

**SURFACE
MAGAZINE
SERVICE**

**CHICAGO IN JUNE
1944**

NO WEEDS *Now* AT PRAIRIE JUNCTION

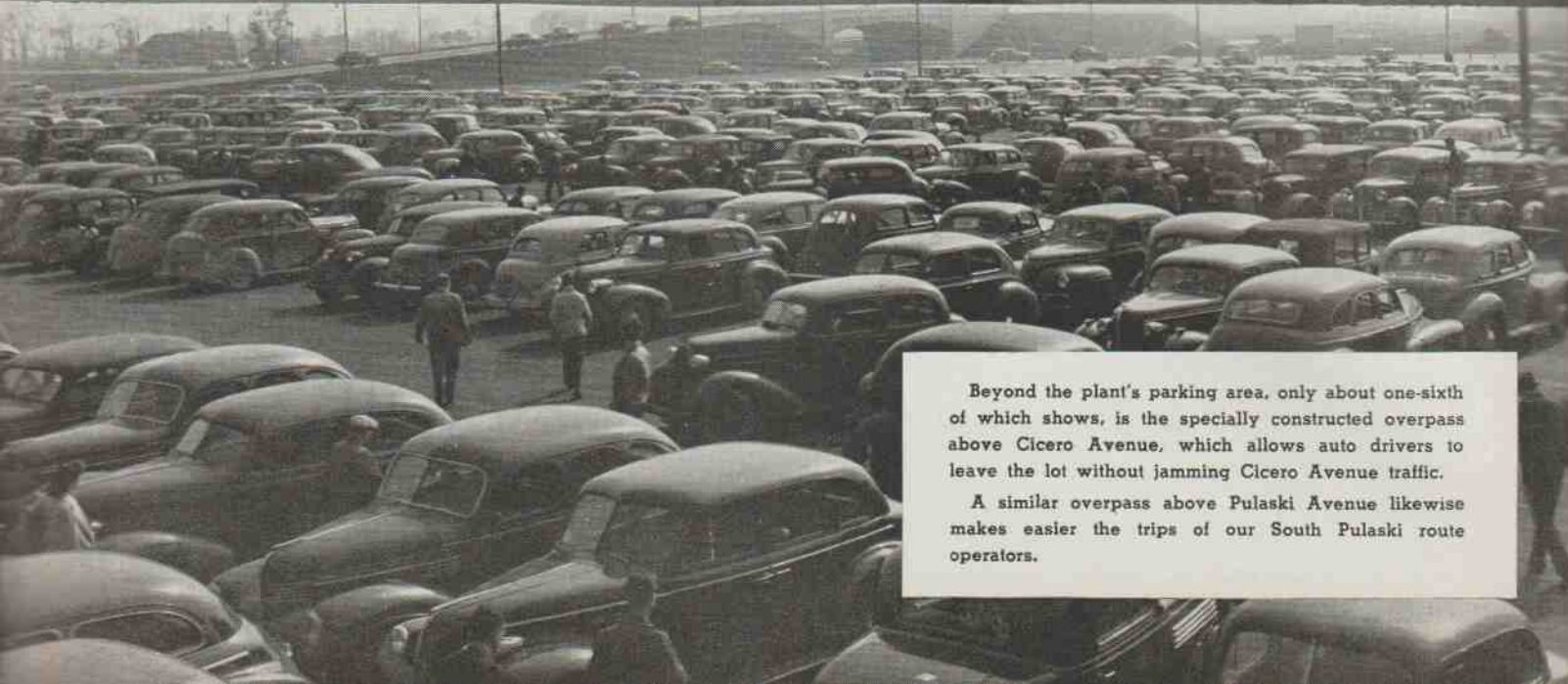


Waiting with their operators for H-hour at the Dodge-Chicago Plant are five of the 45 buses which provide round-the-clock service for more than 35% of the vital plant's 20,000 workers.



First trickle of plant workers begin to line up for the South Cicero route buses which carry them off toward home.

About 7,000 of the plant's 20,000 workers use our buses for their homeward trips.



Beyond the plant's parking area, only about one-sixth of which shows, is the specially constructed overpass above Cicero Avenue, which allows auto drivers to leave the lot without jamming Cicero Avenue traffic.

A similar overpass above Pulaski Avenue likewise makes easier the trips of our South Pulaski route operators.

A GIGANTIC WEED patch before the war, but now the site of the humming Dodge-Chicago Plant, there are no weeds now at Prairie Junction.

Located on the South Side, the plant, which employs about 20,000 workers to turn out airplane engines, gives us one of our knottiest war-time jobs.

In our special round-the-clock service, Surface Lines employes make a real contribution to the war effort by carrying nearly 40% of the plant's employes to work and delivering about 35% of them home again.

Photos on these pages, all approved by the Army Air Forces, illustrate how 45 of our buses, operating over the South Cicero, South Pulaski and 79th Street routes, accomplish this vital task.



As a tire-saver, 16 of the 45 buses which provide round-the-clock service to the plant are stored here between morning and evening rush hours.

At night, buses are stored at 77th Street, Archer and Lawndale, the three stations out of which vehicles to the plant operate.



More workers line up to board—this group for our 79th Street buses.

Our engineers cooperated with employes and officials of the plant to bring orderliness and speed to the large-scale boarding.

Below: This 200-foot roadway on 76th Street, reaching from Cicero to Pulaski, was built for the sole use of our buses.

Naturally it greatly speeds the trips to and from the plant of our 79th Street vehicles.



Secretary Morgenthau Asks Our Support of 5th War Loan

TELEGRAPHING Surface Lines employees from Washington last month, Secretary of the Treasury Henry A. Morgenthau asked for our "full cooperation in the Fifth War Loan Drive," which is already under way.

Walter A. Shaw, chairman of the Joint Board of Management and Operation, to whom the telegram was addressed, immediately replied with the promise that we will do our best.

Another new development on our war bond front is that all war bonds purchased through the Surface Lines will now be accompanied by one of the four-page booklets, the front cover of which is reproduced on this page, when they are delivered to their owners.

Text of the two-color, illustrated booklets assures the overseas servicemen to whom they may be sent that the sender is doing his or her best to back them up on the home front.

"I hope," said Mr. Shaw, "that these booklets will stimulate the purchase of additional war bonds by Surface Lines employees during the Fifth War Loan, and also long after that drive has ended.

"There is no better investment, and these bonds are a fine nest egg against a rainy day."

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

1. Figure 10% of your pay, 2. get a new payroll authorization; 3. fill it out, and 4. return with your present authorization.

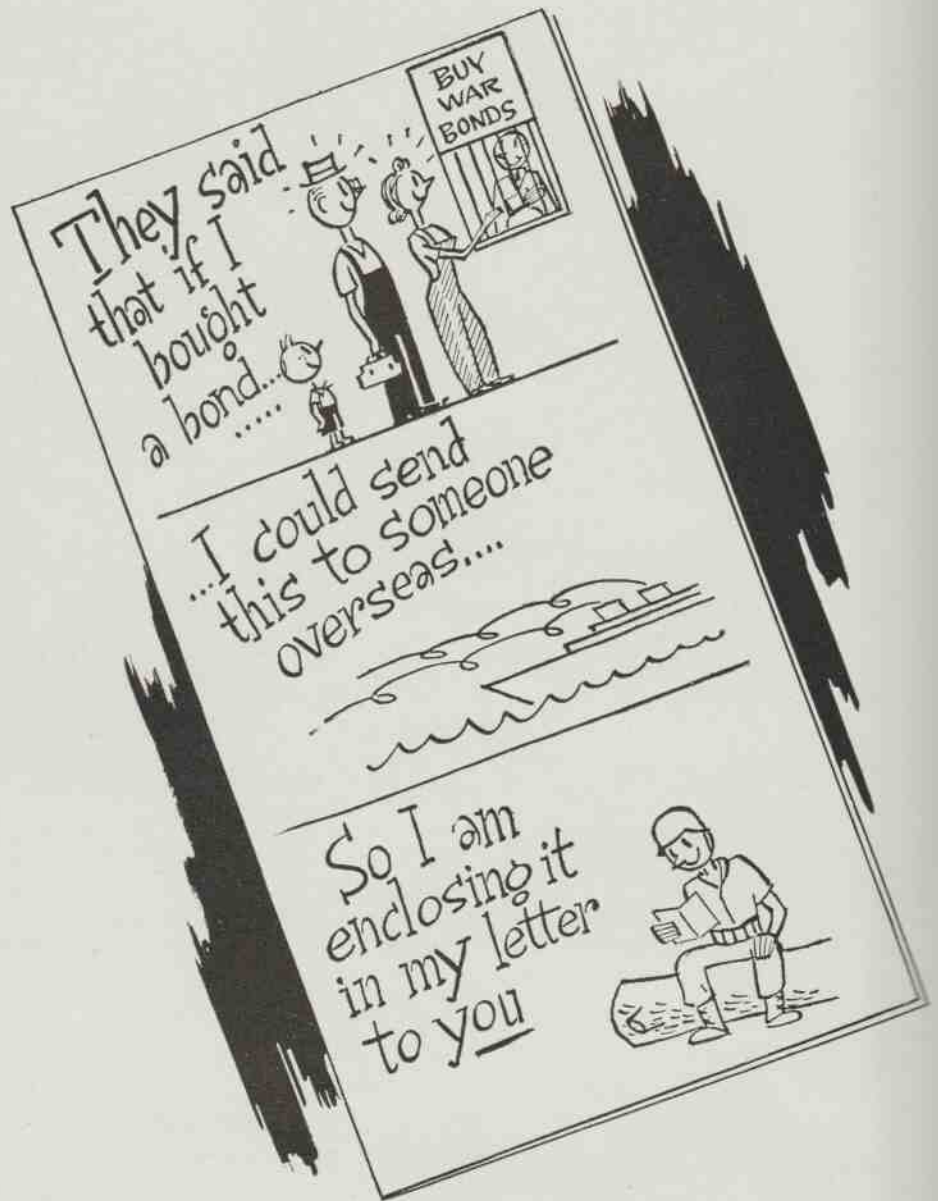
Ranked below by the percentage of their number who are investing 10% or more of their wages in war bonds through our payroll savings plan.

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

- | | |
|------------------|----------------|
| 1. Lawrence | 14. Electrical |
| 2. Archer | 15. Lincoln |
| 3. Cottage Grove | 16. Division |

- | | |
|-----------------|----------------|
| 4. North Avenue | 17. Car Houses |
| 5. Limits | 18. Devon |

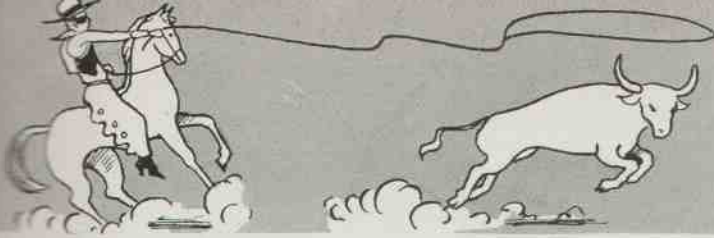
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|--------------------|-------------------------|
| 6. Kedzie | 19. Utility |
| 7. Burnside | 20. Building |
| 8. Blue Island (1) | 21. 69th Street |
| 9. Noble | 22. South Shops |
| 10. 7th Street | 23. Elston |
| 11. Armitage (2) | 24. Material & Supplies |
| 12. Lawndale | 25. Track |
| 13. West Shops | |



BOOKLET FOR SERVICEMEN ACCOMPANIES WAR BONDS

Here is the front cover of the illustrated two-color booklet which will now be distributed with all war bonds purchased through the Surface Lines.

Obtained from the Treasury Department in Washington by Chairman Walter A. Shaw, Joint Board of Management and Operation, the catchily phrased booklets are designed to let overseas servicemen know how bond-buyers on the home front are doing their best to back them up.



**Bring 'em in!
BUT DON'T BRUISE
THE MEAT!**

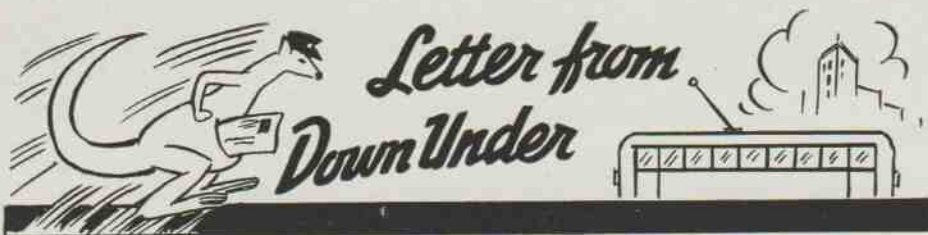
IMPORTANT TODAY during our hunt for trolley pilots is the old cattle-rustlers' maxim which serves this page as a headline.

Great as is our need for more pilots and rear gunners, recruits which have been rustled too roughly may cave in before signing application forms.

While these masked Armitage trainmen kiddingly play recruit-rustlers, every employe should realize his constant help is needed to lick our serious manpower problem.

**Be a
TROLLEY
PILOT**
IT'S VITAL WAR WORK
AND A GOOD JOB ANY TIME
APPLY WITHIN
AMONG THE MANY ADVANTAGES
OF WORKING FOR THE SURFACE LINES
ARE A JOB IN YOUR OWN NEIGHBORHOOD,
STEADY WORK, GOOD PAY, VACATIONS,
AND FREE INSURANCE, HOSPITALIZATION
AND TRANSPORTATION





Letter from Down Under

are no doors which they must keep opening and shutting.

"Lest I forget, I noticed my brother referred to in SURFACE SERVICE as 'Handsome Henry.'

"Who the heck pinned that monicker on him?"

"In closing, the next time I sit down to a nice, big, juicy steak, I'll be thinking of all of you!"

IT'S REALLY swell to be able to walk into a restaurant and order any food you like—especially after living on canned stuff for a long period."

So wrote Private Stan Rigenstrup, former North Avenue conductor, from Australia. Veteran of 17 months in the South Pacific, Stan, whose brother, "Handsome Henry," also is a North Avenue trainman, was recently awarded the Silver Star for his gallantry in rescuing three wounded comrades on Munda. A picture of him, taken on Munda, appeared in the February SURFACE SERVICE.

"Street Cars a Sight for Sore Eyes

"The street car and bus system here," he went on, "doesn't seem as smooth as ours. But when you haven't seen cars or buses for such a long while, they're a sight for sore eyes!

"The women conductors on the cars have quite a job. Instead of standing on the rear platform to collect fares, they keep walking around to do it. You see, you can board either front or back ends of the cars. (Maybe I should see if I can't change that!)

"Upon paying your fare, you get a ticket worth three pence—about four cents in American money. Everything works alright, but they don't seem to do things the simplest way. It troubled me at first to wait for cars on the wrong side of the street, but you soon get used to left-hand driving.

Conductorettes Don't Use Changers

"Women conductors, by the way, don't use changers. They have a leather bag, with separate compartments, slung over their shoulder. And they do alright with it. Of course, it's slower than a changer; but they don't have the crowds that we do.

"Motormen here have rear-view mirrors,

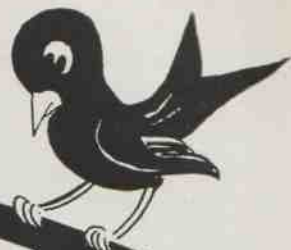
and don't need to wait for the bell. There isn't much at all for them to do, for there



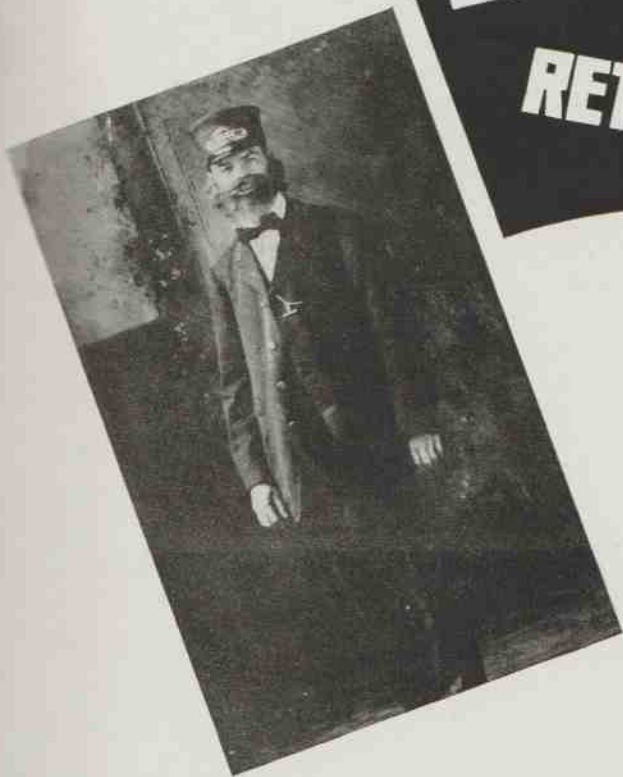
LOOKS LIKE A
GOOD PLACE TO
BUILD A NEST.



NAW!
IT AIN'T THE
REAL THING!



SAME CASEY! (WITH NEW BEARD) RETURNS AFTER 35 YEARS!

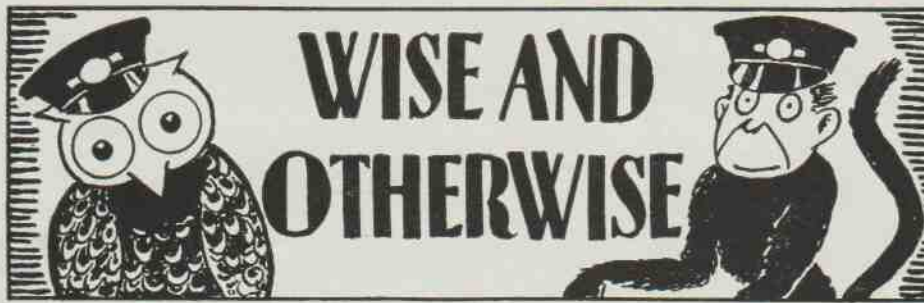


BACK PULLING the bell cord after an absence of 35 years is Conductor Harry Williams, Lincoln, whose two "beard studies" on this page were taken nearly 40 years apart.

Patriotically returning to help out for the duration, Harry originally became a Casey in 1904 and worked for us five years before leaving.

Helping Harry hold up the chin foliage which whitened considerably during his 35-year absence is Janitor Emil Van-Durme.





Surface Service MAGAZINE

A Publication by and for Surface
Lines Employees

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83 CHICAGO 90 10-

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WILLIAM H. BROMAGE Editor

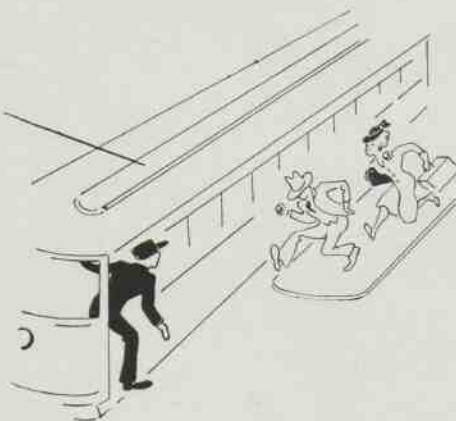
DON R. COWELL Associate Editor

GATHER 'ROUND us all you
Caseys
From the various divisions
Of the North and South and West Side,
From Devon, Blue Island, Limits,
Archer, Lincoln, North and Burnside,
77th, Elston, Lawndale,

Irritate our patrons greatly.
Equalize your operation!
You will find a great improvement!
When you start your car, feed smoothly,
Point by point in quick succession
Leaps and jerks accomplish nothing,
Give 'em smooth acceleration!

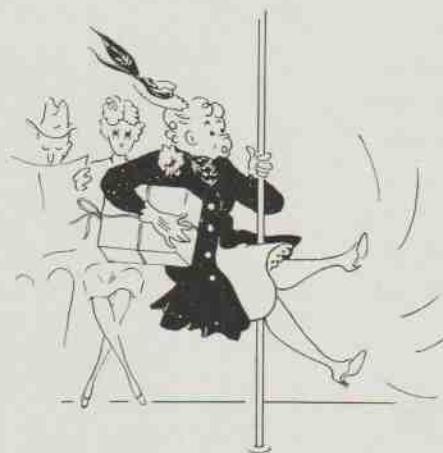
LIKEWISE MAKE your stops as
smoothly

As you can You'll find it helpful
In maintaining faster schedules
If you do not bounce your patrons
With your starting and your stopping
You will find they move more quickly
Toward the exit when alighting
But with slam-bang operation
They must try to keep their balance
They don't dare start moving forward



69th and 38th Streets,
And from Kedzie and from Noble.
Let us give consideration
To this transportation business;
Let us see what simple measures
Will improve our daily service.
First, we'd like to speak of spacing
And of smooth, safe operation,
Regularity in schedules,
And some other kindred subjects.

IN REGARD to proper spacing
Equalize the time allotted
In between the different time points.
Then you'll never have to drag when
You approach a supervisor.
All this dragging and this stalling



'Till the car is at a standstill

NOW A WORD to the conductors.
Looking out is most important,
So that patrons from the outside

May succeed in getting inside.
Don't forget to look alongside,
It will put you on the safe side.
When you give the bell, be certain
No one's in the act of boarding.
When your car is flipped in motion
It's a risky proposition!

CALL YOUR streets distinctly, clearly.
Loudly call boulevards and cross lines
And the other streets between them.
Sing right out the points of interest,
It's most helpful to our riders
If they know just where they're at
They'll be prepared to leave more quickly.
Thus it helps maintain the schedule
And improves our operation.

MANY PAGES could be written
On these most important subjects
But you're saved from further preaching
By our column's limitations.
Think a bit! You'll find a dozen
Other points we ought to mention.
But right now we have to leave you
Thank you for your kind attention.

—Frank Speaker.

"A Rousing Cheer for Your Kind Employe!"

SO IMPRESSED with the "all-out help-ness" of Conductor Len Goduto, Armitage, were 18 women war workers, one of them blind, of the Chicago Transformer Company, that they wrote the words which serve this page as a headline.

Continuing the letter, which all 18 signed, they wrote: "We wish to give him a vote of grateful thanks for his exceptional courtesy. His consideration deserves more praise than we can say."

Writes They Make Riding a Pleasure

"They have always been pleasant and helpful toward me and all their other riders. Such men make it a pleasure to ride the Surface Lines." So wrote Mrs. Frieda Dornblaser, 4111 Fletcher Street, in lauding Conductors Ed Osterman and John Urban, Limits, and Alex McLeod, Armitage.

Because Conductor Frank Martin, Kedzie, remained pleasant and patient while caring for a large crowd, a drunk, a sleeping rider and several inquiries for directions, Mrs. C. D. Collins, 244 East Pearson Street, wrote: "He deserves recognition for his efficiency and gentlemanliness".

Regains Photos of Soldier Sons

"When my mother lost her purse, which contained photos of two sons who are serving overseas, on one of your cars, she was heartbroken. Her joy in having the purse and photos returned was beyond description. You have our prayers and good wishes." So wrote Miss Gertrude Miller, 4923 North Whipple Street, in thanking Motorman Henry Carlson, 77th Street, for finding and turning over to our Lost and Found her mother's purse.

Honesty of Other Trainmen Praised

Other trainmen who prompted letters of praise last month for turning in valuables which riders had left on their cars were: Conductors Tracy Norton, Cottage Grove; Motorman Joe Johnson, Division; Con-

ductor H. Elke, Kedzie; Conductor Mike Joyce, Lincoln; and Conductors Mel Stoldt and Joe Koczowski, 69th Street.

"My entire family and all my friends feel as grateful as I for his helpfulness in assisting me in getting on and off his car." So wrote Mrs. Jean J. Keefer, 924 Leland

Avenue, in lauding Conductor John O'Malley, Devon.

Praises Help to Infirm Riders

Because they also took time to help blind, crippled or elderly riders in boarding and alighting from their cars, these trainmen prompted letters of praise last month: Motorman Roland Rentz, Archer; Conductor Leo Naughton, Armitage; Conductor Dick Philbin, Lincoln; and Conductors Lou Blair and Jim Cunningham, 69th Street.

Advice for Boobs

"ONLY BOOBS buy bonds!"

That's what Goebbels' short-wave radio has been beaming at the United States since the war began.

He doesn't want you to buy bonds.

He knows that every dollar you put into bonds is a fighting dollar—a dollar behind the men who fight with more than dollars.

Wanted—more boobs.

More boobs to buy guns and planes and jeeps and tanks.

Boobs to buy the bombs which today are raining down on Germany.

Boobs pay our way to victory.

Come on, be a boob. Be Goebbels' kind of a boob.

Buy more bonds.

Courtesy Writers' War Board

Two More of C. S. L. Servicemen Lose Lives in War

NEWs THAT TWO more of the nearly 1,800 Surface Lines men in the fighting forces have lost their lives in our country's war was received last month.

The dead, who bring to four our number of gold-star servicemen, are Private Stanley J. Malochleb, 28, machine shop specialist at South Shops, and Lieutenant Victor G. Walling, 36, division superintendent, Western Division, Track Department.

Dead Are European and Pacific Vets

Private Malochleb, an employe since 1939 and a soldier since 1942, was killed in action near Anzio on the Italian Front.



Pvt. Stanley Malochleb

Lt. Victor Walling

Lieutenant Walling, a division superintendent in our Track Department since 1936 and a Seabee officer since 1942, died of heart strain, following an attack of malaria, which he contracted in the Southwest Pacific.

Both men were front-line veterans. Member of an anti-tank unit, Private Malochleb took part in the African, Sicilian and Italian landings. As a construction officer with the Seabees, Lieutenant Walling served more than a year in our island-by-island drive against the Japanese in the Southwest Pacific before being hospitalized with ma-

laria and sent to a base in Australia to recuperate.

Lt. Walling Dies During Trip Home

Ironic twists in the deaths of both were that Private Malochleb's father died during the North African campaign, and that Lieutenant Walling was returning home

41 Servicemen Still Are Minus Their Christmas Checks

IT WILL BE worth \$10 to each of the 41 Surface Lines servicemen whose names are listed below if readers who know their military addresses will forward the information to our Cashier's Office.

These 41 men whose names were among the 73 listed in the April SURFACE SERVICE as not having received the \$10 money orders mailed all our servicemen at Christmas still are without their ten-spots because their present military addresses are not known.

If you know the military address for one of the boys, he will thank you for jotting it down on a slip of paper and mailing it to P. W. Sears, Cashier's Office, Downtown.

Names of the men who are still awaiting their Christmas money orders are arranged first by departments and divisions, then alphabetically:

Accounting: Arthur Stewart.

Archer: A. M. Buerger and F. J. Olsen.

Blue Island: C. A. Murray.

Car and Bus Repair: W. H. Hacker and T. F. Santarelli.

Cottage Grove: Ludwig Danzinger, T. W. Dickson, C. R. Herndon and W. G. Mattes.

Devon: E. V. Bennett, G. J. Bergthal, K. O. Bishop, J. E. Carlson, W. P. Kelly, V. J. LaSalle, B. Osborne, N. B. Prestine, D. T. Seidel, G. D. Stanley and Joseph Wallace.

by ship from Australia, where he had apparently recovered from his malaria, and was only a few days off the Pacific Coast when his death occurred.

Surviving Private Malochleb are his mother and sister. Lieutenant Walling leaves a wife, mother, father and brother.

The two Surface Lines men who previously lost their lives in this war were Private Henry Zahumensky, car shifter at West Shops, who was killed in action at Attu; and Seaman Lawrence Prendergast, a survivor of the sinking of the original aircraft carrier *Lexington* early in the war, who died some time later in the States, following an illness.

Electrical: R. J. Engles.

Kedzie: P. A. Boettin, John E. McGrath, James J. McNalis and W. F. Weber, Jr.

Limits: Donald J. Wise.

Noble: R. H. Estes.

North Avenue: M. R. Carmen, V. I. Fick, J. Kolnik, J. J. McMahon, Coleman A. Peterson and C. M. Ray.

69th Street: R. E. Boyle, J. J. Brennan, T. J. Fitzgerald, G. E. Melander, M. Motenka and P. J. Thomas.

Track: M. Cherman and L. R. Miller.

Three Bells in Honolulu Mean There's a Cop Following

WHEN INSTRUCTOR Glenn Peyton, 77th Street, now a seaman second class in Hawaii, climbed on a Honolulu bus recently, he introduced himself to the native conductor as a Surface Lines man and asked how their bell signals worked.

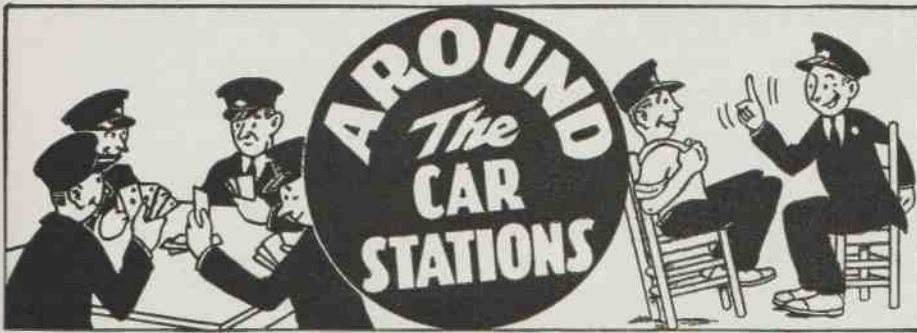
"That's easy," the conductor told him.

"One bell means go ahead.

"Two bells means stop.

"Three bells means slow down, there's a cop following us!"

Further conversation, Glenn reported in his recent letter, brought out that since the Honolulu Rapid Transit's buses have no governors, the three-bell signal is frequently used.



Armitage

ONCE UPON a time there were two Irishmen. Now there are millions of them. Speaking of Irishmen, have you ever noticed that perpetual smile on the face of Mike Gibbons? How do you do it, Mike? There are many we know who could use a little of your formula.

Interesting letters have been received recently from Ray Fisher, Roy Shafer, George Thompson, Hal Lovell, Tom Henneberry and Wilbert "Slats" Miller.

A later card from Henneberry bears a San Francisco A. P. O., so we can reasonably suppose that Tom is now somewhere in the Pacific. Look out, General MacArthur!

Letters from Hal Lovell and Slats Miller state that they are now in England. We all hope they are able to reach George Thompson and Howard Paetzke. Howard has been in the vicinity of London for nearly two years, and George has been just as close for over eight months. Yet neither knows where the other is located. They correspond frequently and have made plans several times to meet in London, but it seems they have never been able to get the same days off and have never, as yet, been able to meet.

Ernie Guedel is training for communications work in the army air corps, and says he likes it very much.

For many years there has been a saying making the rounds that an army moves on its stomach. Then someone invented the jeep. How about it, Bart?

Eddie Smith, our phenomenal checker player, was recently awarded a medal by some of the boys. Smitty refuses to tell us what the "B. S." on the medal stands for, but we believe it's for Big Shot. Smitty is so proud of it that he has mounted it in one of the timetable frames, where all can feast their eyes upon it. Congratulations, Smitty!

Now that each barn has been made a Recruiting Station, how about bringing in that new prospect? War or no war, there are going to be some mighty good baseball games and some mighty good fishing days this year. But we will not be able to enjoy many of them if we don't get some new trolley pilots and some new rear gunners. We need MEN, MORE MEN, and STILL MORE MEN, and that's no idle gossip!

Les Maringer, Stanley Dabe, Charley Dedich and Ernie Guedel had furloughs recently, and all dropped in to say hello. They all seemed in the pink and rarin' to go.

Les Maringer has been stationed in St. Thomas

Island in the Virgin Islands for more than a year. Natives there are a trifle dark, he reports, but very friendly. He also says that he is expecting his next assignment to be Africa. He will probably learn why they call that the Dark Continent. Herr Hitler learned some time ago.

Motorman Christ Peterson, our official ornithologist, has been visiting the forest preserves for some time now, cleaning, painting and decorating his various properties located in that great summer playground. Said properties are bird houses. Peterson says all apartments are filled to capacity, and none are for rent. However, he still has several buildings for sale, some having as high as forty apartments in them. If you have any homeless birds in your neighborhood, see Peterson.

If you are looking for some one to do your house cleaning, see Motorman Walter Grapentine. We have been reliably informed that he is an expert inside man.

This department has also been informed that Supervisor Emil Gagler is all set to teach farming, in all its various phases, to all who wish to attend his classes. Emil, it will be remembered, has a miniature farm, northwest of the city, where he is raising everything except fish.

If any of your fellows have any action photos of any of our servicemen, please lend them to your scribe. They are needed for a special servicemen's issue of SURFACE SERVICE, which is to

Front Cover

THE BAS-RELIEF photo, "Chicago In June," was taken as one of our street cars crossed the Riverdale Bridge at 135th Street and Indiana Avenue.

For those to whom a bas-relief photo is a mystery, the sculptored effect is achieved by superimposing a positive on a negative film before making a print.

Use of this photo was approved by the United States Coast Guard.

appear in August. Photos will be returned safely.

You men who have never seen Conductor Mac-Millan in action don't know what you have been missing. Bruno Mix had better look to his laurels, for when Mac steps onto a dance floor, everything else stops. With no more urging than a "wee doch and doris," he will break out with songs that would make Sir Harry Lauder bury his head in the bonny heather.

On May 14, Mother's Day, Motorman DiGaudio was busily chasing Fords and various other vehicles up and down Milwaukee Avenue in his little red street car. Then it happened. Friend wife called the barn to leave a message for him, and was told by Relief Clerk Frank Fournier that DiGaudio was not working. Brothers, you should have heard the fireworks. Frank is now looking for a bullet-proof vest.

Speaking of fireworks, before the next issue of SURFACE SERVICE we will have celebrated the greatest of all holidays, Independence Day, and—

Boys, none should be prouder,

Of this great day than you,

But don't brag with blasting powder,

You may be sorry if you do.—Ted Shumon.

Burnside

JUNE, THE month of roses. Summer has at long last put on her full display of leaves, gorgeous blossoms and promise of the harvest to come. Speaking of flowers, we may hand ourselves a bouquet on the manner in which Burnside has carried on and kept things moving in spite of the shortage of manpower and equipment and the abundance of general war-time difficulties.

As to manpower, we are still short of good trolley pilots. They are getting scarcer than proverbial hens' teeth! Surely among the friends of our big family there are somewhere men who would appreciate a job with the excellent working conditions, good pay, vacations and security of future that the Surface Lines offers to its employes.

Suppose we all look around and send these friends of ours in for interviews. It will help to keep 'em rolling!

The Sachs Amateur Hour has been asking us for talent to put on a radio show. We nominate for an audition Motorman Peter Hoendervoogt, as a blues singer. He can sing the blues longer and louder than any man at Burnside.

At the present writing our sick are all showing improvement. Those who have been in hospitals are up and around and expecting to be back on the job soon.

Motorman Bill Sauer joined the ranks of the gentlemen of leisure by retiring May 1. Congratulations, Bill. You really have earned your rest!

Operator C. H. Dennis recently received a "Greetings from the President" letter, returnable June 5. Denny is an old hand at soldiering, having been in this man's army when the war started. We are sure he will make a name for himself, and be a credit to whatever outfit is fortunate enough to get him.—Furgie.

Devon

DEVON BOYS did it again by winning the bowling team series, thanks to the wonderful bowling of Frank Laske, Ben Dahl, Art Moe, Paul Cratzke, Harvie Pratt and Frank Hess. With the winning of next season's bowling tourney (we hope!), Devon will keep the prize cup that we see at the depot.

Letters were received from Pete Kennedy and Edwin H. Plath who are in the armed forces. They wish to hear from the boys at Devon. See your scribe for any addresses.

Motorman Dan Becker, who is in the Illinois Reserve Militia, was called upon to serve in the downtown flood area early in May. There was water everywhere, he reports, but not a drop to drink. Back on the job now, he claims it is like a vacation to be working again.

The progeny program of Conductor Frank Ferret met with conspicuous success at Martha Washington Hospital, when their son was turned over to them weighing six and one-half pounds.

The newly-painted signs we see on different depots signifies there is an Employment Office in each depot. Don't hesitate to bring in a friend or relative who you believe would make a good trolley pilot.

Not mentioning any names, what motorman dropped his contact the other day and what conductor spent 20 minutes looking for it?—Edward J. Lukes.

Division

OUR CONTRIBUTION BOX didn't yield many news items this month. Could it be the hot weather, boys?

Motorman Al Drost, the Mrs. and their big son, very nice looking in his uniform, attended the premier opening of Riverview. Al says he'll never look another grapefruit in the face.

For Mother's Day, Motorman Stanley Behnke gave his wife a shiny concrete garbage box!

Did you see the five hand-carved figures Motorman Andy Dean had last month?

What Conductor Fred Gunderson would like to know is "Who is Yogi!"

We hear Conductor Eddy Dowling was rewarded with a war bond for turning in some cash he found in his car.

Second Lieutenant Ray Reese, step-son of Motorman Fred Nagel, is missing in the European area.

An orchid to Conductor Schultz who sent Motorman Ed Kalas a box containing cigars, gum, cookies, etc. Ed, you know, is serving in Iceland.

Another orchid to Mr. Kehoe, Mr. MacNamara and Motorman Joe Osterberger for the American-like way in which they handled Division's recent dispute over a Saturday schedule.

Conductor Roy Rendleman is using a new technique in his rush trips. He calls out "Please step into the car. We need a few more passengers before we can leave this spot!"

Conductor Wehde was off for several weeks on account of illness.

During the primary campaign in Sicily, Motorman Pete Kloss's nephew, Don, was a crane ele-

vator operator for the Seabees.

June brings us the anniversaries of the following conductors (what, no motorman married during June?): Charley Dietz, Fred Gunderson, Al Hengst, Tom Mace, Art Eberlein, Dan Brophy, (now overseas) and, to keep peace in the household, yours truly.

Only two birthdays are on our list this month. Norman Altenbach and Karen Gilso.

Did you know that socially a lieutenant is called "Mr.", never "Lieutenant", by his superior officers?—Russ Warnstedt.

Lawrence

WELL, BOYS, here is what you have been asking for—news items from the newest station on the C. S. L. system.

Welcome back, VanOssen Bruggan and Tibbetts. Sure is good to see you on the job again!

Pilot Ed Laube is a proud man these days, the reason being an eight-pound, 10-ounce baby boy. Mother and son doing fine. The doctor says that Ed will recover in time. Best wishes to mother and son!

So long to Cullom Moran, now in the navy, and to Pete Sciortino, now in the army. Get the job done quickly, boys, and hurry back!

The best of luck to Ernie Fait who has left us because of ill health. We all hope you'll be feeling chipper again soon, Ernie!

We hope that Ray Erdmann, Frank Muszynski, Martin Carey and our genial Board Member George Stillwell, will be recovered from their illnesses and back on the job by the time they read this.

When Joe Bellamy wrote the other day, he reported he is fine, but would like to be back on Foster Avenue.

Louie Hansen has a new way of receiving mail. Just address it to Pilot No. 470. That's right, Louis, never give your name!

Now that Barney Kaitschuck has picked on Central Avenue, perhaps he will be able to take his arm out of that sling and give us a write up in the "Union Leader." How about it, Barney?

Wonder where Mr. Bailey got that new pair of shoes he has been sporting these last few days? Anyone needing new shoes just better see him.

We hope to have our war bond picture in the magazine in the near future. Drummer Gubbins, by the way, would like to know if someone will help him get something to protect his knuckles. Says that new "drum" of his is very hard on them.

How did you like our hillbilly band and quartette? Werdell says they need just a little more practice before going on the radio. Anyone who can harmonize should report to Werdell or Pfeifer!

What's the matter with Arthur "Sheik" Baehrend? He can sing.

Ed Corda is the envy of the shop crew. Sent out to service a bus recently he came back waving a \$20 bill. He says he found it. We didn't see him passing around any seegars. Did you?

We all know that the Surface Lines is greatly in need of new men. If you know of anyone of sufficiently high calibre who might like to work with us, please bring him in to see Mr. Bailey

or Al Remack. They will take care of him at once.

Our jobs are among the best in Chicago, with steady work, good pay, retirement allowances, vacations (if we have enough men to get them), sick benefits and hospitalization.

We also have one of the finest superintendents to work for that the C. S. L. has. The only way we can help to maintain the high standard of service to which the public is entitled is to pick out the type of men that we think will give the brand of service which we know should be given.

To keep this column full of interest to all of you, the cooperation of all of you is needed. Please drop all items of interest in the box which will very shortly be placed in the trainroom.

Last but not least, boys, remember that we are still on top in the 10% Club bond drive, but we have to keep right on hitting hard to stay there. Anyone who feels that he could do more to help our boys over there, may see Werdell, Stillwell or your scribe. We are always looking for more 10 percenters. Remember that each time you go up even \$1, you are driving another nail in Mr. Loan started June 12.—John Lane.

Lincoln

SEVERAL OF OUR minutemen were honored by the United States Treasury Department at the May meeting of Division 241 for their work in the "Buy a Bomber Bond Drive." Among those who received citations were John McGarry, Mathias Petersen, George Mindak, Joe Schaller, Walter Johnson and your scribe. We are all very proud of the citations, and thank all those who helped us in the drive.

Charles Kemp, who is stationed at San Diego, California, paid us a flying visit for a couple of days. The occasion was a sad one for Charles, as his mother had passed away. We offer him our deepest sympathy.

George Mindok, Jr., paid us a visit and is looking bigger and better than ever. He is still sailing the Atlantic and is a radar operator 2/c.

We offer our deepest sympathy to Martin Cawley in the loss of his wife recently.

We also offer our sympathy to the family of John Laueremann who passed away last month.

Mrs. C. Rapp, who was painfully injured some time ago and spent several weeks in the hospital, is back at home again and invites all her many friends to visit her. The address is 1738 Fletcher Street.

The reason that "Lincoln Lyrics" is missing from the *Union Leader* is that Irv Metzger, the scribe, is laid up with varicose veins. At this writing he is about to enter a hospital for some time. We all wish him a speedy recovery.

Willie Mink, one of our old-timers, has gone and left us for the farm again. Well, Bill, we wish you lots of luck and happiness.

Another of our old-timers who left us last month was Leo Ramsey. Good luck, Leo, and hope you don't regret the move you took!

We have lost Verne "Fats" Rage to the army and also Ralph Helten. Here's good luck to both.

The special servicemen's issue which was sup-

posed to have appeared this month has been postponed to the August issue.

By the time you read this the Fifth War Loan Drive will be under way. Don't forget, boys (and girls), that every extra bond you buy shortens the war just so much. Let's all of us get together and really make it short and snappy.

On page 6 of this issue you will see two pictures of Harry Williams, one of our old-time conductors. Hope you like 'em.—Ed Hutten.

Noble

LET'S ALL support the Fifth War Loan with an extra bond that will knock the Axis off its axis.

The Personnel Department is still waiting for the men who want to become trolley pilots. If you have a reliable friend who is seeking employment, send him in and the Employment Department will do the rest.

The white gloves that you have seen on the hands of George Kuznick are the ones that have been left over from some of the funerals at which he has been pallbearer.

las Nauert is because he was riding in a rowboat out in Fox Lake when another boat came alongside and rammed Nick's boat and broke his fish pole. Well, Nick, they didn't push you in, so look

The look of bewilderment on the face of Nichomore pleasant!

Our Board Member Jacob Kolasa is back in harness after a strenuous tonsillectomy operation. The reason Jake had them removed is that he never could be heard in any of the heated arguments in the depot.

A supervisor's badge will be bestowed on Blackhawk Stanley in the near future. He is telling E. Steckel what time to pull his car out and how the car should be run. Good luck to you in your new job, Stoch.

That smiling 200-pounder standing on the corner of Cortland and Ashland is none other than Andy "Divine" Iverson. Give Ivy a hand, boys!

Bill Sunagel and Jack Brown went to the circus recently and fell for the old gag of the trapeze queen falling. You know, the one where she is caught by the ankle just as she is about to hit the ground. Well, Bill and Jack rushed out to catch the falling queen in pink tights, but fell over the edges of the ring instead, breaking the peppermint sticks they had just mooched from the candy vendor.

It's off! Pat Quealy has had his annual haircut. Coming out as he did from behind that bale of hay, his best friends and family scarcely recognized him.

Now it's Admiral Henry Meyer's of the Humboldt Park fleet. Clarence Harders spotted him over at the lagoon last week trying to sail five toy sailboats his nephew had got for his birthday.

Get Walter Bieze to tell you about his butterfly collection. He says he's got one monstrous pet that flies down and gets his mail every morning.

Our yard bird, Herman "Tiny" Milewski, gives us one that's really worth passing along. He was entered on one of those radio quiz programs and was going great guns until the eight-dollar question. When the announcer came up with, "The

people of what great metropolis elected the mayor of New York?" This stumped Tiny so he took a guess and said "Cincinnati." He's still wondering what the right answer is!

If you're wondering about that blank expression Frank Powers is carrying around, we'll tell you. He was trying to help Junior with his school exams and wound up with a final score of zero. Now Frank's asking Junior what's what.

Seabee Norman Lovely, Staff Sergeant R. Walton and Private Joseph Pernice stopped in for a while recently to have their pictures taken. The men looked very good, and we already have an order from these men for 1000 copies of the special servicemen's issue of SURFACE SERVICE in August.

Richard Styles is back in harness after a nice experience with the flood waters down south. Dick is with the Illinois Reserve Militia, and says the way he is working on Armitage Avenue trying to hold the people back he will take the flood any day.

Charley Greer recently received a medal for sharpshooting from the Illinois Reserve Militia. We understand he got his practice in the Ozarks, and can fire either with trigger finger or big toe.

Bruno Mencarini bought himself a \$100 Italian War Bond the other day. Bruno wants to be sure after the war is over to buy that gondola and serenade the Noble tourist. Bruno does not know that they do not sell yacht licenses for gondolas in Chicago.

A letter to the boys in the armed forces is cherished very much by them. Let's all sit down and drop a few lines to the boys.

Our bowling team wasn't so hot in winning a lot of games with 46-53, but they were hot one night and bowled 1038. This was considered high games for the season, and took down the folding money. The captain, Harold Griebel, was tied for high individual game with 258 and that's good bowling (that is, according to Harold's viewpoint) in any league. There is a man short for this coming season. If you are a 200 average bowler, see Captain Griebel.

Our deepest sympathy is extended to the family of Frank Novak upon the loss of his brother.

The little box on the pillar in the trainroom is for the news for SURFACE SERVICE. Any news, regardless of how important or how it is written, will be appreciated. Let's chuck the box full for the next magazine.—C. Karcal and E. Andersen.

North Avenue

BE A TROLLEY pilot. It's a good job anytime." So reads the new decorative sign in front of the depot, and from the number of new students we see around the trainroom it looks as though the advertisement is showing good results.

Motormen Jesse Jennings and J. Johnson, two of our old-timers, passed away last month. Our deepest sympathy is extended to their families.

Motorman Jack Kresser's little four-year-old daughter passed away last month very suddenly. Motorman Frank Rossi's daughter and Motorman A. Wopinski's wife also passed away. To all these men, we extend our deepest sympathy.

The daughter of Conductor Henri Zaret was

married April 27 to Ensign Ralph W. Schalla of Chicago at the Naval Base at Algiers, Louisiana. A reception was held at the Roosevelt Hotel in New Orleans.

Conductor Jim Walsh was presented a baby boy on April 29, and Conductor Ray Zielinski was presented with an eight-pound, 13-ounce baby on May 10. Congratulations, fellows, and keep up the good work!

Uncle Sam selected a few more men from North Avenue last month to help him exterminate those rats on the other side. Called to the colors were Conductors Peter J. Hans and Joseph Krazak and Motorman George Lebangood. Best of luck, fellows, in your new venture!

We have a couple of men out here at North who are really doing their share on the home front. Conductor Henry "Handsome Henry" Rigenstrup has made his 12th donation of blood to the Red Cross blood bank and Operator Augie Johnson has made 11 donations. Hats off to these fellows for their great work, and for the fine example they are setting. It would be a good idea this month for all of us who possibly can to go down to the blood bank and donate a little of our blood for our fighting brothers who are doing such a good job and who really need it!

Early any morning when you stroll into the depot and see a cloud of smoke coming from the direction of the clerks' office, don't be alarmed. If you fight your way through it, you will find Night Clerks Dan McFadden and Emmet MacMorrow puffing away on those big black cigars. Wow, how can you guys stand it!

Don't forget, fellows, the 5th War Loan Drive is already under way. We would like to see a number of new 10% men sign on the dotted line. Keep 'em rolling, boys.—J. J. Hill.

Seventy-Seventh

THE REASON our station had no news items in the last two issues of SURFACE SERVICE was because Correspondent Walt Story has resigned, due to family obligations. To say we have suffered a great loss, is putting it mildly.

Your new scribe, a lady, if you please, will try to carry on. It is a new venture and can only work with your cooperation. You can leave all the news, clean gossip, and what have you, at the office. So come on, boys, give a damsel a break!

Orchids to all the trainmen who so willingly offered to work during their vacations. We extend a hearty thank you to them for helping us do our part to speed victory. By the way, we hear a lot of you men are using your vacation money to help put over the Fifth War Loan. A splendid idea!

What's this we hear about M. W. Conway, A. Piker and R. E. Buckley having a funeral? It seems there were graves built for all of them. Conway, they say, is dead and doesn't know it; but, personally, we have our doubts. Come on, fellows, help us prove that we're right. You can do this by rubbing noses with Conway at Chrysler's.

Quite a bit of prose and poetry is written about Mother's Day, and we believe an equal amount of consideration should be shown for Father's Day. Pop sure rates a lot of credit—if only be-

cause he brings the check home every payday. Let's make him happy on June 18, the day set aside for him. A good suggestion for a gift would be—no, not a tie—words of gratefulness and appreciation and, perhaps, a War Bond.

Of course, the news of the missing goose is known by everyone here, but did you know that a certain supervisor (we won't mention Volkart's name) is adding one more dependent to his income tax. You've guessed it, "Oscar, the Goose."

Jack Kirby, the well-known Casanova of 77th Street, will chalk up another year on the wall soon. He will celebrate his umpteenth birthday on June 17.

The beautiful nurse at Dr. Small's office

has threatened to resign because of the "young" wolves we sent down there to be examined. Now act your age, boys, and save one employe for the company.

Supervisor Tocci was a speaker at one of the Memorial Day services held at our cemeteries. He spoke on the meaning of the Constitution.

Jerry Gleason went down to the ration board to get some extra red points for "Boo-Boo."

Silence is that stuff you hear after Red Yost tells a joke.

Well, boys, we hope you like the column; and any suggestions or bits of news you may have stacked up your sleeve would be appreciated. So don't hesitate to send them in. Remember, this is YOUR column.—Dorothy Musial.



Accident Investigation and Legal

WE WELCOME the following new employes: Statementmen Richard Hedberg and John Daly and Clerk Elaine Mjoen, and Clerk Lorraine Bennett of the Accident Prevention Department. Hope you like working with us, folks.

Nice seeing Sailor Michael Vitale home after his boot training; also Staff Sergeant Bob Morton, who brought his wife and baby back from Philadelphia. Don't forget to drop in on that next furlough, boys.

Our sympathy is extended to Cashier H. A. Praiter, whose sister passed away recently.

The credit union held its annual dinner and dance at the Como Inn on May 29. Fifty-five persons attended, and all reported having a grand time.

WANTED! COMPETITION! Our softball team, the D.A.I. Ramblers, captained by Statementman Will Lembachner, got off to a flying start with an 8-to-7 victory over the A. C. Harrison's. Our boys say they are ready for all comers.

Preliminary reports from the Victory Garden Department indicate that there will be no lack of natural vitamins at "600." We still demand proof, however, what with bugs and beetles, etc.—Audrey.

Accounting

ANY GENERAL OFFICE employe who is interested in a Surface Lines Bowling League is requested to contact Marie Brankin in this

department for details.

We welcome LaVerne O'Connell as the latest addition to our force.

To Stanley Mostek, formerly of the Shops and Equipment Department, who joined us recently, we wish all kinds of good luck.

Best wishes for happy birthdays were extended last month to Mary Dunne, Virginia Rzeznik, Helen Wallace, Dorothy Pullen, Lenore Burns and John Pope.

We have a group of Accounting Department employes who have formed what might be called a Gourmets' Club. They meet to enjoy the specialties of the culinary art peculiar to the various nations of the world. The first epicurean experiment was with chop suey and chow mein. At present a menu of Spaghetti a la Caruso is being contemplated.

Enjoying a week around home just loafing, except for doing a few odd jobs, was the manner in which Howard Dahl spent his vacation.

Car and Bus Repair

ARCHER: Charles Paulus, repairman, passed away May 6, following an operation. Charles was one of our veteran repairmen, and always had a big smile and a good word for all. To his family, we offer our deep sympathy.

Why the big smile on Pat Griffin? Don't for-

get the cigars, Pat.

We had a nice letter from A. Juris, bus repairman, now doing his part for Uncle Sam somewhere in the Pacific. We also had a letter from W. Oroc, bus repairman, now in Fort Fisher, North Carolina.

Good luck and best wishes to all our boys in the armed forces!

77th STREET: J. Wilkes, former Devon repairman, has returned to work as a clerk here after an absence of 28 months due to illness. We welcome you, and hope you enjoy the atmosphere at this end of town.

J. Kasmauskas and R. Carson, bus repairmen, have recovered from the effects of their recent operations and are back at work. We're mighty glad to have you with us again, boys.

Private Fred Adduce, former bus repairman, paid us a surprise visit the other day. The Duce, as he is known to his co-workers, looked to be in great shape. He is in a tank unit and stationed at Camp Robertson, California.

John Nauduzas, car repairman, who has been on our sick list for the last year, has retired. He left us officially on May 1. Good luck to you, John!

J. Hopkins, who has had the honor of being the first one to take his vacation here, has just returned to work after a long tour of the city.

With the Fifth War Loan already begun and 77th Street lodged in tenth place in the 10% Club standings, every effort should be made to improve our position by increasing our bond allotments.

Let's make this Fifth War Loan drive our drive for first place.

Electrical

GEORGE AND MRS. Nelson celebrated their silver wedding anniversary on May 17. George is in the Testing Division. Congratulations and best wishes for many more anniversaries.

Captain William Albright, Lieutenant Pete Janke and Corporal Kenneth Ward paid us recent visits. We also heard from Lawrence P. Reilly last month via V-mail. He is serving on the U.S.S. *New Jersey*.

Welcome is extended to Mrs. Patricia Opper, formerly of the Schedule Department. She is serving as secretary to Mr. Ruppe.

Our sympathy is extended to William Wende who is in Hines Hospital for another operation. Just keep up your courage, Bill, and we will be seeing you back on the job soon.

Ray Callahan was on our sick list last month, but is back now and doing fine.

George Clark says he had a very enjoyable vacation. He spent the time in the service of Uncle Sam in the Coast Guard Reserves.—Billy.

Engineering

TRACK: Our congratulations to Marine John O'Connor, who, within six months, was promoted to corporal. It seems success can be shocking. At present, John is in the hospital, after an

attack of pneumonia, but he doesn't think the delay will interfere with his ambition to become a commissioned officer before his first year in service is ended.

Captain John Holmberg paid us a visit during a stop-over on his way to a new assignment in Montana. John is a flight commander in the army air transport command. In his new duties he will help to see that the army has ample planes with which to bomb Herr Hitler.

Lieutenant Jack Minogue, looking very hale and hearty, also stopped in to say hello and advise his friends that he is on his way over and to send future correspondence to his new A.P.O. address.

If Private Frank Piscitello can ever catch up with his brother John, who is also in service, he hopes to be able to collect his \$10 Christmas money order which was mailed in error to John.

Switch Cleaner Steve Rusev picked up a large wad of paper which he found wedged in the track switch at Roosevelt Road and Kedzie Avenue. Upon opening it, he was surprised to find \$850 worth of U. S. War Bonds. Steve set about to find the owner, and, after locating him, received the handsome reward of \$2!

Joseph Kovarik is our latest addition to Uncle Sam's fighting forces. Good luck, Joe!

BUILDING: Our boys have been very busy of late installing the trolley pilot signs, described in last month's *SURFACE SERVICE*, for the Public Relations Department. We are always ready to do our bit to help get more pilots and rear gunners.

UTILITY: A baby girl, Barbara, arrived recently at the home of Tony Candela. Congratulations, Tony!

The stork also paid a visit to the home of John Caplis, leaving a baby boy. The little fellow will be named John, Jr.

We are glad to see Johnny Leonard back to work, after a long siege of illness.

Oliver Johnson left us last month for service in Uncle Sam's army. Good luck, Ollie!

After making several trips across the ocean, Sailor Eddie Bugal was given a leave and arrived at home only to learn that his brother, Sergeant Frank Bugal, had been killed in action in Italy. We offer our sincere sympathy.

We regret to report the passing of Dave Ferguson, who died May 27, after a short illness.

General Office

BIRTHDAY GREETINGS were extended last month to Rose Marie Scheid and Margaret Durkin, Executive.

Mr. Stork visited the home of Sergeant and Mrs. Melvin S. Piech, Executive, and left a baby boy, who weighed in at more than eight pounds. Congratulations to you and your wife, Melvin.

On the night of Mary Wiley's wedding dinner, why did Kathryn Murphy's husband have to meet her at the train station?

Emily Smith, Purchasing Department, just returned from a two-week vacation. We understand that with a little coaxing Em will give out

with some interesting experiences—especially about what happened in the dining car.

Wonder why three girls of the Insurance Department go over to Von Hermans to eat every noon. Could it be because of certain sailors?

Walter Prentice, Purchasing Department, has resigned to take a position with the U. S. Gypsum Company. Good luck to you in your new venture, Mr. Prentice.

Recent visitors were Staff Sergeant Robert J. Morton and Herbert B. Morton, R 3/c. Bob is stationed at Philadelphia, and Herb just returned from the South Pacific to see his seven-month-old daughter for the first time.—Eileen Gualano.

Material and Supplies

TWO OF OUR men in service were home on furlough recently. They were W. T. Unwin, West Shops, and A. W. Eggert, South Shops. Bill, who is with the army, was en route to Texas for further training, and Art returned to Maryland where he is training dogs for the coast guard.

F. Friedl, South Shops, is with the Navy in Hawaii. Frank, the same as all our other boys in the service, would like to hear from the friends back home more often.

C. J. Collins, divisional storekeeper at South Shops, enjoyed a glad reunion with his three boys, who were home on furlough together recently. All of the boys had been overseas, and told of places all over the world. As Mr. Collins said, "They talk about Casablanca or the Mediterranean as we might speak of Detroit or Lake Geneva."—Mary Goulden.

Schedule and Traffic

THE FRANK IRVINES are proudly flying a service flag since their daughter Patricia joined the women marines.

Our sympathy goes out to John Franzen in the death of his mother-in-law, Walter Thomas in the death of his mother, and Arvin Brandt in the death of his father.

Servicemen who have favored us with letters last month were Pfc Joe Karel, Lieutenant Colonel Clayton Steele and Corporal Dave Jacobs. It was good to hear from you, boys!—L. C. Dutton.

South Shops

TO THE BEREAVED families and relatives of Jules Graiser, Pattern Department; John Franko, Car Repair; Charles Nelson and Edmond Bauer, Motor Repair, retired, we extend our sincere condolences.

We're glad to see Louis Parks back on the job again after a prolonged illness.

After many years of service, Peter Klomhaus, Paint Shop, has retired. Good luck, Pete.

Charles Buza, Ed Torluemke and A. H. Williams took their vacations early this year. Charlie and Ed reported having a good time exploring our beautiful city of Chicago. Mr. Williams took a trip to Wisconsin, then visited the south.

Congratulations are in order for Irving Krauledis, Machine Shop, who ventured upon the sea of matrimony. We wish both the bride and groom a very blissful married life.

Anthony Jarosy recently became one of Uncle Sammy's nephews by joining the U. S. Navy.

Three patriotic lassies, namely, Matilda and Sophie Misiunas and Anne Yericich, made their contribution toward the war effort by donating blood to the Red Cross.—Justine Mazeikis.

West Shops

A WELCOME LETTER from Captain Dick Maerz recently reached us, postmarked "U.S.A." We are all glad to know that after more than two years in the South Pacific, Dick has again reached our shores. At the time of his letter he was still in California, so we are eagerly awaiting his visit.

Lieutenant Ed Whiston, of the Air Corps, has left for foreign soil. The best wishes of each of us go with him. Good luck, Ed!

At this writing, Kay Nardiello is still convalescing from her accident, but we hope to have her cheery smile back with us again before you read this.

Our vacationists are Joe Johnson and John Landeck. Joe reports a very pleasant and enjoyable trip through the East, where he visited his daughter on the coast, which of course was the high spot of the trip. John Landeck is sojourning in parts unknown. Although we haven't heard from him, we trust he is having a good rest.

Congratulations and best wishes are extended to Ted and Mrs. Pietrus on the birth of little Judith on May 2. This accounts for the big smile on Ted's face!—Mildred Habeger.



Safety Is No Accident

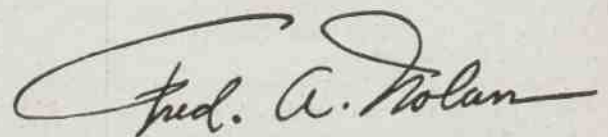
SURFACE LINES trainmen have set an enviable record for safe operation. Only continual alertness on the job has made this record possible.

FOR 1942 the Surface Lines received an American Transit Association award as the safest system in large cities of the country.

IN 1943 the safety record was substantially better than in 1942 and this year, so far, has shown up better than either of the two previous years.

THE MOTORMEN, conductors, and operators who are responsible for this record are to be congratulated and the management sincerely appreciates the effort they are making to insure safe operation on the streets.

AT THIS TIME of the year a special note of caution may be emphasized. Throughout the school vacation period, there will be need for extra care, particularly in the residential section where children will be on the streets more than in other seasons of the year.



General Manager