

*Surface
Service*

DECEMBER, 1944



Season's Greetings

The management extends to the Surface Lines family the Season's Greetings and wishes for the best possible Christmas and New Year.

Our thoughts at this fourth wartime Christmas are sobered by the absence of hundreds of friends from the organization, and our sons and relatives gone to the war fronts.

But we can hope and pray that when another Christmas comes they all will be safely back with us and that there is again peace on earth.

John E. Sullivan, Chairman
Joint Board of Management and Operation



S N O W

A SUDDEN CHANGE in temperature during this winter weather is sure to cause Surface Liners to cast a suspicious weather-eye aloft, on the look-out for sleet or snow. The Fates have been kind these last few winters and there have been no serious storms—which is something to be thankful for in these times of manpower shortage. But you can't rely on the Fates, as demonstrated by the storm of a few days ago.

Individual employes may cross their fingers and hope for the best, but the Chicago Surface Lines, according to W. A. Hall, superintendent of Transportation, isn't going to depend upon any such hocus-pocus to cope with possible snowstorms. Rather they will "Be Prepared".

"Every old-timer has his pet stories about some storm of the past," says Mr. Hall, "—Tales involving threatened tie-ups and lines saved only through speedy, hard work. A storm in the old days meant emergency crews of hundreds of workmen to shovel, dig, and sweep. But that surplus manpower is now busy at another type of clean-up job. So if there is a storm to fight this winter it will call for mechanized warfare."

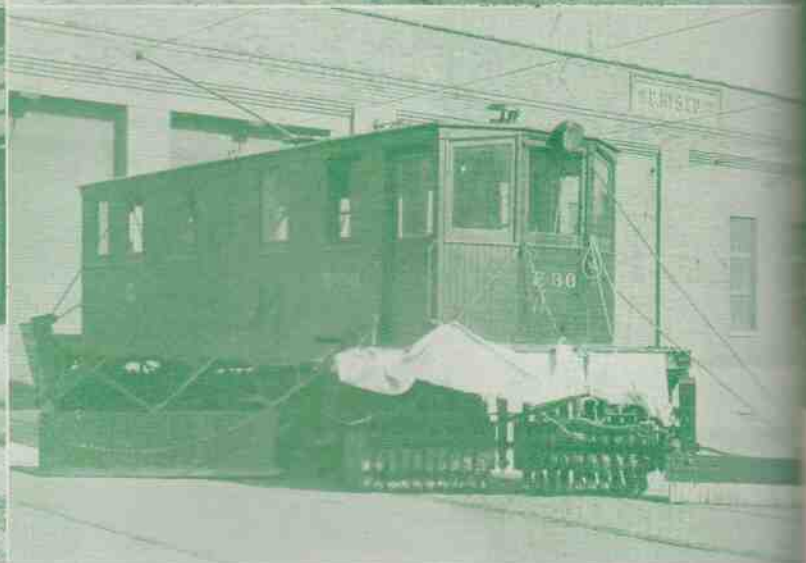
Accordingly, ever since summer the CSL snow-fighting equipment has been in a state of being checked, rechecked, and overhauled. Because once snow begins to fall, there is no time to think of anything but action. Good equipment, run by a picked crew that knows its job, and that

gets into action early in a storm—can do much to eliminate the hazard of tie-ups and blocked lines.

In case of a snow or sleet storm this winter, the slogan "Keep 'em rolling" will be doubly significant. When side streets are blocked with snow, all traffic heads for the nearest carline in order to take advantage of the cleared right-of-way. So when a trainman runs a snow plow or sweeper this winter, or fills in on a run for a fellow employe who is so occupied, he is helping to guarantee not only that the Surface Lines will be able to do its regular job of delivering millions of office and war workers to their jobs, but that deliveries and traffic essential to both civilian and war economy will continue.

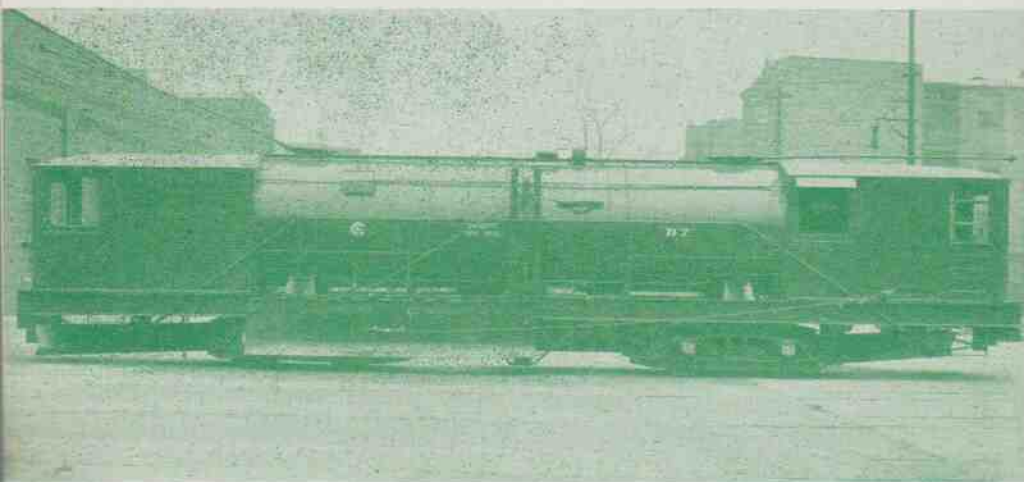
These pictures illustrate the type of storm that clings in the minds of Surface Liners: the deep drifts of February, 1936; the 19.2 inch snowfall on March 25-26, 1930, which was the heaviest fall on record in Chicago; and the storm of January 30, 1939, when the 14.9 inch snowfall in 14 hours set a new high for the recorded amount of snowfall in such a short period of time. Of course experienced trainmen will vouch for the fact that the amount of hazard to traffic is determined not only by the depth of the snow, but the amount of ice, wind, moisture, and cold weather involved.





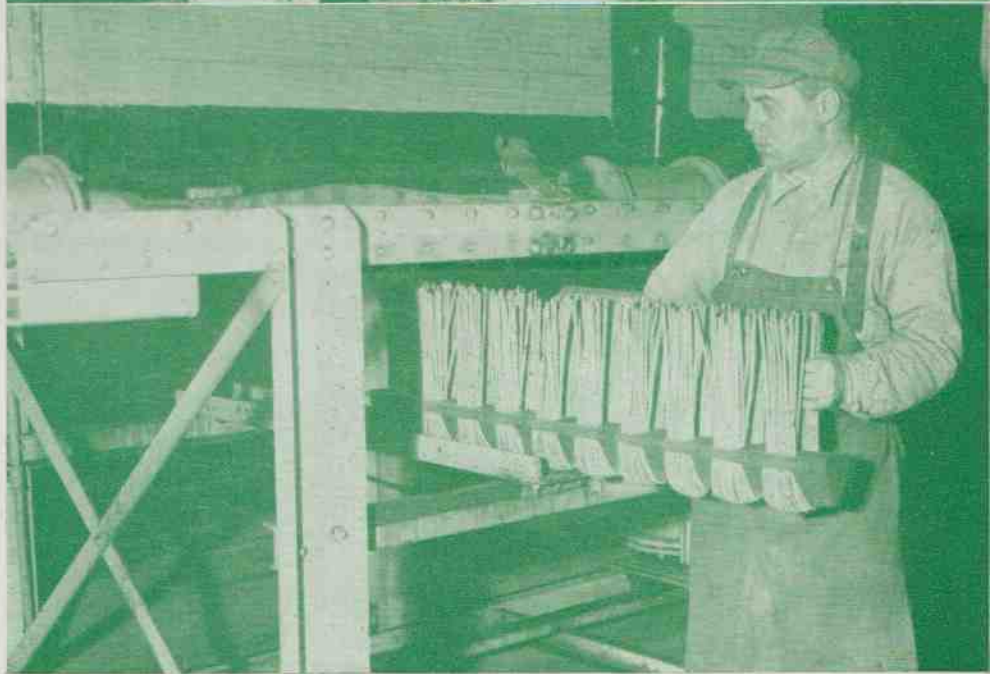
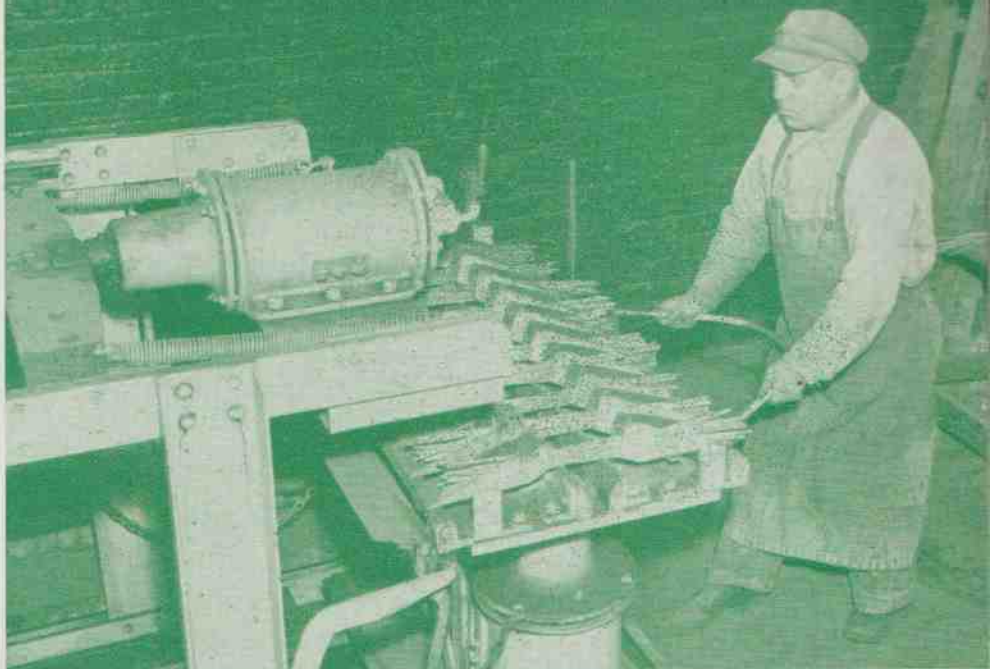
TOP ROW—Most modern piece of equipment for use in keeping the bus lines open is the combined "sand-spreader and plow" (we have 21 in all), which not only clears away the snow, but helps to eliminate the dangers of icy streets. The main job of keeping the bus lines open, however, is handled by trucks with detachable plows. Stores of plows are kept at each of the five garages over the city, and contracts with various trucking concerns insure that in time of emergency there will be plenty of help on hand.

SECOND ROW—A wing plow on the side of a converted car clears the traffic lane and helps assure that schedules will not be slowed by autos using the right-of-way. But backbone of the snow-fighting equipment is the hundred-odd sweepers, which use revolving brushes to remove light snow from the tracks, and carry a wing-plow for clearing the auto lane. These sweepers require experienced operators who understand the equipment and know the importance of setting the brushes so that they do not wear down unnecessarily, but still do an effective job of cleaning.



LEFT—"What we wish we had more of." The history of this heavy tank plow belies its modern appearance. Converted from the old tank cars used in the days when the Surface Lines had the additional responsibility of sprinkling streets, it is now one of our most efficient pieces of equipment for waging war on snow. It scrapes as it plows, as it cleans—and one trip is guaranteed to clear the heaviest snow from its field of operations.

SURFACE SERVICE MAGAZINE



In out-of-the-way corners of the Shops, preparations have been going on since summer for the annual fight with snow. Big responsibility is the building of new brooms for the sweepers. Main constituent is rattan imported from the Dutch West Indies. (Last shipment received was in 1936. Mild winters have made them last this long.) Bundles of these rushes are first placed in boiling water for softening. When sufficiently pliable they are removed and placed in bunches in the specially-designed broom machine. The machine bends the

rushes around a block foundation and clamps on metal bars to hold them in place. To complete the brush it is merely necessary for the operator to fasten the bars in place. Although the majority of brushes are made by machine, some are still constructed by bending the rushes and hammering them into a block form by hand.

From the huge stock-piles in the Shops, individual stations requisition supplies of brooms as needed. The average broom will last an entire season, although careless handling of equipment could render the brushes useless after one trip. The stock-pile in the picture may be about depleted, come Spring-time.



Motorman Saves Child From Death

ONE DAY LAST MONTH Motorman Paul Vasilopoulos (Burnside) noticed a child of about six years of age playing on the railroad tracks, dangerously near the path of an oncoming train. He stopped the streetcar and instructed the boy to get up on the sidewalk. A number of passengers praised his action and it was their consensus that through his prompt action he had saved the child from serious injury, and possible death.

Motorman George Foster (Kedzie) was also praised last month for his alertness in a moment of danger. J. V. DeLaney of 5418 West Monroe reports that Foster "deserves the highest praise" for the manner in which he handled his car when a truck traveling at a good rate of speed turned onto the tracks from a side street, without stopping. Everyone expected a crash, but the street car was stopped so swiftly and smoothly that the truck was only grazed. The truck didn't even stop, but proceeded on its way.

Saving Embarrassment

Miss T. M. Hosty of 445 W. Pershing Road expressed her appreciation for the gentlemanly and courteous way in which Motorman Anselmo Savaglio (69th) saved her embarrassment. "My heel was caught in the platform in such a way I could not stoop over—and as I am a size that cannot bend very easily anyway, bad matters were made worse. The motorman saw my predicament and left his place to come to my assistance, and the way he took care of things relieved me of any embarrassment. He was even able to get my shoe out without marking the heel."

This attitude of helpful service is appreciated by our individual customers. K. W. Miller of 72 West Adams wrote in to commend Conductor P. L. Bibbs (Burnside) for his "unusual alertness, courtesy and efficiency. He remembered to stop the car and awaken a tired woman who would otherwise have ridden far beyond her stop."

Also praised for treating passengers with exceptional courtesy and providing extra service were Conductor Peter Whitman (Archer), Conductor James Markum (Lincoln), and Conductor J. Crisham (77th).

"An Act of Kindness"

Pvt. Lawrence Wolfman, 2841 Lunt Avenue, felt "that an act of kindness deserves special commendation." Therefore, he wrote to tell about Conductor Albert Palmer (Devon) assisting a blind man to alight from the car. Palmer "did not leave him until he had taken the man all the way to the sidewalk. My wife complimented him upon his act, but the conductor passed it off as though it was just part of his job."

Similar consideration for the physically handicapped was shown by Conductor Hector M. Cisner (Blue Island), Conductor Morris Hirsch and Motorman Matthew Reid (Cottage Grove), Conductor Frank Simpson (Devon), Conductor Carl Redemske (Limits), and Conductors Jerry Gleason and Joseph League (77th).

When Mr. and Mrs. Charles Bluemer, 6217 S. Laflin, ride with Conductor Buford Smith (Kedzie), they feel very much at ease, knowing that they will not go past their stop. They wrote in to tell of his efficiency in calling, not only the name of the street, but the number at each large intersection.

Because women tend to leave their purses in the strangest places—street cars included—these trainmen received letters of commendation last month for having promptly turned them over to "lost and found" (the purses, not the women); Motorman Patrick McLaughlin (Burnside), Conductor Bayard Ashton (Burnside) and Conductor J. D. Blakley (77th).



UTILITY DEPARTMENT RECEIVES AWARD

The Utility Department of CSL has received an award from the Greater Chicago Safety Council for its outstanding safety experience during the first six months of 1944. This is a semi-annual group award given in the Safety Council's inter-fleet contest, which is a competition between various industrial concerns of the City. Because the experience on all the Utility Department vehicles was counted in the contest, all 220 of the Department's employees are to be congratulated. . . . ABOVE—T. J. Blakely, Superintendent of the Utility Department (holding plaque) congratulates Chauffeurs Jim Lynch, Cornelius DeBoer, Albert Ostema, Harry Lynch, and Tony Anderson on their part in winning the award.



Now a part of the standard equipment on Milwaukee-Armitage Lines, it is planned to extend the fare box system to all lines later on. . . . Token barrel and half-fare registers are added to the regular changers.



Fare Boxes Installed on Milwaukee-Armitage Lines

Half-Fare Register and Token-Barrel Added to Changers

ON DECEMBER 3rd the fare box collection system was initiated on the Milwaukee and Armitage lines. Fare boxes have been in use for many years in other large cities, such as Boston, Cleveland, Pittsburgh, Detroit, and St. Louis. They are designed for convenience and speed in the collection of fares. In most cases they eliminate the necessity for any transaction between the passenger and the conductor.

The box receives all denominations of coins, tokens, or paper tickets. They are dropped on an inspection plate and the conductor, after examination, trips them into the container below. The passenger, on boarding the car, simply deposits the fare in the box (half-fare, regular fare, or the ten cent inter-company fare). If he wishes change or a transfer he requests it from the conductor.

A boon for the conductor, this system of fare collection will make bookkeeping at the end of the day much more simple. On inter-company transfers the conductor will merely note the number of transfers sold, and the number of transfers returned. As always, however, it is of utmost importance that conductors be accurate in making this transfer settlement, as the revenues derived from the use of inter-company transfers is divided between the companies involved.

Half-fare and Tokens

Part of the simplification of bookkeeping will also be due to the half-fare register which has been put into use. This register fits on the rear of the regular conductors changer. By means of a small lever on top of the changer the conductor records half-fares as received. This eliminates the manual record which has been in use heretofore. In the case of the fare boxes, the reading on this register at the end of the day indicates the number of four-cent fares deposited in the box.

In connection with the fare box operation, an additional barrel has been added to the conductor's changers to accommodate tokens. This will be especially convenient because when the conductor gives change, he can include a token, with the request that it be dropped in the fare box.

It is the plan that all these features will be extended over the entire system as time and materials permit.



Literature in the read-as-you-ride boxes advise passengers as to the proper use of fare boxes. . . . 1. Passenger deposits exact cash fare, or tokens or tickets. 2. Conductor supplies change or tokens for deposit in the box. 3. Transfers are obtained from conductor.



*"The beautiful snow with its mantle of white
Completely enfolded our city one night."*

SO RUNS A LITTLE jingle which appeared in Surface Service about seventeen years ago. Now when a street car man reads anything like that his first impulse is to seek out and strangle the author. Beautiful snow, indeed!

A few lines later the poet redeems himself and shows a real understanding of this form of precipitation when he continues,

*"Snow is pretty when viewed from a
steam heated room,
But not when you're out with your shovel
and broom!"*

This season we have quite a few newcomers in our organization so a few words

★ **Sixteenth Gold Star
For Service Flag** ★

CPL. WALTER F. OROSZ was killed November 1, 1944, during night maneuvers on Long Island, New York. Orosz was part of a motor transport group and had been in the Service since August, 1943. Prior to that time he was employed by CSL as a bus repairman at Archer.

He is survived by his wife, mother, four brothers, and four sisters. His father, Andrew Orosz, was employed by CSL from 1902 until his death in 1931.

Of the 2,000 Surface Liners who have been given military leave, 16 have died while in the service of their country.

★ ★

on the distasteful subject of snow may not be amiss. As this is written the pavements are still dry but by the time it appears in print we may all be in snow up to our necks. Now everybody agrees that when it snows the only thing for us to do is to clear it off as soon as we can, but we sometimes observe a little tendency to let George do it if possible.

"Certainly we must get those sweepers out," say some of our boys, "But why pick on me,—especially to-night". Then come the alibis and excuses, *ad infinitum*.

Unfortunately, snow, work and long hours go hand in hand and snow has a habit of arriving at the most inconvenient times. Fighting it at any time is a tough proposition but conditions this year make an extra high degree of co-operation imperative.

When some one approaches you just after you've finished a hard day's work and asks you to man a piece of snow equipment don't feel that you're being imposed upon. The management fully realizes that your work isn't all a bed of roses. They also realize that unless we get those sweepers out pronto there are going to be lots of people, (including streetcar men) who aren't going to get to work in the morning.

The purpose of this little article is to stress the importance of speed in getting snow equipment on the street. When a storm strikes suddenly, late at night, it's up to those of us who happen to be around at the time to get things rolling quickly. An hour's delay while men are called from their homes might be disastrous.

So don't be surprised when you're unexpectedly asked to take a sweeper out on some bad night, and don't try to slip out of the depot without being asked. You might not believe it but there are some fellows who make themselves just as inconspicuous as possible in the hope that

they will be overlooked when the boss is handing out the assignment. Just remember that the quicker we get a storm licked, the sooner we can get back to normal operation, and the easier that makes it for all concerned.—FRANK SPEAKER.

Holzschuh Appointed Genl. Foreman of Garages

Announcement was made last month of the appointment of Charles Holzschuh as general Foreman of Garages. In this new position he will be foreman of all five garages and the four outside bus storage stations.

Holzschuh, who has always been in the Shops Department, came with CSL in 1916. He first held the position of clerk at the Lincoln avenue car house, and was made assistant night foreman at Lincoln in 1919. In 1925 he became day foreman at Devon; 1926, night foreman at Limits.

In June, 1940, he was appointed day foreman at Lawndale, the position which he held until the time of his promotion.

Surface Service MAGAZINE

A Publication by and for Chicago
Surface Lines Employees

231 South LaSalle Street

CHICAGO 90

Vol. 21 December, 1944 No. 8

WILLIAM H. BROMAGE Editor

JOHN H. FISHER Associate Editor

Armitage

SORRY FELLOWS, that I made a miss last month, but I really got mixed up in my dates. Will try to do better in the future.

We of Armitage deeply regret the sudden death of Conductor George Anderson last month. George was hit by a hit-and-run motorist while holding up a lever switch at Central and Milwaukee avenues. George was well liked by all who knew him and we at Armitage extend our deepest sympathy to his family and many friends.

Those of you who did not visit the Annual Hobby Show this year, missed a real show. It was the biggest and best of the fourteen years of its existence. Some of those attending were Al Broach, E. Bay, John McHale, Prendergast, Earl Dustin, Bill Brieskie, George Mokate, Gus Zimmermann, Bill Pearson and that small package of dynamite Harry Eisenlohr. Our old friend Izzy Sheddoff was also there and from far out on the south side journeyed 77th's scribe Dorothy Musial. There were a few others that I can not recall at this time, but to all I want to say thanks.

Speaking of thanks. Mr. Mathley also wants to say thanks. He is very grateful for the way the men of Armitage have cooperated with him during the past year, by working overtime, working on off days, working during their vacations and in many other ways cooperating to keep 'em rolling, while our fellow workers are all over the world keeping 'em running. Mr. Mathley wishes you all a very *Merry Christmas and A Happy, Joyous and Victorious New Year.*

Speaking of Christmas, Conductor Lindsey says he would like to have Santa Claus bring him a half-dozen boys to pair up with his girls. Carl Skie would like to have a few more inches added to his height and a few more added to his waist line. I think a good item for McHale would be a new pencil and a tablet. Mr. Mathley and Mr. Hart would be satisfied with a few more good pilots and rear gunners. We all say Amen to that.

The broad smile on the face of big Bill Rohwedder is caused by the fact that Sir Stork has visited him again and left another girl. Mother and daughter are fine, thank you, and Bill will recover in due time.

Speaking of the stork, your scribe is now a grandpa. The old stork delivered a bouncing boy to his soldier son, on November 27th. Your scribe has fully recovered, but still has no buttons on his shirt.

Since writing last, your scribe has received letters from Ruphas Wainscott who is now a sergeant, Sammy Abbinanti, Roy Shafer, George Thompson, Barney Walsh, George Streske, Bart Bartholomae and Frank Gries. All are doing fine and have no complaints to make.

Also had a fine letter from Tom Henneberry, who says he expects a furlough soon, which will be in Australia. Tom is in New Guinea. In a letter from Gus Lemar, he says "when he gets back he will have a smile for everyone and that's a promise."



Letters which should have been acknowledged in the November issue, have been received from Chas. Dedich, Ray Fisher, and Slats Miller.

Slats Miller says he has contacted and now visits with Hal Lovell quite frequently. Slats also said he was standing on a corner in France when who should come driving along in an ambulance, but our own Joe Murphy.

Since last writing, the following men have been home on short leaves: Ernie Guedell, Sammy Abbinanti, Hank Dulin, Damien and Leonard Hayes. All were looking swell and rarin' to go. Roy Shafer also visited the barn several times on his furlough, but did not get to see all the boys he would have liked to, so wants to take this means of saying hello to all.

Our oversized midget conductor, Carl O. Skie, has become quite a personage. In October he was requested to be present at the christening of a battleship (L.S.T. type). After witnessing the launching and inspecting the ship from stem to stern, he says we should thank our lucky stars that we are not Japs.

Don't forget the Sixth War Loan is on. "Lend it to end it." It takes a lot of money to keep the boys supplied. Also remember that those boys include our own boys. As Frank Buck would say: "Bring 'em back alive."

This is the time of the year that all our resources are taxed to the limit. A lot of shoppers, during the holidays are people from out of town, war workers, and the wives of soldiers, many of whom are taking their children downtown to see Santa Claus for the first time. Let's have patience with them and show them that we can take it. It's a big job but we have done it before and we can do it again.

In closing I want to thank all the fellows who have helped me make this column a success during the year, and to wish you all A Merry Christmas and a Happy and Victorious 1945.—Ted Shumon.

Blue Island

ANOTHER YEAR is coming to an end. We hope the New Year will be brighter than the old, and that it may bring all your loved ones in the Armed Service safely back to you once more.

The office personnel takes this opportunity to wish you all a Very Merry Christmas and a Joyous New Year.

Our sympathy is extended to the family of Motorman Albin Trembac, who passed away on November 4th after a long siege of illness.

Our sympathy is also extended to Conductor Frank Walter in the loss of his mother, and Motorman Morris Zelickman in the loss of his grandmother.

We are glad to see Operator John Lamont back on the job again after several months of sickness.

Letters received from our boys in the Armed Forces overseas all have one thing in common, and that is for us at home to pray, and buy bonds, to help speed the ending of the war.

Again I ask, please bring in the news so that we can continue this column each month. Thank you.—C. P. Starr.

Burnside

DECEMBER! Here it is, winter again. If you dwell on the cold, wet, slushy weather with its attendant colds, flu and rheumatic twinges, quite naturally you will dislike it. But if on the other hand you reflect on the joys of the holiday season, the long evenings spent at home with the family, then who could help but enjoy it?

We may well apply the same logic to our occupation. We of the Surface Line family have much to be thankful for, in steady jobs, good wages and conditions, also security of the future. Why not tell your friends about it and try to persuade some of them to join our "Happy through"? We need them.

Division Superintendent R. T. Duffy, Chief Clerk William Frank and Acting Clerk John Carr made a trip recently to Three-Mile Lake, Indiana, to pay a visit to retired motorman Ray Carroll and partake of one of Mrs. Carroll's delicious chicken dinners. They say the dinner was up to expectations and Ray, who is now known as the Mayor of Three-Miles Lake, is doing fine and sent greetings to all the boys at Burnside.

We noticed a huge crowd gathered near the rear of a car at Navy Pier during the Pacific Theatre Show. On investigating we found that the people had forsaken the Navy show exhibits to watch Conductor John (Muscles) Curry, that Man Mountain, that Mightiest Midget of all Mankind, giving a free exhibition!

At the election of executive board members of Div. 241 held on November 20, at the Car Men's Hall, Burnside chose operator Ed. J. Butler to fill the vacancy caused by the death of James Barber. We want to give a big welcome to Eddie and say that while it will be a big job filling Jimmie's shoes, we are sure he will be able to handle it.

Now there is a cigarette shortage.

One KOOL day last month a certain conductor, whom we shall call "Joe," from Cottage Grove depot, made a LUCKY STRIKE. On making the ROUNDS of his car at the end of the line he discovered that the conductor with whom he had traded cars had left a carton of CAMELS in the sign box. As Joe is not a smoker, being more of a Lord CHESTERFIELD than a Sir Walter RALEIGH, he could see no good reason why he should keep the "filthy weed" so pitched them, forthwith, into the prairie. Now the other conductor whom we shall call "Vic," while making his HOME RUN, remembered the fags. He ran PALL MALL to a phone and called up the barn to have Joe intercepted and get them back.

For to him they were more precious than rubies or OLD GOLD. When informed that the cigarettes had taken WINGS, he couldn't help but MARVEL at his own stupidity in leaving his FAVORITES on the car. He had not expected Joe to have the wisdom of a RAMESES or the logic of OMAR KHAYYAM, but did think he would have preserved Vic's property. Now Vic has sworn by the veil of FATIMA that he will never rest till he has had revenge.

Four of our "Old Timers" who retired on December 1, were Conductors Thomas F. Greenan and Frank Glynn, and Motormen Charles Baker and John King. Conductor Glynn, who joined the Surface Lines April 27, 1918, was the "Kid" of the lot having only 27 years to his credit. "Charlie" Baker who came on December 3, 1913, and "Johnnie" King on February 9, 1915, have been on the not-so-well list lately. We hope that their new-found rest will bring them some improvement in health. "Tom" Greenan came to the old Calumet Street Railway, as it was known then, in May, 1895, and boasts of nearly 40 years of continuous service.

Out at Navy Pier the other day this thought came to us. Will a girl who re-enlists after the war is over, be called a "Permanent Wave"?—Furgie.

Cottage Grove

MOST OF US are glad for the opportunity that this season brings each year to express the spirit of the season's greetings and fellowship. It is foolish to let a small grudge or thought of unforgiveness grow into a barrier to friendship. We are much inclined to magnify unintentional wrongs.

If your mate is dull and has moths in his reflexes, you can help brighten up the daily grind. Greet him with a big smile and show him cheerful attitude. What really counts now is how faithfully and well each of us perform all our required duties.

J. P. McCune and A. J. Bittner emerged victors in the recent election of Board members to represent Cottage Grove. We congratulate Brother J. P. McCune and Brother A. J. Bittner, who made an impressive showing. We know these men will not deter in judgment from any other of our former representatives and will also continue to serve us faithfully in their respective duties.

Brother James Phillips up for re-election was the losing candidate. Brother James leaves behind him a record that is highly commendable and made himself many a friend, while serving in the capacity of Cottage Grove Board Member. Brother James congratulates the victors and says "Carry On."

The utmost desire of all is to hasten the end of the war. The Sixth War Loan Campaign is now on. Your 100% cooperation here can do it. See one of our minute-men, or Mr. C. C. Cricks, station-master.

In last month's magazine, we failed to mention the visit H. Price paid us. Well, the lad, looking trim and pert as usual in his navy uniform, is looking fine and is stationed at Great Lakes.

PFC. Al Stocki writes from somewhere in Holland. Says he's in great shape and wants to hear from the boys who knew him here at Grove and Archer.

Al transferred to Archer later and had some friends there too. Those 155-mm. howitzers behave nicely but often remind him of the overhead blasts of our "Pullmans" here. So you Grove and Archer buddies, don't let a good guy down.



Some tall yarns were spun at Lincoln Avenue Station last month when Chief Signalman Chester Nehls and Lt. Commander Austin Fergus dropped in to visit the boys at the depot. Both are motormen on military leave . . . Nehls was in the Coast Guard Reserve when war was declared and was called to duty as an instructor, with the rating of SM 2/c. In September, 1942, he was assigned to Atlantic duty and shortly thereafter transferred to the Pacific

Motorman A. J. Prazky is coming along slowly, but fine, according to recent reports. Tony had the misfortune of being run down by an automobile while on duty, if you remember. I'm sure Tony would like to see old familiar faces.

The Number Two Cottage Grove Bowling Team (better known as the Joe Kelly's) hasn't hit its stride yet. As soon as the breaks start rolling in their favor, Captain Goss says, the Joe Kellys will make Assistant Train-Master Joe Kelly proud of his namesakes.

Almost forgot to mention it, your scribe received a surprise in the form of a postcard from none other than Brother Al Sergey, who now has been in the Merchant Marines for the past two months. Al said "Everything is O.K. this far. Say Hello to all the boys." More details will be forthcoming. Good luck, Al, we do want to hear from you real soon.

Mr. Cricks, station-master; Mr. Joe Kelly, assistant; the office force and the scribe wish all the men and their families a Merry Christmas and a Happy New Year.—Gale Hruska.

Division

WISHING EVERYONE a Merry Christmas and Prosperous New Year, I thank each and every one for your cooperation in keeping 'em rolling on the street—J. C. Muthley, Supt.

Happy birthday to Carolyn Kane, 1st; Richard Pearson, 3rd; Russ Warnstedt, 4th; Joyce Lange.

Theatre, with his present rating. He has seen duty in the South and Southwest Pacific during the past year . . . Fergus is a veteran of the first World War and the Nicaraguan campaign of 1925-26. In 1943 he was assigned to the African Theatre, with the War Shipping Board. He was transferred to the Pacific Theatre in 1944, and was just recently made a Lt. Commander. He is reporting for duty in New York in the European Theatre.

6th; Joyce Gloppe, 7th; Janet Devitt, 9th; and the last one is to our Christmas Baby, Conductor Tom Hughes. Hope you all enjoy many more.

Congratulations to Motorman and Mrs. William Devitt on their 11th Wedding Anniversary, and to Conductor and Mrs. V. Brost on the arrival of Janet Ann, who weighed 7½ pounds.

Our deepest sympathy is extended to the family of Robert Sarlay, motorman, who passed away very suddenly.

Visits from our boys in the service of Uncle Sam: William White, Arizona; W. Nelson, West Virginia; and Mike Fiorita.

Letters were received from Irving Green, somewhere in the South Pacific, and William Heiser in Germany. Their addresses are on the bulletin board with the letters. Drop them a line, as they are lonesome and would like to hear from you, and you, and you.

Congratulations to William Cummings, son of John, who has been promoted to First Lieutenant at the 8th Air Force Bomber Base, England. He flies a B-17 Flying Fortress and specializes in bombing attacks on air fields, supply dumps and gun emplacements and has taken part in long range missions to bomb war industries in Germany. He received his wings in '43 at Childress, Texas.

Look out for Harry Boldt, he has new choppers. They are sharp.

Met Haddon Philips on the Diversey Bus and he asked to be remembered to all. He is stationed in California.

Wishing you all a very Merry Christmas and a Happy and Prosperous New Year.—Fred Shippy.

Kedzie

HELLO FELLOWS! It's been a long time since we had news in the SURFACE SERVICE magazine. I was asked to take over the script, and will need a lot of help from you fellows. So let's hear the news.

If you fellows know any servicemen from our barn, put their names in the box so we can hear some news about them.

I've received letters from two of our boys, Thomas Finnelly and Bill Gunther, both asked to say "Hello" to all.

Brother Tom is in France and is still doing the same work that he did at Kedzie. "A connie on the railroad." But with longer hours and less pay.

Bill Gunther is on a destroyer, The U.S.S. Wicks and has a rating of S 1/c. He'd been gunning so much on Madison Street that they had him man a 2-mm.

Tony Reszotko asked me to tell you fellows on Madison Street that he wants to be known as Honest Tony. But fellows, I noticed he had his fingers crossed.

Number 8479—What are you going to do with that fat check you are getting from the office that they found in your favor for 1/10 or 9 4/10 cents? You have a good start for a bond. All you need is \$18.66.

Is there an auctioneer in the barn that would start a bid for hot ties and suits (Red

O'Conner's)? Sure is tough that I take a size 38.

Here is a fellow who is doing more than his share: Art Dressler, from the repair department. He was in the World War I, now he has three sons in this war. They are: SC Warren H., who is in the Navy; Corporal Thomas W., Army Air Force Photo; Pvt. Raymond L., of the Marines. Good luck to you Art, old boy, and to your three fine sons.

BEST LAUGHS OF THE YEAR: One day we were going along quietly and as we got to Halsted street, I called out in my quiet little voice, "Halsted Street," not once but twice. I let out about fifteen passengers and we started on our way when a big Russian jumped up and down and yelled, "Say, conduct, is that Halsted Street?" "Yes," I said. "Hurry up and give me a transportation," he said. While I was trying to guess what he wanted he pulled my transfers out of my hand and got off at Union Street.

Then on comes a zombie. (If you work on Madison Street you know what I am talking about.) He came back to where I was, struggling along through the car, reaching for the sky hooks. He put a dime in my hand. I gave him his change and held out a transfer. He looked at me for a while, then said, "What's the matter, kid? I gave ya a dime. Ya know what I want." "Sorry," says me, "what do you want?" "I gave you a dime, didn't I?" says he. "So I want a dime transfer." Polite me said, "Which one do you want? Bus or elevated?" He looked at me again and said, "The one that's over the top." (Motioning with his hands in the air.) "Oh the elevated?" I said. "No, no, what's the matter with you, Bud, can't you understand English?" Then he went through the motions only a zombie can go through. Finally I got what he meant. (A subway transfer.)

So, until next month we wish you one and all "A Very Merry Christmas and a Prosperous New Year."

Don't forget the Sixth War Loan, Fellows!—Your new mud-slinger, Jim Passarella.

Lawndale News

THIS IS THE FIRST time in a long time that the Lawndale depot has articles in the magazine, but from now on if the men at the depot here will cooperate with me by giving all the news that they would like printed I will see that we are represented. Just put them in an envelope addressed to C. Kaper and give it to one of the clerks.

I hear that the University of Illinois tried to get Supervisor Otto Bruebach to go to school there after they heard that he sprinted from the 18th St. gate at the Lake front to Cermak and Prairie in nothing flat one day this summer while he was on duty. They want to put him on the track team.

In the last month and a half there have been certain comments criticizing my hair and shirts. Well, all I will say is that it sure is a good thing that I have some hair on my head so that I can be called Wagon Wheels—and colored shirts cost money.

Does any one know the supervisor in Division Six who is addressed as "dear Ed." if so please let Lec Cumber at Lawndale know.

Just a short warning to the remaining single men. Leap Year has about one more month to go, so don't be caught off your guard like Conductor Ed O'Keefe was. After battling for 10 months he lost out and took unto himself a wife on November 18. Now he'll have to take out those extra runs, for that old story two-can-live-as-cheaply-as-one is all wrong.

During the shortage of cigarettes all men wanting one or two should get in touch with Motorman Taylor Burke. He is very accommodating.

Will the trainman that got arrested for hunting inside the city limits please get one of the new street guides from the Chief Clerk, and look up the boundary lines of the city?

I suppose all the depots have comedians but we have a new one. His name is Kokomo Hanily, and every night for the last two weeks he has been telling jokes such as this: "You know, my neighbor's boy was born with an animal heart!" And when you ask him Why, he comes back with a snappy one like this: "His father was a wolf!"

All the men at Lawndale were sorry to hear that Board Member Mike Hanely was injured in an automobile accident on November 22. His car was pretty well smashed.

The boys at Lawndale probably have been wondering where Motorman Martin McNamara has been lately for he has never been off more than a day or two since he was hired back in 1901. Well, fellows, he signed sick on November 7, so whatever is keeping him off the job must be serious. Here's to a quick recovery.

Since the war broke out our depot has sent to the armed service 36 conductors, 30 motormen and three clerks. Out of these men seven conductors have returned to work: J. Anderson, W. Shipper, W. Butler, J. Holly, T. Williams, J. Ciszek, and A. Grezlik; and four motormen: J. Hedding, O. Thur, R. Lavorato, and A. Mizia; and one clerk: C. Karschnick.

Another note for the single men: Anyone who has been having trouble with his lady friends should get in touch with J. Frank Gaskey, relief receiver, who claims to be an expert on all problems concerning women.—C. Kaper.

Lawrence Garage

WELL, WE HAVE finally found a man who can qualify for the laziest man we know. He is so lazy that he waits until it rains to sandpaper the paint on his car, so that he will not have to dip the sandpaper in water. Shame on you, Walter Timm. And we always thought you were a very industrious person!

It seems that since Edward Nassar was selected to attend school and then to instruct the clerks and other supervisors that he is about the busiest man we have seen. He is so busy that he was in the office the other day and did not have time to even say "Howdy." Wait 'til you get back, Edward, then we will go high hat too.

We were of the opinion that Nick Rasmussen was one of our better operators, and that he knew

just about all the answers. However, when instructor Herman Anders was telling a student about the trolley buses the other day, he told the students: "And that button is for the door and stop light." Nick spoke up and said, "I have always wondered what that darn button was for." It just goes to show that you can always learn something new in this business.

To the following men we wish to extend our deepest sympathy: Lester O'Neil, in the loss of his mother; and Tom Callan, who lost his brother.

Well, all we can say is that Harley (Hat and Shoes) Holsted is sure the prize sucker for hard luck stories. When John (Smiles) Anderson told him that he did not know how to unlock the gear shift on his bus when it locked on him, Harley got down on his back and unlocked them for him. John said he did not know which was worse, to unlock the gears or to brush Harley off. Anyway, it was a very nice gesture, Harley, so don't let this little exposé sour you and keep you from playing Boy Scout every day.

I think that it would be for the good of the service if Mr. Brookman of North Avenue would send Harold (Lockjaw) King over to Lawrence Garage for further instructions on the reading of the statement of the new half-fare register. It seems that he read 00999 as 00666 and after ringing up two or three fares and seeing that the register read more than 1000, he started to sweat and punch them up on the defective register. It's no wonder that the mechanics won that ball game from the drivers so easily last fall! We thought you could see better than that, Lockjaw.

Say have you seen that brand new (1929) Dodge that Brother Stillwell has been driving lately? Ray Gray was seen driving it the other day and looking at the lights to see if they were out. At least he said that was what he was doing. He was bending over in front of the headlights. We are of the opinion that he was blowing them out. George says that he has all the glass in on one side and the bottom half in on the other side. Sort of building from the ground up as it were.

To all the boys who sent their bond deductions soaring last payday, we say splendid work, boys, and keep it up and we will soon get back to a normal life.—John Lane.

Lincoln

WE HAD SEVERAL visitors at the depot the past month and the first to arrive were Lieutenant Commander Austin Fergus and Staff Sergeant Haddon Phillips. Chief Signalman Chester Nehls also visited us at the same time Lieutenant Commander Fergus was here, so we had them pose for a picture.

Staff Sergeant John Moriarity visited me here at the depot also. He has completed 25 missions and wears the Presidential Citation as well as the Air Medal. He is the son of Conductor Moriarity.

All the boys were looking fine. They are doing a wonderful job. So I think the least we can do back here is to buy more and more war bonds.

Had a letter from Larry Hippert and also from Charlie Wiltgen. Both are in France and want news from the boys at home. They are well and the only thing they missed was Fullerton Avenue.

ALL SKIDDING ASIDE



So if any one cares to write, you may obtain their address from your scribe.

Congratulations are in order for Mr. and Mrs. Bill Neurauter on the arrival of a brand new baby girl on November 18, 1944. Some Thanksgiving present we'll say. We also wish belated congratulations to Mr. and Mrs. Bill Dier on the arrival of a new heir, a girl, on or about the first of October. Best of luck to both Bills and wives.

Our hats are off to Officer Charlie Opfer #4136 who has been stationed at the corner of School and Lincoln Avenue for the past seven years. We believe he is one of the most efficient traffic officers in the city. The smoothness with which traffic flows at that busy intersection when Charlie is on the job is certainly worthy of the highest praise.

In case you have forgotten boys, don't forget that John Tierney and Vic Gundelach, who have both been off for nearly a year, would appreciate visitors.

• • •

George "Pudgy" Mindak reports: "Pilot John Boyer went into a restaurant the other day and while waiting for his sauerkraut and pigsknuckles, a piece of the ceiling fell into his coffee cup. When he made a complaint about it, the owner said that as long as we have to charge you ceiling prices you can have a part of the ceiling too."

"Pat Killen is getting so ritzy now since he is working on Larrabee that he puts on riding boots when he eats horseradish with his beef."

"We saw Jim 'Goose' Hurley the other day with a choppy haircut. We asked him how come and he said the barber he went to stuttered."

"Adolph 'Doc' Hampe looked in the mirror and when he noticed how radiant his bald knob was getting exclaimed, 'Toupee, or not Toupee, that is the question!'"

"Charlie Margaron went hunting on his vacation and all he bagged was his pants."

"Eddie Hagedorn's definition of a busybody is a Rhumba Dancer."

We wish you all a very Merry Christmas and a Victorious New Year.—Ed Hutten.

Noble

NOW THAT THE Sixth War Loan drive is on, let's put Noble in the lead-brackets. You can talk to your Minute Men or see the Chief Clerk and buy your bond right through the General Office. Now is the time to go for that knock-out blow. It's up to us on the home front to buy more and more war bonds—until it's over, over there.

Lawrence Pawlak fell into a coma a few weeks ago. Larry took Mrs. Pawlak to a dental office and Larry fainted when the dentist pulled a tooth for his wife. Seems as though the roots of the molar were in Larry's heart.

The reason Henry Meyer's face adorns the depot on Sunday mornings is none other than that the OCD (Office of Civilian Defense) has not been appropriating any funds for Fire Wardens, so Henry thinks it is better to come down and take that extra run out.

John Brzezinski is very sorry for George Kuznick that he did not find him any turkey this year. Oh well, George would not have enjoyed it anyway as he signed sick. Seems as though the breaded neck bones George had did not agree with him.

Now that our Bowling team is in full swing, the Night Clerk has to keep his fingers crossed Saturday mornings, until the Keglers have reported for work. This is no slam against the Captain.

Received a card from our long lost sailor Fred Hardt. Fred is somewhere in the Rural Panama. Wish that you could send us some of that heat. Thanks for the card, Fred.

Pfc. Arthur Raben wrote Glenn DeWar a letter and he wants to know if you boys have not forgotten him. He is sending all you boys at Noble his best regards. Sorry to hear about your brother Michael, being lost in action, Art.

A bouncing baby boy was born to the George Benschish family. Baby boy and mother doing very nicely.

Lt. John Campbell sent us a card from Paris. John was enjoying a short pass from his front line duties and is sending all the boys at Noble his best wishes.

Tech. Sgt. Reggie Anderson sent us a newspaper from Delhi, India. Reg. just wanted us to know that the Browns won the opening game in Sportsman's Park. Send us a snapshot in action the next time, Reg.

Our deepest sympathy is extended to Frank Spajda and family upon the loss of their beloved mother and wife.—C. Karcal.

Seventy-Seventh Street

AS THE YEAR, 1944, draws to a close, we stop and think of all the things we did during the year. Your scribe has gone back twenty years, and with the help of your chief clerk, we listed all the important changes in the C.S.L., and incidents that occurred at this division. See how many you remember.

In September, 1921, the run number tags were put into effect on the front end of the cars. In April, 1922, the Mt. Greenwood dash signs were taken off the cars and we put up a 111-Sacramento Sign. In June, '22, we sold tickets on the platform. In January, 1923, we started operating the one-man car from 111th & Vincennes to 119th and Vincennes Avenue. In March, 1923, the electric switches at 79th & Vincennes started operation. In April of that year, we started the operation of fare boxes on State and Wentworth. It looks like the fare boxes are going to come back again. Then in May, 1923, motor-meters were placed on the cars. July, 1923, the new type register fare card was issued.

May 1, 1924, all trainmen were issued a new rule book. The boys must have broken many of those rules for a new rule book was issued in June, 1937. This one is still in effect.

On October 1, 1924, Mr. C. E. Jones, returned to this depot as Superintendent.

In November, 1924, the new coin counting machines were installed at this depot for the receivers to count with. In December of the same year, Christmas Eve, we operated 615 runs for the rush.

February 13, 1926, signal lights were installed at 79th & Halsted, 79th & South Park, and 79th & Cottage Grove. The very next day they were also installed at 75th & Cottage Grove. A few days later signal lights were installed at 79th & Vincennes Avenue and a month later we had signal lights at 79th & Stony Island Avenue.

July 23, 1926, loading zones were installed at 79th & Halsted. In August, 1926, two-man cars were again put in operation on the 79th Street line.

In October, 1926, two starters were appointed for 26th & Halsted Street.

Do you remember our old phone numbers? Stewart 0480, 0481, 0482, and 0483? They were changed on October 26, 1926, to Vincennes 7110, -1, -2, -3, -4.

November 21, 1926, the 79th Street Line was extended from 79th & Ashland, to 79th & Western Avenue. The first of January, 1927, the railroad tracks at 116th & Michigan Avenue were elevated.

I'm sure you all remember when we ran extras to the Dempsey-Tunney Fight at Soldier Field—the date?—September 22, 1927.

On February 1, 1928, the company group insurance went into effect.

On October 6, 1928, at 12:24 A.M. Mr. C. E. Jones, passed away. Just ten days later Mr. W. A. Bessette was appointed Division Superintendent.

November 1, 1928, we got new-style punches. Then on October 3, 1929, the new F.E.C.E. Cars went into operation on the Clark-Wentworth Lines.

Brrr—On March 25, 1930, we had 19.7" of snow. The snow cars soon cleared the tracks and the cars operated as near on schedule as possible.

In May, 1930, the first buses started operation from Malta to Claremont Avenue. In July, 1931, we started operating one man cars on 87th Street from Vincennes Avenue to Ingleside Avenue.

The six-day week went into effect July 26, 1931. In February, 1932, the runs were grouped

instead of the men for days off on six day week.

On October 31, 1932, the new type transfer went into effect.

Do you remember the new streamlined car, #7001, that made its debut on May 23, 1934? The men had many nicknames for it.

• • •

We hope you enjoyed reminiscing with us and wish that some of these incidents bring happy memories to you. Mr. Bessette, and all the office force, take this opportunity to wish the trainmen a Very Merry Christmas and a Happy New Year, and thank them very much for their cooperation in keeping the runs filled during the past year.—Dorothy Musial.



Accident Investigation and Legal

WELCOME is extended to the following new employes: Statement-men William T. Schram and William F. Higgins, Stenographers Eleanor Lupa and Eleanor Cal, and Clerks Aline Gantz and Timothy Leahy.

Mildred Matlow, our Hiccup Girl, and Elaine Mjoen, minus an appendix, are both back at their desks. It's nice seeing you looking so well gals.

Former statementman Howie Symmes is too modest to tell us about it himself but the following quotes from a letter dated October 22, 1944, from Holland, written by another Chicago boy, shows us that Howie is right in the thick of it:

"The recommendation goes on to state that *** Symmes and I entered the town under fire to seize the Gestapo Headquarters. *** Symmes wiped out a building that was infested with snipers. He killed four Germans with hand grenades and later on assisted in the capture of 240 Germans. We both already have the Presidential Citation. *** In Holland Symmes and I and a fellow from Rockford went into Eindoven with the assault troops and seized the German headquarters, however, we didn't even have to fire a shot this time. Symmes pitched a few hand grenades here in Holland but I didn't happen to be with him this time. I saw Symmes take care of the situation in Coranton; he did a nice piece of work."

Congratulations on the Citation, Sgt. Howie of the 101st Airborne Division, and as always, the best of luck.

Sixty-Ninth Street

AS THE HOLIDAY Season brings another year to its close, Division Superintendent John B. Becker wishes to express appreciation to our entire personnel for the fine spirit of cooperation shown throughout this difficult period.

Holiday greetings are starting to come in from all corners of the world from our boys who are in the service, so to all of them, wherever they may be go our best wishes for a Very Merry Christmas and a Happy New Year, with the very best wishes for a speedy return.—A. R. Lipphardt.

Thank-you's have come in from the Army and Navy—Corporal Richard Kuhlman and Y2/c. Edward J. Karkocki—for the Christmas checks from the Company—Audrey.

Accounting Department

"MANY HAPPY RETURNS of the day" were extended to Agnes Samek, Isabella Glass, Frank Robinett, Valeria Johnson, Florence Ross, William Ternes, Lorraine Buehler, and Helen Dansevich during the past month.

The department extends a hearty welcome to Violet Holt, Esther McClelland, Mae Bejrowski, Lucille Matson, Charlotte Carstensen, Jane Risberg and Henry Smith as the latest additions to our personnel.

Miss Josephine Boedeker, who left service Monday, November 20th, was remembered with a farewell gift from her associates.

A letter received from Robert Joost, who is in the Navy, said that he cannot mention where he is, but has crossed the equator, and everything is OK.

Her many friends and associates in the department extend congratulations for a long life of happiness and contentment to Margaret Kohs and PFC Alfred Knize, U. S. Army, who were married on Saturday, November 25th, at Sacred Heart Church, 70th and May Streets. She was presented with crystal stemware from the employes in the department and table linen from the League of Nations Club.

With the best wishes of the entire department, we are looking forward to the rapid recovery and

welcome return of Harold Sprenger, who is confined to the hospital.

Our deepest sympathy is extended to Marie Brankin in the loss of her grandfather, and also to Ruth Reichhardt in the loss of her cousin, a Lieutenant in the Infantry.

Dorothy Abt, who left service to join the Waves sends word from New York that "this is really a swell life and enjoying myself; of course, it is hard work, but anything worthwhile is hard."

Private John Hill, son of Lester Hill, set a new record for "situps" at Scott Field, Illinois, when he did 1,104 of bending exercises in an hour and five minutes, exceeding the record by approximately 500.

Although at this writing Bernice Kruger is in St. Elizabeth's hospital, we extend every wish for a quick recovery.

Wishing all a very Merry Christmas and a Happy New Year.—Thomas F. Coan.

Car and Bus Repair

ARCHER: J. Gianella, bus repairman, has been transferred to 77th garage. We wish you luck in your new location, and hope you won't forget to come to see us.

We hope to see F. Leonhardt back on the job real soon!

Walter Orosz, former bus repairman, was killed on November 1st while in the armed services. To his wife and family we offer our deep sympathy.

77TH STREET: Pvt. Robert McClelland, former bus repairman, paid us a visit while enjoying a five-day furlough. Bob, who is a member of the Marines, is stationed at Paris Island, N. C. He tells us about having received a box of cookies and candy from his mother, and as he was about to distribute some to his buddies, his superior officer stopped him, and made him sit down and eat it all himself. Not such a tough assignment, if we might say so!

We received letters from Pvt. John Kinder, who is stationed at Camp Bowie, Texas, and from PFC Ken Landeck who is somewhere in Luxembourg. Both are doing nicely they tell us, and take this opportunity to extend their holiday greetings to you.

Recently we received an editorial entitled "Muddy, Bloody, Men of the Line" which was taken from the overseas paper "Stars & Stripes." It also contained a picture showing the boys from the Infantry plowing through mud, and among them was our own PFC Patrick Faherty. These boys are sacrificing everything. What do you say we increase our bond allotments?

We wish to welcome J. Gianella, formerly of Archer, and J. Lukas, formerly of Burnside, into our ranks.

J. Wilkes, storeroom clerk, has just returned from his belated vacation. He had a grand time touring the city.

G. Dalton, V. Bousis and J. Lundy have been off due to injuries. We wish these boys a speedy recovery and hope they will be back with us soon.

Our supervisory force—I. H. Gamen, Leo Keane, J. Hopkins, A. Suma and L. Hermann, wish you and the members of the Armed Forces a Merry Christmas and a Happy New Year.

We extend our sympathy to Charles Wessel, car repairman, whose father passed away on November 25th.

Electrical Department

THE FOLLOWING MEN in service paid a visit to the downtown office and Grand & Leavitt: Lt. William Gustafik, stationed at Chanute Field, Illinois; Lt. Peter LeRoy Janke, stationed at Fort Sill, Oklahoma; M.M. 1/c James P. Solon, stationed at Camp Parks, California, and Pvt. Everett Blazer, stationed at Camp Carson, Colorado. All of us here at home enjoyed your visit and enjoyed hearing some of your experiences.

Let's take this opportunity to wish all of our boys now in service a Merry Christmas and a Victorious New Year.

Congratulations are in order to Mr. and Mrs. Andrew Borne of our armature repair division, for the bouncing boy received by them November

The Question: "To Change or, Not to Change"

THERE ARE some adherents to the theory that any sort of action is good, so long as it is action, because it indicates that there is life. There are others who hold that it is just as well to leave well enough alone—if you have a good thing, hang onto it and be satisfied.

In the War Bond race to obtain the largest percentage of employes investing at least 10% of their pay in the payroll bond deductions there seem to be members of each school involved. The groups holding the top twelve positions would seem to have staked out permanent claims. Not so, with the next eight or ten outfits, they believe in variety.

The first column of figures in this month's listing gives the position of the groups at the close of October. The second column of figures gives the positions as listed in last month's report.

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

25, 1944. "Andy's" buttons have been popping off his vest. Thanks for the smokes.

Joy and sorrow came to the family of Mr. and Mrs. Arthur Sandberg during the month of November. On November 6, twin boys were born to this couple. The boys, names are Peter and Stephen. Within three weeks after birth, Stephen was called to the land beyond, by death. Our sympathy is extended to Mr. and Mrs. Arthur Sandberg.

Our latest report on our "Billy" Jones is that he is doing very nice, gets out occasionally, and does his telephoning to various sub-stations. Bill, we are all pulling for you and hope to see you around again with the pep you always possessed.—Billy.

Engineering

TRACK: Lt. & Mrs. Paul Minogue, Jr. recently became the proud parents of a baby boy. Daddy Paul has yet to see his offspring but we hope it won't be long before he returns from overseas to see his heir. Grandpappy Paul, Sr., of the Time-keeping Dept., proudly distributed cigars and candy. Congratulations and thanks for the seegars, Paul.

Staff Sgt. Ray Ruzich has supervision of the processing of service records of wounded Americans who are to be evacuated from England to the States.

The last mile to the top of Pike's Peak is the longest and hardest mile to go in the world. For a full description ask Violet McFarlane who spent her vacation with her husband in parts west of here.

Material Clerks D. W. Dartt, F. Beshk and J. W. Nette are recovering from recent illnesses and we hope to see them back on the job soon.

BUILDING: D. C. Lamont, our doorman at Clark and Division Sts., was ill recently and now is in Albany, N. Y., recuperating. We wish him a speedy return.

MELANGE: First it was no tires, then sugar, liquor, jams, etc., and as time passed all of these are again available. Now we trek from store to store looking to see if the cigar clerk just rang up 18 cents and we too can get a pack of cigarettes. We see signs all over "Sorry no cigarettes" and the other day the fellow at our regular spot thought "Not even under the counter" would stop the inquiries. All we can say about it is that we don't like "Rum & Maple" and various other brands not worth mentioning and we hope the situation eases so we all can buy our favorite brand when we want it.—John Retzler.

General Office

BIRTHDAY GREETINGS were extended to Kay Wynn of the Switchboard Room and Mr. O'Connor, Transportation. (Thanks for the candy.)

A welcome is extended to Mrs. Anna Marie Callahan, who joined the Surface Lines family in Purchasing. Also to Ethel Kaplan, Insurance. Hope you girls like working with us.



—Acme Photo

HOW'D YOU LIKE TO PILOT THIS TROLLEY?

Outside Aachen, the U. S. Army Engineers found seven streetcars of ancient vintage. During the siege of Aachen they loaded the cars with ammunition and sent them rolling downhill into the city. The fancy paint job was added inspiration.

We are wondering what gives Eddie Coates the faculty for catching ladies' earrings in his vest pocket:

We received a surprise visit from Lt. William J. Gustafik, Executive, and his wife, the former Eileen Ryan from DAI. After being stationed overseas for several months, Bill was wounded in a mid-air collision over England. He's now stationed at Chanute Field.

Material and Supplies

OUR DEEPEST SYMPATHY is extended to the family of John M. Wagner, who passed away on November 16th after a long illness. John formerly was an expeditor at the South Shops, and will be greatly missed by his many friends in the company.

For the past two weeks, the downtown office force has been missing Lois Marsh's cheery smile. She is now convalescing from a major operation. Hurry back, Lois.

Christmas greetings to all of our boys in the service wherever they are. May 1945 hold the peace that will bring them safely home—Mary Goulden.

Schedule and Traffic

LEE GILBERT, RETIRED schedule maker, paid us a visit recently. Lee has finally decided that

Sunny California will be the ideal place to spend his leisure and when he dropped in was on his way out West.

James Corbett, traffic checker, is now very busy learning the ropes in the Navy. Best of luck, Jim.

Walter Godlewski, U. S. Navy, and Wm. Worcester, U. S. Army, favored us with visits during November. You were looking fine fellas, and we hope you stay that way.

Clark Johnson tried his hand and gun out on the pheasants on two Saturdays. He did well, but he still had to buy his Thanksgiving dinner.

The mail bag was full, bringing letters from Walter Thomas, Joe Karel, Eddie Thompson, Bill Kendall and Bob LaVoie. We enjoyed each and every word of your letters and want you to know we are thinking of all the service men and hoping you will soon be back with us.

Luanna Beierwalter has been dazzling us with a sparkler which graces the third finger on her left hand. Carl Punter of DeMotte, Indiana, is the lucky fellow. This sort of news always gives us a chance for a follow-up story and some way or another we feel that the wedding story will come early in 1945.

We extend to each and every one, wishes for a Very Merry Christmas and may the New Year bring us Peace and Happiness.—L. C. Dutton.

South Shops

DO YOU REMEMBER that first Christmas of the war—three years ago? It was very much like other Christmases—on the surface.

There were carols and music, gifts and holiday decorations.

Today, however, we realize more acutely the tragedy of the war. We hear the carols and the bells, but in our hearts they are dimmed by the rumbling of troop trains, the tramp of marching feet. And above this roar the sound of weeping in many homes.

As we approach the birthday of the Prince of Peace—it will be appropriate to remember the heroic sacrifice of those who have already helped to bring the dawn of peace within sight.

Two of Uncle Sam's nephews, Joe Kiselus, Coast Guard and Dick Zajac, Air Forces, paid us surprise visits last month. Both boys really looked good. Joe has seen action in Italy and partook in the invasion of France. Sergeant James Cervenka sends his best regards from New Guinea. His letter was appreciated by all.

For some time now Charlie Brown, assistant foreman in the Paint Shop, has been quite ill, but according to Joe Hecht's latest report he is coming along very nicely. Another member on our sick list, Leroy Goering, who was injured on duty, hopes to be back soon. We sincerely hope it won't be many moons before both men are back on the job again.

Our sympathy goes out to Edward Roberts upon the loss of his dear mother.

Holiday greetings to C. D. Mack, superintendent; W. C. Smith, assistant superintendent; all the foremen, men in the Armed Forces, and fellow workers. May each hour of your Christmas Day be filled with joy, and may the New Year hold only happiness for you.—Justine Mazeikis.

West Shops

OUR FIRST CHRISTMAS card received at office was from SK 2/c James Maher, serving Uncle Sam in a far distant land, and we surely were pleased to receive it Jim!

From the South Pacific Area we received a letter from Eddie Evans telling us that all is well with him, although he has seen plenty of action in that territory. Also a welcome message came from Earl Larson our latest "Sailor Boy." Earl is stationed at Great Lakes and we are looking forward to seeing him in his uniform before too long a time elapses.

The very lovely ring on the ring finger of Helen Churchill's left hand is a sparkling diamond engagement ring, which is to be accompanied with a wedding band in the not too distant future. Our best wishes go to the newly-engaged couple.

George Calos has taken over the duties of mail-boy in our department, to fill the vacancy left by Don Jordan when he resigned. We hope George feels at home here with us.

To the families of Casimer Jezierski, carpenter at the West Shops, and Mike Cahill, fireman at Kedzie, we extend our sincere sympathy in the death of these two employes who passed away on November 20th and November 13th respectively.

A Very Merry Christmas is our wish for each and every fellow-worker, and a Happy and Prosperous New Year!—Mildred Habeger.

Manpower

AS WE ENTER another war-time winter, the manpower shortage continues to be the number one problem of the system.

DESPITE ALL the efforts made to keep our ranks at a proper working level, critical shortages still exist in several departments. This is especially true of the train force.

THE MANAGEMENT on several occasions has made appeals to present employes urging them to enlist friends and relatives as trainmen. Another appeal is now being made.

EVERY EMPLOYEE is asked to do his best to bring in at least one applicant for a job with the Surface Lines. To the other advantages of these jobs is now added an arrangement for paying the starting rate for trainmen during the training period.

IT HAS BEEN only through the fine cooperation of employes that it has been possible to maintain service at present standards in these difficult times. Our employes are now asked to help some more—to send in every possible applicant for work.


Fred. A. Nolan
General Manager