



KEEP 'EM  
*Safe!*



SEPT.

1944

# DECORATIONS For ACE PILOTS



**E**VERY SURFACE Lines pilot and co-pilot could soon outshine a four-star admiral if the recent suggestions of a daily rider for wings, campaign ribbons and award ribbons were carried out.

Any trainman who believes more decorations should be added to those illustrated on these pages may tear off the top of a P. C. C. car and mail it with his suggested addition to SURFACE SERVICE.



(PILOT WINGS)

## AWARD RIBBONS



GOLD STAR  
(FOR COURTESY)



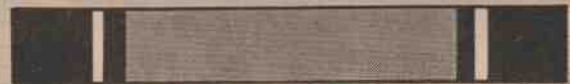
BLUE HEART  
(FOR HELPFULNESS)



GOOD CONDUCT  
(FOR NON-ABSENTEEISM)



D. S. C.  
(FOR DISTINGUISHED SAFETY)



EXPERT PILOT  
(OR CO-PILOT)



**(CO-PILOT WINGS)**

# CAMPAIGN RIBBONS



**NORTH SIDE**  
(THEATER OF ACTION)



**SOUTH SIDE**  
(THEATER OF ACTION)



**NORTH and SOUTH SIDES**  
(THEATER OF ACTION)



**WEST SIDE**  
(THEATER OF ACTION)



**PRE PEARL HARBOR**  
**SERVICE**

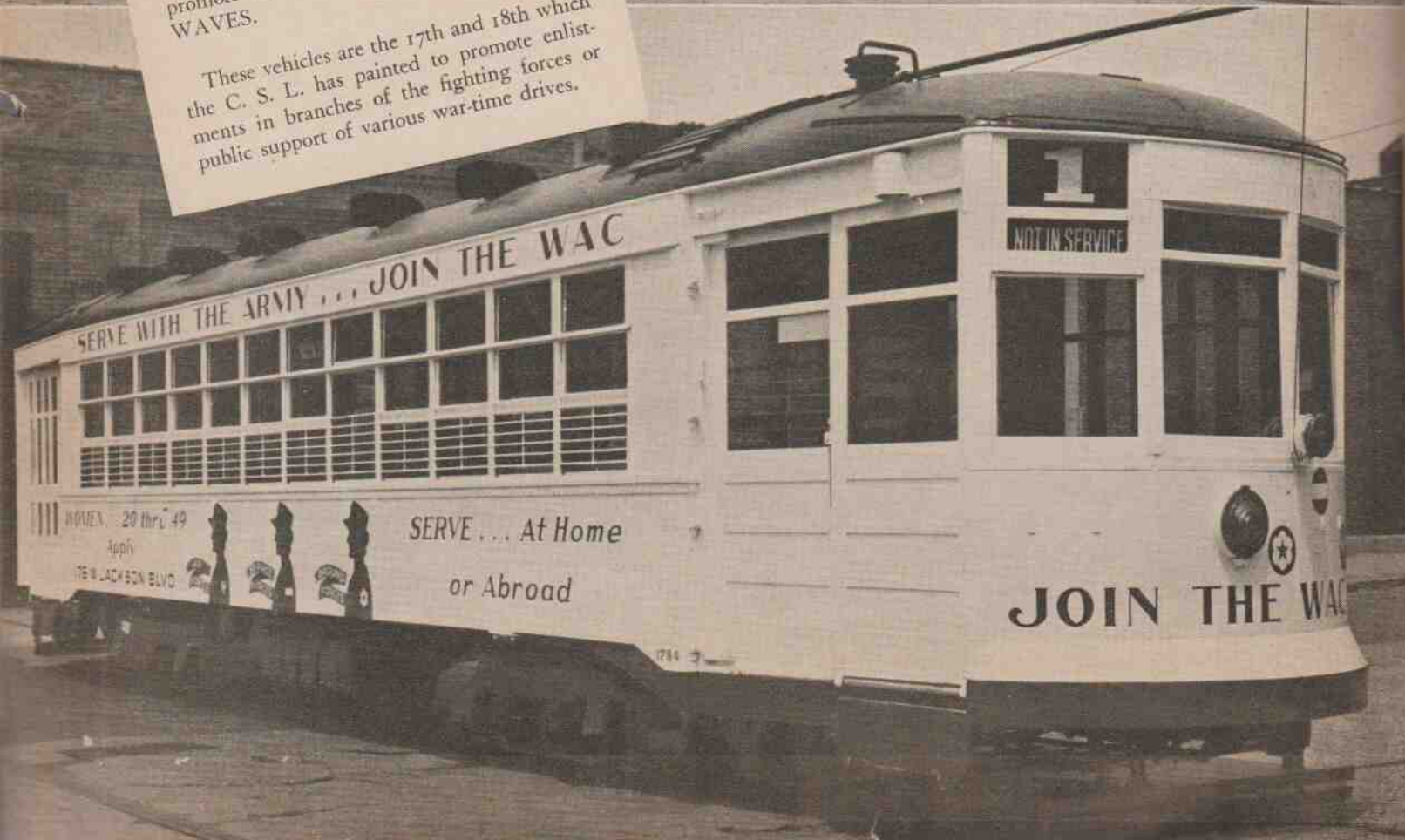
# SOMETHING FOR THE

# Gals



**R**ECENTLY REDESIGNED and redecorated and back in regular service are these two "roving billboards," which help promote enlistments in the WAC and the WAVES.

These vehicles are the 17th and 18th which the C. S. L. has painted to promote enlistments in branches of the fighting forces or public support of various war-time drives.



# It's Xmas Shopping Time for Overseas Servicemen

IT'S NONE TOO early to do your Christmas shopping for the man overseas or on the seas whom you want to remember with a gift.

The fighting forces have announced that gift packages for men overseas must be mailed between September 15 and October 15. This applies to all members of the services—army, navy, marines and coast guard—who are on duty outside the United States.

## Best to Mail Gifts This Month

The tip is added that it is best, if possible, to get your package in the mail before the end of September. Early mailing is necessary because of the great distances and difficulties of delivery.

Good news for the givers is that overseas Christmas packages may be mailed without the written request previously required.

Here are the important instructions to follow in preparing your gift for shipment:

**WEIGHT:** A maximum of five pounds, including box and wrappings is allowed. Heavier packages will be rejected.

## Length of Box Limited to 15 Inches

**SIZE:** All packages must be no more than 15 inches long, and the measure of the length, width and height together must not exceed 36 inches.

For example, a package could measure 15 inches long, 10 inches wide and 11 inches high; but no more. Or a box might be 12 inches long, 12 inches wide and 12 inches high, still a total of 36 inches.

**ADDRESS:** Packages must be clearly, completely and accurately addressed. Best idea is to print the address, using waterproof ink or another marking which won't smudge, run or fade.

Be sure to enclose inside your package a complete duplicate address, including

your own return address. If the outer wrappings are torn or destroyed, the duplicate address will protect you from loss.

**LABEL:** Mark your package "Christmas Gift Parcel." Don't use labels which can come off, or which resemble any kind of a stamp or mark.

**POSTAGE:** You pay full postage from your post office to the port of embarkation in care of which your gift is addressed.

**WRAPPING-PACKING:** Wrap each item carefully for individual protection.

Place items in a stout, well-made box. (Don't use a shoe box. It is too frail!) Wrap the outside carefully and stoutly. Don't forget to enclose the duplicate address!

**WARNING:** Overseas packages have to be shipped and handled under all sorts of conditions of heat, moisture, cold and rough treatment. If your package contains such prohibited things as matches, lighter fluid, weapons, ammunition, alcoholic drinks or perishable foods, it will be rejected. None of these things is needed by servicemen.

To assure your fighter of a Merry Christmas, follow all instructions so he may get his present on time and in good condition. Army and navy postal services will do everything to see that each man receives his gifts on or before December 25.



To be sure your overseas serviceman gets your gift on Christmas, read the accompanying story carefully.

# AWFUL LEADERS

(SING TO THE TUNE OF "OH, SUSANNA")



**L**AST month Frank Speaker wrote a song and gained a lot of fame.

To save my face and hold my place, I'll have to do the same.  
I'm using "Oh Susanna," 'Tis the oldest tune I had,  
The words are mighty pretty, but the air is kinda bad!

Awful leaders! They're what my song's about.  
If there is any other kind, I haven't found it out.

Oh, I have an awful leader who runs ahead of me,  
But what can be the use of him is more than I can see.  
When approaching supervisors, he will stall, and stall, and stall;  
But the minute that he passes them, he can't be seen at all.

Awful leaders! They're all I ever get.  
If there is one who's not a bum, I haven't met him yet.

He never glances at his watch, he never runs on time,  
His favorite trick is to display a "Not in Service" sign.  
It's really most amazing, all the duties he can shirk  
He passes all the people up, and leaves me all the work.

Awful leaders! Each one a first-class gyp.  
I don't see why it is that I should have one every trip.

But I don't stand for things like that, so every time I can  
I steal more time than he does, proving I'm a better man.  
My follower is always sore, he says that I'm a crook,  
But my leader is the guy at whom they ought to throw the book.

Awful leaders! They're always out of sight,  
If my follower can't stand the pace, a soaking serves him right.

Of course, when cars are off the street, it's plain as A B C  
Two cars may have to do the work that should be done by three.  
We ought to split our headways in the squarest way we can  
And, thereby, even up the work for each and every man.

Awful leaders! But I've begun to see  
That I'm the awful leader of the guy who follows me.

We start a vicious circle when we fail to space the street,  
The service gets irregular and tempers overheat.  
Each one should do an equal share and fairly play the game.  
Our jobs should all be just alike, we all get paid the same!

Awful leaders? Now isn't it a shame,  
To ever get into the class that merits such a name?

—Goodrich Durt

# "His Manner Helps Us Riders Bear With Inconvenience"

**P**LEASED AT the "alert and pleasant" manner of Operator Herman Wruck, Blue Island, in operating a shuttle car on 18th Street from State Street to the bridge, which has been blocked off under repair, T. W. Dieckmann, 6049 North Talman Avenue, wrote praising him.

"He's the kind of an employe," Mr. Dieckmann commented, "who makes friends for your organization. His manner does much to help us riders bear with the temporary inconvenience of the repairing of the bridge."

## Philadelphians Laud Conductor

Because he went out of his way to answer their questions about Chicago, Mr. and Mrs. H. A. Douglas, Philadelphia, Pa., wrote lauding the cheerful courtesy of Conductor Caspar Binder, Limits. "He answered all our questions fully and cheerfully," they wrote. "And we surely appreciated his kindness."

Impressed by the courtesy and helpfulness of seven South Side trainmen with whom she rode recently, Miss Fannie Stein, 1354 East 47th Place, wrote commending them. Those praised were: Conductors Bill Iasielo and Fred Wolff, Archer; Conductors Roy Campana and Charley Marks, Burnside; Conductors Henry Price and Gene Sullivan, Cottage Grove; and Conductor Harry Hayes, Lawndale.

"I have seldom seen a greater display of courtesy!" So wrote D. M. Compton, chairman, board of directors, Foote Brothers Gear and Machine Corporation, in praising Motorman Wally Wroble, Archer, for his kind helpfulness to a bewildered old lady.

## Injured Rider Praises Trainmen

After having ridden our Halsted Street cars to and from work for five weeks during which his broken foot was encased in a plaster cast and he was forced to walk with crutches, C. Green, 1046 West 87th Street, wrote: "I wish to compliment your

conductors, who have been most helpful in aiding me to board and alight."

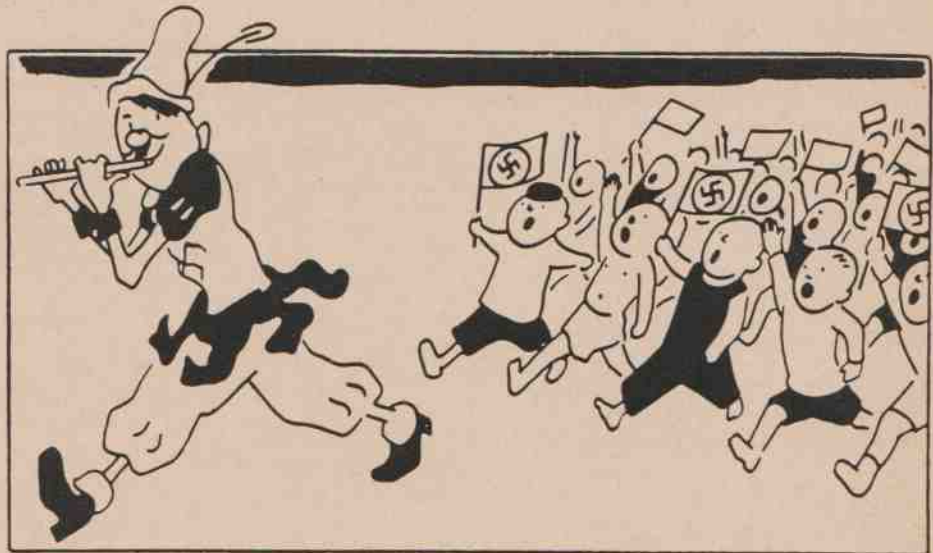
"I want to congratulate you for the frequency of your service and the helpfulness your employes show strangers in the city." So wrote Mr. A. Clause, Akron, Ohio. "Whenever I talked with your men," he continued, "they told me what a good

organization yours is to work for."

Because he forgot the green light and waited while she escorted a blind man and his Seeing-Eye dog to the car, Miss Ann Walrabenstein, 7552 South Park Avenue, wrote praising Motorman Bill Brown, 77th Street.

Impressed by the honesty of trainmen who found valuables on their vehicles and turned them in to our Lost and Found, riders wrote last month to praise Conductor Jim Brhel, Blue Island, and Bus Operator Mike Shanley and Conductor Joe Hobbs, both of 77th Street.

THE PIED PIPER OF HAMELIN



UNIO - OWI

FIVE MORE GOLD STARS FOR C. S. L. SERVICE FLAG



Sgt. Elmand Kleveno



Pfc Frank Reed



Pfc Daniel O'Neill



Pfc John Lee



Pfc Marvin Guthrie

News of the deaths in action of five more Surface Lines servicemen was received last month.

Four of the men pictured above were killed in the battle for France, while the fifth lost his life against the Japs at Saipan.

Sgt. Elmand Kleveno, former car cleaner, Kedzie, was killed in France on July 27. An infantryman, 27 years old, he served in Iceland and England before the invasion. He leaves a wife, mother, father, Conrad, a crane operator at West Shops, and two serviceman brothers. He had worked for the C. S. L. nearly nine years.

Pfc Frank Reed, former Devon conductor and an employe since 1943, was killed in action in France on July 7. Twenty-nine years old, he leaves a wife.

Pfc Daniel O'Neill, former Burnside conductor and an employe for seven years, was killed in France on July 3. A paratrooper, 31 years old, he leaves a mother and father, Operator James O'Neill, Cottage Grove.

Pfc John Lee, former clerk, West Shops, and an employe for three years, was killed in France July 5. An airborne infantryman, 21 years old, he leaves his parents and a married sister.

Pfc Marvin Guthrie, former 77th Street motorman and an employe since 1941, died July 29 of wounds received at Saipan. A marine, 29 years old, he leaves a wife, infant son, mother and father, Motorman Jay Guthrie, also of 77th Street.

**Edward L. McGuire, 84,  
Dies of Heart Strain**

FORMER DIVISION superintendent of Lawndale and Blue Island Depots and oldest C. S. L. employe in point of service, Edward L. McGuire, 84, died of heart strain July 31. His death came 64 years, three months and 18 days after he had joined us as a conductor on Halsted Street horse cars.



Edward L. McGuire

Inactive since December 31, 1941, Mr. McGuire was a Chicagoan to the core. Born

on the present site of the La Salle Street Station and a schoolmate of the late Charles Comiskey, owner of the Chicago White Sox, he knew in his early days on the cars John L. Sullivan, Mike McDonald, the gambler, and Conductor Billy Lorimer, who later became a banker and senator.

He liked to tell how when he once was having trouble with two toughs on his car the great John L. roared to his aid and knocked one of the roughnecks clear off the front platform and onto the horses.

When he first put on a trainman's uniform on March 13, 1880, his run was an "owl" horse car on Halsted Street. After several promotions, he was named division superintendent of Lawndale and Blue Island on February 7, 1920.

A widower for five years, he is survived by a daughter, Vita, who is an attorney for the Continental Casualty Company.

Surface  
Service  
MAGAZINE

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Surface Lines Employes

231 South LaSalle Street

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Vol. 21 September, 1944 No. 5

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



## Grove Men Capture 2nd Place In War Bond Contest

**B**Y BOOSTING their allotments for war savings bonds, Cottage Grove men moved from third to second place in the 10% Club contest last month. Four other groups of employes also bettered their ratings during the period.

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

Numbers following the names of those

five groups which showed progress during the month indicate the number of steps up the ladder which each climbed:

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



## Armitage

**W**ELL, HERE we are again, after passing up last month's issue in favor of the service men.

Since the July issue, Motorman Spanenberg has left us to enjoy his well-earned pension. Best wishes of all go with him.

Also since the July issue, your scribe has received letters from these servicemen: Tom Henneberry, Joe Murphy, Douglas Thime, Barney Walsh, Sammy Abbinati, Ray Fisher, Mike Fiorita, Howard Christensen, Leonard Goduto, John Rutkowski, George Thompson, Reidar Gabrielsen, George Streak, Ruphas Wainscott, Roy Shafer, Steve Nester, Gene Muir, Hank Dulin, Howard Paetzke, Len Hayes and, last but not least, a poetical note from 77th Street's lady scribe, Dorothy Musial.

Speaking of the poetical, there are three kinds of poetry, lyric, dramatic, and epidemic. Miss Musial's is epidemic.

Ray Fisher, in his letter, describes the buses in Rome. They are of the articulated type, being a bus and a trailer combined and mounted on three sets of trucks. Ray says they carry between 75 and 100 passengers; but adds he would hate to wheel one of them through the Loop.

A few months back, there was a saying around the barn that everything happens to Sammy. Well,

it is still happening to him. In his letter he reports he had a bad fall, which cost him four front teeth. Not content with that, he also received numerous scratches on his arms, hands, legs, chin and back. Too bad, Sammy; you know you can't bite bargain biscuits without choppers.

Joe Murphy's letter shows him to be in England. Tom Henneberry is in New Guinea; Ruphas Wainscott is in France; Steve Nester, now a top sergeant, is in France; and George Thompson was in France, but is now back in England. Hank Dulin reports he has been in India and France, and is seeing his share of the world.

Sammy Abbinati, Eddie Arnold and Howard Christensen were home on furloughs during the last two months and visited the barn. Walter Young was home twice during the same period, and was expecting to go over in the near future. All the men were looking fit and fine.

Howard Christensen reports he is assigned to a fire tug at New London, Connecticut. That's some jump, Howard, from bell boy to fire laddie. You should have had your tug here in Chicago on August 14. A good barrage of H-2-O might have saved a lot of damage to the Madison Street Bridge.

Mike Fiorita reports he is now driving a car for Rear Admiral A. C. Bennett, and is located in New Orleans.

Motorman Herbie Doll added another Doll to

his collection on August 19. It's a boy again, and is named after the grandfather, Motorman Bill Doll, also of Armitage. This is the second boy for Herbie. Hope he brings them over to Armitage, as we can still use more trolley pilots! Congratulations to the four of you.

That disappointed look on the face of Conductor Lindsey is caused by Sir Stork. Seems the old bird got his orders mixed up and brought Lindsey another girl. This is about five for him. However, mother, dad and daughter are getting along fine. Our best wishes to them.

Heard on the car: In passing a picture show, two small boys saw a sign reading "Adults Only." One boy asked the other what an adult was. The other boy answered, "An adult is a man who has stopped growing on both ends, but not in the middle." He must have been thinking of Henry Hill. Henry is that big jovial motorman who was put together before meat rationing.

Once upon a time Dusty Rhoads went fishing, at one of the many lakes close to Chicago. On this trip he accidentally snagged a large muskie, but as usual it got away. The muskie swore to get even. Five years later Dusty visited this same lake and the muskie was waiting for him. When Dusty dropped his well-baited hook into the water the muskie grabbed it and yanked so hard he pulled Dusty right into the lake. Poor Dusty, being unable to swim, came mighty near shaking hands with Davey Jones. Now Dusty wears a life preserver when he goes fishing.

Have you heard about Bill Rhoweder's appendectomy? It sure was a honey. Get him to tell you about it. You may have to coax him a little, for Bill is one of the timid bashful type.

Herman Dammeyer has been on the sick list for a couple of months and would like to see some of the boys. He is laid up at home. Get the address from the clerk or from your scribe.

Your scribe and Brother McHale went to see the Greatest Show on Earth last month, the circus, no less. To say that Mac enjoyed himself would be putting it mildly. Your scribe was all eyes also.

A Japanese student was asked "What is the last letter of the alphabet?" The student answered "Yours Truly" and this is a good spot for me to say "the same to you."—Ted Shumon.

## Burnside

**S**EPTEMBER: cool nights, glorious days. Mother in her big apron canning fruits, etc., for the long winter months ahead, just the first hint that summer is on the wane. Vacations are over and we buckle down to the old job with renewed vim and vigor. The children are starting back to school again and here lies another more or less perplexing problem. They must be carried to and from school safely and their mischievous pranks taken with a smile. We remember that in the not too distant past we were doing the same things and getting quite a kick out of it. Parents have learned to trust their little ones to us, and we must live up to their expectations.

Since our last writing, Conductors Kleckner and Karolich and Supervisor E. O'Rourke, who have

lost considerable time through serious illness, have returned to work. Greetings, fellows. Now that you are O.K. again, we hope you stay that way.

The good luck of Motorman Harry Hacker has been proverbial for many years. It seemed he always could pick the best runs, get the best cars, best vacation periods and in general it seemed that Lady Luck always smiled his way. Well, the secret is out. About 18 years ago, so the story goes, Harry together with some friends went hunting out Blue Island way. As they were passing a grave yard a rabbit sprang up and started to take distance. Harry in his excitement stubbed his toe, the gun went off and poor bunny was scared to death. Harry has carried the left hind foot of that rabbit ever since, and we can vouch for the fact that the Voodoo really works.

Motorman Joe Wynn came back to work one of the recent cool mornings resplendent with a beautiful striped sweater. The stripes, going round and round, gave rise to some speculation as to which "Big House" had issued it. Joe, however, claims he came by it through heredity, that he never did serve time, doesn't have to report to the parole officer, and, anyway, it is nice and warm!

Motorman D. Westerwelle has been passing out the cigars lately. It's a boy, nine pounds 13 ounces. Congratulations to Dave and mamma, and a big welcome to the baby.

Just received word that former conductor, now Pfc Francis Cunningham, who has been laid up in a hospital in New Guinea has been released and is now on active duty.—Furgie.

## Devon

**A**LL FREE. If anyone wishes expert advice on bees, coons or skunks, please see one of the three musketeers, Pilots Beaber, Gleason and Shanahan. The last is also an expert on Oklahoma oil.

Conductor Hennesey is reported to be recovering from his operation at Augustana Hospital.

Our deepest sympathy is extended to Motorman Walter J. Gallis and his family on news of their son's death. The boy serving with a tank-destroyer unit, was reported killed in action in France on August 9.

Recent letters came from William D. Lee in Corpus Christi, Texas, and Private Leo Sullivan, who reports he is in San Francisco.

Roy ("Lucky") Hendrickson, who is in boot training at Great Lakes Naval Training Center, reports he is becoming acclimated to navy life, not the wrong way or the right way, but the navy way.

Motorman Paul S. Butcher reports the birth of a new heir—a seven-pound boy, born on August 1.

Andy Jensen knows how to get a day off these trying days. He became a granddaddy on July 26. A nine-pound baby boy was presented his daughter by Mr. Stork.—Edward J. Lukes.

## Division

**T**HE STORK paid a visit to the following families and left them each a baby girl. They tell me they are darlings. Congratulations to Mr. and

Mrs. William Pantle and Mr. and Mrs. John Nagel.

Charlie Malinski spent part of his vacation touring the city and saw some new sights, including a funny looking conductor on the Clybourn Avenue car. Enjoy the ride, Charlie?

Frank Letza met an old friend the other day, and they were glad to see each other. The friend could not tell Frank any fish tales, so Frank had him beat. Lose your dog, Frank?

The new pick brought a change of faces on a lot of runs. Did you pick a good one?

We suppose the children are glad to be back in school after a busy vacation, traveling to the parks, bathing beaches, forest preserves and Riverview Park. Study real hard, kids, and vacation time will be here again before you know it, then you can start all over again.

Private Harry Ginter paid us a visit yesterday. He looks swell, and is stationed in North Carolina.

Why not write to all the boys in the service and tell them the news of our station and their buddies here.

Fred Leu is stationed on the "Colorado." Wonder if he is the pilot. He was a pilot here. He misses the magazine, so we'll see if we can arrange to have it sent to you, Fred, so you can get the lowdown on us.

We have a conductor here that can give you any street car dope—from horse cars down to streamliners, 1859 to 1944. Name furnished on request. Do you know him?

May we extend our deepest sympathy to the following families in the loss of their loved ones. A. Dunkel, E. Schulzke and Eric Hess.

Are you doing your part in the purchase of war bonds through our payroll deduction plan?

Come on, boys, the boys overseas are doing a good job. So should we at home. You also help yourself by buying bonds because they are money saved. You all know you get four bucks back for every three you spend for bonds.

Matt Purchla got a letter from his serviceman son, who was injured, but is improving. Come on Matt, Jr., get well. We are all pulling for you!

Happy birthday to you, Cookie Plant, Jeanie Fischer, Lenny Bruckhauser, Ruth Ann Warnstedt, Dianne Schulzke, Michael Brost, Dale Smith, Patty Zakrzewski, James Clark and Bobby Bednarz.

Anniversary congratulations to the following: Mr. and Mrs. George Mueller, fourth; Mr. and Mrs. Charlie Christensen, 11th; and Mr. and Mrs. V. Wennerberg, 10th.

Did you know Frank Walsh, the night car conductor, has four sons in the army?—Fred Shippy.

## Lawrence

**B**ACK ON THE job again after a month's rest, we have a very choice morsel to start with.

Did you know that Larry ("Goldbrick") Mount had set a record for working nights that will stand for some time? Forty-two days and nights in a row! Say, Larry, even the Lord made it stop raining after 40 days and 40 nights!

That sorrowful look you see in Art ("Sheik")

Bachrend's eyes is due to the loss of his pet run. Look out, Art; don't get lost on Foster Avenue and end up in Park Ridge some place.

Our sincere sympathy to Al Baker, our mechanics' boss, who lost his mother very suddenly.

Reports of the ballgame between Lawrence Garage and North Avenue Depot all seem to agree we should have won the game and would have won—except for the fact that North Avenue got more runs than we did. Better luck next time, boys!

Congratulations to Seaman 2/c Cullom Moran, whose wife presented him with a baby girl on August 26. Both mother and daughter are fine.

We hope that Bill Smith will soon be back on the job, after a long spell of illness.

We know that Acting Superintendent Edward Nassar shouldered quite a job when Mr. Bailey left on his vacation. What we did not expect was that he would have to call Ed Corda for help to get out of a drawer of the desk. Say, Ed, how about keeping both feet on the floor?

Our tall and handsome night clerk, Ed Hendrickson, is back on the job again after a very fine vacation spent in Pennsylvania. He says he never knew that two weeks was such a short time.

Very reliable information says that our boss, "Smiling Jack" Bailey, is spending part of his vacation with Mr. Brookman of North Avenue. It seems that Mr. Brookman is teaching him the finer points of farming as it is done in this modern age. We will probably hear a great many stories on this subject for some time to come. Well, we hope they both have fun; but a week seems a very short time to learn all the new ways to farm.

Did you hear about the one that Jimmy Muszczinski pulled on Dick Bowler? Dick, eyeing a very beautiful girl, was quite put out when Jimmy ran across the street and very innocently said, "Say, Dick, your hair sure looks fine since you started using Colorback." Dick is still quite touchy about it all.

There are still a very few of the boys here that are not taking part in the payroll deduction for bonds. All right, boys, let's all get in this thing with both feet—100% membership and 10% for our depot being our goal. See your Minutemen now!

Send in the news, boys, so that we can get it in print.—John Lane.

## Lincoln

**P**LEASE TAKE notice of the letters from the boys in service that are posted on the bulletin board. They are looking for more news from us. Nothing cheers them up like a letter from home.

We extend our deepest sympathy to Pat McFadden in the loss of his son, who was killed in action in the South Pacific. We also wish to extend our sympathy to Bob Woodburn, in the loss of his wife; and to the family of former Conductor Charlie Mitchell, who passed away recently.

We see Harry Phillips is back on the job again, and he looks fine with that new supervisor's badge.

Two of our old-timers are leaving us to take

new jobs with the Surface Lines. Walter Johnson is going to work in the Shops Department and Forrest Muhs is going to clerk in the repair department at Devon. Good luck, fellows, and we hope you like your new jobs!

Just before sending this news in, we had a visitor from Arkansas—none other than Vince Taylor, who is now in the army. He looks like a million dollars, and says that the army is O.K.; but that he would like to be back on Fullerton Avenue again.—Ed Hutten.

## North Avenue

**H**ATS OFF to the editors of SURFACE SERVICE for that splendid August issue dedicated to our 2,000 servicemen. We sincerely hope that each man in service receives a copy so they can enjoy it as much as we did.

An interesting letter was received recently by Conductor Hank Rigenstrup from Private Harry Lang, former North Avenue trainman who is now in Italy. Referring to public transportation in Rome, he wrote: "I have never in all my life of living in Chicago seen people pack into street cars and buses like they do here. Believe it or not, some of the street cars are small contraptions like a

Toonerville Trolley. Others are large cars, pulling two or three such contraptions as trailers. Riders actually even hang on their sides!"

By the way, fellows, if you know of any of our servicemen who are not receiving their copy of the magazine, kindly mail their addresses to the Public Relations Office, Downtown.

The softball classic of the year was played August 19 when Brookman's Bombers from North Avenue defeated Baley's Boosters from Lawrence Garage in a softball game. It looked bad for the Bombers when the Boosters scored five runs in the first two innings, but the Bombers soon tightened up and went on to win by a score of eight to six. It was a well-played ball game, and was enjoyed by a large turnout of fans from both depots. Better luck next time, Jack.

We express our deepest sympathy to the family of Motorman Henning Anderson who passed away last month. Also to Motorman Anthony Gentile, in the loss of his father.

We were sorry to learn of Operator John Stich's operation, and we hope at this writing he is coming along O.K. Also our old pals, Conductor Jerry Hayes and Motorman Jerry Brodie have been laid up quite awhile. Any of you fellows with a little time on your hands ought to drop over and see

these fellows. They could use a little cheering up.

Conductor Seymour Peters was presented a fine baby boy on August 20. The baby weighed seven pounds, four ounces, and was christened Sol R. Peters. Congratulations, Seymour, and keep up the good work!

We have another ladies man here, Clerk Edward Dawson. We have noticed several young ladies coming in once or twice a week for lost and found articles, and always when Dawson is on duty. Boy, do that lad's ears get red.

Don't forget, fellows, the war is not over yet. So keep plugging away at those war bonds and help to supply our boys with enough ammunition and materials to shove those slant-eyes off the map.—J. J. Hill.

## Seventy-Seventh

**T**OP ARMY FATHER of this depot is W. H. Walter, who has four sons in the army. They are Pfc William H. and Private Thomas N., both in England, and Corporal Clarence S., stationed in Florida, and Pfc Bernard, now in New Guinea.

Runner-up for the title is Motorman A. Piker.

## TESTING UNUSUAL DECANTER SET

Trying out the unusual decanter set which Conductor Jim Callahan, second from left, received from his sailor son in the Aleutians are these Armitage trainmen.

Both decanter set and ash tray (see close-up photo) were made from Jap shell cases.

Base for the decanter set is the butt of a five-inch Jap shell, into which receptacles have been drilled for the six "glasses."

Nearly two inches high, the glasses are sawed-off, 25 millimeter shells. Upright handle for the decanter set is a Jap 50-millimeter bullet, minus only the charge.

A 65-millimeter Jap shell was cut down and turned to form the base of the ash tray, and 30-caliber shells were used to make the cigarette rests.

Holding glasses in the larger photo are, left to right: Motorman Ted Shumon, Armitage magazine correspondent, and Conductors Callahan, Al Broach, George Bahrke, Gene Mokate and Gus Nelson.



who has three sons in the air forces. They are Corporal Albert, stationed in Florida; Captain Arthur, now in India; and Lieutenant Gilbert, now in the Canal Zone. Not such a "piker," after all, is he?

Conductor Mike Tierney, not satisfied with just serving in marines way back when, became a voluntary recruiting officer for World War No. 2. Believe it or not, he has recruited more men and women into the Marines than any other civilian. He recently received a recommendation from the United States Navy. We are very proud of you, Mike. Keep up the good work!

We sadly announce the placing of a gold star, the first for our 77th Street service flag, for former motorman, Pfc Marvin Earl Guthrie, of the Marines, who died July 29 of wounds received in the battle of Saipan.

Marvin was 29 years old, and had been a Marine for 16 months. He was one of our best softball players, and played for two years with our City Champion Softball Team. Surviving him are his widow and baby son and his parents, Motorman and Mrs. Jay Guthrie. To the bereaved families, the trainmen of 77th Depot extend our sincere sympathy.

Coxswain W. L. Bayer, a former motorman

of this depot, was the first of our servicemen to be wounded in action. We are happy to say, he is recovering and will return to active duty soon.

If any of you boys care for a Muscovy Duck dinner, make your date with Supervisor Tocci as soon as possible. Receiving two of these rare Chinese Ducks recently, he expects to have at least a dozen by Thanksgiving Day.

J. F. McKenna, our handsome relief receiver, got up very late one recent morning and, still half asleep, came down to work in his pajamas. Of course, it was very hot that day; but John claims that had nothing to do with his dressing for comfort.

Arthur F. Jonas, son of Motorman B. C. Jonas, was killed in action in France on July 20. This news was received by your scribe a few minutes before the deadline for this issue. Further details will follow.

The reason for that sad look M. Collins is toting around is because he lost a game of billiards to some fellow who played with his eyes blindfolded. Quite embarrassing for Mike after he boasted of being an ace billiard player. Don't feel too badly about it, though, we still think you're pretty good.

Did you know that C. Gyllings is addicted

to dishes containing rhubarb? He gets that ruddy complexion from eating the blood-stained asparagus.

W. T. Olson, "Patty" to his friends, is the only known Irish-Swede in the employ of the Chicago Surface Lines.

S. Kawalec spends most of his leisure hours canning fruit. He has his own system of canning and gets very good results. His son, age 5, not knowing what to buy dad for Father's Day, finally decided on an apron. Stan is proud to say he has had many occasions to use that apron, too!

E. A. Renk eats a watermelon a day to keep the doctor away. He must have different vitamin complications from the rest of us, who gobble apples for the same purpose.

J. Fisher may be seen any morning on the corner of 103rd Street and Springfield washing his face from the fire hydrant. Seems there is a scarcity of water in good old Bridgeport!

Supervisor J. J. Donnovan bought some new ties. He wanted all black ties, but somehow the old Irish green caught up with him and he found two of that hue mixed with the black ones.

MM 3/c J. T. Shaw, son of Instructor Shaw, was operated on for appendicitis aboard ship. We have heard from him since then and are pleased to report he is well on the road to recovery.

There was no shortage of chewing tobacco at 103rd and Michigan, while Supervisor Lyons was on his vacation. Remember the Johnstown Flood, Bill!

It has been suggested that a collection be taken up to buy a pipe for Conductor Basile. The one he has now should have been in a museum years ago.

"Tarzan" Flanagan, our one-man fire department, has volunteered to put out any fires upon request, provided you don't disapprove of his technique. We think chewed tobacco, while slightly moist, sprayed on the fire has something to do with putting out the flames.

When bus transportation was just a babe, J. E. McGrath was an operator with red hair and was called "Red." As that type of transportation grew older, his hair turned white and he was called "Whitie." As time went on, John's head became depopulated and the monicker "Curley" has been permanently applied to him.

The score now stands 4 to 3, in favor of boys in the birth rate at 77th. C. E. Stewart, R. Feltz, J. Regan, and O. L. Warner are recent fathers of future trolley pilots, while C. Westerman, W. A. Ruhle, and D. Enderlin drew girls, but seem just as well satisfied as the first four. We would like to add that C. Westerman passed out cigars—also candy, for that girl clerk at 77th, who, honestly, wouldn't know what to do with a stogie.

When the wife generously gives you a night out, why not visit P. J. Conway, who had his leg amputated, and is convalescing at home.

To the following Gold-Star fathers at this depot, we extend our sympathy: J. B. Blais, C. F. Steelman, J. Guthrie, B. C. Jonas, and Tony Arendtk (repairman), whose sons were killed in action.

Our sympathy goes out to the following men because of recent deaths in their families: N. H. Guill, his mother; W. J. Pendleton, his father;



Have you dug up any trolley pilots lately? Remember, we still need men to fill up our ranks!

H. E. Strickland, his mother; J. L. Ronk, his wife; and A. W. Bergeson, his father.

It is with deep regret that we report the deaths of Motorman R. Scott, Conductor J. P. Simpson, Conductor G. Pulaski, and former Motorman J. Dykeman, who took his pension the first of the year.

We will greatly miss the help of four fine trainmen who have taken their pension in the last two months: C. V. Hunter, M. O'Connor, E. Lonnegren, and M. Tierney.

We recently had enjoyable visits from Sergeant J. P. Kelly, S 2/c J. H. Stevenson, Private J. W. Clayton, Sergeant Charles Carey, Private E. McElwain, and S 1/c J. J. Brophy. They all looked very well, and asked to be remembered to those of their pals whom they missed seeing while home on furlough.

We just received word that Private Joseph Carney was wounded in action in Italy on July 13, but is getting along nicely now. For his heroism, Joe received the Purple Heart Award.—Dorothy Musial.

### Sixty-Ninth

**A**MONG OUR RECENT visitors from the armed forces were Howard Felker, former motorman now serving in the navy, who reported meeting Archie Hanson, another former 69th Street motorman, at Trinidad in North Africa. Howard said meeting Archie, who is also in the navy but on another ship, really seemed good.

O. J. Davis, now in the merchant marine, also paid us a visit. From the gold braid he wears, he seems to be doing okay. On any ship under 60 feet, he is rated as a captain.

From boys too far away to drop in on their furloughs came letters from Conductor E. L. Murday, who is somewhere in France, learning to be a farmer, he says. Stating he is in the best of health, he asks to be remembered to the boys.

A letters came also from J. R. Greer, the red-headed flash, from somewhere in the Aleutians. He is with the SeaBees, and reports he is working a 12-hour shift in a power house and that he is feeling fine. He wrote also that he enjoys receiving SURFACE SERVICE each month, and asked to be remembered to all his pals at the depot.

A V-Mail letter was received from Conductor G. J. Horning, who is somewhere in New Guinea. He writes he is in good health, and that he sure enjoyed the ocean trip.

Bill Vigus, who is also down in New Guinea, drew us a picture of night life there. Evening dress, he explained, consists of your finest rain cape and hip boots as you watch a movie out in the open. He reports being in good health, as does Motorman L. J. Schmeicher, who is somewhere with the SeaBees.

Now for some local news. Did you notice the standing of 69th Street in the Courtesy Contest? No? Well, we won't admit it in print where we stand, but let's tap the sand key to keep us from sliding and then do something about it. Put a halter on that angry retort that is liable to slip out when things don't go right, and always remember a small "I'm sorry" goes a long way to soothe that passenger with hurt feelings.

Did anyone see Motorman P. C. Spoo practicing

riding a bicycle on 69th Street? What's the matter, Pete, out of coupons or tires?

That is all the news we have up to press time,

but if anyone has any news for next month we would appreciate hearing from you.—Arthur Lipphardt.



### Accident Investigation and Legal

**W**E HAVE found out there's an octogenarian among us—none other than Patrick Hayes, inquest man, who celebrated his 80th birthday recently. He's on the job every day!

Our sympathy goes out to Thomas and James Mahoney, whose brother passed away July 15, after a short illness.

Steno Peggy Kuzius and Typist Mary Lou Lordon have left us to wear the uniform of the cadet nurse. Their friends at "600" wish them both the best of luck.

It's a lovely diamond Clerk Gladys Cederborg received on July 23, her birthday, from Emmett

J. McMorrow, Transportation Department.

We welcome these new employees: Clerks Georgene Sullivan, Catherine O'Connor, Jane Tonn, Bernice Condon and Charles Owens.

Private Eddie Hayes visited us August 1 during a short furlough from his base in Rhode Island. He recounted many interesting experiences.

Typist Shirley Schmude was married on July 16 to Lieutenant Ernest R. Swanson, who is stationed at an air base in Pueblo, Colorado. Shirley's mother and sister Lois, who works in the Accident Prevention Department, were present at the ceremony which was held in Pueblo. Congratulations and best wishes to Lieutenant and Mrs. Swanson!—Audrey.

### STAY SAFE OFF-THE-JOB, TOO



### Accounting

**C**ONGRATULATIONS are in order for Dorothy Abt, who has enlisted in the Waves. She will be represented by the 29th star on our departmental service flag.

Our deepest sympathy is extended to A. C. Jann in the loss of his brother who passed away last month.

Many happy returns of the day were extended last month to Lillian Oesterreich, Evelyn Leu and Lillian Huard.

Corporal James Condon, stationed at Fort Leonard Wood, Missouri, visited us during his recent furlough. His healthy appearance left no doubt that army life agrees with him.

Gladys Wedman and Eva Frendreis are proudly displaying lovely diamonds, and have announced their engagements to Edward Kusch and Albert Klosowski, respectively. Their many friends are offering best wishes.

Congratulations for a long life of happiness and contentment are extended to Marion Gustafson and Warren Johnson of the navy, LaVerne Margaret O'Connell and Edward J. Schultz of the navy, and Virginia Czuj and Leonard Jarvis of the army, all of whom were married recently.

Mary Petrino, who left us to live in California,

was remembered with a farewell gift from her associates.

Word received from Boston has it that John L. Rietz, Timekeeping Division, is enjoying good health and likes his duties, "supervising the loading of explosives for our boys over there who are guarding our way of living." He sends his best regards to the office force.

Waukesha, Lake Geneva, and East Troy, Wisconsin, also Three Rivers, Michigan, seems to be attractive as summer resorts, for it is in those spots that C. Facelli, J. Sullivan, J. Fitzgerald and J. O'Farrell, enjoyed their vacation, swimming, fishing, etc.

As we go to press, we are looking forward to the speedy recovery of Betty Kemmer and Sarah Coffman, who are convalescing at home from recent illnesses.

The department extends a hearty welcome to Helen Gerke, Anne M. Keating, Wanda Bekier, Dolores Gibbons and Ruby A. Fruchy.

Returning to work perfectly satisfied after spending part of her vacation in Holy Hill and The Dells, Wisconsin, Gladys Wedman says her trip was a very nice one to remember.

Congratulations and best wishes are extended to A. C. Jann and A. J. Fitzsimons, recently promoted to assistant auditors, and C. A. Wathier, promoted to chief clerk.—Thomas F. Coan.

## Car and Bus Repair

**S**EVENTY-SEVENTH STREET: We extend our sympathy to Anthony Arendt, car repairman, who was notified that his son, staff sergeant Anthony, Jr., was killed in action in Italy on July 8.

Robert McClelland, bus repairman, has left us to join the ranks of Uncle Sam. We wish you luck, Bob, and hope you will be back with us soon.

Kasimer Kuncic is convalescing at home, and we wish him a speedy recovery.

Word was received that Pat Faherty, wounded in France, has recovered and is back with his buddies fighting his way to Berlin. We were told that Pat was awarded the Purple Heart, went back into action, then was wounded a second time.

We welcome J. Korkoska into our ranks, and hope he likes working with us.

Lou Herman, bus repairman, went up to northern Michigan on his vacation to do some fishing, but the only bite he got was from that pipe of his.

Two other fishermen are Leo Keane and Frank Petrickas, who were seen fishing at the 64th Street Pier. It is rumored that between them they caught one fish in four hours. Not too bad, boys!

Frank Tamburrino leaves the fishing to others, and will spend his vacation seeing the sights of Chicago.

## Electrical

**A** VERY PLEASANT visit was had with Fred Damrow, John Cahill, Herbert Peterson and Leroy Janke who recently dropped in at the Down-

town Office. It is always a pleasure to have our boys in service pay us a visit.

The Electrical Department reluctantly bids Farewell to George Clark, Jr., who has joined S. D. Forsythe at the West Shops. Best wishes to you, George, in your new field of endeavor.

Jimmy Oniones, who is on leave of absence from us at Grand Leavitt, has returned to El Paso, Texas, where he hopes to regain his health.

Latest reports are that Billy Jones is laid up at the Loretta Hospital, where he is under observation. A call would help cheer him. We are all hoping you'll be up and going soon, Billy!

Are we proud of the pictures of the boys from the Electrical Department which appeared in our August servicemen's magazine. In fact, the whole idea was a fine one!—Billy.

## General Office

**S**YMPATHY IS extended to David R. Watson, Counsel's Office, in the death of his mother-in-law.

Margaret Durkin, Executive, has left us to be with her sailor husband, who is stationed in California. We all miss seeing you, Marge.

Happy birthdays were extended last month to Charline Smerz, Executive; Eddie Coates, Purchasing; Lila Kiesig and Mr. O'Rourke, Insurance.

Not mentioning any names, but have you seen that beautiful head of hair on a certain someone in the Counsel's Office? He is pinch-hitting for David R. Watson, who is on vacation.

Things were pretty bright (bright red in fact) in the Purchasing Department when George Macak put in his appearance when he was home on furlough recently.

The Purchasing Department lost a very pretty member of its big happy family, but its loss was Major Muldoon's gain. Gladys Montgomery became the bride of Major B. R. Muldoon at St. Mathias Rectory on July 29. The newlyweds are making their home at Eglin Field, Florida. Lots of luck to you, Gladys!

**EMPLOYMENT DEPARTMENT:** We wish to welcome Mary Harper and Louise Skermont. Hope you'll enjoy working with us, girls!

Our friend and co-worker James Bartlett is well on the road to recovery. Keep up the good work, Jim, and you will soon be back with us.

Helen Doherty is back from her vacation. She went to Northern Wisconsin and when she returned she was as brown as an Indian.

Clarence Heath has also returned from his vacation. He took a trip to Wisconsin.—Ida Fischback and Eileen Gualano.

## Schedule and Traffic

**T**WO BIRTHS make the headlines this month. John (Eddie Cantor) Franzen announced the arrival of a daughter, No. 5, on July 20. The young lady has been named Loretta.

Max Kipping is proudly telling tales about that

new granddaughter of his. She really is a marvelous girl and, of course, is the first granddaughter to arrive at the Kipping household.

Staff Sergeant Al Pisors, who is stationed in that big state of Texas, paid us a visit recently.

Pfc Gene Lukes, who has been convalescing for several months, put in an appearance in civilian clothes recently. Gene is going to give the War Department the benefit of some of his experiences before he rejoins the C.S.L. family.

Letters from Joe (Doc) Karel, Bill Kendall and Glenn Crump were in our mailbag this month.

The vacations are about over now, and we nominate George Fisher for the dubious honor of having the best case of peeling nose.

Marie Cerone is the new typist who joined us recently. May you enjoy working with us, Marie.—L. C. Dutton.

## West Shops

**E**ACH ONE of our fellow workers who has returned from vacation seems to have enjoyed his leisure time to the fullest extent. Cards received from those who are away now indicate they, too, are having grand times.

Some time ago we were pleasantly surprised by a visit from Captain Richard Maerz, of the 132nd Infantry. Dick served Uncle Sam for 28 months in the South Pacific, and it was a pleasure to have him spend a little time with us. At present he is stationed at Camp Roberts, California, passing on the experience he has had.

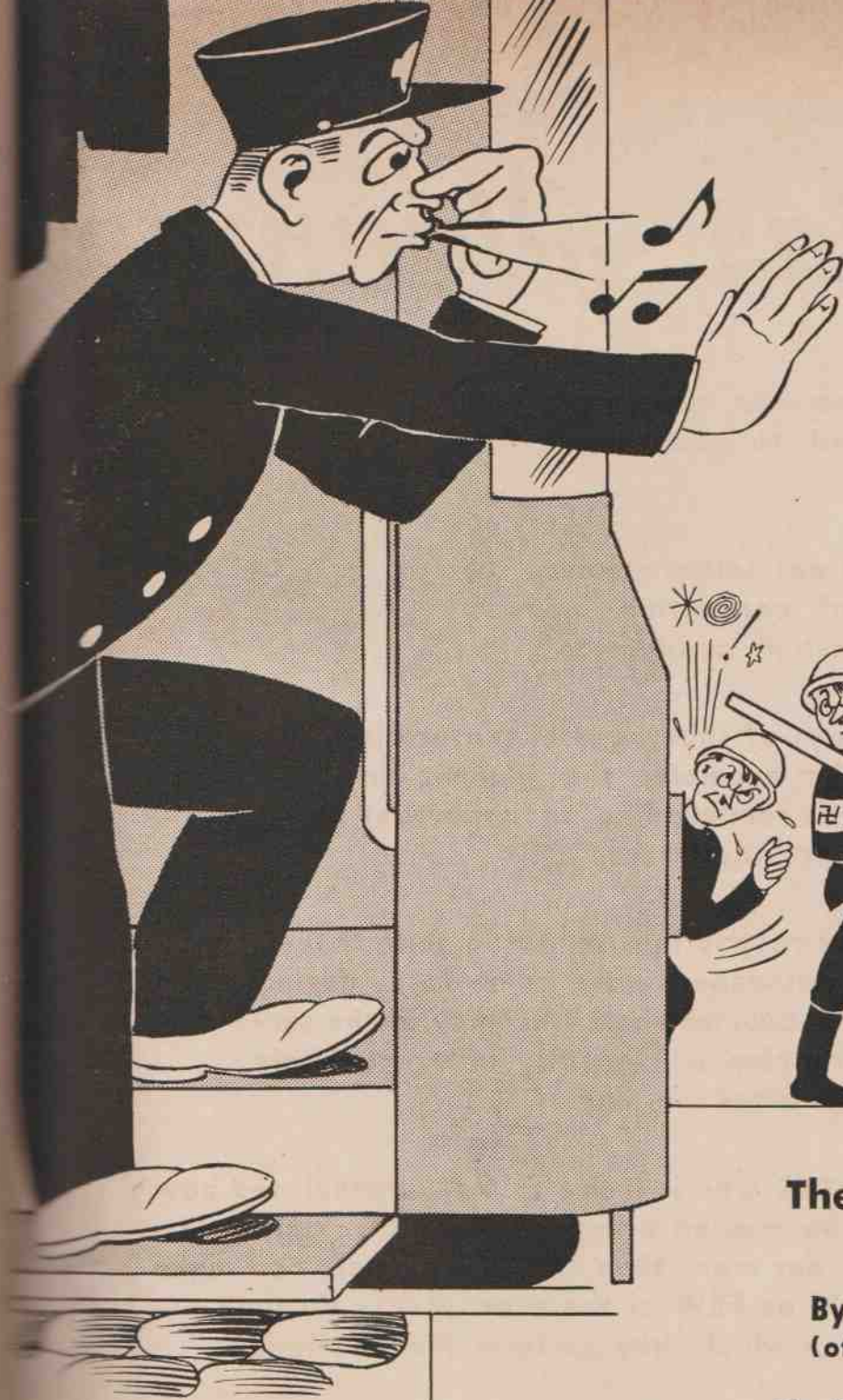
Words of greeting were also received from Eddie Evans of the marines, who is in the South Pacific. He asked to be remembered to his many friends in the Surface Lines.

Little Dorothy Louise arrived August 18 as a new member of the Anderson family. Mr. and Mrs. L. G. Anderson are the proud parents of this little lady, and our congratulations and best wishes are sent to the happy family, along with our thanks for the lovely candy.

A little farewell get-together was recently held in honor of John W. Landeck who retired September 1. John has been a faithful employe of the Surface Lines for the last 29 years, and on the day of his departure he was presented a little token of remembrance from a supervisory and clerical force of the West Shops. Our very best wishes go with him, and we trust that he will thoroughly enjoy the leisure time his retirement will allow. Good luck, John!

It is with deep remorse that we have had to add two gold stars to our department service flag. Jack Lee, formerly employed in the office here, and a member of an airborne division, was killed in France on July 5 at the age of 21 years. Our deepest sympathy is extended to his family at this sorrowful hour.

Sergeant Elmand Kleveno, former clerk at Kedzie Carhouse, was serving in the infantry and lost his life in France on July 25. Elmand is the son of Conrad Kleveno, employed at the West Shops, and is survived by his parents and his wife. To them, we extend our heartfelt sympathy.—Mildred Habeger.



## The Germans Hate the U. S. A.

By Franklin P. Adams  
(of Information, Please)

*The Germans hate the U. S. A.;*  
*They hate all people who are*  
*free.*  
*Easter they hate, and Christmas*  
*Day.*  
*They don't like you, they dislike*  
*me.*  
*They have a hundred dirty hates;*  
*They scream, they holler and they*  
*curse.*  
*But this here citizen of the United*  
*States*  
*Hates them immeasurably worse!*

# Post War Planning

**WHILE** the war may be far from won, more and more thought is being devoted to post war planning.

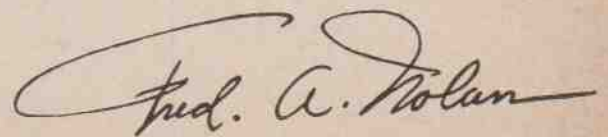
**SUCH PLANNING** need not solely concern the tremendous problem of converting industry from war-time to peace-time production.

**DURING** these days of shortages of materials and manpower, for example, the manner in which our service is rendered is an important phase of planning for the future.

**BECAUSE** of restrictions on automobile travel, many new passengers have come to us during the war. The courtesy and efficiency of the service they receive will greatly influence their travel habits after the war.

**A RIDER** who is made to feel appreciated now will be a good prospect then. Our only salesman, our more than 12,000 trainmen, can make **MANY** or **FEW** of these prospects through the way in which they perform their daily jobs.

**PROPER** post war planning by these employes will encourage the new war-time rider to include us in his post-war plans!



General Manager