

# *Surface Service*

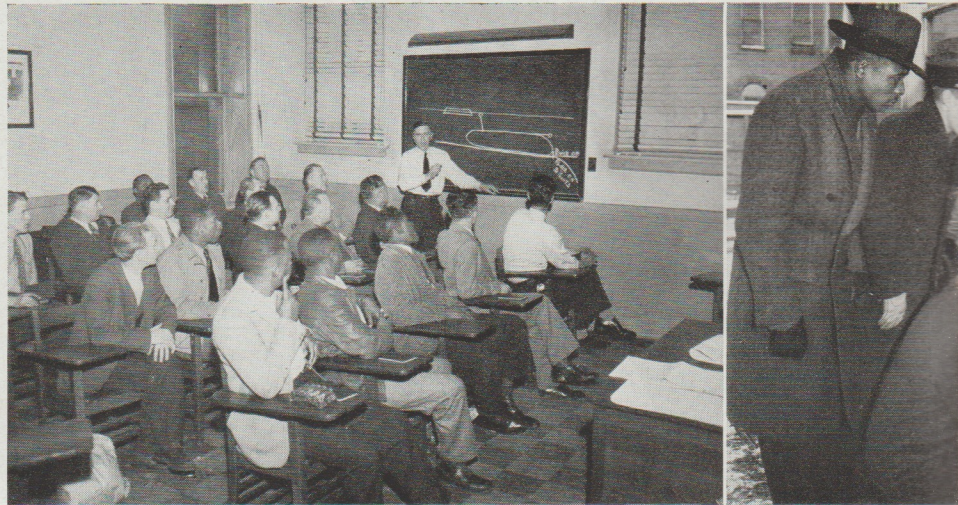
*March 1945*



**KEEP YOUR RED CROSS AT HIS SIDE**



# WANTED: Trolley Pilots To Train



**F**EW MEN who respond to CSL ads for Trolley Pilots have any knowledge of streetcars or transit systems. Responsibility for turning these men into efficient CSL representatives rests with the training force of the Transportation Department.

**1.** THE CSL TRAINING FORCE was started in December, 1938, and now has 41 instructors operating under Chief Instructor Tom Moore. Each instructor specializes on a certain phase of the training work, and each trainee is

given individual attention. . . . At the schoolrooms at Clark and Division, trainees receive instruction on the fundamentals of their job: Company rules and regulations, how to fill out forms, the importance of courtesy and good human relations.



**5.** BY WATCHING and waiting for oncoming passengers, conductors can eliminate many boarding accidents. . . . After learning the fundamentals of his job the student is given experience under actual working conditions. A specially selected line instructor supervises his activities and explains his routine duties.

**6.** THE PROPER TIME to register a fare is as the coin reaches the conductor's hand. Observation of this simple rule eliminates any question as to whether or not a fare has been recorded. Such routine activities should become automatic so that the conductor can give full attention to his passengers.

**7.** ADJUSTING a trolley pole from the street needlessly endangers the life and limbs of the trainman. By lowering the rear window the pole can be adjusted, safe from all traffic hazards. . . . Last year the Training Force instructed some 1,400 new men, in addition to retraining older employees when necessary.

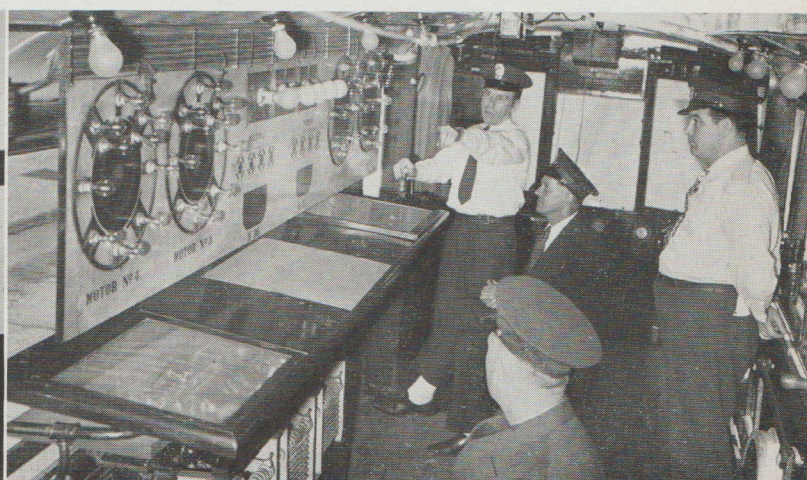




**2.** THIS IS FOLLOWED with a detailed explanation of equipment. Signs of trouble, and how to apply first-aid to a disabled car are of first importance. . . . One of the first signs of motor trouble is the opening of the electrical circuit. Instructor Larry Stephens demonstrates the safe way to change a car's ribbon fuse.

**3.** IN CASE of an emergency, defective motors can be "cut out," which will enable the car to continue running, but at a lower rate of speed. . . . With the Company's decision to use part-time trainmen, additional responsibilities have been placed on the Training Staff. Part time workers are given special attention in extra schools which have been set up.

**4.** INSTRUCTOR RUDY MAAS explains the mysteries of the air valve and the car's braking system. . . . Proper stance is considered important for a golfer—but it is even more important to a motorman, because it not only eliminates fatigue but cuts down on the accident hazard. Throughout the course great emphasis is placed upon safety practices.



**8.** WITH SMALL COLORED blocks, traffic situations are reproduced on a "Traffic Board" (a drawing of an intersection, complete with car tracks, switches, and building lines). In this way trainmen become familiar with common accident hazards. Most common accidents are of the "passing" type and the "right angle" collision.

**9.** BY MEANS of an illuminated diagram in the instruction car, students become familiar with the path of electricity through resistors and motors. On this specially equipped car, students receive grade and tunnel instruction. Mechanical and electrical failures are created and the student's ability to handle emergencies is tested.

UPON COMPLETING the training course, students are considered full-fledged trainmen and are ready to go out on their own. However, the Training Force follows through on its instruction, checking with the new man at regular intervals during his first year. This enables the trainman to correct any errors in operation before they become habitual.





# "A Wise Thing To Do" Be A Trolley Pilot

IT'S A GOOD JOB

*Any Time*

APPLY 1165 N. CLARK ST.  
OR ANY CAR STATION



"HELLO DAD, I SEE YOU'RE  
IN THE WAR EFFORT, TOO"

*Be a Trolley Pilot-*  
IT'S A VITAL WAR JOB!

APPLY 1165 N. CLARK STREET...  
OR ANY CAR STATION

**EARN  
FULL  
PAY**

WHILE YOU  
LEARN TO BE A  
**Trolley Pilot**  
*Apply* 1165 N. CLARK ST. OR ANY CAR STATION

## Ceiling Card Ads Give Advantages of Trolley Pilot Job

The ceiling cards which are appearing currently in the streetcars carry suggestions which CSL employes will find valuable when talking to friends and relatives about accepting full or part-time jobs as trainmen. . . . To begin with, the ceiling cards remind that a trolley pilot job is "a good job anytime." . . . And it is a job that is doubly important now, because transportation is vital to victory. . . . The fact that an applicant knows nothing about streetcars need not stand in his way because "You earn full pay while you learn."



# Appoint McIlraith Acting General Manager of CSL

**T**HE APPOINTMENT of Evan J. McIlraith as Acting General Manager of the Surface Lines has been announced by John E. Sullivan, Chairman of the Joint Board of Management and Operation. Mr. McIlraith has served as Staff Engineer of the Surface Lines since joining the system in 1923.

As Staff Engineer, he has had a broad experience in all phases of Surface Lines

operations. He has directed preparation of schedules, arrangement of routings and extensions, designing of new equipment and planning of service. He has handled preparation and presentation of technical data in connection with cases before the Illinois Commerce Commission and has worked on various ordinance negotiations and plans for modernization and consolidation.



Evan J. McIlraith

Mr. McIlraith was active in the planning and development of the PCC cars used on the Madison Street line. He worked also on the designing and development of the modern trolley bus. He encouraged the development of the present metropolitan type bus which is standard throughout the country and under his sponsorship the Surface Lines was the first system to install that type of vehicle.

## Helped Form Traffic Codes

He has been interested and active over the years in general traffic engineering. He aided in the development of the present downtown system of progressive traffic light control and was instrumental in the restriction of parking in the central business zone. He helped also to formulate the traffic codes of the City of Chicago and the State of Illinois.

Mr. McIlraith was graduated from the University of North Dakota in 1907 and then served as an instructor at Cornell University until 1910. From 1911 to 1919 he was associated with Stone and Webster, being active during that period on the Seattle Transit properties. From 1919 to 1923 he was with the Philadelphia Rapid Transit Co., part of the time as operating manager of that system's elevated and subway lines.

In addition to his other duties, Mr. McIlraith has served as a member of the Board of Supervising Engineers since 1933.

## GOLD STARS

**T**HE FAMILY of S/Sgt. Lester J. Heise, 32, a member of the 118th Engineering Corps, has been advised that he was killed January 14 during enemy action on Luzon.

Sgt. Heise had seen action in Guam, Saipan, and the jungles of New Guinea. After 2½ years overseas he was on his way home for an honorable discharge. A letter to his mother dated the day before his death advised of his safe arrival in the Philippines, despite enemy submarine and aircraft activity. It was apparently only a matter of some 20 hours later that he was fatally injured. The letter was received January 25, and the telegram arrived the following day.

Lester, the youngest of three boys, was employed as a chauffeur-helper at 62nd and Wabash when he was with CSL. His father, Motorman Wm. C. Heise, works out of Archer, while his brother, Lawrence, is on the wreck truck at 20th and Dearborn.



Lt. Ervin Kvech

**S**ECOND LIEUTENANT Ervin Kvech, former motorman at Kedzie, has been reported killed in action, December 26, 1944, in Luxemburg, Germany.

Ervin entered military service August 4, 1942. He was in the anti-aircraft and later was transferred to the infantry. He is survived by his mother, sister, and two brothers.



# Fleming Retires After 45 Years of Service

**H**ARVEY B. FLEMING, Chief Engineer of the Surface Lines, retired on March 1, after 45 years of continuous service with the system.

Mr. Fleming has been associated over a long span of years in a directive capacity

of the Board of Supervising Engineers since it was created in 1907, representing the Chicago City Railway Company, the Southern Street Railway Company and

the Calumet and South Chicago Railway Company. He served also as President and Chairman of the Board of Directors of those companies.

He was a member of the Board of Operation of the Chicago Surface Lines from September, 1930 to February, 1941, and Receiver for the three south side companies from November, 1933, to February, 1941.



Harvey B. Fleming

with the development of local transportation in Chicago and following the adoption of the 1907 ordinances, he was in charge of the final stages of the program for the conversion from cable and horse car operation to electrification.

Over the years he was in charge of track and roadway installation and maintenance, and the construction of carhouses and substations and other buildings.

Mr. Fleming was a graduate of Washington University, St. Louis. He came to Chicago in 1899 to take the position of Engineer in charge of Tracks, Buildings and Electrical work for the Chicago City Railway Company, and was appointed Chief Engineer of that Company in 1905.

When the street railway companies in Chicago were unified in 1914, he became Chief Engineer of the Chicago Surface Lines and continued in that capacity up to his retirement. He has been a member

## The Red Cross Needs Help

**A** GOAL OF \$200,000,000 has been set for the 1945 Red Cross War Fund. Eleven million of this figure represents the Chicago Red Cross chapter's share of the national organization's budget needs, as well as funds for operating the local Red Cross program for the coming year. These figures represent the very smallest amount on which the Red Cross operation can be conducted so it is essential that every person resolve now to contribute his share toward raising the necessary money.

This money will finance continued Red Cross operations in the 52 nations and islands where American troops are stationed, as well as in the home communities of the entire nation. It will take care of the camp and hospital services, the supplying of food and entertainment for men in the Service, the blood donor units, nursing activities, and disaster relief on the home front.

Typical of CSL's many blood donors is *Chester Gruzalski* (Division) who, at the time the picture below was taken was reported as the system's top-notch donor, with 11 donations to his credit. For the benefit of the photographer, *Mary Rana-han* (Purchasing) who has been giving her spare time to Red Cross Nurses Aide work at Loretto Hospital for the past two years, makes Gruzalski the official CSL blood-donor-ribbon-wearer. . . . Too late for the photographer and this issue came the news that Gruzalski's record is topped by North Avenue's Conductors Henry Rigenstrup (16 pints) and "Augie" Johnson (15 pints).





# "My Praise of this Man Will Often be Heard"

**A**FTER TRANSFERRING from a 79th street car to a Western avenue car, Miss Margaret Urbut, 1521 West 80th, discovered that she had lost her purse, containing a considerable amount of cash and valuables. She reported her loss to a supervisor, and by the time she had reached her destination, a telephone message was waiting for her to advise that Conductor Thomas Richardson (77th) had turned in the purse. In her letter of commendation Miss Urbut remarked that this act had inspired a feeling of good will toward the Surface Lines, and that her praise of Richardson and the company would be heard often in the future.

Other trainmen whose honesty won favorable comments for them and the Company were: Conductor L. C. Barrmann (77th), Conductors Anton Halek, Henry Williams, and John Jackanicz (North), and Conductor Jacob Kolasa (Noble).

## Asks For More

The pleasant manner and good-natured conversation of Conductor John A. Gebel (Armitage), even in the worst kind of weather encouraged Miss Virginia Eckert, 2034 North Kildare, to write in her approval. "Please," her letter concludes, "when this war is ended, let there be more pleasant employees such as No. 10938."

Another conductor who knows how to help his passengers start out the day right, according to Henry Rubenkamp, 6953 Loomis, is Charles A. Andrews (Devon).

By admitting that he could not properly direct Reverend F. C. Crump to his destination, and suggesting that the minister ask the supervisor, Conductor Elmer Ewert (Elston) earned a letter of commendation. Reverend Crump stated that not being sent off on a "wild guess" saved him considerable time and embarrassment.

Twenty women employees of the Chicago Transformer Corporation, 3501 W. Addison, got together and wrote a letter in appreciation of the "splendid helpful attitude and accommodating manner" of

Motorman Fred King and Conductor Benjamin Czelusniak (Armitage).

According to Mrs. J. Kirby, 1709 North Pulaski, it is "a pleasure" to be a passenger on Conductor Albert O. Broach's car (Armitage). Not only does he show courtesy and kindness to all passengers, but he capably handles any minor emergencies which arise.

Charles J. Pold, 3000 West 95th, felt that Motorman Elmer Klotzbucher (Burnside) should be commended for the smooth job he does in running his car. He calls

all stops, according to Mr. Pold, and shows a great deal of consideration for his passengers.

Also praised for the good job they are doing were Motorman Edwin Williams and Conductor James Wenham (Cottage Grove), Motorman Anthony Neutout (Burnside) and Conductor Mark Webster (Blue Island).

Because he went out of his way to help two blind women through the traffic, Conductor Edwin Dowling (Division) was praised by W. F. Borgerd, 96 North Delaplaine Rd., Riverside.

Motorman C. Conroy (North), and Conductors George Henry (Lawndale) and George Pappas (Kedzie) were commended for their attentive care for the aged and helpless.

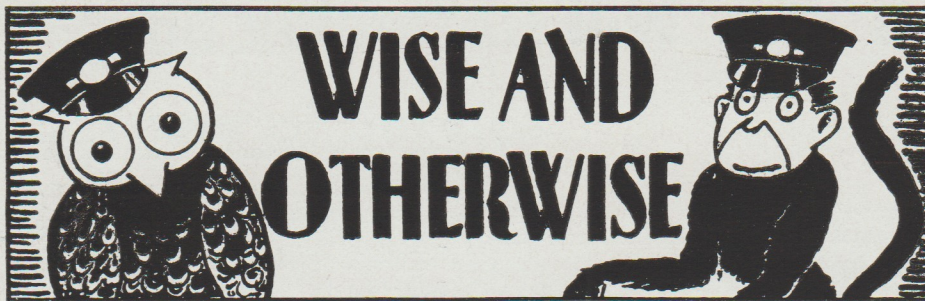
## HONORED AT COMMUNITY MEETING



Daily News Photo

Not uncommon are the occasions when a number of riders join in their praise of some individual trainman. But unique is the experience of operator Jack Werdell (Devon) who was honored recently at a meeting of the Edgebrook Community citizens whom he serves. . . . Jack has been with CSL for some 30 years and his musical ability and general agreeableness are well-known around the station. On his Lehigh-Central bus route, however, is where he has impressed his customers with his ability to get them into a good mood and organize impromptu singing contests. Trick ears and a big nose are only one set of disguises which delight his daily riders.





**A**S WE LOOK HOPEFULLY at the calendar the happy thought occurs that the dreary weeks of snow and ice are about at an end. Now, for a change, we enter the season of spring slop and slush. We may also get some early spring rains and flooded subways.

Water and electric motors don't get along well together so it behooves us to do all we can to keep the water out of those motor shells. That is sometimes difficult because it is necessary that certain openings be left in these casings for ventilation. Therefore, when running through slush or puddles of water, always remember to check your speed and avoid splashing this stuff into your motors. In

the event that the puddle lies at a safety island or other car stop you accomplish the double purpose of saving your motors and also the clothing of those who are waiting for your car.

Speaking of flooded subways, there are probably some of our newer men who never have been informed as to the purpose of the yellow line and arrow which is painted on the curbs at the ends of subways. These are for your use in gauging the height of the water. The arrow helps you in locating the position of the yellow line. As long as any of this line can be seen above the water it should be safe to proceed. Take it slow and steady. And by *slow* we mean no faster than a horse walk, *not five points*.

If you observe an impatient motorist who is anxious to tear right through and churn up the water, let him go. The waves that he makes in hurrying through might spell the ruin of one of your motors, so don't undertake your crossing until comparative calm has been restored.

\* \* \*

But suppose the subway looks like a small section of Lake Michigan and no yellow markers can be seen!

That means that the water is already too high to run through and if no one in authority is present you should call the dispatcher for instructions. Maybe you're an old hand at the game and know all about how to "cut" the street and organize service. Fine! But even though you intend to get busy and take charge yourself, let the dispatcher know about it at once. He'll see that you get some help.

When a street is "cut," a certain amount of operation against traffic, on the wrong track, is bound to occur. Passengers are all confused and motorists certainly don't expect to find westbound cars proceeding merrily down the eastbound track, or vice versa. Alertness, patience, and courtesy are most necessary at these times.

Remember that when your line is cut, many others are in a similar fix, and as a result of the confusion many passengers are going to have transfers which are late. This is not the time to argue about technicalities. The party who has waded through two or three subways before he got on to ride with you isn't going to like it if you jump on him because his transfer became an hour late on the way.

Of course this sort of rainy day operation shoots our schedule all full of holes so don't be surprised if you get relieved late or have to take your fall back at an unusual time.

All in all, subway floods produce a very unsatisfactory state of affairs all over town, but if every one cooperates and tries to render the best service possible we manage to get by. But there is one nice thing about it. Just think how fortunate we are that it doesn't rain that hard every day!

—FRANK SPEAKER.

## Here's Another Reason You Should KEEP BUYING BONDS

**I**F THERE IS ANYONE who is still looking for reasons why he should buy more War Bonds—have him take a peek over the shoulder of Conductor Tom O'Hara (Division) at the letter which Tom received from Ed Kalas, who is now overseas. Here is part of it:

CORPS OF ENGINEERS — "Well Tom, a lot of water went over the dam since the last time I wrote to you. All the monkey business is over with, and from here on it will be grim business, with a capital 'G'. We have been living in the cellars of battered and abandoned houses since we hit the land of the 'Squareheads'.

"I have spent the last three Christmas' overseas Tom, and it is beginning to look like at least one more. Those Nazis are far from being through. One would never think they had enough men and equipment to make a gigantic push like they are making now. It sure beats the hell out of me, how do they do it?

"They sure are a crafty people and I am certain that every Nazi will have to bite the dust before they cave in.

"The people back home don't realize how well off they are. They should see the devastation and ruin here and then they would get on the ball and make it all out for victory. A lot of the boys have been here for a hell of a long time and when they hear about grumbling and dissatisfaction back on the home front it burns them up. Maybe the set-back the Army got recently will make the people realize we are up against a cunning and crafty enemy."

# Surface Service MAGAZINE

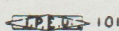
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Surface Lines Employees

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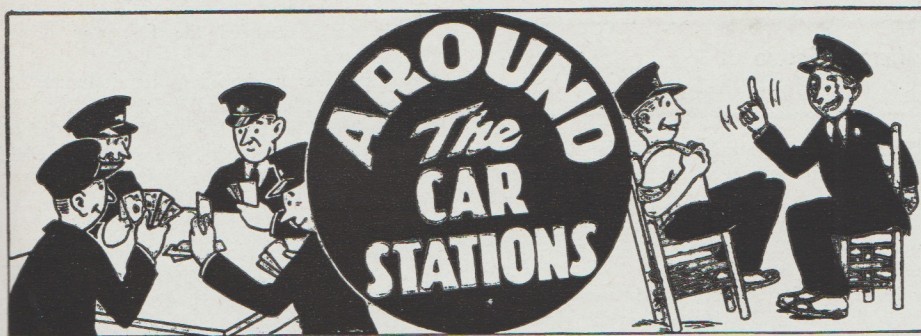
March, 1945

No. 11

WILLIAM H. BROMAGE ..... Editor

JOHN H. FISHER ..... Associate Editor





## Armitage

By Ted Shumon

**A** %\$%&#x," which means, in Japanese, "Have you paid your income tax?" February used to be considered the shortest month of the year, with 28 days, but now it's March, with only 15.

By the way, did you know that "Income Tax" was declared unconstitutional by the U. S. Supreme Court, May 20, 1895, by a vote of 5 to 4? Those days are gone forever.

Did you notice the front cover of this issue of the magazine? Now is the time to renew your pledges with the Red Cross. Give a few dollars and a couple of pints of blood. Your blood might save a life and it could be one of our fellow workers. The men on the other side praise the Red Cross highly, so if it's good enough for them, the least we can do is back up their faith in us and donate freely.

Your scribe wants to nominate Motorman Clyde Schrope for the champion blood donor of Armitage station. He belongs to the gallon club. He should be a runner up for the System.

Girls this summer will be wearing the General MacArthur bathing suits. They are guaranteed to land a man on any beach.

Ole Oleson, one of our board members, is recovering from a serious operation on his eyes. He is reported to be progressing favorably. We all hope to see him back with us soon.

A boy in school was asked to tell the difference between a President and a King. He replied, "A King is the son of his father, but a President isn't."

Since last writing, your scribe has received letters from George Thompson, Gus Lemar, Thos. Henneberry, Sam Rini, Frank Gries, Bartholomae, Paetzke, George Streske, Hank Dulin, Roy Shafer and a card from Eddie Arnold. Also long-looked-for letters from Joe Traxler, Les Marringer, and Stan Dabe.

While Thompson wrote on Dutch stationery, he states that he is back in France. Lemar says he is recuperating from his wounds, in England. Lemar also says he was evacuated in one of the big transport planes, but was in no condition to enjoy the ride. We are all pulling for his rapid recovery. Tom Henneberry says to give his regards to all the men at Armitage. Traxler is now a Master Sergeant and is still somewhere in the Pacific. Joe sent your scribe \$16.00, but it was all

issued by the National Bank of Tokyo. Hank Dulin, now on tugboat duty in Frisco bay, expects to go on shore duty in the near future.

It has been said that the Germans now spell the name of their capitol "B-E-R-I-N," since the Allies have bombed the "L" out of it.

Well, fellows, I guess this is what P. T. Barnum would call "The Egress."

## Blue Island

By C. P. Starr

**D**IVISION SUPERINTENDENT Thomas H. Eigelsbach and Mrs. Eigelsbach traveled to Lexington, Kentucky, to witness the wedding of their son, Ensign Henry Eigelsbach, who was married February 10. Congratulations, and best wishes to the happy couple.

Our sympathy is extended to the bereaved family of Instructor Roy Smythe, who passed away February 16 after a short illness.

We extend our sympathy to the bereaved family of Conductor Michael Henahan who passed away recently, and to the families of Conductors Michael and George Kalal whose mother passed away, and Conductor Arthur Dresler in the loss of his niece.

Conductor John Smutny underwent an operation for hernia and Conductor George Perkaus for appendicitis. We hope they will be long on the way to recovery by the time this issue comes off the press.

Instructor Ed Havlicek is in the market for a gander. Recently, Ed went out in the dark to kill a goose and by mistake killed the gander, and now spends his spare time looking for another one.

Again we ask, how about some news?

## Burnside

By "Furgie"

**M**ARCH! Another long, dreary winter is drawing to a close and we look eagerly forward to the first signs of spring, which we know cannot be far off. This has been an exceptionally trying winter with its over-supply of zero and ice which coupled with the manpower shortage strained the resources of the properties and the resourcefulness of the personnel to the breaking point.

At times schedules were, as one "Casey" put it, "Something hanging on the wall!" However, by dint of working long hours on days off, and all-round cooperation, we have come through the winter with a very commendable record. Many persons, already working on other jobs—police, firemen, etc., gave up their off days to come in and help out. Their efforts were responsible for keeping many runs on the street which would otherwise have stayed in the barns and we are duly appreciative of their help. We hope with the coming of spring, and with the war situation looking brighter day by day that the near future will hold some measure of relief for us.

However, that relief is not here yet, so we must all keep plugging away at the job in hand. We know that there is no victory 'til the last shot has been fired and our boys are all home again.

So we will just keep going to finish the job. Perhaps you have a friend whom you could persuade to join our ranks and help carry on. We still need him.

\* \* \*

**IN MEMORIAM:** Wm. Watson, retired assistant division superintendent, passed away Thursday, February 8, at the age of 82 years, and was buried at Oakridge cemetery on Feb. 10. Formerly of Cottage Grove depot, he is remembered and mourned by scores of friends. He was a very athletic man in his younger years, and until the end he showed a keen interest in sports, especially in wrestling. It was his pleasure to have coached several successful amateur wrestlers of whose fine records he was very proud. To his sorrowing family we offer our deepest sympathy. His son-in-law, Herman Schuetter, is a motorman at Burnside.

On Saturday, Feb. 10, death again entered our circle and took our very good friend and member, Motorman Charles Pozek. "Charlie" had not been in robust health for some time, but had stayed on the job, working till the very day he died. He complained of not feeling well on his return from work on that day and lay down to rest before dinner. When his wife went to him some time later, he was gone.

Our sincere condolences go to his sorrowing wife and family.

\* \* \*

District Superintendent H. E. Harris has been plagued most of the winter with a persistent cough. However he is showing some improvement lately and hopes to soon resume his regular duties.

\* \* \*

Conductor Bob Karolitch is in Hines Hospital, "Blacky" Bedoin is convalescing following an operation, as is Conductor "Alec" Brand. Come on, Fellows! Get well and back on the job. We need you.

\* \* \*

The Absent Minded Club! We heard one the other day about a couple of fellows who hitched up, the other evening and went to attend a meeting of the 'East Side Chamber of Commerce.' They arrived promptly at eight o'clock sharp only to find they were 24 hours late. We are not going to mention any names and hope "Bob" Duffy doesn't either.



## What Is the RED CROSS?

**F**EW OF US TODAY remember the Franco-Italian war with Austria in 1858-59, yet that war has a bearing on all civilized people today. Shortly after the great battle of Solferino, in Italy, in 1859, a French humanitarian, named Henri Dumant, wrote a booklet entitled "*Un Souvenir de Solferino*," which contained a moving description of the sufferings endured by the wounded in that battle.

As a result of this booklet a meeting was held at Geneva, Switzerland, on February 9, 1863, to discuss the suggestions M. Dumant had incorporated therein. This meeting resulted in an International Conference, which accepted the principle of giving protection, in time of war, to the personnel of Military Hospitals.

At a final Conference, in Geneva, in 1864, the first chapter of a great humanitarian organization was formed. As Switzerland was the leader in the movement, the Swiss Flag, in reverse, was adopted as their emblem, and from that emblem it takes the name of Red Cross.

THE AMERICAN NATIONAL RED CROSS was originally incorporated under the laws of the District of Columbia in 1881. It was re-incorporated in 1893 to cover pestilence, fire, flood and other calamities. In 1905 it was incorporated by Congress and made a distinct part of the National Government.

In 1906, representatives of 37 governments met at Geneva and revised the International Red Cross Treaty, and the new pact was officially accepted and proclaimed by the president of the United States on August 3, 1907.

The American Red Cross is governed by a Central Committee consisting of 18 members. Of these, 6 are elected by the board of incorporators and 6 by the representatives of the various chapters throughout the nation. The other six are appointed by the President of the United States and consist of the Central Committee Chairman and one representative each from the Departments of State, Army, Navy, Justice and Treasury.

The American Red Cross depends entirely upon subscriptions and membership dues for its support, and the accounts are audited by the War Department, which then submits the annual report to Congress.

The American Red Cross is honored, respected and supported by all civilized nations. Can we do less?—Ted Shumon.

## Cottage Grove By Gale Hruska

**N**EVER since the existence of the Red Cross has there been such necessity for financial support to carry on as at the present. Surely all of us realize the importance of backing up this organization 100%. We too, can save many additional lives by becoming blood donors. For no joy could ever be as great as when most of the boys will be streaming home after the victorious conclusion of war. Let us be thankful that we are still living in a country free of destruction and famine.

\* \* \*

So enthusiastic were the participants in the recent Captain Goss vs. Captain Budach team bowling series that an erroneous score posted in Captain Goss's favor was overlooked for a week. The adjustment in figures, because of Captain Budach's insistence upon recheck, just reversed the winners. And so once again gloom exists in the camp of the Joe Kellys.

On February 17, 1945, Alfred Benbow and his wife celebrated their 33rd wedding anniversary. Close friends and relatives were in attendance. We congratulate this charming couple, and from Al we have it there was plenty of laughter and loads of contentment when the party terminated.

Congratulations to Mr. and Mrs. William H. Bowen who also celebrated a wedding anniversary on St. Valentine's Day, it being their 25th. Mrs. Nyhoff, sister to Mrs. Bowen, was the surprising Hostess who gathered all close friends and relatives to give Bill and the Mrs. an evening that long will remain in their memories as a token of real friendship. Dolores Mary Bowen, who will be a graduate of the DeKalb University was unable to attend.

On February 17, 1945, Delbert Funk tendered a birthday party in behalf of the Mrs. About 15 people were in attendance and made the occasion a rousing success.

Charles Scavuzzo, conductor, had his vacation moved up so he could pay his two sons, who served in the Philippine areas, with the distinction of a visit. The boys are in the hospital at Fort Worth, Texas, and making fair progress according to his report.

That colleague Joe Finnan, of cigarette fame, is developing many friendships is evident. Leaders are waved on by the bobby-sock kids, to await him. Must be the Sinatra influence, we think.

For possessing a genuine interest in the other fellow's point of view, and for winning friends in all walks of life, I present Conductor Larry King who is tops along this respect.

A discussion on any topic with Motorman Johnny Walker soon reveals Johnny's power of observation and range of interests.

Pat. Vaughn has a new formula he has concocted for growing hair and is looking for a volunteer to experiment with. Herewith is a partial list of interested customers, Pat: Felix McKeon, Johnny Blaney, Carl Torkelson, E. Walters, Tony Roach, Jack Casey, Len Grant, George Miskell, Elmer Paice, Tom Kitzpatrick and Valerious. What a spectacle to behold if this order

of door knobs occupied the first row in a burlesque house!

Rex Little was graduated as naval gunner at St. Augustine, Florida, and as reward for his effort, Rex was accorded a ten-day leave with orders to report to Norfolk Navy Yards. Rex and Bert Sayre are constantly observed together. Congratulations Rex, we know you're capable of delivering the goods.

Anyone feeling the pinch of the cigarette shortage, see Motorman Chester Kropidlowski. He has an up-to-date index list of all the right spots and right time for approach.

Let us also visit a Red Cross Blood Bank and save the life of a fighting man. Some of our Cottage Grove men have already responded to this appeal: Chief Clerk, Percy Atkinson, hero of World War 1, up to this writing is a ten-time blood donor. Nice work, Chief, we're proud of you as champion of a worthy cause.

## Division

By Fred Shippy

**C**AN YOU TOP this? Motorman Chester Grzalski has donated blood for the eleventh time and expects to donate again in April. He sure is doing his part for the boys.

Our deepest sympathy is extended to Motorman George Norris in the loss of his wife.

Congratulations to Motorman and Mrs. J. Becque on their wedding anniversary, and to Conductor Paul and Mrs. Becker, who celebrated their 30th anniversary in January.

Happy birthday to the children: John Becque, 3; Charlene Prues, 3; Russ Warnstedt and his daughter, who celebrated on the same day.

**SPEAKING OF GRANDPAS.** Did you know that Marty Tezak is a grandpa for the second time? He is kinda young looking, but it is the truth. Paul Becker also joined the ranks. Congratulations, Grandpas. We smoke too!

**HAPPY RAFFLES.** N. Rowan and V. Wennerberg were made very happy when they won a pack of cigarettes at the Eagles the other night.

Motorman John Kruk would like to say good-bye to his many friends in the depot and wishes them the best of luck, as he has joined the ranks of the "used to bes," and is going to take the well earned rest, for which he worked so many years. Good luck, John, come in and see us any time.

Don't forget to make your donations to the Red Cross, it is a very worthy cause.

Oh, yes, have you heard Bill Keegan sing, "Clang, Clang, Clang goes the Trolley?" You should hear him, he is very good at it.

(EDITOR'S NOTE—The following item was submitted by a reader who prefers to remain anonymous.)

**CONTRIBUTED—**A Western Avenue street-car, north bound from Madison Street, picked up a lady passenger, who asked Conductor Fred Shippy if the car went to Lawrence avenue, and he said, "We do." "Would you let me know when I come to Lawrence Avenue?" And he said "Yes, I will."



Every time he called a street, the lady would ask, "Is this it?" Finally he said to the lady, "I have been on this street for a long time and when the car gets to Lawrence avenue, I will let you know." Then he got busy, and the car crossed Lawrence avenue and he did not think of the lady until he got near Howard street. Then he saw her sleeping.

He told the motorman, "I have a lady on the car who I promised to let off at Lawrence. We will go right back and I will not wake her up until we get back to Lawrence avenue."

At Lawrence he went into the car and woke her up. "Here is Lawrence avenue," he said. She looked out of the window. "Don't you want to get off here?" She said, "No, you see I went to a doctor and he put a paste on the back of my neck. He told me to take it off when I got to Lawrence avenue. I am going to Howard Street!"

## Kedzie

By Jim Passarella

**S**UPERVISOR DAN O'BRIEN'S sister died January 9. Dan, himself, has been laid up from a fall received the latter part of January.

Sorry to hear of the death of Motorman Harry Williams.

Roy Woods, our Marine, is back with us again. Good seeing you, Roy.

Bob Savage, my old horse, has been laid up from a fall. Down, but not out, hay, Bob.

Patty O'Rourke, repair department, got a big surprise, when he got home the other day. His little granddaughter got his hands and led him to a big box that was sent to him from his son, Corporal Eddie, who is in France. As Pat opened the box, he pulled out a round can which he thought was a fruit cake. To his surprise it contained 24 packages of cigarettes. Deeper in the box he found a German paratroop helmet. Pat is thinking of wearing the helmet around the cars.

The Purple Heart has been given to the son of Motorman Gus Winterns, who is now convalescing in a hospital in England.

Ted Owens our clerk, used his salesmanship on a motorman to change over to a connie, to finish up a run. He supplied him with transfers, changer—all but a punch. When they were ready to go, the connie asked Ted for a punch. He looked high and low, but no punch. Out he comes with an ice pick and asked him to punch transfers with it. He really wasn't serious, I hope!

\* \* \*

Johnny Bradshaw, former motorman, who is now in Belgium, wrote to one of our men at the depot. He tells about the life over there. While on leave, he went into town and the first thing that hit his eye was the streetcar or "Trams" as they call them. He took a ride to the end of the line.

The motorman and conductorette walked over to the supervisor and shook hands with him, and before leaving did likewise.

The motorman and connie are dressed like Admirals. I know you fellows from the depot

would look nice in their outfits.

Johnny closes with a "hello" to all at the depot.

\* \* \*

Son of Andre Kroes, first reported missing in action, was officially reported as a prisoner of Germany.

Conductor Alva Bennett of Kedzie is proud of his daughter, Edith Bennett. Edith was stricken with infantile paralysis back in 1941. After spending 13 months in a hospital, she now can walk about 100 feet with the aid of braces. But during those long dreary months, Edith was not idle. She crocheted many beautiful articles which friends bought from her. She ran up a sum of \$410, which she turned over to the Cook County Chapter of the National Foundation for Infantile Paralysis.

Edith knows it is going to help someone over that dreadful disease.

\* \* \*

A little about the Red Cross Drive. I don't have to tell you how important this is to us all. When the drive starts, let's all get in it wholeheartedly.

How many of you fellows have been down to the Red Cross Blood Bank?

I would suggest that we get a group together and go down there. I will have a list put on the wall, and you fellows who can, please put your names down and the time you are off so that we can all go together. Let's have a long list of names.

## Lawndale

By C. Kaper



Just three years ago Chief Petty Officer Arthur Greenslade, USNAC, traded his conductor's uniform at Limits for a Navy outfit. Now, after 16 months' active duty on the Island of Trinidad, he has been appointed radar instructor at Boca Chica, Florida. While home on leave he dropped into Lincoln with his father, Supervisor Tom Greenslade, to talk with Division Superintendent W. Goodall (seated) and Asst. Supt. Joe Hubberts. . . . Joe's own son, a navigator and bombardier, is back from England after 35 missions over Germany.

**T**HE MANAGEMENT of Lawndale and Blue Island would like to take this opportunity to thank all the men at these two depots for the wonderful jobs they are doing by doubling up and working their days off. It is these men that are keeping those runs on the street at all times, and making these two depots the outstanding in the system. So keep up the good work, it is appreciated.

The son of Motorman Pete Regan, who was with the 45th division of the Seventh Army, in France—Sgt. James J. Regan, has been announced as missing in action by the war department. He has been awarded the Bronze Star medal by the commanding general of the veterans 45th "Thunderbird" Division. Sgt. Regan is the husband of Mrs. Mary K. Regan.

The citation authorizing the award reads as follows: "For heroic achievement in action on the 16th of October near Grandvillers, France. When his company was forced to seek more favorable positions while receiving heavy enemy fire, Sgt. Regan remained at a forward position and engaged an enemy machine gun nest, killing two of the enemy. His effective fire materially aided his company in reaching its new position." Hats off to Sgt. Regan.

You rail sanders: did you ever think that when you pass up some fares you are just passing up the man who is behind the man behind the gun? Remember, those G-I Joes depend on you transportation pilots, not only in Chicago, but throughout the U. S., to get these war workers to their





Bridgeport News Photo

Real cause for celebration at the home of James Faklis (car cleaner, 77th) was the simultaneous visit of all four of his sons in the armed forces. No freak of luck, the visit required some maneuvering and careful timing by the four boys. In the above picture are Mrs. James Faklis; Miss Mary; S 1/c Nicholas,

who had just completed boot training; T/Sgt. John, home from 50 bombing missions over Italy; Pfc. Michael, an MP at a prisoner of war camp; PhM 2/c George, a surgeon's assistant in the Norfolk Navy hospital, Plymouth, Va.; and their father, James Faklis.

jobs on time. Don't let these Nazi Gilly Gimps or Japanese Gremlins perch on your shoulders and whisper in your ear, "Pass them up, there are other cars behind you." Remember, every minute counts, and that one minute may save the life of someone near to you.

**TOOTH PICKS FROM LAWNDALE:** To all men who want to stay on this job as long as Receiver Charlie Henderson, here is what you have to do: For the first fifty years, just take it easy and make sure you take a nap for two hours every afternoon, because you'll need it.

See you next month.

## Lawrence

By Pinky Moran

**H** E'S A JOLLY good fellow. That's what the community of Edgebrook thinks of operator Jack Werdell. To show their appreciation for the man who starts their day right with his good-natured wit and humor, the people of Edgebrook held a special party on the evening of Feb. 6 in Jack's honor. For Jack it was the climax of 30 years service as motorman and bus operator for the Surface Lines. We here at Lawrence garage agree whole-heartedly with the people of Edgebrook, for we also enjoy the good fellowship of Jack Werdell.

Say do you know we have a bus operator who becomes sea-sick while riding in a bus? Ask brother Ed Mucha. Ed states that "as long as I am driving the bus, everything is fine. As soon as I become a passenger, I get sea-sick." Now fellows we can't let Ed suffer like that, so I'd like to suggest that if any of you fellows have an extra steering wheel laying around your garage you might give it to Ed. He can carry it with him while riding to and from work, sit in the back seat, hold the wheel in his hand. Result: no sea-sickness.

When brother John Miller looked in his mailbox the other day (his birthday) he received a pleasant surprise. It was a birthday card with a check for 50 dollars from his son Larry, who is in the army. John didn't say how old he was, but judging from the everyday amount of enthusiasm and energy he possesses, and also his active interest in sports (hunting—especially) we would say he is doing alright.

Congratulations to the Harry Peterson's in their new arrival. "It's a Girl." That's one way to get more ration points, Harry.

Barney Kaitchuck, one of our really old-time bus operators, had to leave the employ of the Surface Lines because of ill health. We all wish you good luck, Barney.

Sympathy is extended to Operator Bob Stack in the recent loss of his mother-in-law.

The hand of welcome to Chris Spiel, one of our new operators. We need new men, lots of them.

The other day I ran into our committeeman, and king of the salt-spreader, R 52, George Stillwell. George is WELL but STILL hoping for more snow. Here's a suggestion George: After this war is over, you could get one of those Army jeeps and a couple of flame-throwers, your job could be much easier. You could drive down the middle of the street with a flame-thrower on each side.

## Lincoln

By Ed Hutten

**C**ONGRATULATIONS are in order for Tom Printen and his wife, who presented him with an eight and a half pound son on February 15.

It is with deep regret that we report the death of Conductor Fred Elie's son, who was killed in action in the Philippines. Our deepest sympathy is extended to the family.

We also wish to express our sympathy to Mrs. C. Rapp and family in the death of our friend Motorman Charlie Rapp, who passed away last month.

Supervisor Al Gibbon who has been ill for the past month sends word that his son has been invalided home from Europe where he participated in the invasion. He is at Vaughn General Hospital. We wish both Al and his son a speedy recovery.

Motorman Bill Rangenier who has spent some time in the hospital is now at home. He resides at 1946 Howe Street. We hope to see Bill back on the job soon and wish for his speedy recovery.

As this is the last issue that I expect to write I want to thank every one for the help you have given me in the way of news. I hope that you will cooperate with Jerry Bordes, who has so kindly agreed to write our column. Please give him your cooperation and I know he will give you all the news. So long.

## Noble

By C. Karcal

**C**OME THROUGH: That's the plea from the Red Cross Drive which gets under way during the month of March. Give now like you have never given before. Our boys need your help now more than ever. Respond to this plea now.

Leon Kotecki is convalescing in the St. Joseph hospital after a spell of sickness which called for a blood donation. Harold Greibel nobly donated a pint of blood, for which Leon is so grateful.

The mystery has not been solved as this goes to press as to who has engineered the plan to bring Charles Vanek down to work in a company squad car. Charley is posting a reward of one package of aspirin to any one leading to the conviction of the culprit.

Guess who has been catching rides down to work in the Blue Maria?

The fishing season is drawing very close now as all the sportsman like Barney (Patsy) Malecki, Larry Pawlak, Ruddy Robertson and Smiling Bill Sunagel are oiling the rods and cleaning the plugs. Hope there will be many a good fish dinner, boys. Any one desiring to have their rods and reels overhauled, kindly get in touch with R. Robertson.

Whenever you are in need of any catering service for all occasions, get to see Frank Miller, as he is the best bun-cutter and bread-stacker available at the present time.

It was a rapid change for Leo Giovanelli. One day in January he was a private, the next, a PFC, and a week later, a corporal, headed for combat somewhere in the South Pacific. Friends from North Avenue send congratulations and best wishes.





Ed Larke was seen eating in the restaurant the other evening. There are only two answers to this. Either Ed is in the dog house or was going to double up.

Ernest Buchwitz was crowned the Hero when he came to the rescue of Gordon Hoiijer, who was slugged by irate passenger. Buck thought that this passenger had established a beachhead, so he went in and dealt the final Victory punch.

When you are trying to converse with Charles Greer, kindly do so off the cars. Seems as though he has opened up at the wrong time.

The motormen's rank is going to be shy of another good Trolley Pilot very shortly. E. Schaefer was called for his physical and passed with

a high rating. Hope you won't forget the address of the Depot, Shafey, ole boy.

Sgt. Harold Larsen was in to pay the boys a visit after being gone for a couple of years. Harold is home on a furlough and is looking very good.

Albert Gustafson is at home now convalescing after an operation. Al would like to see some of the boys, as the time is long sitting around.

An appeal is made again at this time to one and all of you: If there is no news in the mailbox, I am sorry, but I will have to submit my column to some other depot as space is at a premium. If you have any news of any kind drop it in, brother, drop it in.



## Accident Investigation and Legal

By Audrey

**W**ELCOME to our newest employees: Clerks Patricia Woodward and Shirley Meyers; Statementman Joseph Burke.

Congratulations Corporal and Mrs. S. J. Garro. Here's hoping that by the time this magazine reaches you at Dutch New Guinea, Sol, you will have heard about that baby daughter born February 26, with reports that mother and baby are fine.

Is it Yes? Is it No? Anyway, it's a gorgeous diamond Albert J. Grebliunas, S3/c, stationed in Hawaii, sent Clerk Mildred Matlow. Better say "Yes" Millie.

Cadet Nurse Mary Lou Lordon, former clerk, visited the office and tells us that she is very happy in her new profession. Don't wait so long between visits, Mary Lou.

Red Cross activities of employees at "600" include Red Cross blood donors: Bernice M. Condon, eight times; Grace Bezdon, Mary Frances Feltes, Peter W. Sepic, each three times; all scheduled for their fourth donation in the near future. Red Cross Nurses Aide: Elaine Mjoen, with one year's service at Norwegian-American Hospital. Red Cross Staff Assistants: Elvera Potensa and Audrey Johnson, working in the Foreign Inquiry Department.

## Accounting

By Thomas F. Coan

**W**E EXTEND to Mr. E. C. Burke, in his recent bereavement, our deepest sympathy.

Birthday greetings were extended to Betty Suhr, Grace Cotter, Mathilde Korn, Frances Kubiak, Johann Britovich, Frank Hodapp, Mary Wiggins, and Ruby Fruchey during the month of February, 1945.

We extend sincere welcome and best wishes for success to LaVerne O'Connor and Volga Juska.

Congratulations and best wishes are extended to Florence Ross and Corporal Marton J. Olsen who were married on Sunday, February 4, at Drexel Park Presbyterian Church, 64th and Marshfield Ave. She was presented with a beautiful blue satin quilt from the employees in the department.

At this writing, Miss C. Bielenberg is at home convalescing from a recent illness, and we extend every wish for a quick recovery.

Congratulations are extended to Sergeant Robert W. Malmquist of the Military Police, who was recently commissioned a Lieutenant at an Army Air Force Base in the Central Pacific.

## General Office

By "Brenda and Cobina"

**W**EDNESDAY evening, February 7, about 20 girls surprised Mrs. Robert Whiteman (Bernice Burns, Executive) at a dinner in her honor. Bernice was married to Robert Whiteman on January 1, 1945. The girls presented the guest of honor with a corsage of pink carnations and crystal. Everyone had a grand time until the episode of "the four roses." Bernice has left our company to live with her husband, who is stationed in Florida. We miss seeing you, Bernice, and don't forget to drop us a line.

CSL had better keep an eagle eye peeled on Trolley Pilot Bill Rooney, (Transportation). Since his picture appeared in the February issue of *SURFACE SERVICE*, it is rumored that Hollywood talent scouts have been hot on his heels. A welcome is extended to a new clerk in Transportation, Mrs. Althea Gudmundson. Hope you like working with us.

Mary Ranahan (Purchasing) will be putting in some extra hours of Nurse's Aid work at home. Mary's mother was hit by an automobile and is now at St. Anne's Hospital. We all wish Mary's mother a speedy recovery.

Now is the time for all good men to come to the aid of their company—so—Ray Solberg and Fran Knautz (Transportation) started as Volunteer Conductors at Lawndale.

There is an extra gleam of pride in the eyes of Emily Smith (Purchasing) during the last few weeks. It seems that her "Willie" has been awarded the Bronze Star for outstanding services to his unit in Italy.

One of the ways of overcoming the meat shortage is to raise chickens and that is just what Mr. Bohlin (Transportation) is doing. We lick our chops (the non-rationed variety) when we hear him tell how even the bones will melt in your mouth.

It seems as though we have an aspiring Padrewski in the Purchasing Department. Claire Kappen claims that so far she can't do anything more with the ivories than "Baa, Baa, Black Sheep," but we think she is just being modest and plays that for the sole entertainment of her little nephew.

It is too bad that our office phones aren't equipped with television. B-r-o-t-h-e-r! Have you seen the latest "pin-up" pictures of Ida Lee (Dixie) Heaney and "Met" Rabig?

**MEN BEWARE!** We hear tell of five CSL girls paying a visit to a fortune teller and she promised them all husbands. Confidentially, we are wondering just where we have to look for that tall, handsome and conceited blond she referred to in her reading.

With the commissioning of the *U.S.S. St. Paul*, it looks as though Bill Chaveriat is going to see (oops—we mean sea) again. Good sailing, Bill. We are still drooling over that menu you sent Miss Humes.

Birthday greetings were extended last month to Blanche Kriz (Real-Estate) and Margaret Rochford (Transportation).

\* \* \*

**EMPLOYMENT DEPARTMENT**—Birthday congratulations to Miss Louise Skermont, Mrs. Lillian Gareau and Miss Francis Scarpelli.

—Ida Fischbach

## Electrical

By Billy Schenk

**A** PROMOTION for Edwin Roper, formerly of our Line Department, to 2nd Lieutenant in the Infantry while he was stationed at Fort Blanding, Stark Florida. His brother Ira, also a former employee, is recuperating at Quantico, Virginia, from an attack of malaria fever. Best wishes and Godspeed for you both in health and successes.



Daniel Joseph Barrett of Van Buren substation died February 3, 1945, at the age of 65 years and 4 months. "Dan" had 47 years of service with this company. He started to work in the old cable power house at Washington and Jefferson Streets. After the closing of this power plant he was an assistant engineer at our 324 South Market Street building until the building was demolished for a parking lot. He was then transferred to the Van Buren Substation where his life's work was ended. Dan had been hospitalized for almost three years as a result of an accident. Our sympathy is extended to the Barrett family.

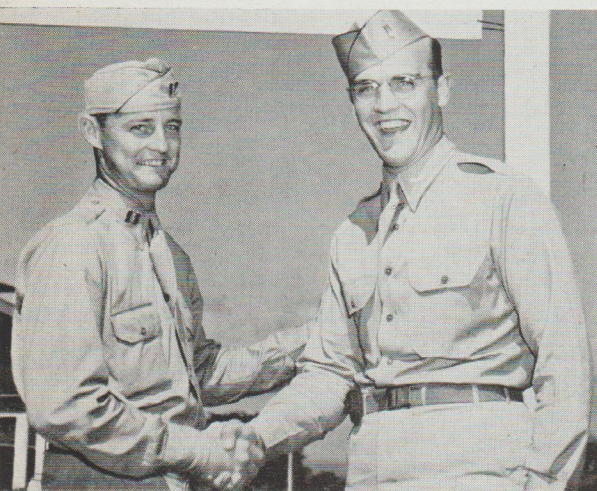
Harry Burke, Operator at Milwaukee Substation is reported on the sick list. Best wishes for a speedy recovery.

Word has been received that Herbert Peterson of the downtown office, who has been in service about two years, was reported missing in action on Leyte Island. Our hopes and best wishes are extended to "Herby's" folks.

We extend to Patricia Oppen best wishes in her new location as secretary to Mr. R. J. Ruppe, and, also extend welcoming greetings to Rose M. Scheid who comes to our department as secretary to Mr. Victor E. Thelin.

## Engineering

**T**RACK DEPARTMENT: "Vincenzo Corona, switch cleaner in the Central Division, while performing his duties at 51st St. and Racine Ave. on the afternoon of January 20, 1945, noticed a small boy crossing the street directly in the path of a westbound auto truck. Picking up the child he carried him to safety as the truck swerved to avoid hitting them. Supervisor John S. Crossan in a CSL radio car witnessed this incident and reported that if it had not been for the prompt action of Corona this boy would have been struck by the truck."—J. P. Flynn.



AAFPPOA Photo

## Standing in 10% Club

**T**HE FOLLOWING groups are listed according to the per cent of employees that are participating in the 10% war bond deduction club. The second column of figures indicates the position of the group at the same time last month.

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

## Material and Supplies

By Lois Marsh

**E**J. DONAHUE recently celebrated his anniversary-birthday and received best wishes from all.

Mary Goulden, former secretary to Mr. Sigwalt, left us this month for a different position, and all of us will miss her cheerful smile. But with Mary leaving us, we have a newcomer in our midst, Miss Anne Fahey. Hope you will enjoy working with us, Anne.

The office of General Storekeeper has recently moved to Room 1473 and we find our new office very light and cheery.

Pvt. Dick Schultze, somewhere in France, reports that he is brushing up on his German. Dick has had quite a few interesting experiences and all of his pals out at West Shops will be eager to hear them.

## Schedule and Traffic

By L. C. Dutton

**I**T IS OUR HOPE that Eddie Joyce will be released from the Lutheran Deaconess Hospital before this reaches the printer. Eddie let the Doc do a little carving recently and according to reports he is doing as well as can be expected.

Letters from Technical Sergeant Al Pisors down in Texas, Private William Worcester, Army Air Forces in Wisconsin and Private Frank Johnson also of the Army Air Forces way down south in

Mississippi and Pharmacist Mate 2/c Glenn Crump in Indiana found their way to our desk during February. The 2/c for Glenn is a new rating. Congrats to you, Glenn.

We extend the welcoming hand to our new typist Josephine Stukas and it is our hope that you will like your work with us, Josephine.

## South Shops

By Justine Mazeikis

**H**OW DISAPPOINTING—after waiting so impatiently to see Mr. Lindquist "cut the rug" at the Machinists Dance, he failed to make an appearance. Gosh, Lindy didn't that book "10 Easy Lessons" by Arthur Murray help?

So you think Einstein's Theory is confusing. Well let me tell you about the one our switch-board operator has. In figuring the girls' bowling averages Sophie insists that ".27" is 27/64. Pray tell us Soph, how do you do it????

Though belated, nevertheless sincere, are the birthday wishes extended to Joe Birmingham, Frank DeWitt, Matilda Misiunas and Marge Kuchan.

Our condolences to Mrs. Farrow upon the loss of her beloved husband, Howard.

Fred Mommssen became one of Uncle Sam's nephews last month. Good luck, Fred, and let us hear from you when you're settled.

Joseph Martish, Tom Brown, George Booras, Stanley Blavascunas, and Harry Johnson are on our sick list this month. We wish them speedy recoveries.

Our champ Red Cross blood donor is Kenneth Royhl, a millwright. To date Kenneth has donated nine pints of blood. Runner-up is Eugene Reilly, Motor Repair with four donations to his credit.

'Tis said that Jack Sargent practices every Sunday afternoon at Stevenson's bowling alley to develop a hook ball.

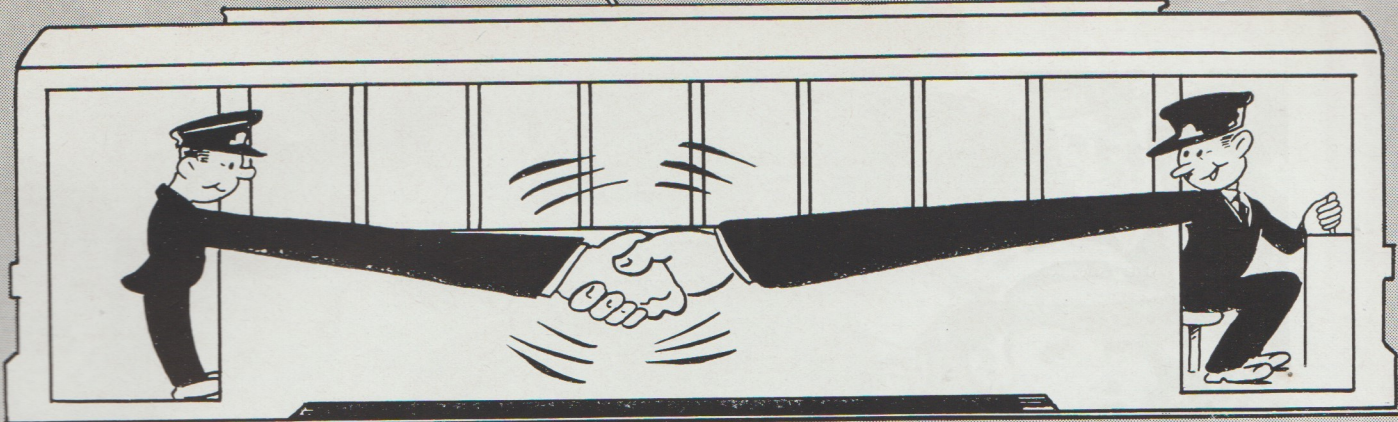
Did Mike Rubey's face turn crimson when he failed to help his team win two games from Dick Bulak's Machine Shop Team? Mike claimed his hook ball didn't work on these alleys.

Ed Rooks was observed whistling very happily one morning and when questioned as to why he was so happy, replied, "Tonight we are bowling Dick Bulak's Team." We didn't realize the rivalry between these two department teams was so keen.

If you are hesitating about donating your blood to the Red Cross, bear this in mind—if it were your son, sweetheart or husband lying wounded on some battle front, would you linger, debating with yourself as to whether this action is necessary on your part?

Robert W. Malmquist (timekeeper, Accounting Department) recently received a direct commission as Second Lieutenant, Corps of Military Police. Here Bob (right) is shown being congratulated by his former commanding officer. A former Sergeant in a Military Police Company, Bob was commissioned at an Army Air Forces base in the Central Pacific. Son of the late Art Malmquist, and brother of Arthur W. Malmquist (clerk, Track) who is also in the armed forces, Bob entered the service in March, 1943. He has been with CSL since February, 1940.





# CO-OPERATION-

*IT'S ESSENTIAL TO Safe OPERATION!*



***Don't*** MAKE "CRACK THE WHIP"  
STARTS- WAIT UNTIL RIDERS ARE  
SAFELY ON BOARD



***Don't***  
MAKE 'EM REEL  
AND SKID

WITH SUDDEN STOPS!



***Don't***  
START CLOSING  
DOORS BEFORE A  
RIDER IS COMPLETELY  
OFF OR ON!

***Don't*** SHOO FOLKS OFF  
TOO HURRIEDLY. YOU DON'T  
SAVE TIME WHEN A RIDER  
TUMBLES  
AND GETS  
HURT!







# *50,000,000 Free Rides* for the **ARMED FORCES**

In February, 1942 Chicago Surface Lines inaugurated a policy of carrying men and women of the military services without charge on Sundays and holidays and during non-rush hours of other days.

Since then, more than fifty million men and women in uniform have enjoyed this free transportation to all parts of the city. The citation appearing above shows the appreciation of the Sixth Service Command.

That is just one of the smaller things we can do for those who carry the burden of the war. But our important job is helping them get weapons they need to win. That means extra transportation—more route miles than at any previous time in Chicago's history—so war workers can get to their essential jobs. It means carrying thousands more passengers—upwards

to 4,000,000 each day—and doing it all in the face of a substantial percentage of our own trained workers away in Uncle Sam's uniforms as well as other disturbing effects of war upon employment.

Even with these extra burdens and manpower shortages, the Surface Lines is providing Chicago with transportation as speedy and dependable as possible under conditions prevailing today.

True, there often isn't a street car or bus where you want it, when you want it. We regret that the emergency brings that about. But those 16,000 neighbors of yours who operate CSL are doing everything within their power—giving up days of rest, working overtime and taking on extra responsibilities—so service may be kept at the highest possible level under difficult war conditions.

## **CHICAGO SURFACE LINES**

**CHICAGO'S CITY-WIDE TRANSIT SERVICE**

