in gold" were the words Mrs. L. Lee, 417 North Clark Street, used to characterize Conductor Wilbur Roberts, Devon. Mrs. Lee praised him for his courteous attention to riders and his clear calling of stops.

Because they took time to assist children and blind, crippled or elderly riders in boarding and alighting from their vehicles, these trainmen prompted letters of praise last month: Conductors Bill Hawkins and Bill Taylor, Cottage Grove; Con-

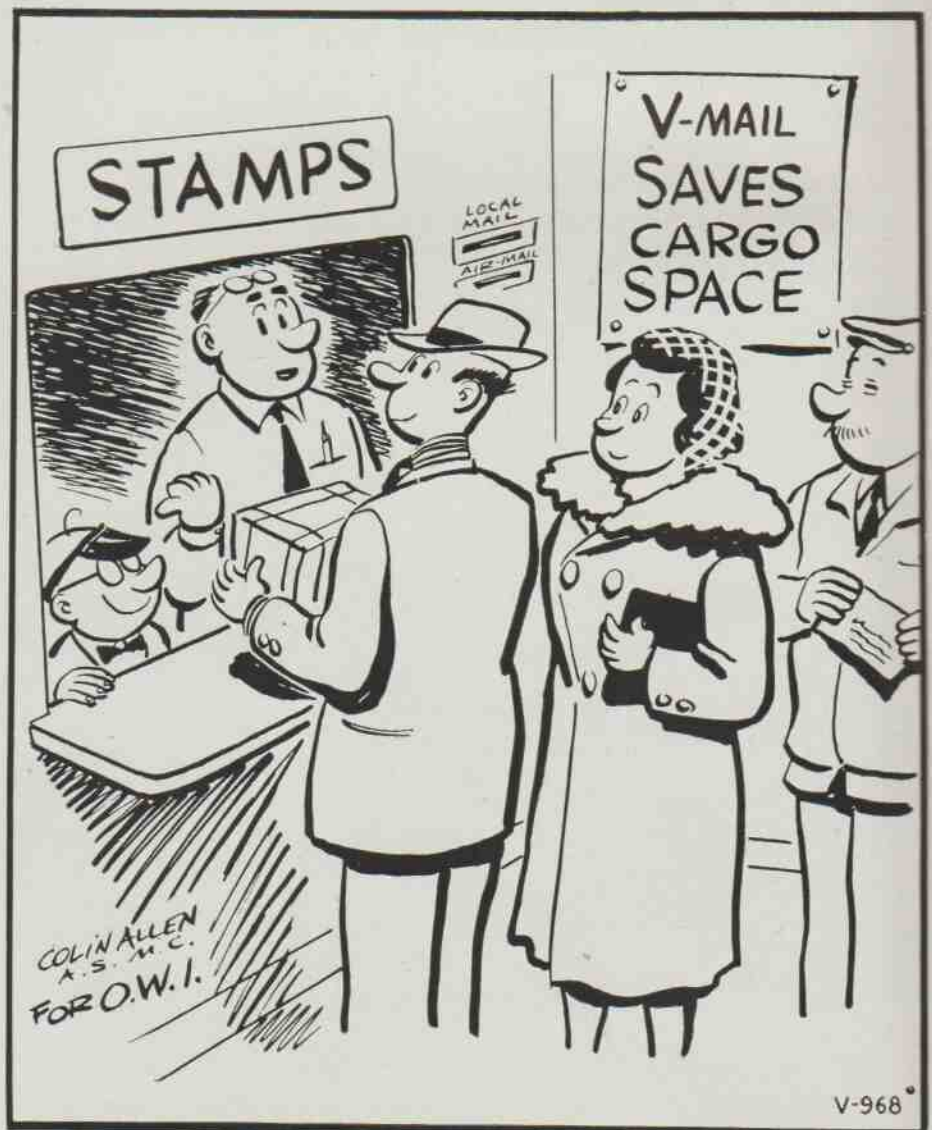
ductor Karl Immer, Devon; Operator Ben Zentmyer, Elston; and Conductor Ben Amsterdam, Kedzie.

The courtesy of Bus Operator Art Baehrend, Lawrence, in waiting while he ran to catch his bus, then in escorting a woman passenger through a dark underpass at


her stop so impressed George H. Evans, American Hard Rubber Company, 11 West Washington Street, that he wrote lauding him.

Lauds Conductor's Friendliness

"His friendly service and good spirits enlivened an ordinary ride. I hope you have many employes who are as adept at spreading cheerfulness and goodwill as he." So wrote E. C. Rautenberg, assistant general sales manager, Celotex Corporation, of Conductor Dave Sax, Kedzie.



"Shorty handles our V-mail!"



WISE AND OTHERWISE

IN DEPARTING from our usual rhyming style this month, we feel that some explanation is in order. Our reason for lapsing into prose is merely because our subject is of such a scientific nature that it does not lend itself to frivolous treatment.

We're going off into medical field, and right at the outset we want to make it clear that we are most sympathetic toward those who are ill—in fact, it is our deep concern for them which prompts this article.

WE WANT to discuss a mysterious illness which is suffered periodically by street car men whose jobs require their presence over the week-end.

It is somewhat more prevalent among



those who have to work on Saturday and Sunday evenings than among the day workers, and it has our best medical minds completely baffled. The symptoms are easily recognized but the cause is most obscure.

WE ARE referring to Saturday Sickness!

One of its strangest features is the apparent robust health of its victims in mid-week. The attack usually begins late Friday night. There are even rare cases where it began as early as Thursday.

AS THE LITTLE bugs (or whatever they are) gradually get in their deadly work the individual becomes increasingly aware that by Saturday he is going to be practically a helpless invalid. At other times the onslaught of the disease occurs with dramatic suddenness on Saturday night, just before the party is about to go to work.

Little can be done to check the progress of this ailment in its early stages; nothing seems to be of any avail, and the victim becomes worse so rapidly that going to work is out of the question.

CURIOSLY ENOUGH, once the man is excused from work, recovery begins almost at once. Often late in the very same evening the patient will be well enough to attend a party or a movie, or perhaps even take a certain amount of light exercise at a dance.

There have been instances where the disease ran its course so rapidly that the individual was able to be back to work on Sunday, but these are rare indeed.

THE USUAL length of time required for complete recovery is two days; and, unlike any other human affliction, the victim is usually able to predict almost the exact hour at which his indisposition will end. No matter how sick he may have been on Saturday, the patient begins to feel quite like himself again on Sunday—except that the thought of work brings on a violent nausea which warns him that it would be most unwise to return to the job before Monday.

Late Sunday night the last of the distressing symptoms vanish as suddenly as they appeared, and on Monday one would never suspect that this living picture of health had been practically at death's door only 48 hours before.

THERE IS another somewhat similar ailment which we might mention in passing. Pay Day Disability! Medical authorities point out that this disorder and Saturday Sickness must be closely related, for a man who is susceptible to one is very apt to suffer periodically from the other.

There is only one noteworthy difference. Pay Day Disability comes on even more quickly than Saturday Sickness, and the size of the pay check seems to bear con-



siderable relation to the severity of the attack.

IF YOU HAVE read this far, you may be wondering just why we are using all this valuable space to tell you about some fantastic disease. Perhaps you don't even believe that there is such a thing as Saturday Sickness. Well there isn't—not in fighting forces!

The war goes right on seven days a week, and our boys are right on hand to meet every situation, no matter what day it occurs. Since this disorder doesn't exist among the boys who are fighting our war for us, why should it be so prevalent among us civilians who should be doing our utmost to back them up?

THINK IT over!

See if you can find an answer?

I CAN'T!—Frank Speaker.

Surface Service MAGAZINE

A Publication by and for Surface Lines Employees

231 South LaSalle Street

83 CHICAGO 90 101
Vol. 21 May, 1944 No. 1

WILLIAM H. BROMAGE Editor
DON R. COWELL Associate Editor

Five Groups Move Up in War Bond Race

FIVE GROUPS of employees climbed upward in the 10% Club war bond race last month when some of their members boosted their payroll savings for bonds.

Showing progress were Burnside, 77th Street, Lawndale, Division and Building Department. Top four places remained in the hands of trainmen at Lawrence, Archer, Cottage Grove and North Avenue respectively.

How to Join 10% Club

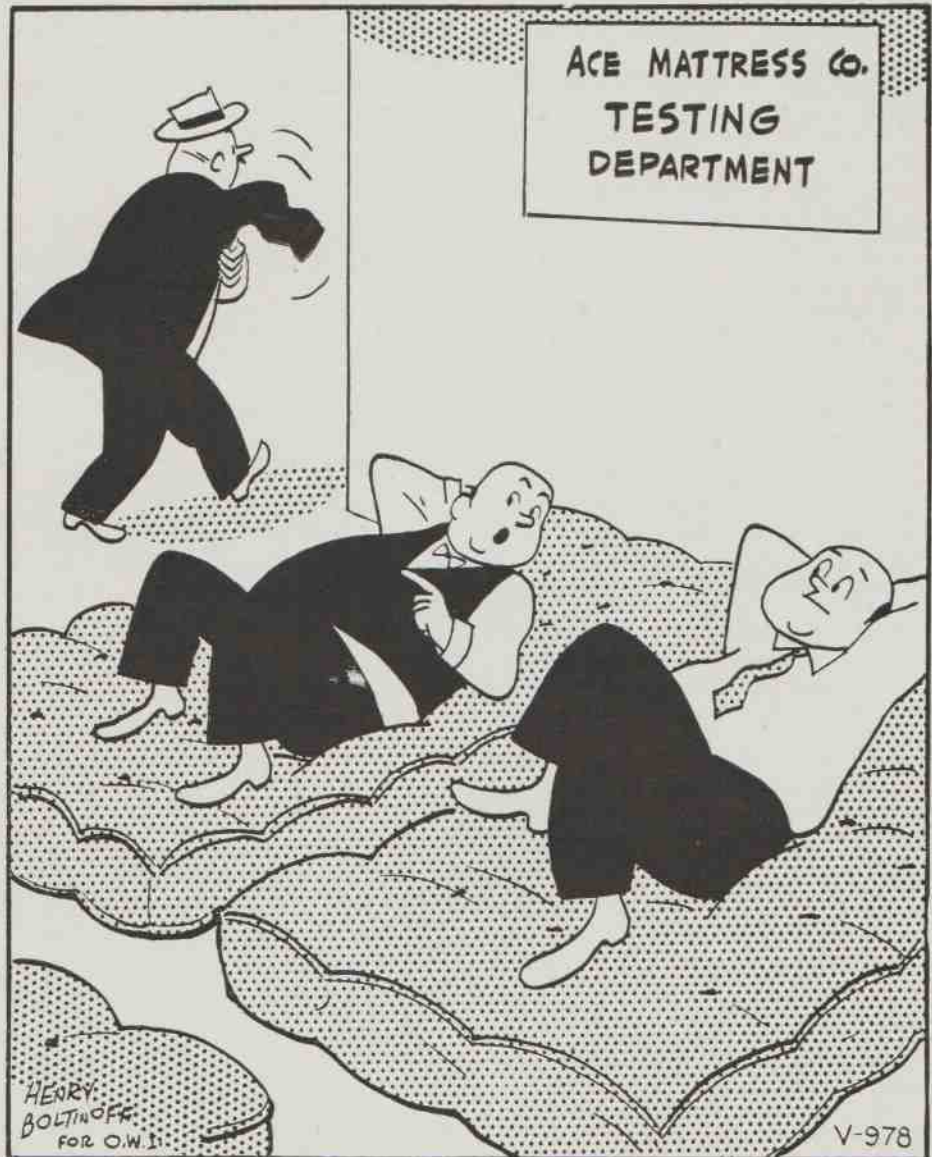
For those who have not yet joined the patriotic 10% Club, but would like to do so, here's how to proceed:

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.

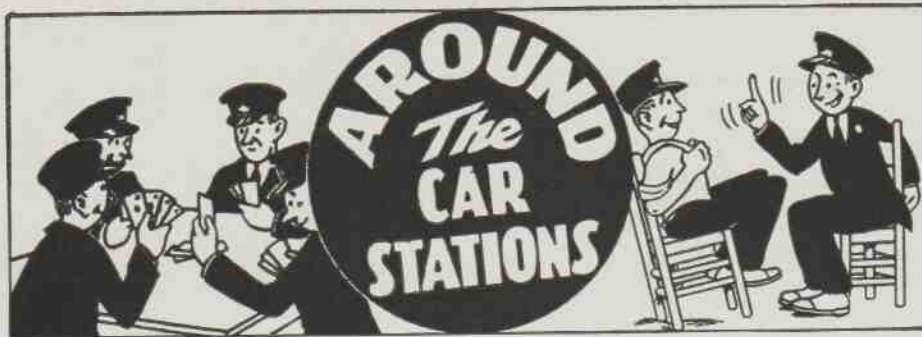
Ranked below by the percentage of their number who are investing 10% or more of their wages in war bonds through our payroll savings plan are the 25 chief groups of employees.

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

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



"Bert says he's tired of this and wants to get into war work as a trolley pilot!"



Armitage

YOUR SCRIBE had another birthday on the second day of this month. In case any of you are interested, it's still thirty-six. That's my tail, and I'm sitting on it!

Since reading the March issue of *SURFACE SERVICE*, a number of the men at Armitage are seriously considering conferring the title of "sesquipedalian" on Al Broach.

Alex McLeod and Sammy Abbananti paid us hurried visits last month. A recent letter from Sammy, says he is now learning to be an aviation machinist's mate. He also reminds us that good things come in small packages. Sammy, it will be remembered, is just about tall enough to put on a plug hat and run under a small duck. You keep 'em flying, Sammy; and we'll keep 'em rolling!

The Fifth War Loan will soon be under way. Let's prepare now to meet it. Start saving your pennies, nickles, dimes and quarters, and be ready to buy that extra bond. It will help to snip the nip from the Nipponese and send them back to their cherry trees.

Joe Murphy paid us a couple of visits last month. While at the barn, he gave the boys a couple of demonstrations on bandaging. He was looking swell, and says he feels the same way.

Your scribe recently received nice letters from Tom Henneberry, George Streske, George Thompson, Bart Bartholomae, Mike Fiorita, Ernie Guedel and H. Dulin. All are feeling swell, and seem to be satisfied with their lot.

Bartholomae said he had been issued 19 run-down jeeps, and was given 15 days to put them in A-1 condition. That's a good trick if you can do it, Bart!

All the fellows are hungry for news, so sit down and write them. Be sure to address it correctly, and send it by V-Mail.

We think most of our men will agree that Dusty Rhoads, Speed Martin, Max Lentz, Lawrence Russell, Art Denton and Montgomery are great fishermen—even though none of them has ever been seen with any great amount of fish.

A short time ago several of them asked your scribe where they could get good fish, and we jokingly suggested Fulton street, not thinking they would take it seriously. On April 26th some of them dumped a barrel of fish heads and other unwanted parts of piscatorial anatomy on Desplaines Street from Lake Street to Washing-

ing and allowed them to remain there all day. This was just to prove they really had caught fish.

Gene Muir says that since Johnny Doughiboy has found the Rose of Ireland, he is going to look for the stinkweed of Berlin! He is now wearing the shootsuit of the navy.

Did you ever notice the letter V? It stands for victory, but if you look at the alphabet, you will notice that the only way to reach V is through U, and with U there would be no

Have We a Shortage of Amateurs?

THE MORRIS B. SACHS Amateur Hour, which last month held auditions for a group of Surface Lines employes, has informed us more talent is needed if the proposed radio salute to the Chicago Surface Lines is to become a reality.

Especially needed are novelty acts, tap dancers, instrumental numbers and imitators. More singers will also be welcome.

Because many large Chicago firms have already supplied sufficient talent for these one-hour "salute" programs, it is hard to believe the Surface Lines can't do the same.

Employes interested in auditioning for the proposed program may get application cards from their supervisors or from the Public Relations Department.

U.S.O. The U.S.O. is doing some very fine work, how about sending them a buck occasionally?

Well, men, here is what the shoemaker threw at his wife, the last and awl.—Ted Shumon.

Burnside

MAY—SPRING: housecleaning, moving, paint, brushes, mops. With the advent of spring all these things assume the ugly proportions of a nightmare.

Step ladders, wobbly chairs and boxes present a household hazard at this time. Experts tell us that more than half of the personal accidents happen in the home.

At this time of year when all humanity seems to be on the move, it is our job to keep moving at the normal rate in spite of the abnormal flow of people. It is also our duty to move them safely. Let's keep the bulk of the accidents off the street, and also keep the street car the safest place on the street.

While standing on the corner recently, our coat collar turned up against the "balmy" spring breeze of Lake Michigan, the following ditty took form in the back of our head:

When it's springtime in Chicago,
And the snow is on the ground,
And the mud the landscape covers,
For miles and miles around.
Then the B.V.D.'s feel chilly
As we shiver all the day.
When it's springtime in Chicago
In the merry month of May.

So much has been said around the corners about the hat-pin method of picking horses that Conductor Al Brand decided to use it for picking a run. As he could not be present at picking time he thought he would leave enough picks to protect himself. Being positive he would be able to get his first choice, he left several runs on the Island, then ran down the list on South Deering 1-2-3-4-5 and a couple of reliefs just to fill up space. Well, imagine his chagrin when he got in that night to find he had been awarded his last choice.

At this time our sick list is still about the same although some of those reported last month have returned. Dick Shine is back on the job. Bert Ferguson is up and about and hopes to be working by the time you read this. Motorman E. L. Beck, Conductor Charlie McGoldrick and Operator Joe Magram are still at Hines, and Conductor Al Bowring is at Woods Hospital in Milwaukee. All these boys are reported as being on the mend. Bob Karolich is at home and would enjoy callers.

Motorman Barney Zesch, who has been on a conducted tour of Australia, the South Pacific and points "down under," has been discharged from Uncle Sam's Army and is now back in a uniform of blue. He says he is glad he went over, but also glad to get back. Welcome home, Barney! We are impatiently waiting the day when the rest of the boys will come marching home.

Heard the other day that former Motorman William Dunker, who flagged at 75th and Ex-

change for a year or more before retiring, has bought a home at Koonz Lake, Indiana. Congratulations, Bill; now when we want to go fishing, we will know where we can sponge a meal.

Have you enjoyed the two-for-a-quarter cigars Conductor Beauchamp has been handing out lately? Yes, sir, he is a proud daddy and entitled to congrats. Mother and baby doing fine.

Our latest contribution to the armed forces is conductor E. Fenstermacher. We feel sure now he is in that the war can't last very long.—Furgie.

Blue Island

WE WELCOME back to work Albin Trembacz as a leader at Damen and Blue Island. All wish you success in your new work, Al, and hope you will get back to full health soon!

Gloria Barton, daughter of Operator Steve Barton, celebrated her 16th birthday on April 17. Congratulations, Gloria.

Our best wishes are extended to Mildred Hybl, daughter of Motorman Martin Hybl, who has joined the Waves.

Conductor Walter Chase was presented with an eight-pound baby boy March 13. Congratulations, Walt.

Motorman Arthur Hubacz left us April 22 to join the navy. Good luck and success in your new assignment, Art.—C. P. Starr.

Devon

EVERYONE WAS wondering why Motorman James Fahey has been walking around with his chest out, and he finally gave in and told us his WAVE daughter, Lieutenant (j.g.) Mary Frances Fahey, was recently commissioned at Smith College, Northhampton, Mass. She is now stationed at the Naval Operating Base, Norfolk, Virginia.

Letters were received from Motorman Edgar Henry who is stationed at Camp Fannin, Texas, and Motorman Vince O'Rourke who is somewhere across the pond. Most of the boys in service are asking us to write them a few lines once in a while. They are a little lonesome. If any of you boys want an address, see your scribe and we will do our best to get it for you.

If any letters are received, drop the address and any items of interest in the silver box on the southwest wall of the trainroom. "News is something we all want."

Conductor Herbert Hildebrandt was home on furlough and paid us a visit at the depot. The look in his eyes showed that he missed the boys of Devon very much.

Our deepest sympathy goes to the family of James B. Shaw, who died on April 21. He was on the pension list since early last fall.

Rumors were being spread around that Motorman Willie Droessler passed away, but he was only on the sick list. He is back working in the flesh and a new uniform. How many old coats

Front Cover

THE FRONT COVER this month symbolizes a new step in our Be A Trolley Pilot campaign—the opening of all 17 depots as sub-employment offices.

For more details on this step, see page 5.

Remember when next a friend or relative whom you have asked to apply for a job with us says Clark and Division is too far away, you now have an A-T come-back!

did it take to make the new one, Willie?—Ed Lukes.

Division

CONDUCTOR John Fitzgerald, No. 2, had a very expensive nap last month. It seems he was sleeping at the time a popular radio program was in progress. When his telephone number was called and he couldn't identify the record played was told it was too bad but his little siesta had cost him just \$250 in War Bonds.

Conductor Earl Stenlund is responsible for the one about the Be A Trolley Pilot bus that was parked at the west end of North Avenue. Every once in a while a person would pipe up with "What time do you leave?" or "Are you the next one out?" The fact that it was gaily painted didn't matter. A bus was a bus! But another story goes Earl one better by saying some foreigners approached the instructors in the colorful bus and extended \$18.75 with which they intended to buy a war bond. Guess with all this ballyhoo about bonds any out-of-the-ordinary vehicle is out to sell them!

No doubt by the time this item goes to press our depot, too, will have one of the large "Be A Trolley Pilot" signs erected on the front, such as is depicted on the cover this month.

Motorman Andy Dehn tells the first fish story of the season. It seems he and a friend caught not a thing during six hours on the waters of Wauconda. When they finally caught a five-pound pickerel, it had to be thrown back in. Seems the season for pickerel wasn't opened just yet!

Motorman Cobb and Conductor Keegan went sight-seeing along "Spaghetti Road" on Taylor street last month when, not being able to switch at Harrison and Wells, they pulled in via Taylor to Western. Rumor has it that they returned with an armful of yellow gold (bananas). Bill also fulfilled his heart's desire a week before that by

buying a pair of "genuine elastic" suspenders on Maxwell street for only a dollar, after arguing for nearly an hour to get the sales tax knocked off.

Motorman Will Snodgrass is helping repair his brother's 40-foot cabin cruiser now docked at the Belmont avenue bridge.

Wonder just who Conductor Art Eberlein knows to be able to buy six whitewall tires for his Plymouth?

Mary Ann joined the family of Conductor Harry Koepke last month and the smoke from those "seegars" just filled the trainroom.

To the following men we offer congratulations on their wedding anniversaries during May: Conductors M. J. McKinnon, Irving Uldale, Frank Kauba, Bob Wilming, Aron Swensen, Walt Hanson and Harry Ginter, who is now in the armed forces and found time last month to visit his old cronies here at Division!

Bob and Herby Hasenkamp had birthdays on the 16 and 18; Tommy Mace, Jr., will be three the 30; Marlene Altenbach was four, Ronald Pearson will be eight the 29; Harry Crum will be four; William Raebe will be a year old, and Betty Jane Thompson has a birthday too!

Francis Napoleon will be just a year old on the 20. Daddy is overseas doing his duty for his country (and ours)! So we know he would want us to say: "Happy Birthday, son, may next year find us together again!"

Did you know that in the Army religious customs have to be waived? Catholic soldiers eat meat on Fridays and Jewish soldiers pass up their Kosher diets. (Nice salmon, this pork!)—Russ Warnstedt.

Lincoln

CONGRATULATIONS ARE in order to Joe and Mrs. Roberts on the arrival of their baby boy. Also to Mike Deanes who is now a grandpappy.

Belated congratulations to Repair Foreman Al Bollinger, who celebrated his silver wedding anniversary on April 15. About 65 friends attended his party and they all reported that they had a wonderful time.

While on the subject of weddings, we have heard from good authority that Pete Tsakonis, who is reputed to be quite a matchmaker, is working hard on one Rudy ("Dusty") Carlson. Pete says he'll spend a hundred dollars just to go to Rudy's wedding, so it won't be long now! George Petrides says he'll spend another hundred just to be best man!

Here's another good one from the Repair Department. Tony Capello and John Spear were riding east on Fullerton Avenue carrying a package which contained an alarm clock they wanted repaired. The car was crowded, and Tony and John were busily gabbing when they heard a loud r-r-r-ring. They shook the package and even sat on it to stop the ringing, but finally had to let it run down. Talk about embarrassing moments!

We extend our heartfelt sympathy to Walter Johnson and Mike Maloney, in the recent death



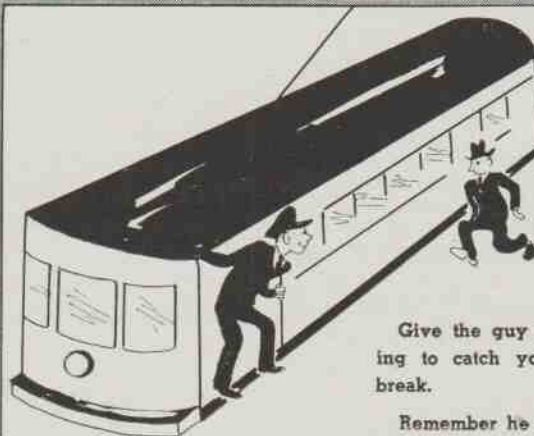
KEEP CHEERFUL

EVEN WHEN THE GOING IS TOUGH



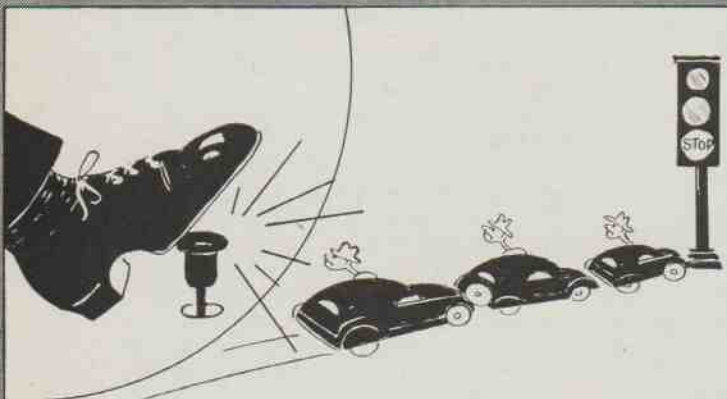
Please
MOVE TO THE FRONT

Even when riders herd up near the entrance of your vehicle and seem to ignore your requests that they move to the opposite end, don't forget that mighty important please.



Give the guy who's galloping to catch your vehicle a break.

Remember he and 2,499,999 other daily riders fork over the fares that pay all our wages.

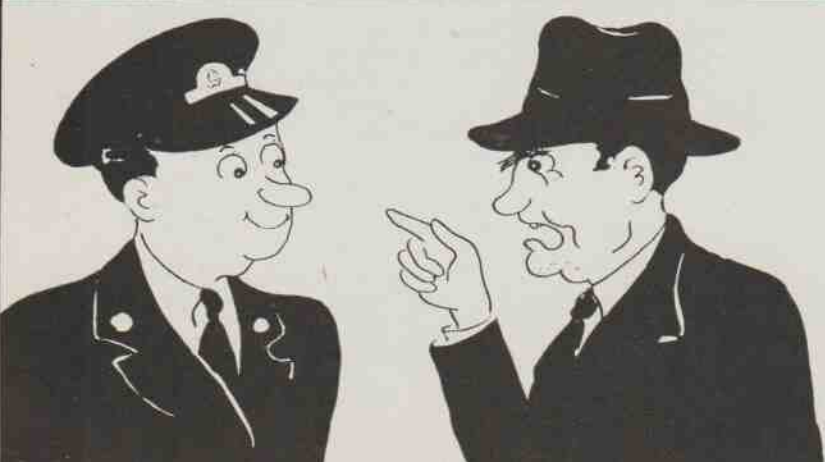


When you're running a little late, then get held up by a string of autos and a stop light, don't frazzle your own and your riders' nerves by pounding out your arches on the gong!



You don't waste time, you save it when you help elderly, blind or crippled riders in boarding and alighting.

Besides earning yourself a pleasant interior glow, you also help make the Surface Lines look like a human outfit.



Sure, you could lay out that argumentative rider and two more like him with one hand behind your back.

But, remember, the only way to really win an argument is to keep courteous and keep smiling and let the other fellow boil himself out.

of their wives, and to Harry Williams, who lost his mother last month.

To the family of Charley Nyquist, who passed away recently, we also extend our deepest sympathy.

George ("Pudgy") Mindak, our bouncing reporter, says:

The reason that Walter Wilke claims to be the champion milker is that he has such a big pull.

Hereafter Conductor Garvey will start issuing muzzles to his passengers.

Ed Nowicki claims that he always takes a bath in long underwear, as the bristles on the bathroom brush tickle his skin.

Ask Red O'Donnell and Carl Hammerlund if they are in the market for a compass.

Augie Meske looks plenty worried these days, what with no students to break in—he is wondering how he'll pay his income tax.

Your credit union is operating to serve you. If you have not already joined, do so at once and start saving for a rainy day. Don't forget that you never know when you may need a loan.—Ed Hutten.

Noble

THIS WAR cannot be won on battlefields alone. One of the most critical campaigns of all must be waged right on the doorstep of every family in America. Use it up. Wear it out. Make it do, or do without. And buy War Bonds regularly and often.

It seems as though the Ashland Avenue line was tied up the other morning at Southport and Clark for a few minutes when our jolly conductor, Frank Novak, got a dime for a fare and dropped it under the dashboard panel. Frank laid on his stomach to retrieve the dime, then found he couldn't get up. A wreck wagon had to be called to get him back on his feet. You can't be doing that very often, Frank!

Blackhawk Stanley is asking all of you fellow members to support his Cicero Mudhen's Sport Club. Stanley guarantees an egg on every plate. Well, Stash, if you can get Ed Larke and Johnny Bushka to sign up, we will donate our signature too.

If all conductors aren't good to J. Gora this next pick, they can just count themselves out of a good wedding and a feast. Seems as though Mr. Gora is going to take the fatal step within a few weeks.

Lawrence Pawlak and Barney Malacke went out to test their luck fishing on their last day off. They returned with the biggest bagfull of nothing you ever saw. You must have gone to the wrong end of the lagoon, boys!

Phillip LiCavoli was tapped on the shoulder the other day by Uncle Sam, and is now out trying on a becoming shade of blue. We all hope you will like it in the navy, Phil!

Ed Stamborski recently has been hanging around the fish shack at the foot of Cortland Street bridge keeping an eye on that nice Chris Craft across on the other side.

You would need a C card to run it, Ed. An

S (siphon) sticker won't do!

Chester Lenz is in the market for your used golf balls, boys. If you have any, kindly get in touch with him. He has donated his clubs and all to a very nice boy in the armed service.

Our Amazon car placer, Al ("Track 9"), Schultz really believes in vitamin pills. After taking the complete alphabet, he proudly boasts a one-sixteenth inch increase in his chest expansion and says he'll soon be able to buy that man-sized pair of overalls he's always dreamed of.

Did you hear the one about Joe ("Rubber-band") Luka? Well recently he was approached by a WAC recruiting officer who insisted he stop masquerading as a man and join the service. Poor, Joe!

The Northwest Side claims another resident in the arrival last month of a boy, born to Mr. and Mrs. Henry Thelin. Pop Thelin says it's the "pop"-ulation he's thinking of.

Lawrence and Mrs. Marino proudly boast of their recently-arrived son, who should soon make a fine trolley-pilot or rear gunner.

Giving the Eddie Cantor's a run, Ben and Mrs. Pearson announce the arrival of their fourth daughter.

Now that Lee Halvorson has added another book to his collection, making a grand total of two, he's thinking of getting a set of book ends.

Saturday seems to be a weekly visiting day for Max Davidson. It's a good habit, Maxie!

Who do you think was recently seen over at Clarabell's Corset Shop? Well, none other than Herman ("Fallen Chest") Kugelberg, being measured up for a new girdle. Why the streamlining, Herman?

There'll be no more oatmeal and hash for Frank Norlock. A new set of uppers are responsible, but we'll bet he still can't sing "Mairzy Doats."

Our deepest sympathy is extended to Nick and Mrs. Grimaldi upon the death of their son in the Southwest Pacific, and to Motorman Michael Lenihan in the recent death of his sister.—Charles Karcal.

North Avenue

ONE OF OUR former trainmen here at North Avenue, Phil Jordan, who enlisted in the Seabees in August, 1942, and served overseas, has seen plenty of action on several Pacific islands.

Phil was wounded in action, given a medical discharge and is now back in civilian life. He has a 17-year-old son who enlisted in the merchant marine to take up where he left off.

Phil went on to say that the boys are doing a darned good job over there, and that we can really help by writing them as often as we can. We take our hats off to you and your son, Phil. You're both a couple of true Americans!

Your scribe went down to our Union Hall April 15 to see the W. C. F. L. frolics—four solid hours of the country's finest entertainment. Board Members Augie Johnson and Ben Mathy were

strutting around, wearing their committee badges and dolled up like a couple of fashion plates.

Our deepest sympathy goes to Motorman Ed Jendrezewski, in the loss of his mother last month.

We're glad to see Motorman Jim O'Mahoney back on the job after recovering from his recent operation.

Conductor Ray Massion's wife presented him with a baby on April 20 and was he a proud papa passing that box of cigars around the trainroom! Thanks, Ray, and congratulations to you and your wife.

Harold ("Double Clutch") King has finally decided to pick on the gas buses on Laramie Avenue. How does that left leg feel, Harold?

We received a number of letters from the boys in the armed forces last month, and you can see them pasted on the servicemen's bulletin board at the rear of the trainroom. For the board, we can thank our pal Bill Echols who has put a lot of time and effort making it possible.

In closing, fellows, remember the Fifth War Loan drive starts this month, and we're going to try to get every man at this depot to join our 10% club and put North Avenue over with a bang.—J. J. Hill.

Sixty-Ninth

A HEARTY WELCOME is extended to Phillip Jordan. We hope he enjoys working with us.

A fond farewell is given to Jerry Esposito, our tonsorial expert, who left us to enter the military forces. Good luck, Jerry, and we hope you give plenty of close shaves wherever you go.

Your scribe is still waiting to hear from all the boys who have any news that may be of interest.

We sympathize with Motorman John Connelly because residents on the south end of Racine Avenue have refused him permission to have his Victory Garden in their neighborhood this year. It seems the rabbits from the prairies thereabouts became so tough after eating his vitamin A, B, C and D lettuce last year that they chased all the dogs out of the neighborhood.

That extra thought before letting an angry retort come out shows dividends in the fact that 69th street moved up in the courtesy campaign from fifth to fourth place. This will show that with just a little more effort we will be where we belong—in first place!

There is quite a bit of controversy over the question of where the name of trolley pilot originates. Some claim it comes from our Racine Avenue line where, it is stated, our motormen do not pass up passengers but fly over them. This is a gross injustice to our reputation. Whenever you are tempted, remember trolley pilots aren't supposed to fly.

Yours till we get more news.—Arthur Lipphardt.



Accident Investigation and Legal

WELCOME IS extended to these new employees: Statementmen John Mahon, Harold Spitz and Daniel Lynch, and Clerk Windsor Robinson.

Clerk Harry Boness had that proud look when he told us about Karen Joy, who joined his family circle on April 15. Congratulations, Harry!

Virginia Pass of the Cashier's Department was married in Our Lady of Grace Church to Lieutenant Adolph Paquet on March 15. Virginia was a lovely bride. The reception was held at the Alma Mater Hall, after which the bride and groom left for McHenry, Illinois. Virginia's friends at "600" presented her a gift of money. Lieutenant Paquet is back at Foster Field, Texas, where he is training to be a fighter pilot. Best of luck to you both!

Clerk Michael Vitale and Statementman Francis Lefebvre have left "600" to join the navy. Good luck, fellows.

Statementman Joseph Mancel left on April 14 to join the army air forces, and is stationed at Buckley Field, Colorado. Let's hear from you, Joe.

The latest news regarding John O'Neill is that he is now a Yeoman 3/c assigned to Personnel Assignments Office at Farragut, Idaho.

Bill Connolly, Jr., home on furlough with his wife and baby, dropped in to see us. You're looking fine, Bill.

Art Phillips was in from Astoria, Oregon, and looks mighty fine with the new AMM 2/c rating he's sporting.

The credit union will hold its annual dinner and dance May 29 at the Como Inn. All reservations must be in by May 19.

Private Richard Kuhlman of the Accident Prevention Department was in last week on furlough while changing from A.S.T.P. in Colorado to Fort Leonard Wood, Missouri. Nice seeing you, Dick!—Audrey.

Accounting

WE EXTEND a sincere welcome and best wishes for success to Nell Wagner, the latest addition to our personnel.

Birthday greetings were extended last month

to Mary McCauley, Danica Govedarica, Claire Koch, Margart Kohs and Ardyth Meintzer.

We are glad to note the return to work of Dorothy Lee Robinett who, during her illness, was remembered with "get well" cards and flowers from her office associates.

Vernon Johnson paid us a visit from West Palm Beach, Florida, during his recent furlough. His appearance and physical fitness leaves no doubt but what army life and Florida sunshine agrees with him.

As a copy of this magazine is being mailed to each of our men and women in military service, the Accounting Department personnel hereby uses this medium to extend thoughts and best wishes to each of 23 individuals represented on our departmental service flag.

Our deepest sympathy is extended to Ruth Reichhardt in the loss of her father on April 18, and to William B. Folta in the loss of his brother, Sergeant Chester A. Folta of the U. S. Army Air Corps who was killed in action in Italy.—Thomas F. Coan.

Car and Bus Repair

ARDMORE: Letters have been received from Orrin Hale, who is now located at Camp Forrest, Tennessee, and from Lieutenant Kirby, who is in New Guinea.

A hearty welcome is extended to Paul Schreene, nightman at Lawrence and also a former service man.

Congratulations to Mr. and Mrs. F. Cahill, proud parents of Raymond Richard.

Our sincere sympathy is extended to F. Morton and family on the death of his father.

Frank Koob has been inducted into the army, and Frank Scheudl into the navy.

ARCHER: We are all glad to see C. Washielis back to work, after a long siege of sickness.

We hope to see R. Jones back to work soon.

Our deepest sympathy to Frank Bugaris in the loss of his father.

We welcome the new men to our department, and hope you will enjoy working with us.

ARMITAGE: Frank Frey received a unique V-

Mail birthday greeting from his son LeRoy Frey who is now in the Southwest Pacific and has seen action at Tarawa and the Carolines.

69TH STREET: Our sincere sympathy is extended John McFall and family in the loss of their wife and mother. Mrs. McFall died valiantly trying to save her foster son who was trapped by fire in the upper part of their home.

F. Schroeder, one of our popular old timers, has joined the ranks of the pensioners. We wish him good luck and many years of good health.

We have had word from Jack Justice, one of our members in the army, that he has left Australia and is now on another island somewhere in the Pacific.

Dick Ryan, another member of the armed forces, writes to say that he has been transferred from Georgia to Long Island, New York.

77TH STREET: Karl Friedstick, repairman employed since November 1, 1918, took his pension on April 1. Good luck, Karl.

P. J. Sullivan, recently promoted to a repairman, became the proud daddy of a five pound, nine ounce baby girl on April 4. Best wishes to you and yours on the new arrival, and good luck on your new job. It sure came at the right time.

Good luck to Lee Johnson, ace photographer and claim clerk, who was recently promoted to repairman.

Newcomers are M. J. Keane, A. Duffy and R. Carroll. You are mighty welcome here, boys, and we hope you spend many pleasant years with us.

Seaman Albert Suma, whose knee is giving him considerable trouble, is convalescing at Great Lakes Hospital. We wish you a lot of luck, Al, and hope you get well soon.

John Kasmauskas, bus repairman, was stricken with appendicitis on April 18, and was rushed to the Wesley Memorial Hospital for an emergency operation. We wish you a speedy recovery, John, and hope you will be back with us soon!

Jimmie Hopkins, our erstwhile day assistant foreman, went for his pre-induction examination the other day. He was found physically fit, but they also found that he was a hard man to feed when he went around for a second helping.

William Fitzpatrick, former bus garage clerk, was promoted to bus repairman. We hope you like your new job, Bill!

Electrical

GILBERT ANDREWS of the Downtown Office reports he and Mrs. Andrews celebrated their 25th wedding anniversary on April 21. Congratulations and best wishes for many more anniversaries.

Herbert Peterson and Adolph Kutz were two recent visitors from the armed forces. We're glad to see you whenever you are in Chicago, boys!

Ernest Anderson, Grand and Leavitt, and Mrs. Anderson are proud parents of the daughter and son who were the recent winners on the Sachs Amateur radio program. Congratulations.—Billy.

Engineering

TRACK: A hearty welcome is extended to Christine Imburgie, who has joined our stenographic force.

Staff Sergeant Ray Ruzich paid us a visit during his recent furlough. Judging from his appearance, army life is very agreeable.

Our sympathy is extended to the family of Jeremiah Cotter, who passed away recently.

UTILITY: The first catch of the season was reported by August Janusch, who caught 33 fish and promises to invite the boys to his next fish fry.

Sarge Johnny Gusich visited with the boys at Halsted Yard while on his recent furlough.

We received a letter from Dan Boal, who is somewhere in the Southwest Pacific. Glad to hear from you, Dan!

Our sympathy is extended to the family of William McGinn, who died April 19, after a siege of illness.

General Office

EMPLOYMENT OFFICE: Congratulations to Mr. Beaman who celebrated his birthday on March 29 and to Mr. Heath whose birthday was April 20. May you have many more.

A speedy recovery is our wish for James Bartlett who has been ill for some time. Hurry up, Jim, we miss you!

To the Bowlers' Gutter Club: You should know by this time that you cannot make strikes in the gutters. Why not try the center of the alley for a change?

We wish to welcome Erladine Schultz into the Employment Department. Hope you like working with us.

GENERAL OFFICE: Sympathy is extended to Lumina Shay, Purchasing, in the death of her grandfather.

Best wishes for happy birthdays were extended last month to May Longuay, Alberta Freund and Mary Ranahan, Purchasing, and Helen Kasmauskas and Eileen Coan, Insurance.

A dinner was held in the Blackthorn Room of Younker's Restaurant on May 4 to honor Mary Wiley on her recent marriage. Her wedding gift from all the girls was a beautiful cocktail table.—Ida Fischbach and Eileen Gualano.

Schedule and Traffic

CLARK JOHNSON has the first place on our vacation news this year. Clark is trying to make us jealous by telling stories about the wonderful Southern cooking he enjoyed for a week in Kentucky.

We welcome two stenographers to this department—Gertrude Figge, who is well known up Clark and Division way, where she worked in the Engineering Department, and Patricia

Opper, who is rapidly becoming acquainted around the Downtown Office.

Art Stahl, one of our group for several years, has transferred to the Transportation Department as traffic engineer. We hope you like your new position, Art!

Lester Larson has resigned to take a position in accounting work. Good luck in the new venture, Lester!

The way we hear it any problems you have with your Victory Gardening can be solved by some of the farmer(?) members of the Schedule Department.—L. C. Dutton.

New Type Dress

A BIT LATE for the Easter parade, but all dolled up in new finery this month is **SURFACE SERVICE MAGAZINE**.

For those who like things specific, our new headline type is **Futura Bold**, the new body type **Granjon** and the new caption type **Memphis Bold**.

STAY SAFE OFF-THE-JOB, TOO



South Shops

OUR REGULAR correspondent, Elsie S. Frank, has resigned to take residence in El Paso, Texas, where her husband Corporal Ernest Frank is stationed.

We extend our sincere condolences to the family of Private Stanley Malochleb, Machine Shop, the first war casualty from the South Shops, killed in action on the Italian War Front.

Many happy years of wedded bliss to Mabel Jaycox, Printing, who resigned to become a Wisconsin bride.

While hanging wallpaper in his home, Frank Mollath, Machine Shop, became wrapped up in his work. Now Frank is seeking advice on how to hang wallpaper.

Old Doc Stork visited the homes of W. Broadfield, Machine Shop, John McGuire, Car Wiring, and Roy Ellerbeck, Motor Repair. A baby girl was left at each home. Congratulations!

Pete Doot, Truck Shop, while bowling in a league contest, told his teammates that each one would receive a package of cigarettes if they bowled over the score of 428. To his amazement, the team did bowl over the required score and they smoked free cigarettes.

Jake Vos, Machine Shop, retired to live on a farm. Many happy days on that dream farm in the State of Michigan is the wish of his fellow workers.

Stanley Marshall, Millwright Department, would like to demonstrate his ability as a tap dancer on the Morris B. Sachs Amateur Hour, but lacks the courage to appear before an audience.—Frank E. DeWitt.

West Shops

WE WERE PLEASED at visits from several of our boys in service last month.

Sergeant Edwin Hess visited us twice during his furlough from Texas, and proved to us that the army is treating him fine. Ed looked grand, and tells us that the army life is much better now that his wife is down there with him. He is stationed in Brownwood, Texas, in the Signal Corps, having been moved there just recently from the West Coast.

Corporal Harold Rowbottom spent a little time around the office, visiting his friends and co-workers, having obtained a few days leave from Camp Livingstone, Louisiana. The visits of these boys are greatly appreciated and looked forward to, and show us that although their duties call them far from their homes they don't forget their old associates.

A card from Staff Sergeant Walter A. Hager tells us he has been moved from Fort Worden, Washington, to Camp Berkeley, Texas, and we are looking forward to some further word from "Watts."

Words of thanks for the Christmas Gift from the Surface Lines to the boys in service are still coming in from the lads overseas, telling us how very much this kind of remembrance was appreciated.—Mildred Habeger.

We Still Need Men

THE MANPOWER shortage continues critical.

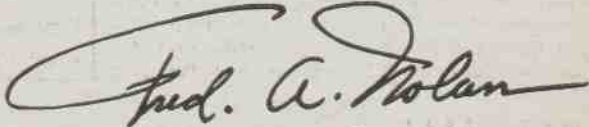
DUE TO selective service demands and other causes, the number of men leaving our service creates a shortage which we are bending every effort to overcome.

TO SIMPLIFY and make more convenient the process of applying for a job with the Surface Lines, arrangements have been made to take applications at all car stations. Division Superintendents are authorized to hire new employes and send them directly to 1165 North Clark Street for medical examination.

APPEALS HAVE been made on several occasions to present employes to do their utmost to send in likely applicants. The response to these appeals has been good and has proved helpful in hiring new employes.

THE QUALITY of applicants who come in with recommendations from present employes is higher than the general run of those seeking employment with us.

ALL EMPLOYES are again urged, therefore, to be constantly on the alert looking for new fellow workers and to send them to 1165 North Clark or to any car station to file applications.


Fred. A. Nolan
General Manager