



Surface Service

August, 1945



PLAY SAFE—By Keeping 'em Safe

AN ACCIDENT did not happen. But there was no telling when one might.

Each day at 4:00 P.M., the 1300 employees from International Harvester Company poured through the overpass on 26th Street, homeward bound. Twenty minutes later the 1400 employees of Kimball piano were released.

Narrow at its best, 26th street is not given to handling such traffic. Cars parked convenient to the plant outlet jutted out close to the streetcar tracks. No safety island or safety zone protected crowds boarding the streetcars.

THE CURE

The CSL Accident Prevention and Transportation departments went into action. In cooperation with the International Harvester Labor-Management committee arrangements were made to have the district rezoned. Restricted parking areas were installed. City traffic engineers cooperated by having crosswalks marked, the curbs painted yellow and new "No Parking" signs installed.

The result: An open loading zone—no more queuing between tightly-spaced

autos in order to board the streetcar. Brush-off and boarding hazards were eliminated. Boarding time was cut to less than one-half the previous loading time.

IT'S THE HUMANITY

The physical causes of accidents can be removed. But it is up to the trainmen to cope with the human element.

The employees from International Harvester and Kimball's are typical of the rush-hour working crowds—tired, in a hurry, eager to get home. They are used to traveling on streetcars.

But hot summer weather brings out the pleasure-bound picnickers—ladies with babies, blankets and baskets—children from the beaches, mobs from the movies, and crowds from the ball parks. More carefree and thoughtless than your week-

day travelers, these crowds require special treatment. Not being daily riders, they are unaccustomed to having fares ready or getting on and off streetcars.

Recommended for all CSL trainmen are the following reminders on the handling of crowds issued by the Instruction Department:

MOTORMEN: Slow down when approaching a crowd of waiting passengers. Rather than risk an accident, stop before reaching the crowd and make them come back to the car, if necessary . . . When pulling away from the loading zone, start slowly, check the clearance . . . Operate your car as smoothly as possible. . . . Don't open the exit door until the car has come to a stop.

CONDUCTORS: Motion passengers back until the car stops. . . . Check that all passengers are in a safe position before starting. Do your own checking. . . . Prevent last minute rushes for the exit by calling the next stop as soon as the car starts. . . . Keep passengers from getting off prior to the car's stopping. . . . Give special attention to women and children—there's always time enough for that.

FRONT COVER — Chicago's vacationing crowds cause transportation problems for trainmen.
—Photo by Louis C. Williams.

"There Must Be a Better Way"

New Suggestion Winners Announced

MICHAEL CHUCAN (streetcar truck repairman West Shops) is fifty-five dollars richer because the thought occurred to him one day: "There must be a better way to do this job." The job he was thinking of was the removal of springs from the Pullman truck, Type 150—one of the jobs involved in the overhauling of streetcar trucks. The result of this critical thinking about his job was an idea for a helical spring clamp. Chucan submitted his idea and drawing to the Suggestion Committee. It met with approval and a clamp was built. It has proved practical and is now being perfected for use throughout the entire system.

This new way of removing springs is safer than the old. It eliminates the use of the sledge hammer and the possibility of the spring flying out of the truck frame, therefore there is less damage to material. The amount of time is reduced. But the greatest benefit comes in the saving to the worker—the tool does the job, instead of the worker's muscles.

Another part of Chucan's job involves the patching of transom bar plates for Brill 39E1 trucks. Ordinarily it is necessary to send the truck to the shop where the plate is removed and welded. But after Chucan got to thinking "there must be a better way" he suggested a specially shaped patch plate, of right and left design, which makes it possible to do the repair job at the carhouse. Result: a 50 per cent cost reduction.

But Chucan didn't stop with the above suggestions, he went ahead and figured out an improved method for removing semi-elliptical springs on the Brill 39E2X trucks. And right now everyone is wondering, what next?

The Shops and Equipment Departments Suggestion Program has been in effect since the first of the year. Awards have been made on one out of every five suggestions submitted to the Committee, the amount varying according to

the appraised value of the suggestion. Any workable plan which will prevent accidents; reduce waste; increase tool life or otherwise improve output, working conditions or save materials is a possible winner.

James W. Hesler, upholsterer, South Shops, received fifteen dollars for suggesting an improved type of leather seat cover which would obtain greater life from the leather. *Edgar L. Craig*, repairman, South Shops Armature Room, suggested a new procedure in the conveyor system to permit better handling of rewound armatures—and received ten dollars.

Charles W. Riley, machinist, earned a fifteen dollar award with his design of a fabricated guard for the molding cutter in the Woodmill.

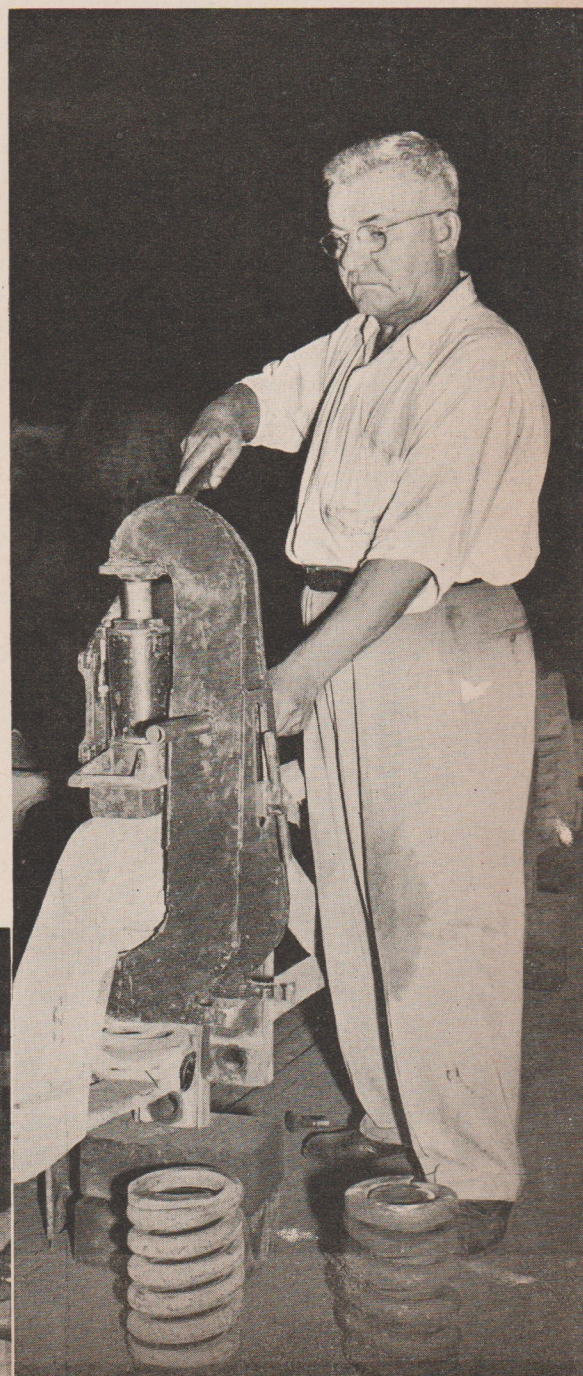
Awards have also been won by *Tim Riordan*, assistant night foreman, Limits; *H. G. Baker*, car repairer, Elston; *J. J. Repplinger*, West Shops Bus Overhaul; *Edward Morris*, armature winder, West Shops; *John Tocik*, machinist, South Shops; *Henry Bohlke*, car repairer, Armistage; *Frederick Kulovits*, car repairer, Burnside; *Harry Johnson*, armature winder, South Shops; *William Myers*, Shop Car; *Theresa Keenor*, clerk, West Shops; *Frank Ciezadlo*, truck repairman, West Shops; and *E. G. Blake*, striper-letterer-painter, South Shops.

Michael Chucan's better way: The patch plates (below) and the clamp (right).



According to the Committee the individual who submitted Suggestion 2111 still has not claimed his award.

The Suggestion Program is open to all members of the Shops and Equipment departments. Those who wish to submit suggestions (and they can submit any number of them) will find blanks and pre-stamped envelopes in the Suggestion Boxes conveniently located in the carhouses, garages, and shops. The business reply envelope is addressed to Mr. E. J. McIlraith and requires no postage, enabling the suggester to complete the blank at home, if he so desires, and remain anonymous—by dropping the envelope, stamp-free, in his nearest U. S. mailbox.



Skilled Handling of Beach Crowd Wins Praise for Bus Driver

IT WAS A HOT SUNDAY afternoon and *Operator Fred Rink's* bus (Lawrence) was jammed. Children were crying and patrons were asking all varieties of questions and expecting respectable answers.

Miss Meta Markey, 2226 Winona, observed all this and made special note that Rink kept his smile and was "super-courteous" to everyone. Impressed, Miss Markey called Rink to the attention of a Chicago paper, which immediately sent out a reporter to "hang a medal" on him.

IN SPITE OF admonitions not to travel, a great many strangers find their way to Chicago during the summer months. Two of the commendations received during July were in appreciation of the assistance given to visitors. "It was such a pleasant experience to be dealt with so courteously and intelligently," wrote Mr. and Mrs. Eric Jensen, Paris, Ontario, Canada, of *Conductor Charles Piper* (77th).

Mrs. Anna Carne, 403 Davis, Allegan, Michigan, and her daughter were on their way to the bus station during the early morning hours when they received the much appreciated assistance of *Conductor Bernard Smith* (North) in finding their directions.

In superlatives was the only way that G. Parker of the E. C. Atkins Company, 1401 West Washington, could describe the attitude of *Conductor Ben Amsterdam* (Kedzie). "I have never seen anyone in the employ of a public service agency who was so courteous," he wrote.

Commendations were also received for the outstanding courtesy shown by *Conductors Herman Stiles* (Cottage Grove) and *Harnon Strickland* (77th).

"OH BRING BACK my Connie to me," was the plea of a group of women swing-shift workers. *Conductor Paul Gunther* (Blue Island) was the muchly appreciated individual, and the cause for the wail was his transfer to another run.

He has apparently been supplying a standard of service and thoughtfulness worth maintaining.

CONDUCTOR FRANK ZELLNER (77th) caused Ada Birchhoff, 2014 S. Peoria, to exclaim: "Oh, I was a happy lady, and I am 72 years old, too," when he rescued her purse from a man who had picked it up from the seat where she had inadvertently left it.

Appreciation was expressed by Winifred S. Perry, 5052 Washington, for *Conductor George Bingham* (Kedzie) having seen that her raincoat was returned.

THE AGED and physically handicapped always merit special consideration in these crowded times. It was a little extra thoughtfulness on the part of *Conductor Henry C. Borgman* (77th) which

caused Jay J. McCarthy, commander, Filipino Guerrillas of Bataan Association, 139 North Clark, to write: "Such demonstrations by your employes do much to create that essential element necessary in any successful business—creating public good will."

And the friendly attitude of *Conductor Carter Krause* (North) certainly created good will on the part of Mr. and Mrs. A. Scheffner, 251 Indiana, Elmhurst. They observed that he was not only polite, but showed sympathy to elderly people, people with canes, and a mother with a baby. "Not only is he good to the public, but also a credit to your company. So we say, hats off to conductor 13308, and may he keep up his good work. We have been riding on your cars for over 40 years, and we know a good conductor."

Motorman Frank Machowski (North), and *Conductors Carl Joenger* (Devon), *Frank Novak* (Archer), and *Vincent Rukowski* (69th), also were praised for their treatment of those who are not as "physically lively as the majority."



Bo Brown
FOR O.W.I.

"THE COUNTRY NEEDS 4 MILLION AGRICULTURAL WORKERS, SO IF YOU DON'T START HITTING—I'M GOING TO FARM YOU OUT AND I DO MEAN FARM!"



When a fellow needs a friend—and a good meal.*

Back From German Prison Camp

Food and Streetcars Look Good to CSL Trainman After 4 Months as Prisoner

FRIENDS and good food are two things appreciated by anyone who has spent four months in a German prison camp. But Pfc. George Peterson may well have his doubts about his friends and their idea of good food after the luncheon staged for him when he stopped in recently to visit at North Avenue.

While two of his "friends"—Motormen Dan Manzo and Tom Lees—had everything from soup to dessert, George was treated to a boiled potato, a slice of bread, and a half can of soup! The explanation: Those were his daily rations while he was in the German prison camp, and they "wanted to treat him in the manner to which he was accustomed!"

Pfc. George Peterson came with the Surface Lines in May, 1942, as a bus cleaner at North Garage. In September of that year he became a conductor. He entered military service December 13, 1943.

George claims some sort of a speed record for his military career. In ten

months he was overseas. One year after his induction he was at the front, had been in active combat, wounded, was captured and was on his way to a prison camp!

A part of the 424th Infantry, Peterson was in the battle of The Bulge. Out of his group of 185 men, only nine came back.

George's story of his capture: "They were shooting those 88's at us. It isn't so bad when you can see what's coming at you, but with those 88's you just hear them—then you're hit—or you're not hit. I just flattened myself on the ground and prayed. I never prayed so hard in all my life."

When the shooting was over a piece of shrapnel had gone through his leg.

George found a stick and hobbled over to the nearby road, hoping that someone would pick him up. That "someone" turned out to be a group of German soldiers on bicycles.

*—Dan Manzo, Tom Lees, and Pfc. George Peterson at "lunch."

It was the middle of December, and before anyone picked him up he had frosted his hands and feet.

At the evacuation hospital he lay on the straw-covered floor for eight days, apparently forgotten. But on Christmas Eve he thought he had gotten a break.

"We ended up on a swell hospital train. It was all painted white inside, and we had clean sheets. They played Christmas carols on the loud speaker system. Boy, we thought we'd got something at last. We thought we might even get a real Christmas dinner!"

The food allotment for Christmas Day turned out to be two sandwiches and a bowl of soup.

On December 28 he arrived at Stalag 11B. Although placed in a hospital ward he still received no medical treatment. His leg soon broke out in sores and he lost 50 pounds. The daily diet consisted of "a crust of bread, three boiled potatoes and a half-cup of thin soup. Boy, how we'd watch and hope for a piece of horse meat in our soup!"

They ate from cans. The lucky fellows had a spoon. According to Peterson: "It was the Red Cross packages that kept us alive. I don't know what we



Backing The Fleet

Joining the fleet of CSL specially decorated streetcars is this blue and white car urging skilled workers to enlist for work in a west coast navy yard and "Back the Fleet" by repairing battle-damaged warships. This car was painted at the request of the Navy and was recently placed in service on the Broadway-State line. It is the 21st car to be enlisted in advertising some special phase of the war effort . . . Appreciation for this cooperation in recruiting civilian

workers was expressed by Vice Admiral A. S. Carpender, commandant, 9th Naval District in a letter to Mr. John E. Sullivan, chairman of Board of Management and Operation, CSL. He wrote, in part: "The Chicago Surface Lines has responded promptly to every request made by the Navy, and this additional contribution on your part is bringing excellent results. The program is proceeding very successfully."

would have done without them. I'll never turn the Red Cross away from my door!"

They charted the progress of the war by chatting with the new captives brought in each day. On April 12 the Germans shut off the water and electricity and cleared out the camp. It was the morning of April 16 when someone shouted, "Here they come!" And the tanks of the British 2nd Army rumbled up to the barbed wire barricade.

The moment of liberation for which they had been waiting was that simple!

Evacuated by airplane to England, to Scotland, and then to the United States, Peterson was soon back in Chicago. "And you have no idea what a sweet sight it was to look out of the ambulance on the way from the airport to the hospital and see a good old CSL streetcar!"

George, on furlough from Gardiner General Hospital where he has been undergoing treatment for shrapnel wounds and malnutrition, spent the month of July with his wife and his two and one-half year old son.

Chief Draftsman Koza Retires After 42 Years

F. JOE KOZA, chief draftsman—Department of Way & Structures, retired on August 1 after 42 years of service. Mr. Koza was a graduate of the University of Iowa, and entered the employ of the Chicago Union Traction company on September 3, 1903, as an engineer. One of his first assignments was establishment of the trolley pole lines in connection with electrification. Shortly thereafter he became chief draftsman and continued in that position until the time of his retirement.

In the years prior to unification Mr. Koza supervised the preparation of plans



F. J. Koza

for altering carhouses for double truck cars, and construction of new carhouses, power houses, and substations.

As a farewell gift the men in the department gave him a traveling bag to use on the trips he is planning when Uncle Sam lets loose of some more gas.

Lawrence Is Tops in 7th War Loan Drive

TOP HONORS go to Lawrence Gamage for the amount of bonds subscribed during the 7th War Loan Drive. With a quota of \$19,400 for the drive, the fellows at Lawrence succeeded in beating their quota by better than 10 per cent. The average purchase per employee amounted to \$121.00.

Next high-ranking stations and departments, listed according to their rank, were as follows: Building, West Shops, Cottage Grove, Burnside, Electrical, Utility, South Shops, Kedzie, Limits, Lawndale, Noble, and North.

Total bond purchases for the company during the drive amounted to \$932,842.



Archer

By Al Rennie

CONDUCTOR and Mrs. Arthur F. Krueger received notification that their son, *Pvt. Frederick A. Krueger*, succumbed on June 29th to wounds received in the line of duty on Luzon, P. I., on June 12, 1945. Our deepest sympathy in their great loss.

We get all kinds of news from the trainmen but have this lament to make, we don't get any from Archer Repair department. Let's have some news from the car and bus repair department.

A most hearty welcome is extended to *J. E. O'Boyle, E. Skierkiewicz, A. Sikora, R. J. Burton, W. Liszewski*. Happy landings, fellows.

Pilot Jimmie Rak, (another farmer) has the largest Victory Garden in Brighton Park. Has thousands of pounds of tomatoes. Hmm, let's see how much would that amount to at two-bits a pound? Could become a wealthy man!

Our famous big-game hunter, *Christ Schultz* is preparing for a sortie against the deer of Northern Michigan, comes Fall. He proudly exhibited a new Springfield hi-power job, replete with sporting stock and special sights, quite a shooting iron. . . . A very powerful weapon. So powerful, should he be aiming westward at a deer in Michigan and miss, it is likely to flatten a Jap on Honshu. Could cause International complications—loud squawking, rules of warfare violated—subject of much animated profanity among the rice and dried fish fraternity.

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Well, boys and girls, this is it for now. Hope you enjoyed our little informal *tete a tete*. Hope to see you next issue.

Remember, we still have a War to Win. Write the boys often. Tell 'em you love 'em. And keep buying Bonds, Bonds and more Bonds.

Armitage

By Ted Shumon

ON SUNDAY, JULY 22, "Dem Cripples" from Division rolled over to Armitage Depot, in their wheel chairs, and after hiding

the crutches of the "Armitage Invalids" proceeded to defeat them 7 to 6 in a close-played game of soft ball.

Since last writing, *Motorman Leo Conley* has become the father of a fine big baby girl and *Laurence Newman* is also wearing the broad smile of a proud papa. Both daddies are rapidly recovering. Congratulations to you both, even though there were no cigars in evidence.

This will surprise most of you, but on Saturday, July 28, your scribe also received a seven and one-half pound bundle from heaven. Yes, sir, believe it or not, my laundry came home!

Robert Humor, son of *Conductor Humor* was flown from the South Pacific to California and from California to Chicago. He is confined in the Vaughan Hospital, his entire body in a cast, from wounds received in action.

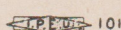
Surface Service MAGAZINE

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231 South LaSalle Street



CHICAGO 90



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WILLIAM H. BROMAGE Editor

JOHN H. FISHER Associate Editor

Motorman Herman Dammeyer has been displaying the Bronze Star, won by his soldier son. When the Purple Heart arrived some time ago, the son stated that he had received a minor wound and that was all. However, the citation for the Bronze Star arrived a few days ago and shows that young Dammeyer was very severely injured. Although one of his legs was badly mangled, he was still able to climb into a tank and drive it to safety, under heavy shell fire.

Motorman Harry Eisenlohr's son writes from a rest camp in California that his ship was one of those which was banged up during the recent typhoon. *Young Eisenlohr* says he cannot say just how badly the ship was damaged, but the fact that it is now in dry dock for repairs shows it must have been plenty. He also adds: "It sure was a thriller."

Motorman Poklenkowski decided to retire July 1, and after enjoying one month of leisure, died very suddenly. Sincere sympathy to the men of Armitage goes to his family.

The men at Armitage are happy to learn that "*Red*" *Prueter* has been released by the naval hospital and has received his honorable discharge from the Marines.

A letter from *Ray Fisher* says he has more than enough points for a discharge, but doesn't know if, or when.

Other letters received since last writing were from *Gus "Heddy" Lemar, Frank Gries, Ernie Guedel, George Thompson* and that long-looked-for letter from *Ruphas Wainscott*.

Frank Gries sends the good news, that he is liable to be on his way home in the near future. We're pulling for you, Frank.

Wainscott is in Germany and says he is anxious to get back on the cars, but has only about 55 points.

Word has just been received from Washington that there is to be issued a new one dollar bill. It will have the picture of *Eleanor Roosevelt* on it—to make it go farther.

That's all for now.

Blue Island

By C. P. Starr

OUR SYMPATHY is extended to *Asst. Station Superintendent George Dorgan* and family in the loss of his father. Also, to the family of *Conductor Harry Loeb*, who passed away recently.

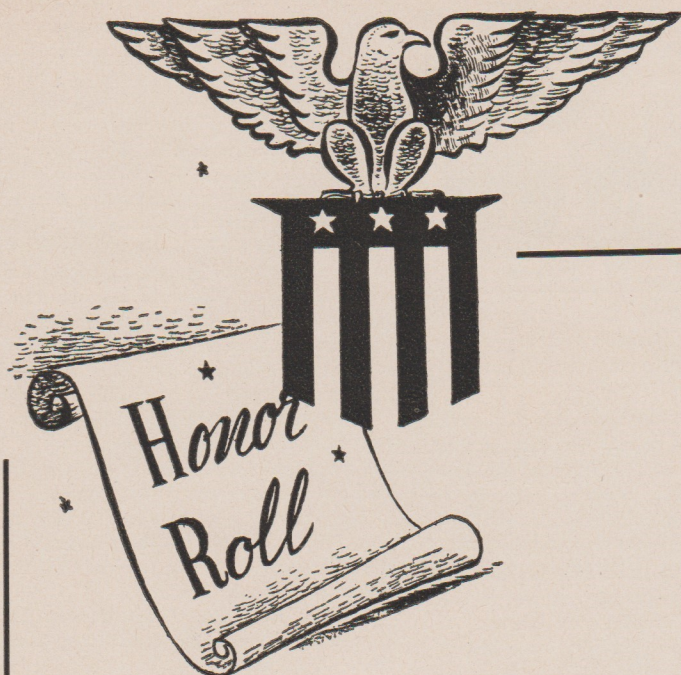
Congratulations are extended to *Operator Steve Barton* and *Mrs. Barton* on the addition to their family on July 25—a five-pound daughter. Best of luck to mother and babe.

Please bring in some news so that we can keep our column going.

Cottage Grove

By Gale Hruska

STATIONMASTER CRICKS, *Assistant Bartelheim, Chairman Hanley* and his capable minutemen now take this opportunity to thank the many old reliables and new men for the cooperation during the 7th War Loan.



Surface Lines Emp

Bacon, Elmer..... Noble
 Bacskai, Emery..... Burnside
 Becker, James F..... Limits
 Bennett, James..... Burnside
 Bonafede, Joseph..... Kedzie
 Bruckner, Albert..... West Shops
 Burk, William..... 77th
 Byrne, Thomas..... Blue Island
 Comiskey, Charles... Cottage Grove
 Corcoran, John J..... Kedzie
 Craig, John D..... North
 Currie, William..... 69th
 Dawson, Edward J..... North
 DiVita, Vincenzo..... Track
 Dubinski, John J..... 69th
 Dumblauskas, Kasty..... 69th
 Edwards, Ben V..... 69th
 Eggers, Elmer O..... 69th

Finlay, James..... Blue Island
 Formiller, Thomas..... 69th
 Fuller, Warren C..... North
 Gallo, Salvatore..... Kedzie
 Gardner, Fred A..... West Shops
 Garland, George..... Inspection
 Giannelli, Herman..... Kedzie
 Gibbons, Frederick..... Blue Island
 Goodwin, William..... Archer
 Gustainis, Joseph..... Archer
 Hammerschmidt, Raymond..... 69th
 Hansen, Harold P..... Division
 Harrison, Oliver..... 69th
 Hennessy, John E..... Devon
 Ippolito, Stanley..... Blue Island
 Kelley, Frances E..... Archer
 Kelly, George T..... Electrical
 Kirby, John..... 77th
 Kiss, Steve..... North
 Kosiek, Bennie..... Archer
 Kramer, Raymond... Cottage Grove
 Kubin, George..... Archer
 Kwilos, Frank M..... Blue Island
 Landis, Vernon..... North Avenue
 Lazzara, Dominick..... 77th
 Lisiecki, William..... Blue Island
 Mack, Joseph..... North
 Maloney, Emmett..... South Shops
 Medema, Andrew..... North



2,250 CSL EMPLOYEES HAVE BEEN
 35 HAVE LOST THEIR LIVES WH

Employees who entered Military Service

January-July, 1945

Miller, Clarence J.....	69th	Selby, Fred.....	Division
Mommsen, Fred.....	South Shops	Sieron, Walter.....	Kedzie
Moore, Richard C.....	77th	Simon, Joseph.....	North
Mueller, George.....	Division	Slavin, Joseph.....	77th
Muersch, Charles.....	77th	Smith, James C.....	Blue Island
Murnane, John.....	Cottage Grove	Spataro, Louis.....	69th
O'Connor, John J.....	General Office	Stack, Lawrence.....	Burnside
Ouimet, Norbert.....	Lawndale	Stasulas, Walter.....	77th
Papa, Joseph A.....	Lawndale	Stepnicka, Edward.....	Archer
Pechnik, Frank F.....	Blue Island	Stepps, Kenneth.....	Archer
Perry, Paul W.....	77th	Stigman, John.....	Archer
Peters, Seymour.....	North	Stoeke, Arthur E.....	Limits
Peters, Walter.....	Devon	Stoynoff, Edward.....	North
Phillips, Francis A.....	Cottage Grove	Szymelfijmile, Aloizy.....	Division
Pietrus, Theodore.....	West Shops	Taylor, Archie.....	North
Pirtle, James A.....	69th	Terrett, Reginald.....	Burnside
Pote, Robert.....	69th	Thaus, Joseph.....	Engineering
Prucha, Edward.....	Archer	Thomma, Clyde.....	Elston
Radloff, James.....	69th	Thompson, Milton L.....	77th
Radostits, Rudolph.....	Track	Trizner, Louis.....	Burnside
Raines, James H.....	Archer	VanDerHorst, Robert.....	Devon
Rajewski, Walter.....	Blue Island	Walczak, Casimer.....	Blue Island
Rapacz, Walter.....	North	Wantroba, Walter.....	69th
Rothblatt, Samuel.....	Archer	Wentzel, Walter.....	Armitage
Ruddel, John.....	North	Westerwelle, David.....	Burnside
Sage, Donald.....	Lincoln	Wetzel, Walter C.....	69th
Schneider, Richard.....	Limits	Wilczynski, Joseph P.....	Noble
Scott, Charles A.....	77th	Yapelli, Thomas.....	North
Seivers, Robert.....	Cottage Grove	Ziegler, Vernon.....	69th

GRANTED MILITARY FURLOUGHS

LE IN THEIR COUNTRY'S SERVICE



Old friendships of many years, though lost, will blossom up if the oldtimers will pay us a visit more regularly. Recently the writer observed the following visitors at the station: *E. Hitchcock, J. Cook, D. Bird, H. Dudley, H. Stenzel, J. Horrigan, C. Shaw, H. Davis, H. Schober*. Some indulged in a friendly game of pool, some in cards and others in interesting confabs.

From *E. T. Anderson*, with the Army of Occupation in Austria, and *Mike Newman*, somewhere on the islands, come letters assuring us that everything is OK in spite of the many exposures to enemy fire and unfavorable climatic conditions.

We express our deepest sympathy to *Motorman A. Buesing*, whose father passed away after a prolonged illness, and to *John Bryson* in the loss of his beloved sister with whom he had kept up a home for the past 25 years.

Motorman George Gale has done some remodeling in his new home. He states therein is a spacious basement and he will soon issue invitations to his friends for a formal dedication. Will you have fried chicken, George? *Douglas Nelson* and I will surely come.

We are happy to announce *Chester Bird's* big surprise on being informed that he had become a father on his birthday, June 4, 1945. Congratulations to you and *Mrs. Bird*. We know *Grandma* will also provide that sweet and tender care to *Maureen Carol*. Smiling *Mickey* is the other child of this charming couple.

Fireworks were poppin' July 4, but so were the buttons on *Conductor Fred Reilly's* vest as he proudly announced the birth of *Fred Jr.* on this great American day at the Holy Cross hospital. We will accept cigars, but not the poppin' kind. Congratulations.

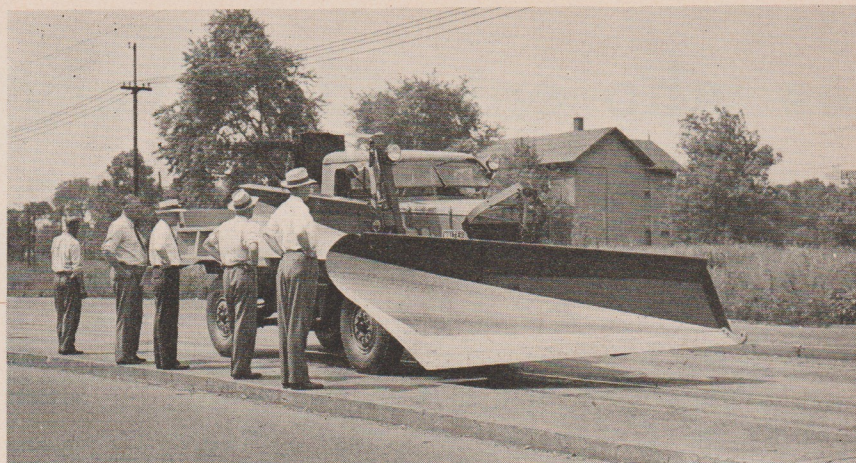
As long as congratulations are in order, not to be overlooked is *Conductor Peter Storcz* and his recent marriage—of which many of us were unaware. The lucky girl is a good friend of Peter's sister. We know the bride will be happy, for Pete is one swell guy.

In this age when science has come to play so dominant a part in our lives, it has been adopted by experts in the noble game of pinochle. *Professor Frank McKeon* is about to publish a book on the fine art of playing this game. Those who have met defeat at his hands can qualify Frank as having earned his title. You have to have sense and wit to enjoy this pastime, says the Professor, who is open for lectures to those who aspire to play the game as it should be played. *John Conry* is asking, "Frank, did you ever cook your own goose?"

Devon

By Charles Saklem

MOTORMAN S. COBB'S son was wounded overseas and is now in the hospital. Some of the lad's buddies also wrote Cobb and assured him his son was getting along OK. He is some place in the Pacific.



WINTER IN JULY

While the hot July sun beat down, CSL officials witnessed a factory demonstration of new snow-fighting equipment . . . Now that new machinery of this type is becoming available again, CSL is making tests to determine which is the most efficient . . . This particular type of equipment is specially suited for streetcar lines and bus routes.

Motorman Bill Piastrelli's son was also wounded but he is at present in the Great Lakes hospital. We all at Devon wish for a speedy recovery to both boys.

Motorman Walter Knorst's son, *Pfc. Howard* of the 96th Division, 383d Infantry, is bringing home some souvenirs. Seems he came out the winner in a hand-to-hand battle in the Okinawa activity and has a Jap rifle to show for it.

Tragedy struck the home of *Conductor John O'Malley*. His son, *Pat*, 16 years of age, was drowned in Lake Michigan on July 22. We wish to extend our deepest sympathies to the family.

Motorman E. T. Newhouse had an operation but is back at home again now and on the road to complete recovery. Hope you'll soon be back with us helping us push those trolleys along.

Motorman M. J. Clark is a proud daddy now. On June 29 a son was born weighing 10 pounds and one ounce. Mr. and Mrs. Clark now have three daughters and a son. Mighty nice family to come home to. Congratulations.

You all know that *Conductor Fred Perry* claims to be some hunter. A few weeks ago his trusty eye stalked a vicious animal near the car barns and he killed it with a mighty swing. He threw a stone at a rat and managed to hit him and kill it. . . . Recently *Brother Earl Beaber* took him up to Iowa for some fishing and hunting. It seems all the hunting Fred did was to shoot a poor blind squirrel that had been around for quite some time. Earl and some of his friends pulled in a 48-pound fish but poor Fred had no luck at all. Better stick to hunting, Fred. Better luck next fall.

Speaking of fishing, *Thomas Nolan* is surely enjoying his pension. He's been going fishing at Chippewa River just below Blaisdell Lake, Wisconsin. He has his wife with him and he says you can really pull in the big ones there. Have a good time and enjoy your well-earned rest.

Conductor Beenhardt has two very good reasons to be proud. His son and daughter, *Wayne* and *Doris*, who are only 10 and 11 years old, sing over radio station WMBI every Sunday between 2:00 and 3:00 P.M. Listen in when you can.

Division

By Fred Shippy

IN RESPONSE to a challenge from the Wise Crackers (Armitage) to the Old Fogies (Division) for a ball game they met on the Wise Crackers home grounds on a Sunday morn.

The Wise Crackers were there in full force. There were enough Old Fogies to play the game, and the game started. It was a great game. *Ed Fischer* was there with his bushel basket to catch the ball, and he did not miss any. *Johnny Bowe* was there to root for the Old Fogies and, to give the Wise Crackers a break, he offered to run the bases for *Ray Larson*—as Ray's chest sticks up too high and he can't run. They were afraid to accept his offer. . . . It was a great game. The Old Fogies had 'em 7 to 2 in the sixth, when the Wise Crackers started to keep score fast. However, at the end of the game the score was 7 to 6 in favor of the Old Fogies.

Johnny Bowe almost had a souvenir but *Ole Olson* was looking and John had to give him

back his dog, as Ole needed the dog to guide him home. All in all it was a great game.

CONGRATULATIONS TO: Mr. and Mrs. Ed Brodd. They got a new girl by the name of Nancy; Mr. and Mrs. Dominick Napoleon, a baby boy by the name of Michael; and Mr. and Mrs. Gruzalski, a baby girl.

James Cepican's dad got a nice letter from Jim's commanding officer telling him what a fine young man Jim was—also a very good sailor.

Tom Honan got a nice write-up in the Oak Manufacturing Company magazine commending him for waiting for their employees late at night.

Kedzie

By Joe Smith

CONDUCTOR BILL FINN'S son, Wm. Jr., is in the Philippines, and writes his pop saying that Bill Sr. would be a great morale builder-upper if he were there. Big Bill never lets a day go by without sending little Bill a handful of letters.

Tech. Sgt. Anthony Evangelista, brother of Motorman Frank Evangelista, has received the Bronze Star for supervising the establishment of 21 water points and two emergency points pumping and processing more than 7,000,000 gallons of water for the combat forces on Luzon.

Word from Hawaii tells us that Conductor Carl Hasenjaeger and Motorman Mike Dorgan arrived there on June 7 and spent about three hours together. They are both looking forward to their return to the cars.

It was a great day on the 27th of July for Supervisor Dan O'Brien whose sons were both home on furlough at the same time. Daniel John, wounded in Germany, had a 30-day furlough and Robert Thomas, a 72-hour furlough.

Now comes the tale of a man who has been with CSL 25 years on August 11. Each day he scans the car reports and forthwith goes to repair the detailed faults recorded for him. The months of July and August are filled with red letter days for Art Dressler. . . . In July, his neighbors had a surprise party for him. Art was caught lounging in his undershirt and house slippers. During the course of the evening he was asked to orate as to what he thought about marriage on his 25th anniversary. As Art began to say that he would want to relive his life with no other than Mother Dressler, his Adams apple began to shuttle up and down his neck and Art's speech was concluded. . . . Most of his conversation at the party was of his three boys in the Pacific war zone. Tom Dressler is a flier in A.A.F. in the Philippines. Warren is in the Navy, and at present somewhere near Japan. Roy is with the Marine outfit that recently cleaned house on Okinawa.

Tommy Durack received a note from George Krown in the Seabees. George is a Machinist Mate 2/c.

Bill Herbert and John McCarthy are at the Depot controls. Hit it hard! Give 'em all you've got, fellows.

Tom Cook and Jerry Blake keep healthy with ice cream for breakfast. Lots of vitamins and such. . . . Jerry Blake just returned from back-home-in-Indiana and is looking forward to next year's vacation.

Tom Hurley is convalescing from an operation on a "bad eye." This bad eye is not the kind generally discussed around the depot. He had to make two trips to the doctor for drainage after the original operation and it almost turned into a serious thing. Tom's working in the office while his eye is healing.

After getting his hands all messed up with an infection, Larry Pochman is back in harness after a thirty-day sick leave. Stop washing your hands in public drinking fountains, Larry.

Bill Brennan is a candidate for business agent in Red O'Connor's new profession. He doesn't know that Frank Brennoch has also applied. Now, will one of you three step forward and orate as to the wares of this here mysterious profession?

Jim Harrison had a hungry look in his eye last time sighted. Maybe he was thinking of chocolate cake or pumpkin pie. They're not as plentiful as of yesteryear, Jim; they want a coupon for sugar now more than before.

Bill Keough is looking for an extra long-toothed comb with which to comb his new baldy-sours haircut. It's a thirty-second of an inch shorter than a GI haircut.

Conductor Ray Snell may be seen in the yard of his manor on Harrison Street hanging "little things" on the line to dry. We'd like to hear more about this, Ray. Bud Herrick is just dying to know.

The President of the United States has recognized great aptitudes in Conductor Johnny White and John is expecting to hear from him any day now. You know: "The President of the United States to Johnny White; GREETINGS—"

Our Walter Daly, of the salt-bag Daly's, has returned to the fold after acquiring a sunburned "forehead" on his vacation.

Congratulations to Geo. Sullivan, who celebrated his 10th anniversary on July 20; to Kathleen, daughter of John Grady; to Mary Julia, 6, and Robert John, 1 year, daughter and son of John Elliot; to Peter Joseph, 8, and Mary Ann, 3, daughter and son of Conductor Joe Smith (What am I saying? Them's my kids!) A happy birthday to everyone of you. Duane H. Burda, the little three-year-old son of Conductor H. F. Burda, celebrated with a big cake and a \$50 war bond from his Dad and Mother. Duane possesses \$500.00 in war bonds.

Correction: That Fred Nelson's baby was a boy, not a girl. Born July 12.—Bill Brennan.

We extend our sympathy to George Dorgan in the loss of his father, John; to Art Piper, whose brother died; to Jim Kiviln, whose father passed away; and to Frank Rountree in the death of his brother-in-law.

Lawndale

By Brogan and Feiler

LAWNDALE DEPOT softball team has issued a blanket challenge to any team, anywhere, but the challenge is aimed particularly

at the Claim Investigation Department. Contact Sam Abrams, manager, and book a game with us.

Conductor Bill Pohlen writes from France that he expects to be home in September, he hopes! He says he is shopping in Paris for perfumes and other souvenirs to bring home.

District Supervisor John Kramer was off sick for five weeks, but has returned to work in good health and spirits.

Pfc. Henry Ehrich, son of Starter Henry Ehrich, was recently cited for heroism under fire in Germany. On December 17 he crawled 250 yards under heavy enemy fire to establish radio communication with headquarters. Though seriously wounded by a sniper, young Ehrich managed to complete his assignment, for which feat he was awarded the Bronze Star and the Purple Heart medals.

S/Sgt. James Doherty, son of Motorman Jim Doherty, can attest that Americans, too, go on suicide missions in war. Doherty was assigned to planes which recently flew at an altitude of only 700 feet to take pre-invasion pictures of Singapore. The photographic planes attracted the heaviest anti-aircraft fire yet to come from Japanese guns. Young Jim holds the Air Medal and the Purple Heart.

The department stores are all running huge, gigantic, colossal and stupendous sales of a thousand varieties of articles and appliances, but the best buy of all is still—WAR BONDS!

Lawrence

By Pinky Moran

SOFTBALL: On Sunday, July 22, we played a game against a swell bunch of fellows from Lawndale Depot. The score was 27 to 3 in favor of Lawndale. Congratulations to the winners. And to the losers, I hope it makes you mad enough to come out and practice so we will do better in a return game. We have our alibi, though. Johnny ("Sore Arm") Anderson said he can't throw the ball, he can only catch it! . . . Christ ("Double Street") Spiel thought first base was a time point and started dragging. He didn't want to get there ahead of the ball. . . . Goettsche and Limmel, those two giants, couldn't understand how the ball got past them. They can almost reach from first to second. Now it can be told they were hitting the ball on the ground, fellas. . . . Larry Mount tried hard. The spirit is willing but the old legs don't agree, eh, Larry? . . . Pawlak, Neeland and Ziggy made some circus plays in the outfield. Didn't know those fellows were acrobats, did you? . . . Johnny Hartmann didn't think his back would hold out for nine innings. Rahn was disappointed—nobody hit the ball to him. Well, anyway, you got a turn at bat.

Jimmy Muszynski and John Miller complained that there wasn't enough time between innings. They should have given us six outs instead of three. Well, this is all in fun, gang, you couldn't have won the game anyway, the umpire was stiff—I mean he had a stiff neck. He

also was blind in one eye and couldn't see out of the other. I think they said his name was Pinky.

Ed Corda found a new kind of bait when he was out fishing. He used some pancakes his wife made and really caught some big fish.

If you need any money just see "Money Bags" Schreve, he's in the habit of donating \$5.00.

A hearty welcome to D. Coughlin, D. Armstrong, and G. Schmidtke, who are new operators at the garage.

North Avenue

By Florence Blaa

DO YOU WONDER how you look in a CSL uniform? Just fine! And we're glad to have you back. Many who have entered the armed forces have returned to their old posts—having honorably fulfilled one duty to resume another. To those still to return, we extend a hand of welcome—to those who have given their lives to their country, we pause in silent tribute.

Welcome back, Conductor Charles Svoboda and Motorman Verne Shepard!

Seaman John Boker, MMOM 3/c, paid us a visit while on a 30-day leave. The last fifteen months were spent aboard a minesweeper, on duty in the South Pacific. Some day soon, John intends to come back and pick a run on Pulaski. "A good street," he says.

Another visitor from overseas was Operator George Repine, looking great in his latest GI haircut. Return soon, boys!

Proud fathers are Conductor T. Scott and Junior Supervisors Tom Parker and Joe Bork. Robert Kessler, U.S.N., stationed in California, has a son, Richard Wayne, the second addition to his family; also to Grandpa Supervisor Fred Hansen.

Motorman W. Miedema is missing the other half of a combination of four and one-half years standing. His conductor, W. Fuller, was inducted into the Army July 17. Conductor Al Wisnoski also dons GI khaki August 6.

OUR CONGRATULATIONS and best wishes to: Mr. and Mrs. Corbett on their wedding anniversary, July 28; to Operator Ed Kowald on his birthday, August 15; to Motorman Stecker's daughter, Mary Catherine, 9 years old, August 27, and to Seaman Jimmie Blaa, who will be 21, same date.

Clerk Art Ecker is a qualified nurse's aid. We watched him do his duty the other day.

Relief Clerk Joe Dillon told us what he thought of us not so long ago. Mrs. Dillon baked us a cake and Joe just forgot to bring it down—and he didn't go back, either.

Motorman Oscar Johnson and Conductors Michael Nathan and D. McGrath have had serious hernia operations. All are convalescing at home and would enjoy visitors.

"A little birdie" told us that Mr. and Mrs. Joe Phelan play a "mean" fiddle and piano. And who saw Red Merkel spending his vacation laying cement?

Conductor Earl Oppenhagen's father has recently celebrated his 50th year in the same business and is still going strong. We are wondering if Earl will or can say the same thing some day.

We extend our deepest sympathy to Motorman Walter Schneider and to Albert and George Gillmeister in the loss of their father, and to the family of James Laughry, retired, who recently passed away.

Motorman Prouty's mother, 76 years young, visiting from Iowa, is to be taken on her first streetcar ride. For shame, Leo, you should have done that long ago.

Supervisor Buetow is publicly thanked for that box of cigars. Mr. Brookman and I were a little bit disappointed, but we'll settle for a chicken dinner. (Some people are never satisfied.)

"Whistling Jake" has received his diploma and is qualified as a tree surgeon. Anyone having difficulty with trees, see Conductor Jacobs, who will gladly answer or correct any problems.

Tom Hocy, car repair, was seen scratching his back. New kind of dandruff, he says. Where is that back-scratcher?

Conductor John Houlett and his wife are to be congratulated on the latest arrival, a boy. Won't he have a lot of fun with four sisters?

Vacation time is calling—and so we're on our way. This is your column, boys, and if you'll cooperate on news, I'll be back just "all ready to go."

Accident Investigation and Legal

By Audrey

WELCOME IS EXTENDED to new employees—Statementmen Raymond T. Spencer and William W. Corbett, and Clerks Marilyn Christian and Catherine O'Connor back at "600" again. Welcome is also extended to Mr. Walter Krull of the downtown office, who is now working at "600."

Former Accident Investigator John F. Brennan, who retired in January, 1943, passed away. Sympathy of the department is extended to the family.

Pfc. Eddie Hays, former investigator, dropped in to visit. The California sun seems to agree with Ed, judging from his swell sun tan. Nice seeing you, soldier.

It was a wonderful surprise to see John Hennessey, RM 2/c, after two years duty in South Pacific waters. John says furloughs are grand, the only trouble being they never last long enough.

Legal Investigator Peter Sepic proudly states two-year-old Lee has an 8½-pound baby sister, Linda Lorraine, born June 13. Congratulations, Pete and Mrs.

Dr. Park and superintendent of the DAI, F. C. Payne, passed around candy this past week in honor of their new granddaughters. Bets are on as to who will bring down the first picture (?). Congratulations, granddads.

Wedding bells rang out for Stenographer

69th St.

By A. Lipphardt

AFTER AN ABSENCE of three months we are showing our face again in these pages to avoid further questioning on "What happened to the 69th St. scribe?" Truly nothing extraordinary ever happens to your scribe except that time is one thing on our ration list. Now, if we can get by with this alibi, we shall make an honest effort not to disappoint you again.

We are mighty glad to see again in our midst two of the old 69th Street gang who were in the armed forces, namely: Conductor Thomas V. McNeil and Phillip J. Thomas. Welcome home, and thanks for a job well done.

Among recent visitors at the depot were our former Manpower clerk, Charles Herrington, who was home on furlough from his paratroop company, and Conductor Richard Sommers, who has spent some time in Germany. These boys are now on their way once again and with them go our best wishes for a speedy return and good luck.

Letters were received from former clerk Bacevic, Conductor E. L. Murray and Motorman W. J. Martin. These boys are all well and send their best regards to the gang back home and all tell us to "Keep them rolling until they get back." Any one wishing to write these boys a line come in and get their address as I am sure they would like to hear the news from 69th Street.

Danza Kanjer when she married Victor DeGraf, Yeoman 2/c, on July 19. On her return to the office her many friends presented her with a gift of money along with their best wishes for future happiness.

Car and Bus Repair

77th: A hearty welcome is extended to Kay English, bus clerk. We hope you find your new duties pleasant ones.

We welcome back into our fold, Laurence Cory, formerly of the Seabees, who has served Uncle Sam in the Pacific area for the past two years. We're mighty happy to see you back.

Marine Pfc. Robert McClelland, former bus repairman, visited us recently. Bob is home on a convalescent furlough. He was injured at Okinawa. He has participated in three major combats.

J. Hopkins and Leonard DelVicario have returned from their vacations which were spent in St. Louis. Hopkins took to the air and Len rode the rails. They had fun—Hopkins even toured the St. Louis carhouses where his uncle is a motorman.

Our heartfelt sympathy goes to Robert Troughton, whose mother passed away on July 13. Bob made the trip to Los Angeles, Cal., in time to attend the funeral.

Nathaniel McGee, bus repairman, became the proud father of an eight pound, eleven ounce baby girl on July 17. Best wishes to you and yours on the new arrival.—J. Hopkins.

General Office

By "Brenda and Cobina"

VACATION TIME has rolled around again and from the looks of things, it is highlighting our column this month. Some went far—some went near—some have glowing noses (sunburn)—others have glowing tales (spelled correctly) but all of them had a good time. Our vacation coverage may be incomplete, but we found out that *Lila Kiesig* (Insurance) tried the swimming off New York and New Jersey one week, then "good ole Lake Mich" the second week. . . . *Rita Cramer* (Purchasing) got a beautiful tan at Forest Beach in Michigan and is planning a repeat performance for next year. . . . *Charlie Batterson* (Transportation) spent his visiting the "Islands"—Blue Island, Stony Island, Goose Island and Safety Island. . . . *Ada Meskin* (switchboard) wasn't taking a chance on a long, standing train ride, so she took short jaunts to Michigan and Indiana. . . . *Bill Rooney* (Transportation) wants a rain check on his vacation. He went to Pennsylvania and had only three days without rain. . . . *Met Rabig* (switchboard) spent hers in Madison, Wisconsin. (How did you like Observatory Hill, Met? The moon sure was bee-utiful that week!) . . . *Mr. Doyle* (Information Desk) is back full of vim, vigor, and vitality after his vacation on a farm in Bingham, Illinois.

Marie Krausman (Transportation) took "day trips" on her vacation—saw parts of Illinois, Lake Geneva and Michigan City—even took in a Cubs game. What do you do on that suspended game, Marie, read about your last two innings in some future box score?

It looks as though the Purchasing Department went all out for unmentionables this month—yup, birthdays! *Myra McElwee* started the month by almost being a firecracker. . . . *Lumina Shay* celebrated hers on the same day as *Pvt. Phil Waechter*, former chief clerk, who is recuperating in a Kansas hospital (from action in the Pacific—not the birthday). . . . *Rose Satarino* brought up the rear in the birthday parade.

Sympathy is extended to *S/Sgt. Larry Gurioli* (Purchasing) for the loss of his father.

Things were brighter all the way around when our favorite redhead, *Pfc. George Macak*, paid us a visit this month. George was leaving the Blue Grass country to sweat it out in Fort Riley, Kansas.

Another visitor to CSL was *Ed Sinnott* (formerly of Legal). Ed is on a leave of absence from his New York work and will be in Chicago for a few months.

EMPLOYMENT DEPARTMENT: The best of luck to *Mr. Clarence B. Heath*, who has taken over as Chief Clerk in the Employment Department.

At the present writing *Mary Harper* is away on vacation visiting the Wisconsin Dells.

It seems *Frances Scarpelli* was successful, in fact very successful, in securing train reserva-

tions for Albuquerque, New Mexico! Hmm!! Wonder what could be so interesting down in old Albuquerque.

You know, some people actually abhor the thought of visiting dentists, but take *Ann Zahumensky*, for instance, she loves it. Reason? A certain somebody manages to have his appointments on Tuesday evenings, too.

Georgia Callesis has just returned from her two-week spree in Michigan. Not bad, she informs us, not bad at all.—*Louise Skermont*.

Material and Supplies

By Lois Marsh

OTTO HOGER's (SS) son, *Arthur*, is home on a much-deserved furlough after spending two years in Europe with the 2nd Division. Your reporter has also learned that the captain is taking himself a bride the early part of this month. And Otto, what is this I hear about you almost jumping off the water tower in the parachute that Art sent you?

What is this I hear about *Irene Gushes* (SS) being bashful these days? I thought that everybody liked to see their name in print.

We of the M&S wish to express our deepest sympathy to *George Mikota* (Grand and Leavitt) in the death of his father, and to *Dorothea Chapleau* in the death of her grandfather.

Pfc. Dick Schultze met his younger brother in Germany after not seeing him for two and one-half years. Dick has been awarded the Combat Infantry Badge for outstanding performance of duty and is now stationed in the Brenner Pass near the Italian border.

Phyllis Gasser, assistant stock clerk (WS) is sporting a diamond on the third finger, left hand. The lucky man is *Roger J. Jacobsen*.

The following have had birthdays this past month: *H. Hoger*, *L. Dixon*, *J. Hart*, *M. Basso*, *R. Gavert*, *C. Matthews*, *R. Saiger* and *L. Marsh*.

We welcome *John O'Connell* to the West Shops as assistant stock clerk and hope he will enjoy working with us.

Congratulations are in store for *Sgt. N. Middelendorf*, who recently won the Bronze Star in Italy.

Seen walking down the halls recently was a tiny girl carrying a large "Payroll Stretcher." Anybody seeking an increase in their salary please notify *Anne Fahey*.

* * *

Chicago streetcars are jammed with defense workers. Two men were seated together on a very crowded car. One of them noticed that his friend had his eyes closed.

"What is the matter, Bill," he asked, "feeling ill?"

"No, I'm all right," answered Bill, "but I hate to see ladies standing."

Schedule and Traffic

By L. C. Dutton

WE WERE treated with a visit from *Bob LaVoie*, who is in Uncle Sam's service. Bob is newly promoted to Technician Fifth Grade



LONG AND SHORT

CSL'S tallest and shortest trainmen are claimed by North Avenue station. While Conductor Donald Frey towers six feet six inches above the ground level, Conductor Steve Gnapp barely clears the five foot mark! . . . But neither seems to find his height any handicap when it comes to collecting the fares. . . . Frey has been with CSL for two years, but Gnapp became a conductor in May of this year when he received his discharge from the Army. He was part of the 15th Air Force as a nose turret gunner in a B-24. A veteran of 50 missions in Italy, he holds the Air Medal with three clusters.

for which we duly congratulate him. He is stationed in the Publicity Department of O'Reilly General Hospital in Missouri.

Bernard Trager has recently had the misfortune of his mother-in-law passing away. Sympathies of the department are extended to *Barney*.

June, the month of wedding bells, was well observed in this department. *John J. Howe* on June 9 exchanged marriage vows with the lady of his choice, *Edna Kohl*. A pleasant honeymoon was spent in the Lakes Region, northwest of Chicago. *Joe Sabol* decided to settle his fate on June 17, when *Ruth Salik* became Mrs. Sabol. *Joe* and Mrs. Sabol spent an enjoyable honeymoon in Milwaukee.

The department joins in wishing the utmost in happiness to both these newly married couples.

Josephine Stukas is dazzling us with that new sparkle on her left hand. It seems that *Sgt. Jerry Tomasulo*, a Marine stationed at Cherry Point, North Carolina, finally got up his nerve and popped that important question.

To *Eddie Hill* and his Mrs. we extend congratulations on the birth of a daughter.

Pfc. Emil Hirsch paid us a visit recently. Emil has been attached to the 95th Division with service all over Europe in the 3rd and 9th Armies. He has the Combat Infantry Badge and on his European Theater ribbon there are three battle stars. Before you read this he will be back to the wars so maybe next time we can tell you more about where he goes.

South Shops

By Justine Mazeikis

ANOTHER MONTH has hurried along the corridors of time, and once again I sit at my typewriter, racking my brain for some news.

To *Mrs. Cooper*, who became a proud grandmother last month, our heartiest congratulations.

Hollywood can keep its *Frank Sinatra* and *Bing Crosby*. As long as we've got *A. C. Lindquist*, we're satisfied. By the way, have you heard *Lindy* sing "There Must Be a Way?"

Aside to our Order Clerk: For the past few months you've been complaining that your name doesn't appear in the magazine. Since I aim to please her it is: *ANNE YERCICH*.

In the good old summertime . . . *Sophie Misiunas* spent her vacation touring God's country, Colorado. Her sister, *Matilda*, just relaxed on a farm in Michigan for one week. *Joe Hecht* stayed at his cottage at Grass Lake trying to catch a fish. *John Biehl* was the smartest of the lot—he just relaxed in that wonderful place, "Home, Sweet Home."

Orchids to those who purchased at least one War Bond from their back pay. A bouquet of lemons to those who didn't.

Ways and Structures

BUILDING DIVISION: Now that the war is over in Europe, *Pfc. Pete Stein* is spending his time viewing the results in and around Heidelberg, Germany. He wants to get an idea on how Japan is going to look when he gets there.

John Phillips is spending his vacation in his back yard at Forest Lake, Illinois.

John Retzler went to Dewey Lake, Michigan for his mosquito bites. Michigan mosquitos have a special palate for Chicago meat.

Miss Ada Fasting took a tour through Arkansas.

UTILITY DIVISION: *George Imme* underwent an operation at Michael Reese Hospital recently. He is coming along nicely and expects to be home soon.

Sergeant John F. Gusich has been honorably discharged from the Army and we expect him back to work soon.

TRACK DIVISION: *John Nette* spent his vacation in Old Mexico and came back enthused about that country, especially the señoritas.

Mrs. Betty Lhotak was surprised when her husband, sergeant in the Army, arrived on a furlough. After the furlough expired, she decided to take her vacation and accompany him back to Georgia for a short visit.

Miss Christine Imburgia spent her vacation in and around New York City and reports she had a wonderful time seeing the sights and watching the ships bring the boys home.

We are all glad to see *A. B. Bonhomme* back at work, fully recovered from his recent illness.

We welcome back *Joseph McGurk*, assistant foreman in the Northern Division, who was honorably discharged from military service.

We extend our sympathy to the families of *John Kane* and *Nick Grasich*, who passed away recently.

West Shops

By Betty Beesley

HI, GUYS AND GALS! The life of a scribe is a hectic one. There is only one thought that goes racing through her mind. It's, "Will this be good for the column?" That thought is haunting, believe me. Well, now that the troubles have been unburdened, we can empty the sack and see what cooks, OK?

Vacations seem to be the only thing that keep up the morale of the folks on the home front. It's such a comforting thought to know that one can stay in bed and sleep until noon—ah-h heaven!! *Ella Rall* is back after two such weeks, but she spent most of her time walking around those hot golf courses and chasing that little white ball. She claims exercise like that keeps one's figure in trim—why is she worrying? *Ed Wendt* and *Joe Bolech* are both vaca-

tioning in sunny Chicago, or thereabouts. With the two of them being gone at the same time, *Joe* says the shops will probably have to close down. Why, look, they're both blushing! *Mildred Bonomo* is traveling up in Michigan and the card from her said there's nothing like it.

The Navy doesn't have him anymore! *Michael Henahan*, Motor Machinist's Mate 2/c, is swinging the wrenches around now in the bus garage at the West Shops. When he took his place in the greatest fleet in the world in December, 1942, he spent the first six months patrolling in the Atlantic where, more than just a few times, the German submarines were met and conquered. For the last two years, Mike has been in Africa, Italy, and Sicily repairing amphibious crafts on the beachheads established by the 7th Army, such beachheads as Anzio, Salerno, Naples. He has seen action no end, but when he received his medical discharge on June 13 he had kind of a lump in his throat because he loved Navy life. We welcome him with open arms and wish sincerely we could do something to make him feel "at home." You see, his only kick is—"Things don't float around here!"

Staff Sergeant John Cummings, radio operator in the Air Corps, is home for 30 days. He visited the West Shops on July 9. To say the least, we were tickled pink to see him. He has just finished 18 months of overseas duty in Italy, but he has been gone from these familiar walls for three years. We asked him if anything exciting had happened and in all modesty he said a simple no; nevertheless, he was wearing the Presidential Citation with two clusters on it and also campaign ribbons with 10 battle stars. While John has been away he has chalked up 98 points, but Uncle Sam thinks he'll be more valuable in the Air Transport Command, so he will report in Maine when his furlough is over. In the sergeant's travels he has met gals in this country, and gals in that country. Still he says heartily, "The American girls—WOW!"

Both hello's and good-bye's have been said this month. The hand of "Welcome Back" was extended to *Mrs. Johnston* when she returned after her four-week leave. She's positively beaming, folks! The reluctant hand of parting was extended to *Irene Jurkiewicz* when she left to be with her sister in Boston, Mass. Somehow that old duplicator just won't look the same. Then, to *Al Bruckner* and *Fred Gardner*, both of the armature room, we bade farewell for just a while as they have gone into the armed forces. And, boys, that note about writing applies to you, too, you know.

More happy tidings—and if things keep going like they have been, everyone within a radius of at least a mile of the shops is going to don blinkers: the reason, the sparkle from diamond rings is really getting terrific. On July 21, *Ann Zakas* said Yes to *Stanley Mallon* when he "popped the question." Ain't it wonderful? But, Ann, our best wishes are yours, and to "your boy," congratulations!!

BACK COVER—One of the series of ads appearing currently in Chicago papers.

"BEHIND THE BY-LINES"



Hers—to CSL.

HER HEART belongs to CSL—so Mrs. Florence Blaa is a natural for a SURFACE SERVICE correspondent. Besides her own job as clerk-typist at North Avenue, she has a couple of other connections with the Surface Lines: *Husband Joe Blaa* is on the instruction force and will celebrate his 20th anniversary with CSL in September. *Son Jimmy* is on loan to Uncle Sam's Navy from his duties in the Transportation department, General Office.

Correspondent Blaa has the distinction of being the only reporter on the SURFACE SERVICE staff to have served an apprenticeship with *TIME* magazine (—in the circulation department). However, kibitzing on Son Jim's journalism studies may also have had some influence on her career as a reporter. Outstanding characteristic is her sense of humor—which is seconded by her courage—it takes a brave woman to be the only female influence amid the wolves at North Avenue.

If readers had dropped into North Avenue at an opportune moment last month they would have found Correspondent and Instructors Blaa checking up on Seaman Jim who was home on leave before taking up his new duties on an aircraft rescue ship in the Atlantic.

THE BRIDE WORE WHITE when *Correspondent Mildred Habeger* (West Shops) followed the dictates of her heart and became the bride of *Sgt. Robert Johnston* (Ardmore Garage) on June 30. The honeymoon is now over and Mrs. Johnston is back helping out during vacation time at West Shops—and looking forward to an early discharge for her husband.

NEW CORRESPONDENT for Kedzie station is *Conductor Joe Smith*, who took over the column last month. First that many in the station knew of his new duties was when Joe appeared in the train-room with a cupboard resembling Mother Hubbard's (empty) to be used as a receptacle for news contributions. As Photographer Fred Chouinard posed Joe for a picture, original slogans were suggested such as "Hello, Joe, Whaddaya know?" Joe's reply was lost. The picture looks as though Joe was muttering "Have a heart, fellows."

Rescued by the depression from an ambition to become a lawyer, he uses his early training in laying down the law for his three children: "Patricia Ruth, now at the matriarchal age of nine; Peter Joseph, an octogenarian at eight; and Mary Ann, ruling the roost at the ripe old age of three."

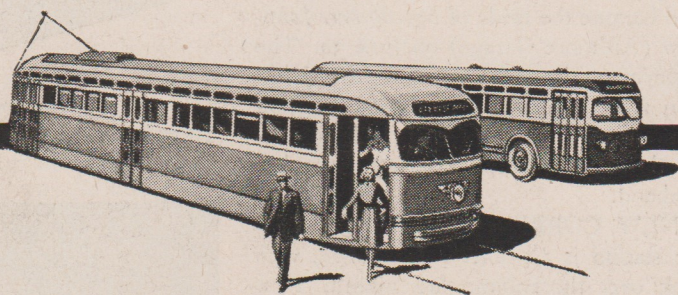


Hers—to the sergeant.



His—to the fellows.

IT WON'T BE LONG NOW



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For years we have been wanting them, now they're really started. The Government has said, "O.K.", contracts have been let and production is under way on 395 of the swiftest, smoothest, safest street cars and buses that modern designers have been able to conceive.

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During recent years, CSL service hasn't always been up to the standard we would like it to have been. It wasn't due to a lack of effort, however. Your neighbors in CSL uniforms have worked extra hours, often have given up days of rest, to keep transportation rolling. But wartime shortages have proved a serious handicap. With new equipment and more men to operate it, we're looking forward to the time when you can depend upon finding a street car or bus where you want it, when you want it.

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