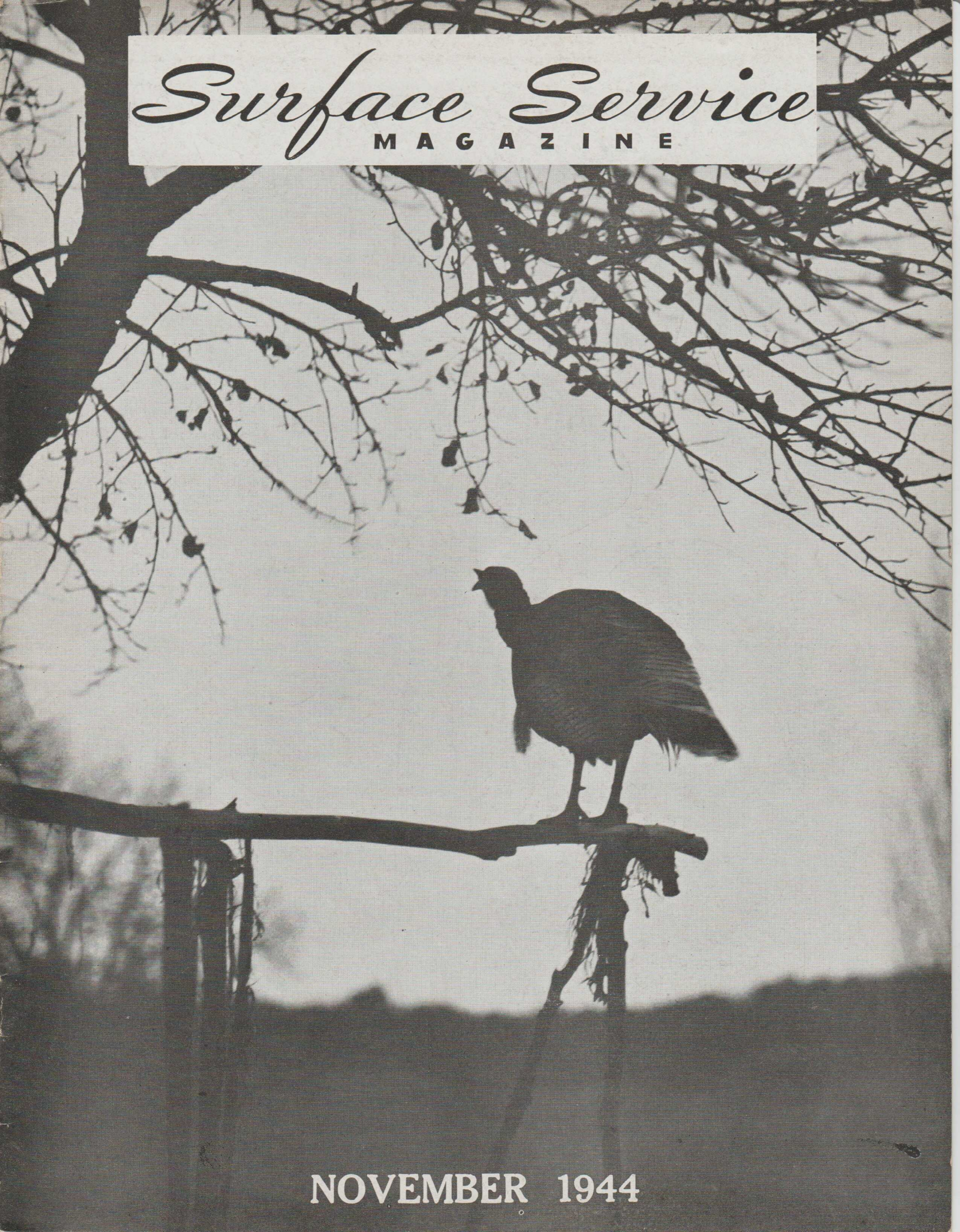


# *Surface Service*

M A G A Z I N E



NOVEMBER 1944

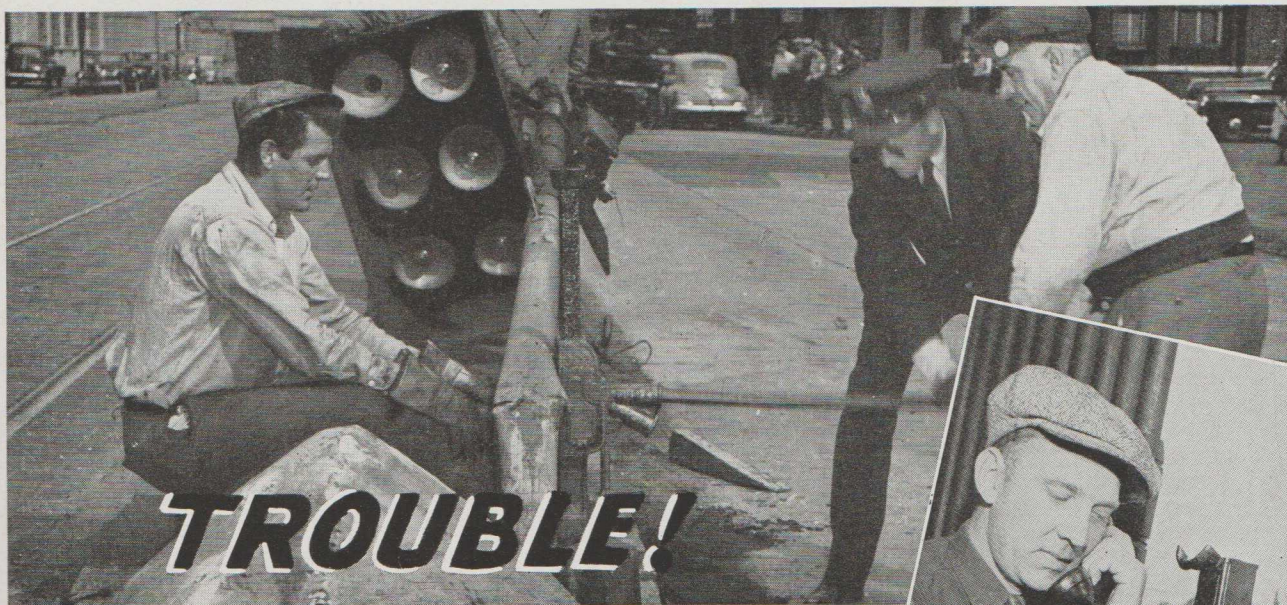




**T**HE WAR IN EUROPE may be drawing to a close but there's still a first-class war to be fought in the Pacific. . . . It's going to cost more. We'll need more of everything—more B-29's (\$600,000 each), more P-47's (\$50,000 each), more tanks, more gas, more

supply ships—more sacrifices. . . . The Sixth War Loan Drive begins November 20. Every worker is asked only to loan his money—to dig into the sock for an extra \$100 War Bond, or buy it through the payroll savings plan. Do it during the **SIXTH**.





# TROUBLE!

## That's Their Business

**N**O MATTER WHAT the trouble may be—a fire, a collision or a breakdown—if it's threatening the traffic schedule or blocking the right-of-way, you'll find the husky six-footers of the Emergency Wreck Trucks right there, with the situation well in hand.

Twenty-four hours a day, the ten regular trucks and the five extras stand by, waiting for a call from Station WAYH that will send them rushing to trouble spots in the city. Sixty-five Utility Department men form the regular crews for these trucks. But, if need be, all of the department's 220 employees, whether chauffeur,

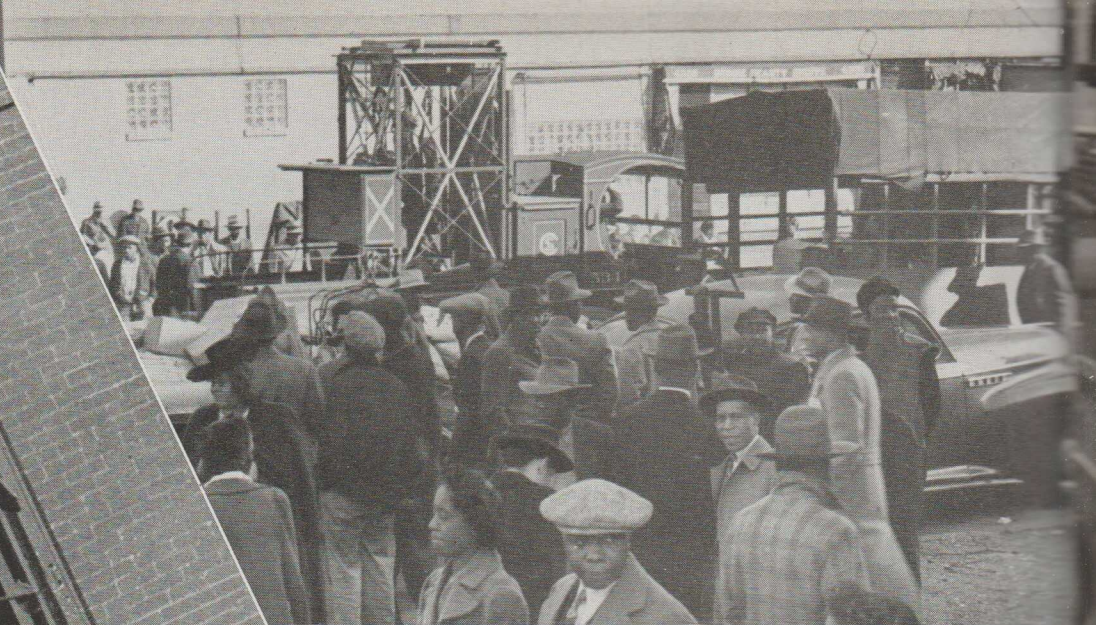


**LEFT**—A truck climbed the bumper on this safety island and was suspended, all wheels off the ground. The Emergency Crew had to pry it off, but it was able to drive away under its own power.

**TOP OF PAGE**—After the right-of-way had been cleared, the Crew could turn its attention to jacking up and removing the damaged light pole so that pedestrians could use the safety island.

**ABOVE**—When a truck returns to the station after having cleared a blockade, a complete report is phoned to the dispatcher.





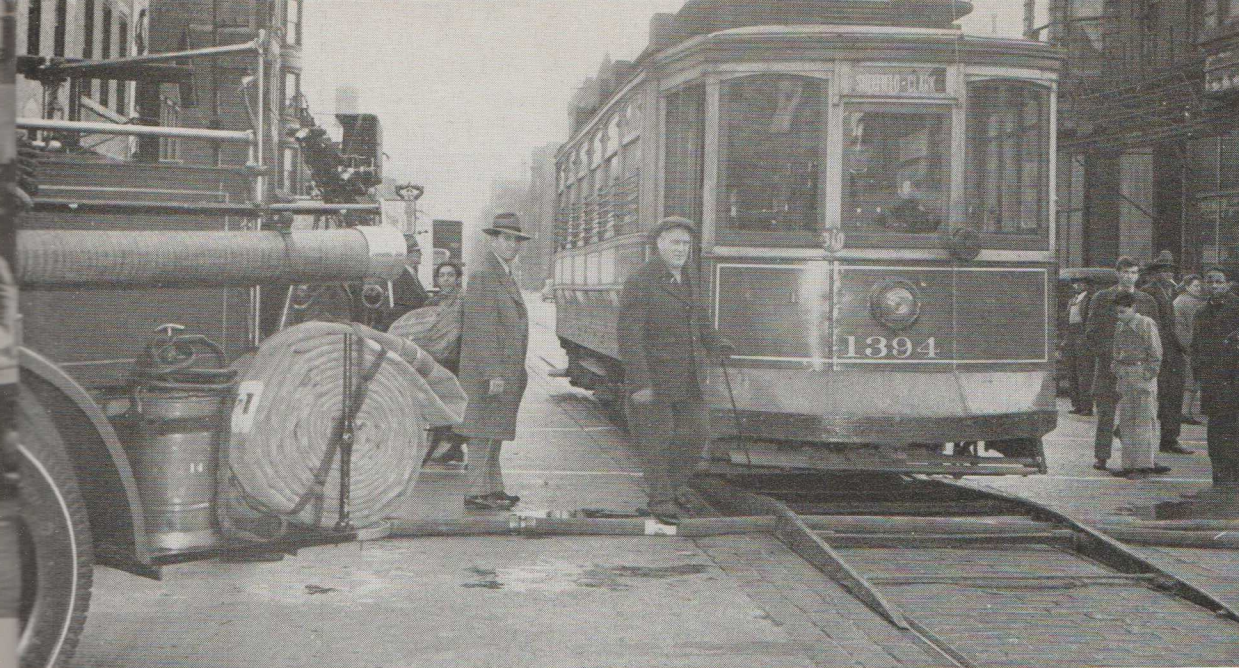
ABOVE—Snarled traffic and kibitzing crowds help to add complications. A job on an Emergency Truck calls for an even temper as well as good judgment and imagination.

LEFT—Speed, from start to finish! In less than 30 seconds after a call for help comes over the radio, the truck and the crew are on their way. "The streetcars must go through."

BELOW—One of the reasons why a re-route calls for caution: It has to be checked for hazards such as this car parked too far from the curb.







Arriving on time with the fire engines, the crew lays bridges wherever the hose crosses the track, enabling the streetcars to continue operation without re-routing or a break in the schedules.

motorman, or trolley tender, will pitch in and help out in keeping the tracks clear.

An average of 2,000 calls comes into the department during a month—and in bad weather the total for one day has been known to run over 600! The majority of these are “foreign calls” involving other than Surface Lines equipment. But whether foreign or not, the crews know that each call will be different.

One call may involve a dog caught on the fender under a streetcar. This calls for the use of special equipment to remove the animal uninjured, and without anyone getting bitten.

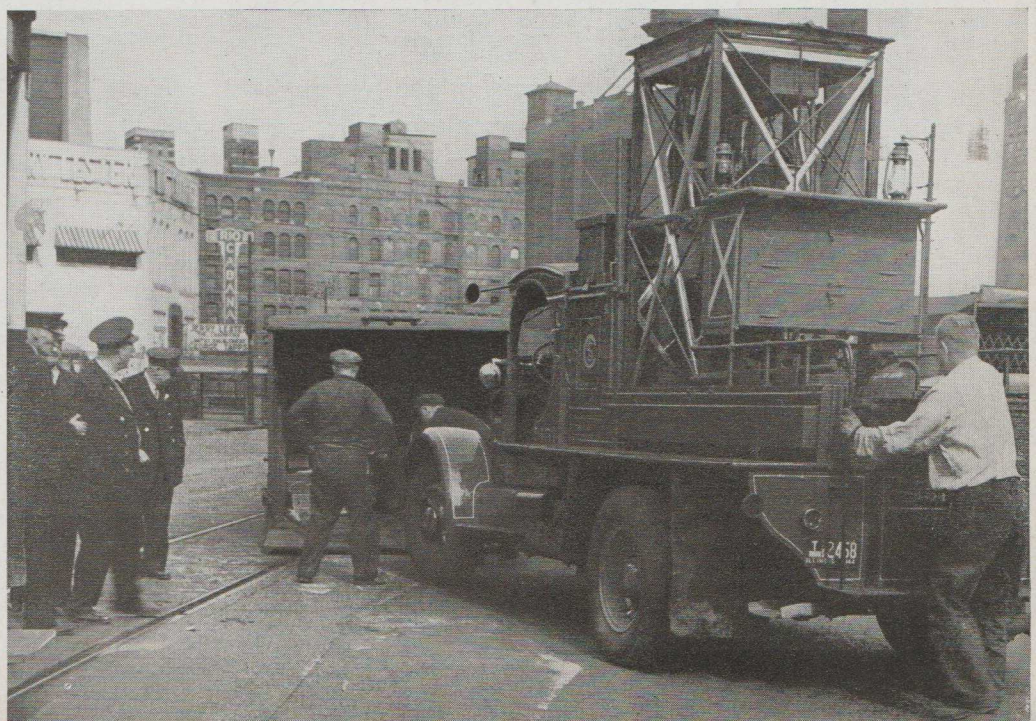
The next call may involve an overturned gasoline truck. This necessitates a re-routing of cars while the gasoline is flooded from the street and manholes are carefully checked for dangerous fumes.

Ordinarily one crew handles a call. But in big catastrophies such as the “Omaha Fire” of several years ago, trucks are called in from all parts of the city. This fire involved a main line (Halsted Street) and it was necessary to lay nine sets of bridges, which were in use for approximately 24 hours. But the schedule was maintained with little loss of time.

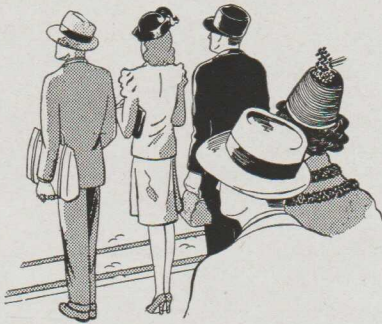
And that’s the kind of a job these fellows like—where there’s plenty of action—and plenty of trouble.



**BELOW**—The truck rounded the corner, but its body didn’t. Result: A blockade on busy Wabash Avenue, at the river.







# WILL THEY INCLUDE US in their Postwar Plans?



These are our passengers.

Some of them have always ridden our vehicles regularly. Others have come to us because they can't use their own autos during the war period.

Their transportation habits after the war will govern our revenues and pay rolls.

Will they choose to continue using our service, or will they go to other means of travel?

The answer to that question—and to the future of the Surface Lines and its employes—rests in a large degree on the treatment they get now.

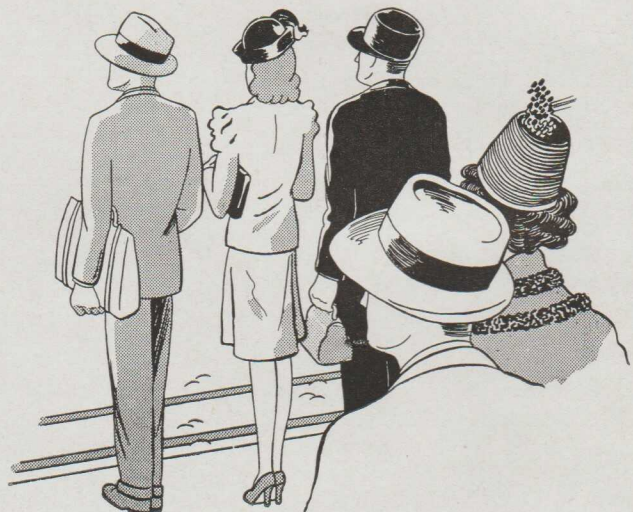
They are ready to accept *unavoidable inconveniences* resulting from war-time conditions but they are irked and antagonized by *unnecessary difficulties*.

The passenger who is *willfully passed up* has a legitimate complaint against us.

The car or bus which failed to stop, whether it's new or old, might just as well have been off the street as far as he is concerned.

He is *not* a good prospect for future business. He and others like him, if they go to other means of travel, will *not* provide revenues in the future for Surface Lines pay rolls, employe insurance, paid vacations and pensions.

Think it over!





# "I'll Ride On the Surface Lines When I Am Old"

**T**HE COMBINATION of a heavy suitcase and a cane prevented an elderly lady from getting up out of her seat on time on a Madison car. The thoughtfulness of Conductor David Sax (Kedzie) in holding the car and assisting this woman to the street caused Miss Kathleen Donovan, 214 North Keystone Avenue, to write in and praise him. She commented that after "seeing this act of kindness I will not hesitate to ride on the Surface Lines when old age overtakes me."

The same type of thoughtfulness in dealing with handicapped passengers brought letters of praise during this past month for Motorman Herman Schroeder (Devon), Conductor Henry E. Simon

(Noble), Motorman Albert Trocker (Noble), Operator John Klinowski (77th), Conductors James Hogan and Fred Winkle (77th), and Conductor Charles Powers (Archer).

## "Always Helpful and Courteous"

Mrs. R. H. Baumann, 1715 West 91st, reports that while boarding a bus, a woman dropped her purse, scattering its contents all over the street. Operator Castro Dahmer (77th) earned the praise of everyone in the car when he cheerfully advised the woman not to worry, got out, and helped pick up the papers. "We have observed him many times and found him

always helpful and courteous," asserts Mrs. Baumann.

Praised during the month for their skill in handling their vehicles, calling streets clearly, and in general just "doing a good job" were: Motorman Joseph Wolfe (Cottage Grove), Operator Eugene Schaeffer (Lawrence), Conductor James Krughoff (Lawrence), and Conductors William Gill and Willard Morgan (77th).

## Seconds Lost—Minutes Saved

It was a delay of only a few seconds for Motorman John R. Huber (Limits) when he held his car through a green light to accommodate eight or nine passengers transferring from another car. But it meant a saving to those customers of some ten minutes wait in a heavy rain. Miss Isma Barnond, 4715 Magnolia Avenue, wrote in about it.

Appreciation was expressed for the promptness with which Conductor Joseph Fiala (Blue Island) turned valuables over to the Lost and Found and for Conductor Samuel Miller (Kedzie) having corrected an error in change.

## Excellent Salesmen

Mrs. Lillie Nitschke, 6200 Kimbark Avenue, takes care of children during the evenings, which necessitates taking a street car late at night, when service is less frequent. Her plea is for more motormen like Elmer Ellis (69th), who demonstrated an attitude of consideration and courtesy toward his passengers.

Appreciation has also been expressed for the courtesy shown by Conductor William Kahlen (Blue Island) and Conductors Arthur Reid and Edward Schwarz (North).

## John Leeming, Retired Medical Counsel, Dies

**D**R. JOHN LEEMING, retired medical counsel for the Chicago Surface Lines died on Saturday, November 4. For more than 50 years he had served as a medical counsellor. Upon his retirement in 1941 he was succeeded by Dr. David J. Fanning, who previously had been his assistant.

Born at Brantford, Ont., Dr. Leeming was 85 years of age. He was a graduate



"WE JUST DON'T WANT ANYTHING TO HAPPEN TO YOU WHILE YOU'RE HOME ON FURLOUGH!"



of the University of Toronto, the College of Physicians and Surgeons of Ontario, and the Royal College of Physicians of London, England. For ten years he was a professor at the Northwestern University, and professor of medical jurisprudence at the Chicago Kent College of Law. Once an attending physician at County and other hospitals, he was vice-president of the American Medical association in 1918.

Surviving are his widow, a daughter, and four sons.

## Christmas Checks For CSL Service Men

**A**TEN-DOLLAR CHRISTMAS check is being mailed this month to all members of the Surface Lines organization serving with the armed forces.

For the second successive year the Joint Board of Management and Operation of the Surface Lines was authorized by Federal Judge Michael L. Igoe to make the token payment at the holiday season.

Checks will be mailed to approximately 1,800 employes of the system who are now serving with the military forces in all parts of the world.

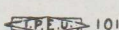
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A Publication by and for Chicago  
Surface Lines Employes

231 South LaSalle Street



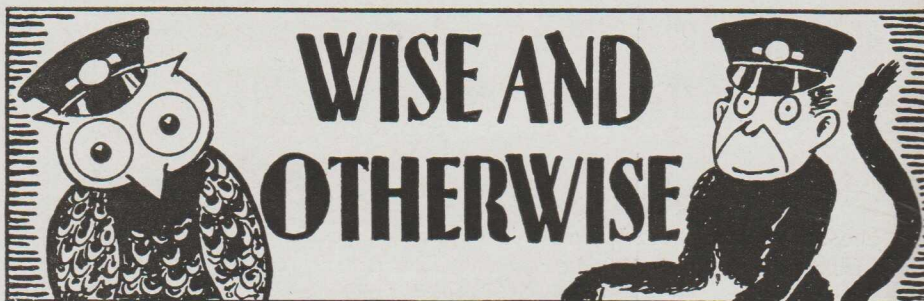
CHICAGO 90



Vol. 21 November, 1944 No. 7

WILLIAM H. BROMAGE ..... Editor

JOHN H. FISHER ..... Associate Editor



**E**VERY NOW and then we hear some grumbling among trainmen which causes us to wonder why some simple facts about our business are so little understood. The sole purpose of our organization is to provide transportation for the public. The fact that this makes some mighty fine jobs for all of us is quite incidental. It's a certainty that nobody would pay us to stick around and run these chariots up and down the streets if they were not needed.

That being the case, why should some of us operate as though the job was created for *our* special benefit? Why prefer to accommodate only a limited number of riders, or find excuses to lose a trip altogether?

### "Quite A Forgetful Clan"

The number of things essential to good operation which we forget to do is amazing. We forget to look out before giving the bell—we forget to be courteous and patient with our passengers—we forget to change signs and call streets—we forget to copy down our proper running time—we forget to stop at streets controlled by stop and go lights—we forget to stay a block behind our leader. It would seem that we can be quite a forgetful clan.

But there's one ray of hope. So far we haven't heard of anyone forgetting to show up for payday!

Then some of us have a mistaken idea that the supervisor's principal function is to make life miserable for the trainmen. We also have an idea that the only time a schedule can be disregarded is when it suits our convenience to run ahead of it. If we're asked to run a little late or carry a little extra headway our howl of protest sounds like the wail of a banshee. So let's consider a few facts.

The schedule is a pattern by which we try to operate. It represents the best judg-

ment of experts as to the service requirements at the time it was written. But conditions change so fast that it is often necessary for the supervisory force to make minor revisions. There's nothing wrong with that, yet some of us put up a violent protest when a little change is ordered.

The manpower shortage compels the supervisory force to frequently revise schedules and re-space cars. Let's take a simple example and suppose that on a certain street it requires sixty minutes for a round trip. The rush hour service is provided by 15 cars operating four minutes apart. ( $4 \times 15 = 60$ ) If, for some reason, one of these runs is missing we have only fourteen cars left to do the work of fifteen. So the supervisor just divides the number of minutes required to make the round trip by the number of cars he has, to determine what the revised headway must be.

### "Soaking The Next Fellow"

Isn't that better than letting everyone run with his scheduled four minute headway until we get to the point where the run is off? And then "soaking" the next fellow with a double street?

The answer would seem to be quite obvious, yet many of us feel abused because the supervisors do not allow us to move up and run on our leader's time when a run is missing. We argue that when the time-table says that we should have only a certain headway, we've done our full duty when we take that much.

That's not the case at all. There isn't anything anywhere in the books which says that we can't deviate from the schedule when necessary. And in these days it's often necessary.

It all boils down to the simple fact that the best possible service is provided when the work is distributed as evenly and fairly as possible.—Frank Speaker.





## Burnside

**N**OVEMBER. Just mentioning the name of this month conjures up thoughts of the first crisp days of winter, anticipation of long evenings and holidays to come, particularly Thanksgiving Day. This day means more than just turkey and cranberries. It was originally a day set aside to return thanks to the kind Providence that had brought the early settlers safely to our then bleak and barren shores, and that had looked after them through toil and strife. Today we can also return thanks, that in all the world ours is the only country that is still blessed with a measure of freedom and is among the few that has not felt the heel of the conqueror. We personally can give thanks for the bounty Providence has given us in the way of security of our homes, stability of income, and pleasure in the job that gives us our living. Ours is a good job as many are finding out more and more each day, and will stay that way as long as we really want it to.

\* \* \*

One dark and windy morning recently, Operator Dave Westerville was pulling out to South Deering when his trolley left the wire. In leaning out the rear window to put it back, the wind took his cap and whisked it out of sight. Dave hunted and hunted but no cap could he spy. He went on his way bareheaded, bemoaning the loss of both cap and badge. Arriving at South Chicago he told his troubles to Operator R. Stevens, who produced a flashlight and started looking under the car. Behold, there between the gear casing on the brake rigging reposed the object of their search—dirty, greasy and forlorn looking. But Dave says it sure looked like about ten bucks to him.

Some time in the near future we may expect to find at almost any time or place, groups of serious faced trainmen gathered around Motorman Earl McMahon listening attentively while he expounds the law. He should be an authority on things legal as he is now sitting as one of those "12 good men and true" who weigh the evidence brought before the courts of the land. Earl says jury service is not as bad as he had feared.

We have heard a lot about the "post-war" mechanical age but Ernie Freel is the first to have a post-war mechanized, combination cradle, go-cart, trundle-bed and baby-swing all powered

by a twin cylinder Harley-Davidson. He was demonstrating it recently, using his infant son as a subject and we want to tell you it looked OK to us.

Speaking of mechanical improvements, it remained for Supervisor Flynn of Radio Car No. 2 to invent the post-war hydraulic auto tire. It looks just like any other tire except instead of filling it with air you fill it with water. The only draw back is that it is apt to splash back at you if you aren't careful.

Burnside has quite a few members on the sick list. Operator S. Haglund recently underwent a goitre operation and should be back at work by the time you read this. Operator Pat McCartan and Lester Denby are each nursing a broken ankle. Motorman M. Fitzgerald put in several days in the hospital, as did smiling Jack Chmelna. We are glad to state that all are getting along nicely and will soon be back on the job.

Executive Board Member James Barber passed away on October 10 and was buried at Beverly Cemetery October 14, with military honors befitting a World War I veteran. Besides being active in local 241, he was a Past Commander of C. C. Cameron Post, No. 130, American Legion; Past Master of Utopia Lodge, No. 894, A. F. & A. M., and held membership in several other fraternal and civic societies. He had been board member for the last 15 or 20 years and had a host of friends who will miss him keenly. To his wife, family and friends, we offer our heartfelt sympathy and share with them in their loss.

We were all shocked to learn of the sudden death of Conductor W. H. Schilling, who died October 21 at his home and was laid to rest Tuesday, October 24. He had worked that same morning and on being relieved (he worked a tripper) he complained of not feeling well. On arriving at home he laid down to take a nap from which he never awakened. He was one of our "Old-Timers" and will be missed by a host of friends. To his wife and daughter we extend condolences and sympathy.—Furgie.

## Blue Island Station

**Y**ES, IT'S YOUR correspondent back again and I hope with your help in supplying news that our items will not miss another issue. So bring in the news and we'll keep going.

By the time this news comes from the press.

Motorman Michael Griffin will be back with us again after having served as a Pfc. in the Marines. Mike has been confined in the U. S. Naval Hospital at San Mangata Ranch, Oceanside, California and expects a Medical Discharge November 1st. We are glad to have you back, Mike.

Conductors Arthur Gellert and Herbert Heiden write from England and would like to hear from the boys. Their addresses can be obtained from the clerk. Incidentally, Herb Heiden was wounded in battle in France and has lost a finger and is now convalescing in a Hospital in England. Good luck to you, Herb.

We wish to thank those who cooperated with us in helping keep our runs on the street and the splendid cooperation on extra service during special doings at Soldier Field.

Our sympathy is extended to the following in their recent bereavements:— Motorman Jim Lowery, the loss of his wife; Conductor Ed. Ludwik the loss of his wife; Conductor John Kierstein the loss of his mother and Conductor Ruddy Olsen the loss of his brother; Jim Cavanaugh the loss of his nephew who was killed in an auto accident while on furlough, after serving 86 successful missions over France, and Germany.

Joe LeFebvre our handsome afternoon clerk is in the market for a paint brush. Joe wants one where the paint won't run down the handle when he paints ceilings.

Our wishes for Good Luck to Ex-Motorman Stephen Tomicek who resigned from the train service to take a position with the Treasury Department.

Two more of our motormen have joined the ranks of the retired, November 1st. Motormen Alexie Lareau and Anton Mieczynski. Hope you enjoy your rest and don't forget to pay us a visit now and then.

Retired Conductor Chris McCarthy is convalescing at the Hines Hospital from a fractured hip. Good luck to you, Mac, and hope to see you around soon.

Motorman Al Trembacz who has been sick for the past few months would appreciate a visit from the boys. Cheer up, Al, and we hope you will soon be well again.

Again, I ask, please help out with some news.—C. P. Starr.

## TOONERVILLE TIPS

Any woman can keep a secret—But she needs at least one other woman to help her.

\* \* \*

P. S. This is no secret, so tell everyone we're Looking for Trolley Pilots!





This is that famed "Changing of the Guard"—a la Division Station. This dramatic ceremony took place in September when Retiring Scribe Russ Warnstedt turned over to the new correspondent, Fred Shippy, the keys of the SURFACE SERVICE news box. (That's the news box in the background).

## Cottage Grove

**C**OTTAGE GROVE Depot, considering the number of stations participating in the 10% War Bond Drive, continues to remain in the spotlight, holding down second place—an achievement that merits attention.

At this time each of us have another obligation. The War and Community fund drive is under way. This fund takes care of the boys in service throughout the world as well as on the home front. Cottage Grove solicits your 100% cooperation.

In these days of critical manpower shortage, Cottage Grove also finds difficulty in keeping its schedules intact. Messrs. Cricks, Kelly and Pryor at this time extend their thanks to all men who have responded to their appeal so splendidly.

Our Credit Union wishes to announce that they are in very sound shape and are open to new loans. So if you are planning on doing something but lack cash, don't hesitate to call and explain your problem to our efficient officers who are ready to help.

Cottage Grove is again represented by two bowling teams. Captain H. Budach leads Number One team and Captain L. E. Gross our night clerk leads Number Two team. Each is confident of finishing high up in the standing. The South Side Surface Lines League of which we are members, bowls every evening 9:00 P. M. at 6241 Cottage Grove. Come out some Friday evening and give the boys a hand.

We express our heartfelt sympathy to Supervisor H. Hooper whose father passed away October 18 and to Conductor M. Harney whose wife died October 21.

Have you heard of Uncle Rudy? Well our capable receiver on nights, George Kynaston, has. Incidentally, Uncle Rudy gets his vacation this month.—Gale Hruska.

## Division

**C**ONGRATULATIONS to Motorman and Mrs. Anton Dubrick who celebrated their twentieth anniversary on the 12th of October and to Conductor and Mrs. Louis Sanz who celebrated their twenty-sixth anniversary on the 14th of November.

Happy birthday to the following children: Marilyn Brodd, 6th; Marlyn Fournier, 3rd; Maizie Zakrzewski, 5th; Bobby Hedman, 1st; Harold Hansen, 1st; Allan Stromsta, 1st; and the next ones are Patty and Johnny Riscossa who celebrate their birthday on the same day. That was some party Daddy gave for you children, wasn't it, Richard Meyers, 13? "Happy Birthday" to you all, and many more.

Raymond Kline, who is in the Navy, called on us one day last week, and does he look good! Talk about your streamliners, he has it. Said it was lots of hard work to get that way and he has made quite a bit of mileage since he last saw us. His home-port is Frisco.

The next bond drive will start soon and it is hoped that every one who has not started on the payroll deduction plan, will start. Remember, buy an extra bond, boys.

Do you know it takes Ed. Fischer until 1:00 A. M. to finish bowling on bowling nights? I understand Charlie Clark is going to give Andy Claussen some lessons so he can roll the ball down the alley and stay out of the gutter. You've got some job there, Charlie, because Andy is noted for his famous gutter ball. Why not come out and watch us bowl? We need support.

I understand my friend John B. M. from Armistage was down in St. Louis when the Cards won the pennant. Boy, I bet that made him very happy and he will have something to tell to his grandchildren for the next 50 years and John you don't know how your friend Tom cried while you were gone. He sure cried out loud every morning and it was not the St. Louis Blues either.—Fred Shippy.

## Lawrence

**S**PECIAL NOTICE!!! All bus operators are warned to be very sure that if they attempt to take any hitch-hikers off the rear end of the bus by the seat of their blue denim trousers, they first make sure that a boy is inside them and not a girl. So again we say exercise extreme caution.

Otto Carlson has a real run this time. It is so good that he even fastens his run tag to the board with screws to make sure that no one takes it.

John Miller reports a very fine hunting trip to South Dakota. They got the limit in both pheasants and ducks. At least that is his story. To date we have heard of no one being invited to dinner.

To the following men who are back on the job after a spell of illness: Ed. Mucha, Martin



—Morgan Grudy

It was a pleasant surprise recently for Conductor John Gallagher (Division) when his son, Captain John J. Gallagher, telephoned him from Washington, D. C. The captain is aide to General Wolfe and helped plan, and participated in, the history-making B-29 Super Fortress raid on Japan.

Carey, George Stephens and M. Arnold. We offer the thought that it is time to take your vitamins, boys. Get ready to stand the bad winter weather.

Did you see Larry ("First-Saturday-Night-Off-In-Two-Years") Mount on Sunday evening? He said he had been to a Halloween party the night before. That's O. K. Larry, but do you have to wear the false face to work???

Did you hear about the reserved seats Otto Carlson had for President Roosevelt's speech Saturday night? We understand they were on Wabash Avenue about Harrison Street. The worst part of it is that the radio in the car would not even work. Tough luck, Otto.

Harley (Hat-and-Shoes) Holsted is somewhere in the East on his vacation. It must be a very good one for he did not even wish we were with him.

To our old friend, Ray Evans, formerly of Ardmore Garage and more recently night foreman at Lawrence Avenue Garage, we extend our sincere congratulations. He has recently been appointed day foreman at North Avenue. Best of luck, Ray.

Mike Cunningham has been appointed night foreman at Lawrence Garage in place of Charles Winzenholler who has gone to Lawndale. Lee Demzine is our new day foreman. Welcome to you, Lee.

The political rivalry here is quite lively. Latest rumor has it that they have effected a compromise. As it stands now it is Senator Kaitschuck for President and Otto Carlson for Vice-President. We think that should solve the problem very satisfactorily for every one concerned.

**SPECIAL NOTICE:** To all new men, we wish to take this opportunity to welcome you and to inform you that we wish to make you feel right



at home. So we will be seeing you for payroll deduction as soon as the new war loan drive starts. To all the old timers, who know what that means, we also wish to ask that you again boost your war bond deductions so that we may remain on top—and by far most important, that we do all in our power to end this war so we can get our boys home again with the least possible loss to them. See your bond committee, next pay-day!—John Lane.

## Lincoln

**G**UESS WHO DROPPED in the other day? None other than our old clerk, Verne (Fatso) Rage and he is falling away to a feather. Said he had gained twenty pounds when he first got in the army but they soon hiked it off of him. You guessed it—he is in the infantry and they march, and march, and march. He is at a camp in Texas.

We also had visits from Greenholt and Helten but I did not get a chance to see them.

Motorman H. Siebert had an unfortunate accident the other day when a truck rammed his car. He suffered a broken wrist and will be laid up for some time.

Haddon Phillips is due for a visit and probably will be in to see us before you read this issue. He is still in San Francisco and must be a Goldbrick 1/c by this time.

Heinie Schaller (Chickencoop) has finally bumped up against some keen competition in the person of Lefty Gottstein in smoking those big six-centers. You can't find a cigar butt within five miles of the depot.

We wish to extend our deepest sympathy to the family of Ralph Tice who passed away recently after a long illness. We also extend our sympathy to Adolph Hampe in the loss of his brother, and to the family of Charlie Orbatt who also passed away recently. Also to the family of Gus Mix who was retired and passed away last month.

George (Pudgy) Mindak our "requiring" reporter sends in the following news:

Conductor Sam "Big Stuff" LoVecchio lost money. He said he felt like a million dollars when he went to bed and when he woke up he felt like two cents.

Motorman "Small Stuff" Vandemeir had a boy on his car that got off backwards. He asked him why he got off backwards and the boy said that he overheard a lady say she was going to grab his seat when he got off.

Motorman Prese says that he found out that a diaper is a changeable seat cover.

Pat Joyce went to the circus and found that the tightrope walker was sober. He thought he had to be tight.—Ed Hutten.

## Noble

**R**ECEIVED A CARD from Corporal James Sullivan the other day and Jimmy claims he got a good laugh from the servicemen's magazine

when he saw his old motorman Vernon Esenberg and Private Joe Pernice on the old snow plow. He claims Vernon is getting funnier looking as he grows older.

The Walton Street King, John Machnick, asked me why I never got him on the pan in the magazine. I told John that he is a very good boy. So John invited me to spend some time at his summer home, but he failed to give me the place and the location. Maybe John doesn't want me there.

Pfc. John Janisch paid Noble a visit the other day and he sure looked trim in his Marine uniform. John got a medical discharge due to an injury received some time ago.

If any trainman is short in his bank and cannot buy a cup of coffee get in touch with Supervisor Edward Wehmeyer. He will see to it that you get your coffee—and a cigarette, too. Seems that Ed has a little slush fund just for that purpose.

Walter Bieze was working on Halloween night as a watcher for pranksters and the safety of our equipment. But what gets me is how did anyone let him get by with that false face he was wearing?

Art Peterson worked a "snipe" run on Ashland Avenue, and now he wants to know if there are that many people on Ashland Avenue all the time. After working on Armitage Avenue, Art forgot that the Surface Line runs out to 95th Street.

Phillip Huber had an audition on the Sach's Amateur Hour two weeks ago, last Sunday. I hope that all you folks that were listening in on the program sent in your vote for Phil. Keep up the good work, Phil. We need a good Caruso over at Noble.

Vincent Szymkowiak, the best-loved lawyer at Noble on marital trouble and financial dealing, has his hands full with Edward Larke and George Kuznick. Larke claims a few more weeks with George and we will have to pull out the Old Green car, which adorned our street some time ago. Ed thinks a few weeks in the country will straighten him out.

That tired look in Barney Adams' eyes is not that his run is working any harder, it comes from peering into those cigarette machines to see if his favorite brand of cigarettes is bound to come up next. Seems as though every time he in-

When news came to Motorman H. F. Sandstrom (77th) that his son was located somewhere in France, he could picture his son's surroundings in his imagination, because he himself was stationed in LaManse, France, with the 102nd Guard, during World War I. At that time he started his collection of buttons and emblems of the various armies. His son is now recuperating in England, having received the Purple Heart for injuries received in action.





serts his money out comes every brand on the market but his.

If any of your trainmen are out in the vicinity of Receiver Charley Vanek's house, kindly do not get any flat tires, as Charley's younger boy is reaping a harvest on loaning out the old man's jack. The beautiful part of it is that he does not jack up the car for you. You have to do all the work yourself.

Your scribe has been nicknamed after the famous Dick Tracy legend: "Shaky." It seems every time I stop in the office to see the office force I am "shaken" for a dime for coffee. The famous duo of "Blue-Ridge-Runner Greer and Pegleg Charley" have a way into my pockets. I hope that the real Shaky is not shaken as often as I.

Mrs. Thomas Lawless presented Tom with a baby girl on October 22. Mother and baby are doing fine.

Our deepest sympathy is extended to Sullivan Guido and family upon the loss of their beloved wife and mother.—Charles Karcak.

## North Avenue

**A**N INTERESTING LETTER was received at the General Office from Corporal Stanley Rigenstrup, former conductor from here. He said he has just started to receive our swell C.S.L. magazine. He can't begin to tell how much he enjoys it, not having run into anyone he could talk shop to, for such a long time, it's really swell to read about it.

He goes on to say that he is now in New Guinea, making it about the tenth island he has been on, including Effort and Espiritu Santo, of the New Hebrides group. Munda, Guadalcanal, Rendova, Arundel, Wana Wana, Baanga, New Zealand and finally Guinea. He winds up by saying the only thing beautiful about these islands are your thoughts of home.

We're glad to see clerks Jimmy Talent and Ed Schulstad back on the job after a short illness. Former Seabee John Hillinger and former Marine John Dzedolick are back on the job after serving more than two years with the armed forces. Welcome back, boys, we sure can use a couple of good men.

Five of our old-timers took their pensions October 1. Motormen Louie Auer, Henry Burt, Pete Hjorth, Harry Cooper and Conductor Charlie Lemker. Best of luck, fellows, in your well-deserved rest.

Seaman Bill Pinasco dropped into the depot while on furlough last month. He sure looked like a million bucks. He would like very much if the fellows would drop him a line once in a while.

Our old pal, Mike Harrington, dropped into the depot the other night to say hello to his many friends from here. He looked like a big butter and egg man with that new outfit on.

Well, fellows, the big Sixth War Loan Drive is under way, so let's see if we can all increase our payroll savings a dollar or more a day.

Keep 'em rolling.—J. J. Hill.

## Slight Change In Order In War Bond Race

Contestants in the 10% Club war bond race seemed to be holding their horses in check during the month of October. Perhaps in anticipation of the big spurt required in the Sixth War Loan Drive scheduled November 20 through December 15. Of course, there's this to remember—each time someone goes up in the line, someone else slips back.

The following list is arranged in order of the per cent of total employees in each station or department having at least 10% of their pay put into payroll bond deductions.

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

## Seventy-Seventh Street

**C**ONGRATULATIONS to P. J. Hynes, A. Broman, P. J. Byrne, A. J. Kunka, and R. Armstrong on the arrival of blessed events to their homes. The fathers and babies are doing very well.

W. F. Carr can be seen almost any night of the week rushing over to Mrs. Goldberg's store for some gefiltefish. We think it's the Irish in him.

We recently were honored with a visit from B. Buchner and E. B. Woods. The boys send their regards to their buddies and ask them to write to them.

Did you hear about Martin Grady, clerk, refusing to buy a bedroom outfit from a very reliable furniture store? It seems the salesman gave Marty quite a shock when he said, "We stand in back of everything we sell." That remark started Marty on the run and we don't believe he stopped running until he got home. Don't laugh, boys, remember this is the first time Marty ever went furniture shopping.

It looks like Tom McGuire, clerk, intends to follow in M. Grady's footsteps in the near future. The Wedding March must be a "catching" tune.

J. R. O'Sullivan, bus operator, was elected

honorary student at Longwood Academy. It seems his suggestion on how to board a bus safely was welcomed by the students and in return he will be given a uniform just like the girls in the school wear. Won't he look sweet with a blue dress, white collars and cuffs, and a red beret?

The Sixth War Loan Drive will be from November 20 to December 16. Let's all try to make this one even more successful than the others.

Ed Joy's "shanty" at 51st and State was knocked down recently by a truck. Ed has stocked up on red woolies, just in case the "shanty" isn't rebuilt before winter.

We're happy to announce the return of R. Armstrong, who had been in the U. S. Army, to our happy throng of trolley pilots. He returned last month ready to take a run out. He also became the proud father of a baby boy last month. Good luck to you, Bob.

We received letters from several service men who would like to hear from the boys at 77th Street. If any of you fellows care to write you can secure the addresses from your chief clerk, O. T. Duncan.

Memorial services were held for M. Guthrie, Marine, killed in action on Saipan. The services were held at the Gresham Methodist Episcopal Church, on October 29, at 3:00 P. M.

There was a trainman who said, "Geel!"

I can't multiply eight by three!

Though twenty-four seems plenty,

It might come to thirty,

I haven't the slightest idee!!

—Dorothy Musial.

## Sixty-Ninth Street

**W**ELL HERE IT IS "Dead line" day again and still not much news to write about and it makes a fellow wonder what has happened to all you guys with news items for the magazine?

This is as good a time as any to pass along a pat on the back and a bit of praise to all the boys who are giving up their days off and doubling up in an effort to keep the cars rolling.

A card was received from Motorman L. J. Schmeicher who is with the Seabees and sends greetings to all the boys. He says he now knows the meaning of the word "Labor Day" and what it stands for.

World was also received from E. P. McNulty who is now a Tech. 1st Sgt. and somewhere in England. He says he is feeling fine and asks to be remembered to the boys at home.

A V-letter from Motorman W. Martin who is somewhere in France also tells us that he is in good shape, that he has just received his magazine, and all the money in France could not pay for the pleasure that he received in reading about the old home town.

Any one wishing to drop these boys a line can secure their addresses from the Clerk.

We bid welcome to our new night clerk, Thomas Formiller, and hope he enjoys his stay with us. We wish him the best of luck on his new position.



We heard a whisper around the depot that we have a superman who works as a motorman on 63rd street. After he gets through he is met at 63rd and Central Park by his son, who has a bicycle—and on warm days R. M. Plattner removes his shirt and rides homeward on the bike, while his son has to walk. But we won't breathe

a word of it to anyone about who it could be.

Conductor J. J. Lynch is contemplating taking unto himself a wife on November 4th, 1944, and he gives as a reason that two can live as cheap as one. The best of luck to the bride (who for some reason or other has been kept unknown until now), and also the groom.—A. R. Lipphardt.



## Accounting Department

**H**EAR YE! HEAR YE!! Miss Arlene Towler has performed her civic duty as an honorable citizen of this State by serving on the jury in the Superior Court. Incidentally, she was selected as Forelady on one of the cases.

As this item goes to press, we are looking forward to the speedy recovery of Lorraine D. Koerber who is convalescing at home from an operation. We are glad to note the return to work of Elaine C. Gnat after an absence due to an operation.

To Catherine R. Finley, formerly of the West Shops, Dolores G. Gibbons of the M.&S. Division, and Oscar Leiding of the Transportation Department, transferred to the Accounting Department, we wish the best of good luck; also extend a hearty welcome to the following newcomers, Betty Rita Schultz, Mary Kathryn Wiggins and Cecilia Di Pietro.

Flight Officer Russell Riesch paid us a pleasant surprise visit enroute to Lincoln, Nebraska, where he expects to receive an assignment.

It is with sadness that we mention the death of Mr. Victor Sund who passed away on Tuesday, October 10th, 1944. We also wish to extend our deepest sympathy to Mrs. Delia Jennings in the loss of her brother who passed away on Monday, October 2nd, 1944.

The month of October, 1944, was the banner month for birthdays in the department and Greetings were extended to Ruth Busse, Emma Weber, Mildred Kramer, Marie Brankin, Katherine Rust, Dorothy McGuire, Eileen O'Connor, Millie Ehrlich, Helin Kalinowski, Sarah Coffman, Shirley Lundgren, Josephine Boedeker, Shirley Gerken, Patricia Bedame, Arline Fischer, Ruth Reichardt, LaVerne Hofmann, Emma Jean Stump and Violet McDonald.—Thomas F. Coan.

## Car and Bus Repair

**A**RCHER: Konstantine Starr, off on Pension, passed away on October 8th. We offer our deep sympathy to his family.

We hope to see T. Harris back on the job in a short while, fully recovered. Good luck, Harris!

77TH STREET: J. Igoe and J. Miller joined our ranks recently. You're mighty welcome here boys.

Pfc. Patrick Faherty, twice wounded while fighting in France, is convalescing in a hospital somewhere in England.

Sgt. Skizas, son of Gus Skizas, was wounded twice while fighting in Italy. We wish both boys speedy recoveries.

We extend our sympathy to L. DelVicario, whose brother was killed in action somewhere in Italy. Also to the family of the late Julius Pepin, car cleaner, who died on Sept. 25th, and to D. Ricciardone, whose son died on September 27th.

DEVON: Louis Skimblis, employed since 1912, has retired, and our best wishes for health and happiness go with him.

Pfc. Tony Porcaro, formerly clerk at Devon, sends regards from the South Pacific. We all wish you luck, Tony, and hurry back!

Anyone wishing shoes see Jimmy Doyle. All sizes available!

## Electrical

**E**RNEST ANDERSON, carpenter in the Line Division, has reported back to work, after several weeks recuperating from an operation. Glad to see you back, "Ernie"!

Thomas Hitchcock of Grand and Leavitt has gone to the hospital for observation and an operation. Best wishes for a speedy recovery, Tom.

Two former employees of the Line Division, John Hebner of the Navy and Iris Roper of the Marines (both have seen over two years of service in the Pacific), returned and paid us a visit. Iris also went one step further and took himself a wife, Miss Dorothy Matoz. Congratulations to them both.

Our heartfelt sympathy is extended to John Finley and family in the loss of his wife.

A visit was enjoyed recently from Joe Benz, R.T. 3/c, who will now be stationed at San Pedro, California, and from Fred Hunsche, Y2/c, still stationed at Camp Waldon, Farragut, Idaho—Billy.

## General Office

**E**MPLOYMENT OFFICE: Smooth sailing is wished to our finger-print expert, William Boss's, son and daughter who entered the United States Navy during October.

A speedy recovery is wished to Louise Skermont's father who was operated on this month.

GENERAL OFFICE: It was good to see Bill Chaveriat, MM 3/c, when he was home on leave recently. Bill was stationed on a submarine base at Midway Island for about 21 months, so the States looked mighty good to him. The thing that impressed Bill most was the millions of beautiful birds at Midway.

When it comes to quantity and quality—ask Mr. Morton about that big pumpkin that he grew in his Victory garden this year. Several scales agreed on a weight of 45 pounds. Mr. Morton gives all credit to his wife, who had saved the seed from a pumpkin of the previous year.

That was some wiener roast that the girls from Purchasing held out at the Lombard home of Mr. Frank Sears (retired, Purchasing). There were some sprained fingers and sore muscles from trying to make some catches in the baseball game. The girls found that "Boss E. J. Cummings" wields a pretty wicked bat. Friends and relatives of Mr. Sears, together with the delegation from Purchasing, really enjoyed the hot dogs, doughnuts, coffee and all the fixings. Mr. Sears is looking fine and extended another invitation to the gang.

Larry Gurioli, formerly of the Purchasing Department, has his office somewhere in Netherlands East Indies. He has his fill of bananas, papaya, pineapple, and cocoanuts, but would trade it all for a good malted milk. It isn't very hot down there though, because it takes a full ten minutes to dry their clothes.

A long table in front of the fountain at Tracy's was the setting for the farewell party for Dorothy Hanrahan, who is resigning from the Purchasing Department. All fourteen of the girls admitted that the turkey dinner was very good. Dorothy received a corsage and appropriate gifts.

Don Cowell has left the Public Relations office to work for Inland Steel Company. Best wishes, Don. John Fisher, formerly of Country Life



# Look Before You Mail! Have You Used the Zone Numbers?

**T**O SPEED the handling of Christmas mail, the Post Office is requesting home mailers to make certain they include the zone number on each piece of mail sent out during the holiday season. This means not only the zone number of the person to whom they are writing, but their own zone number as part of their return address.

These numbers should be used at all times, but it is particularly important that they be used during the rush season.

In order to help home mailers obtain zone numbers, the Post Office has arranged to enter the zone numbers on Chicago mailing lists, without charge to the patron.

Chicago Surface Liners desiring to use this service should write the addresses of Chicago friends and relatives on a sheet and send them to the Postmaster, Room 409, Main Post Office, 433 West Van Buren Street, Chicago 7, Illinois. But officials warn that it should be done now, because the staff may be too busy later on to give this particular service.

Another thing to keep in mind about Christmas mailings is the request of the Office of Defense Transportation that all Christmas packages be mailed before December 1 in order to lighten the burden on the under-manned transportation system.

Insurance, has taken Don's place as Associate Editor of Surface Service. Hope you like working with us, Mr. Fisher.

Dorothy Jacek, Insurance Department, celebrated her 21st birthday on October 16. Happy birthday Dot, even though it is a bit late.

If you're wondering about a subscription of "Cupid News". Copies may be obtained from Mrs. Lardner, Insurance.—Ida Fischbach, Carol Schultz, Eileen Gualano.

## Engineering

**U**TILITY: Chauffeurs Bill Peschel and Frank Peterson retired November 1, after many years of service. We wish them the best of luck and happiness.

The Stork visited the homes of two of the boys and left boys. Matt Stiglic is the proud daddy of baby Frederick and Bill McCarthy is busting vest buttons over son Richard. Congratulations and best wishes for the future presidents and their parents.

We miss Jim Pascola and Pete Calten, who are still off, due to illness. We hope to see them back with us soon.

Our sympathy to Paul Dennehy who lost his mother recently.

Sam Follenweider passed away on October 26, after a short illness. We will miss Sam. We extend our sympathy to his family.

MELANGE: Maybe we shouldn't mention these—but here's something from the Surface Service 20 years ago:

"Our star bowlers, Messrs. "Smokeball" Alexander and Schlachter, are leading the two leagues. We hope their finish will be as good as their start.

"Jonathan Wolfe, cross-word puzzle artist, challenges all comers. He recently won a prize in one of the newspaper contests.

"If they moved Illinois Street one block north, wouldn't it be Grand? However, if they moved Chicago Avenue one block south it would be Superior."—John Retzler.

## Material and Supplies

**C**APTAIN WM. KREIL'S right arm came into contact with an enemy bullet during recent operations in Italy. When last heard from, he had been in the hospital for about a month, and we hope that by the time this issue comes off the press, he will be up and around again.

Jack Harty thought he'd show the neighbor's youngsters how to play football, but from the results, it was just the other way around. After about eight days of aches and pains, he was able to get around quite well with a cane. Maybe you'll know better next time, Jack.

Our sympathy is extended to H. George, whose father, Fred W. George, of Camden, N. J., passed away last month.

Notes from the South Shops:

You win, Waynetown, Indiana. The people of Waynetown have a very special reason for being grateful. Recently they have had the privilege of adding the names of Charles J. Collins and family to their list of residents. We were happy that Mr. Collins could spend a week in his new home, but we'll admit we missed those rapid footsteps and that radiant smile. So, welcome back, Mr. Collins. But, Charlie, how about that red plaid shirt and the blue denims. Do we get a snapshot?—Mary W. Goulden.

## Schedule and Traffic

**P**HIL LEAHY paid us a visit recently. His duties as a mechanic on the big guns have been keeping him busy down in Texas. We also want to call attention to the fact that Phil is now Technician 5th grade.

George Fahrow, traffic checker, is now one of Uncle Sam's men in blue, having enlisted in the Navy.

It seems like old times to have Max Kipping back with us after his extended illness. We hope that you have your health back to stay now, Max.

Our sympathy is extended to Sol Indes, whose wife passed away after a long illness.

That far away look that has been decorating the faces of Jake Sumner and Joe Sabol is caused



She was Miss Laverne O'Connell. But that was before Gunners Mate 2/c Edward Schultz prevailed upon her to meet him at Little Flower Church. Now the name is Mrs. Schultz. (Accounting).



by their recent engagements. Anyway, fellows, we are glad to hear that you have finally committed yourselves.—L. C. Dutton.

## South Shops

**I**F YOU REMEMBER, in the last issue we mentioned the fact that September 1, 1944, marked the opening of the South Shops Bowling League composed of twelve teams. These enthusiastic keggers took the alleys at the Highland Bowling Lanes, 79th and Throop Streets. The membership is composed of bowlers in all stages from novice to professional. Carl Welin was elected president and Mike Rubey, secretary. The men holding the three highest averages are: Mike Rubey, 173; Frank Mollath, 166; and Max Kuchan, 164.

Far be it for the fairer sex to give in to the males. They, too, have started a bowling team and are doing very nicely, thank you. Of course any professional advice from the opposite sex will be greatly appreciated.

**BOWLING CHATTER:** Please be informed that Frank DeWitt is getting along just fine—he is missing his spares much closer now.

If anyone knows where alleys with side-boards instead of gutters can be found, please notify Bob Hunt.

Jack Sargent has so improved his bowling technique that any time he makes a strike the rooster crows.

It really is amazing how Matilda Misiunas has improved on her gutter ball.

At times, we just stand awe-stricken at the way Anne Yercich throws her ball. Careful, Anne, one of these days you'll go down the alley with it.

Let it be known that we have added a new member to our office staff, namely, Mrs. Alice

## Red Light Stops London Operator, But Not for Long!

**W**HEN A LONDON bus operator saw one of Hitler's flying bombs soaring down toward his loaded vehicle, his careful driving habits, according to a recent issue of the *New Yorker*, nearly proved fatal.

If he stepped on the gas, the operator realized, the bomb might light behind his bus. Just then, however, the traffic light before him flashed red. Slamming on his brakes, he stopped.

"It took me a few minutes," he later reported, "to realize that red light or no I'd better cross that street. Getting ahold of myself, I raced across—against the light. A second or two later that blasted buzz bomb exploded just where I'd been waiting."



Cooper. A hearty welcome is extended to our newcomer.

Our sincerest wishes for a speedy recovery are extended to Dan Rubic.

Corporal Ernie Frank, Air Cadet Harry Murray and Pfc. Stanley Janasek, recently on furlough, paid their former co-workers a visit.

George Petryna, who is somewhere in France, sends his best regards via V-Mail.

We take this opportunity to wish you a very happy Thanksgiving.—Justine Mazeikis.

## West Shops

**R**OSEMARY COLEMAN, Eda Laube and Don Jordan are the three new faces in our West Shops office this month. The hearty hand of welcome is extended to these young people.

The old saying goes "There is nothing gained but something is lost", and so it is within our office force, for with the coming of our new recruits we had to say *Adios* to Earl Larsen who left us on October 1st to serve in Uncle Sam's Navy. Our very best wishes went with him, with the hope that it won't be too long before he returns to us. Good luck, Earl, and we'll be waiting to hear from you often.

Kay Nardiello and Theresa Camera returned from their belated vacations with renewed energy, and Genevieve Shea, at this writing, is in the second week of her long awaited "Holiday", and since no news is good news, she must be having a grand time, for so far we haven't heard a single word from her!

Have you missed the familiar "Operator" over our Switchboard these days? Our smiling voiced Mary Crosby will probably be saying "Operation" instead of the customary "Operator" when she

returns, since at present she is convalescing at home after an appendix operation. Although she is regaining her strength gradually it will probably be several weeks before we hear her voice answering our calls. We'll all be glad when she returns to our fold again.

Ella Rall and Carl Gerlach each had a birthday during the past month, and we very willingly helped them celebrate by enjoying the candy they treated us with. Thanks a million!

Flight Officer E. G. Whiston of the West Shops office, is at present a prisoner of war interned in Switzerland, having been shot down in action, and is being held as an American Internee. His address is available from your correspondent and we are sure he would be happy to hear from some of his friends.

Cards from Sunny California were received by each and every one in the office from John Landeck shortly after his arrival there, and with the coming winter we are happy for his opportunity to be in a warmer climate.

Hearty Thanksgiving Greetings are extended to all our fellow-employees in the Surface Lines, and to our boys away from home, both across the seas and in our homeland!—Mildred Habeger.

## Pat Hayes Retires After 44 Years of Service

**P**ATRICK HAYES, better known as "Pat" (though some people insist upon calling him "Mr. Hayes"—perhaps because of his dignified disposition) retired



Pat Hayes

D. A. I.

on November 1, after 44 years and seven months service with the Company. Eighty years old last May, he had planned to retire a couple of years ago, but stayed on to help out during the manpower shortage. He entered the service of the old Chicago City Railway Company on March 13, 1900, as an investigator, and has been with the D.A.I. ever since.

Mr. and Mrs. Hayes celebrated their Golden Wedding Anniversary four years ago, and are making their home at 2302 Jarvis. They have one daughter and four grand-children, two of whom are in the Service.



# Well Done

**RECENTLY**, on the occasion of President Roosevelt's visit to Soldier Field, the Surface Lines was called on to handle its biggest assignment of this nature.

**THE SURFACE LINES'** part in handling transportation to and from the event was tremendous. Yet, despite the handicap of wartime shortages and difficulties, the job was handled excellently.

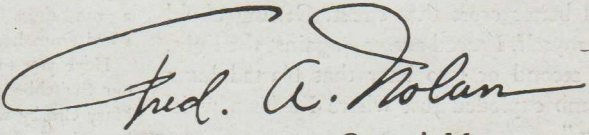
**THE TRAIN FORCE** having a part in providing this special service—the hundreds of men on the cars and on the supervisory staff—are to be congratulated on a job well done.

**PERFORMANCE** of this kind is the goal of every transportation system. It is the kind of performance that makes friends of the public.

**FOR MANY MONTHS** past the management has been emphasizing the necessity for providing the best possible service during the war period as a business builder for the future. And this kind of service is possible only with the cooperation of all the people manning our vehicles.

**IF IN OUR EVERY DAY** operations we continue to provide service with the same efficiency and cooperation shown at the Soldier Field rally, we can be sure of public favor.

**EFFICIENT**, courteous service and the elimination of passing up and indifference to the welfare of our riders will do more for building future patronage and goodwill than anything else.

  
General Manager