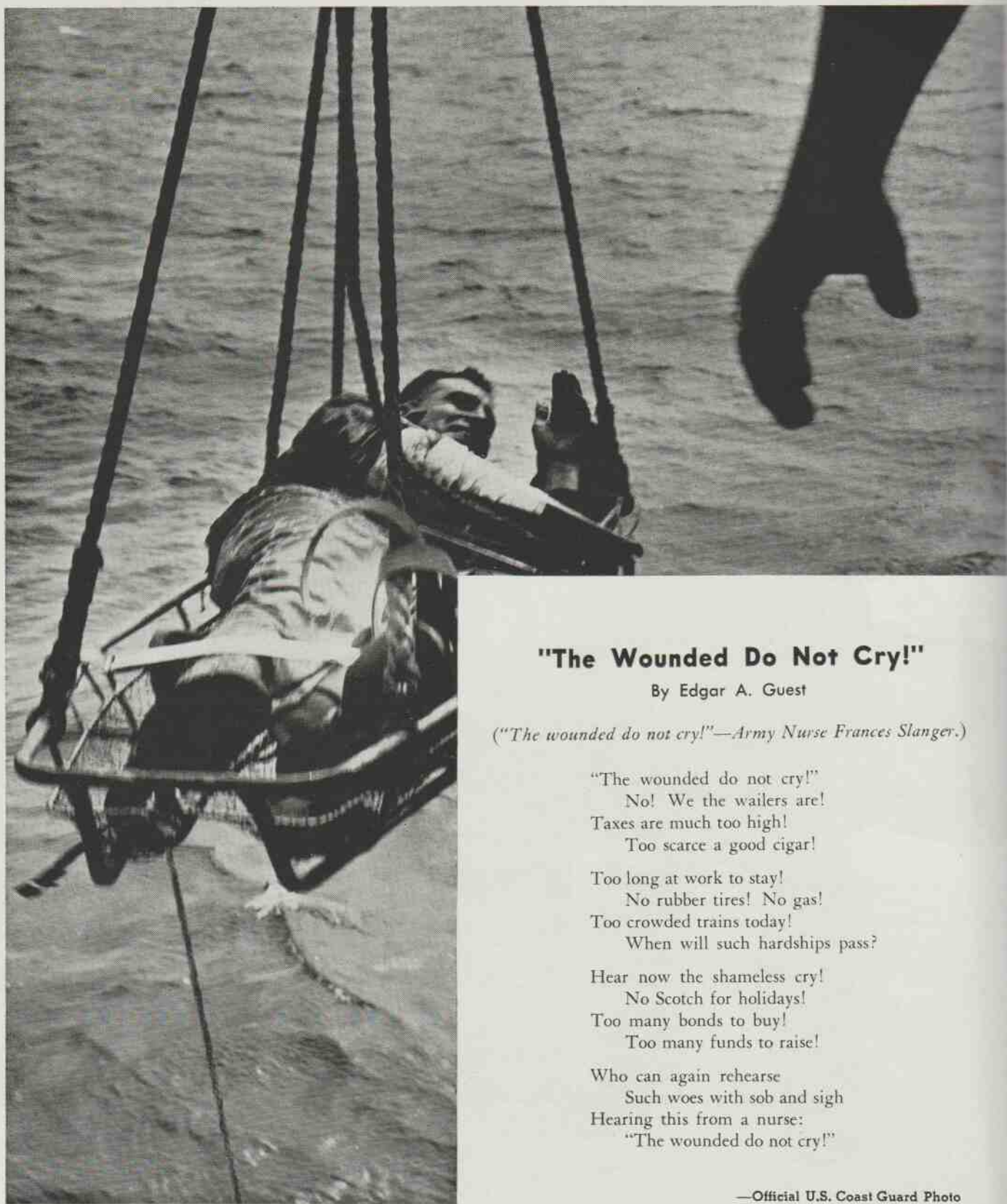




CO-OPERATION

Surface Service

FEBRUARY 1945



"The Wounded Do Not Cry!"

By Edgar A. Guest

(*"The wounded do not cry!"—Army Nurse Frances Slinger.*)

"The wounded do not cry!"
No! We the wailers are!
Taxes are much too high!
Too scarce a good cigar!
Too long at work to stay!
No rubber tires! No gas!
Too crowded trains today!
When will such hardships pass?
Hear now the shameless cry!
No Scotch for holidays!
Too many bonds to buy!
Too many funds to raise!
Who can again rehearse
Such woes with sob and sigh
Hearing this from a nurse:
"The wounded do not cry!"

—Official U.S. Coast Guard Photo



Reporting for after-hour runs. Some of the 48 North Avenue repair men who are acting as trainmen in their off hours. *

Transit Has Become NEWS

IN ORDINARY TIMES Chicagoans take their daily transit rides as a matter of course, much the same as their daily purchases of newspapers, cigarettes, lunches, etc.

Shortages of food, clothing, gasoline, and other everyday items have existed for some time. Suddenly has come a public awareness that there is also a shortage of local transportation. There isn't always a street car or a bus where the passenger wants it when he wants it.

The Surface Lines organization has known for some time that there was a growing shortage of men available to operate the vehicles. Employees of the organization have been constantly urged to bring in any likely applicants for jobs. There have been advertisements urging men to apply for positions with the system. Despite all the efforts made to keep the train force at an adequate number, the pinch became worse, and by last fall became critical.

With the last two months of severe weather, an increasing sick list, and the

growing stringency of available manpower, it has been only through the cooperation of the regular trainmen, most of whom have been working long hours each day and often on their days off, that service has been maintained as well as it has. More than 60% of the regular trainmen are working overtime in their effort to help out in the emergency.

COOPERATION has been the keynote of the entire organization. As the

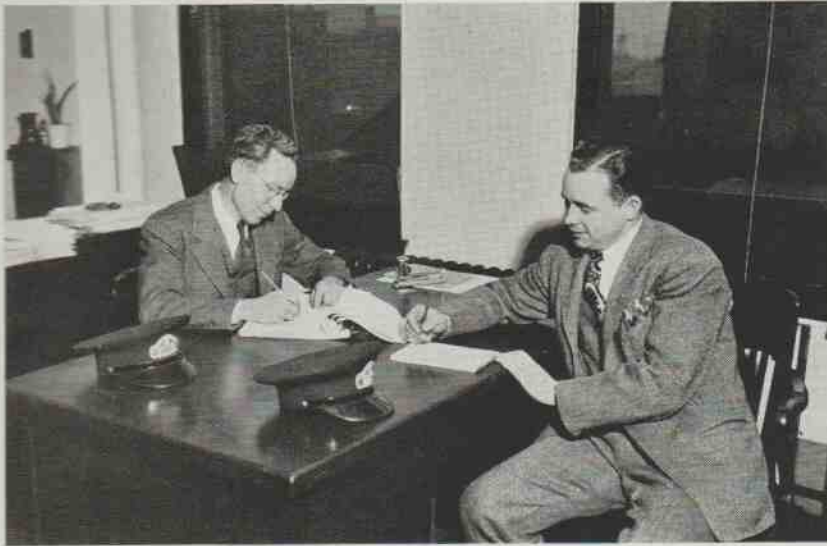
COVER PHOTO—Cooperation, as expressed by part-time conductor Frank Disch and his part-time motorman George Uding. Not only are they cooperating to help lick the CSL manpower shortage, but they work together in preparing their car for the run. (You should see Disch "dish" the sand!)

REAR COVER—The first of a series of ads currently appearing in Chicago newspapers.

Honors for being first to volunteer for extra work as a trainman go to John W. Chapp, janitor at Devon. After a full day's work at his duties in the station, Chapp takes a relief run in the evening.



*—J. F. Strand, John T. Burke, Frank Disch, Irving Ptashkin, Patrick Horan, Joseph Wiesmeyer, George Uding, Henry Jarecki.



GENERAL OFFICE



TROUBLE SHOOTER



GREASER

employment situation became more desperate, workers in other departments have volunteered after their regular days' job to take out cars as motormen and conductors. Men from the car houses, receivers from the barns, clerks from the general office have volunteered in the emergency. They take out parts of runs before or after their regular work and full runs on their days off.

The number of these employes volunteering for extra time on the streets has exceeded 200.

As a further measure of relief, the system is now recruiting part-time help from outside the organization. By special emergency authority, City employes, including policemen and firemen, are permitted to take out full runs on their days off. Many of these City workers are former Surface Lines employes who are giv-

Asst. Radio Dispatcher James Tucker and Clerk Wm. Rooney (General Office) help relieve the manpower situation at Lawndale and Limits, respectively, on their days off . . . It was natural for George Uding to enroll as a part-time motorman when he heard of the Transportation department's manpower troubles because his job as a trouble-shooter in the North Avenue garage has made him expert at locating and eliminating difficulties. . . . Working with Uding (see cover photo) during their hours on the street is his former work-partner, Frank Disch (greaser, North Avenue garage).

ing up their regular days off to come to the assistance of the old organization.

ON THE BACK PAGE of this SURFACE SERVICE is a reproduction of an advertisement now appearing in Chicago newspapers. This advertisement is designed to build good public relations, to create a spirit of understanding of the difficulties under which we operate today and to inform the public of the efforts being made by the huge Surface Lines family to keep daily service as near normal as possible.

We are presented to the public as neighbors of the people we carry, and the great majority of us feel that we truly are. But little acts of thoughtlessness and irritation on the part of a few offset a lot of good on the part of the many. It takes everybody pulling together as a unit, to produce the best possible service and to gain the desired good-will from our customers.

EVEN with all these expedients, however, it is still impossible to provide a normal standard of service on the streets. The Surface Lines could use upwards of 1,000 additional full-time trainmen, and efforts to get them are continuing.

There has been no better type of applicant come to the employment office than those sent in by present employes. Therefore, any prospect for a job that can be sent in will be sure of a welcome.

IN these difficult days it is doubly important that all trainmen make a little extra effort to give efficient and courteous service. The public, as a whole, has accepted in fine spirit the inconveniences that result from sub-standard service. Our passengers realize that there may be a little longer wait for a car or bus and they accept the fact that during rush hours some vehicles are going to be overcrowded.

We are asking our passengers to cooperate with us in this emergency—to have the exact fare when boarding, to move to the opposite end of the car, to stay away from the entrances and to be at the exit doors when the car reaches their station. In return, we have extra obligations to our customers—the obligation to be a little more thoughtful and helpful, to add an extra note of courtesy, and to avoid passing up intending passengers.

"A Good Job of Safeguarding Passengers Can Be Done"

ALTHOUGH IT WAS the rush hour and the streetcar was crowded, *Conductor Raymond McGrath* (77th) showed such consideration for the women and children on the car that Mrs. R. T. Grange, 7958 Wabash Avenue, wrote in to commend him. Because he never failed to check the step before starting, Mrs. Grange commented, "After watching him I know that without delaying service any, a good job of safeguarding passengers can be done, even under the most crowded conditions."

The "courtesy, good manners, thoughtfulness, and unfailing good humor" of

Conductor Benjamin Rutledge (77th), so impressed Miss Winifred Thompson, 50 E. Cedar, that she wrote her appreciation.

The attitude of *Conductor Howard Morris* (Cottage Grove) spurred Bruce McFadden, 5217 South Kenwood, to write his "first letter" of praise. "By dint of his personable tact," wrote Mr. McFadden, "His humor, courtesy, and efficiency, he maintained an air of good feeling (even enjoyment for more discerning) on a jam packed car of tired, in-a-hurry-commuters, refusing some admittances ('For Safety that is all!') without even verbal repercussions."

A credit to CSL is *Motorman William Gleason* (Devon), according to Alden S. Baker. He wrote in to thank Gleason for holding the car one cold morning while he ran to catch it. The same type of courtesy shown to Mrs. Josephine Callahan, 2635 North Spaulding, also gained *Motorman Julius Walkowicz* (Armitage) a letter.

Also praised for their courtesy and consideration were *Conductors Robert Brown* and *Edmond Broderick* (Noble), *Motorman William W. Rye* and *Conductor Edward Johnson* (Cottage Grove), *Conductor William Clifford* (69th) and *Motorman George Vitek* (77th).

Donald Warren, 1852 West 58th, reports that one cold morning the streetcar was loaded from the "front to the rear step when a woman with two small children boarded." They could not get inside the car and the little girl began to cry, her face was so cold. *Conductor Matt Wdowiak* (Noble) thoughtfully lifted her down next to the rear platform heater and let her get warm, thus earning the praise of the CSL passengers on the platform.

Mary C. Mangan, 7947 Ada Street, was impressed when *Conductor Michael Smith* (69th) risked infection through a cut finger in order to keep his car in a presentable condition following a passenger's illness.

"Little things please the public," wrote C. T. Pope, 4828 North Kildare, and he was referring to *Motorman Harry Brehen's* care for a blind passenger.

Attention to the elderly and physically handicapped also gained letters of praise during the month for *Conductors Albert Hofer* and *Joseph Slovin* (77th), and *Conductor Anton J. Kalata* (Archer).

Mrs. Edgar L. Hendricks, 8052 Muskegon, left her purse on a car one day, and much to her relief it was found by *Conductor Ernest Fifer* (Burnside) and turned in at the station. The recovery was doubly important to Mrs. Hendricks because her "entire savings was in this purse, and as I am a stranger in Chicago and my husband is a student at the Navy school, it would be a great loss to me and to him."

Appreciative passengers also wrote to thank *Conductor Nick Bernard* (Kedzie) *Motorman Charles Dennenwaldt* (Limits) and *Motorman Louis Moscovitz* (Lawn-dale) for seeing that their lost belongings were promptly returned.



"JOE DOES THAT EVERYTIME HE GETS V-MAIL FROM HIS GAL"

Shaughnessy Retires As Assistant Superintendent

THOMAS H. SHAUGHNESSY, familiarly known as "T.H." to his host of friends around the Surface Lines, retired as Assistant Superintendent of Shops and Equipment on January 31. The picture below, we think, "T.H." will like better than a straight portrait because it shows him "in action."

Mr. Shaughnessy was with the Surface Lines more than 31 years when he retired. He came here as general foreman of Shops and Carhouses, June 1, 1913, and later became Assistant Superintendent of Shops and Equipment.

Mr. Shaughnessy's first street railway experience was with the City and Suburban Railway, Baltimore, Md. After serving this company for nearly two years, he became a car house foreman and later mechanical inspector for the Philadelphia Rapid Transit Company, continuing in these positions from 1894 to 1908. From 1908 to 1912, he was general foreman of car houses of the Metropolitan Street Railway, New York City. He then left New

York to become master mechanic of the Essex Division, Public Service Railway of New Jersey.

He came to Chicago in June, 1913, becoming general foreman of the west side shops and car houses of the Chicago Railways Company. On May 1, 1920, he was promoted to the position of Assistant Superintendent of Shops and Equipment.

Harry H. Adams Dies After Heart Attack

HARRY H. ADAMS, former Superintendent of Shops and Equipment for the Chicago Surface Lines, died January 31, at his home in Evanston, following a heart attack. He died at the age of 74, exactly one year following his retirement.

Mr. Adams was one of the best known men in his field and at the time of his retirement was the dean of equipment men in this industry. For many years he



When Woodmill Foreman John Horvat (West Shops) retired after over 44 years of service, the supervisory force presented him with a fine watch, Asst. Supt. Shaughnessy, made the presentation.

★ **Corporal Rex Hines Killed in Action** ★

CORPORAL REX HINES, former Cottage Grove motorman, was killed in action in France on June 6, 1944. He is the 18th CSL employe to lose his life while in the Armed Services.

Corporal Hines was 28 years old and had been awarded the Purple Heart for wounds received in the Italian invasion. He took part in the D-Day invasion, and on August 15 was reported missing in action. His wife, who lives at 7543 Evans and is employed by the phone company, recently received confirmation of his death.

★ ★

had been active in the American Transit Association and had served as a past president of the former Engineering Association.

He entered the street railway business in 1894, when he joined the North Jersey Street Railway Company in Jersey City. He left that company in 1901, to take the position of Superintendent of Shops and Equipment with the street railway system in Baltimore. He worked also with the Metropolitan Street Railway in New York.

Mr. Adams came to the Surface Lines May 1, 1913, as Superintendent of Shops and Equipment, which position he held until his retirement.

Mr. Adams is survived by his widow, Agnes C. Adams and his son, Harry Adams, Jr. Services were held February 3 at St. Marks Church in Evanston. Burial was in Memorial Park Cemetery, Evanston.

It Might Work

Have you heard of the bus driver who solved his "front-crowding" problem by exclaiming, "Cuddle up back there?"

And then there's another operator whose cure for the difficulty was a sign he put up reading, "Ladies and gentlemen will move to the back of the bus; others will remain in front."

—Passenger Transport



Wise or Otherwise

YOU MAY RECALL that Edgar Allen Poe

Wrote a poem called "The Bells" years ago.

With alliteration clever,
It will doubtless live forever,
And we know that it will never
Be surpassed.

But with rhyming quite deceitful,
We'll attempt to write a sequel
And expect to fully equal
It at last!

Hear the driver's warning bell
Clanging gong!

By its tone it clearly tells
Something's wrong!

Its excessive clanks and clanging
Indicate the driver's banging
At the gong. He's really whanging
Vicious cracks.

Up ahead a truck is dragging
Crawling slowly, merely lagging
In the tracks.

And the gong is almost screeching
And imploring and beseeching
That it discontinue holding traffic back.

Keeping time, time, time,
To the "pilots" frame of mind,
To profanity unspoken which in all such
cases swells

From the bells, bells, bells, bells, bells,
bells, bells,

From the stamping and the stomping of
the bells!

Hear the connie's signal bell,
As it peels.

By its sound it plainly tells
How he feels.

Hear that sharp, staccato ring,
That melodious, firm ding ding,
Then you know he's on the job and all
is well.

If it's just a feeble plop
Later on another clop

Does he mean to go or stop? It's hard to
tell!

Hear that sullen, angry clack,
What a whack!

It would almost jar the car
Off the track.

A most truthful indication
Of the connie's irritation
For his temper must be having quite a
spell.

Thinks he's carrying too many,
He would rather not haul any,
And he shows it in the way he rings the
bell.

Hear the rider's signal bell,
Buzzer bells.

There are many tales that they
Too can tell

Hear the gentle little ping
Of some timid little thing
In her teens.

Not quite sure of her location
So she rings with hesitation
Her request for information
So it seems.

Listen now to this insistent, noisy guy
It's plain that he is being carried by,
So he bellows and he blabs,
And he punches and he jabs,
At the button that controls
the little bell.

As the car proceeds apace
To its proper stopping place
He grows purple in the face and tries to
tell

His opinion of the crew
And the world in general too
By his most abusive ringing of the bell!

Hear the clanging of the wreck
Wagon gong.

By its uproar we detect
Something's wrong.

How its turbulency tells
Of the urgency that dwells

When emergency compels
Frantic haste!

Bells and sirens most persistent
On the right of way insistent
For there's not a single instant
They can waste!

There are other bells we might mention
too,

But we'll over run our space if we do.
But when next you hear a bell
Note the tale it has to tell
And it may amuse you well
As it swells.

You'll find tones of condescension,
Anger, joy, or strict attention,
Even accident prevention,
In the bells!

—GOODRICH DIRT

Surface Service MAGAZINE

A Publication by and for Chicago

Surface Lines Employes

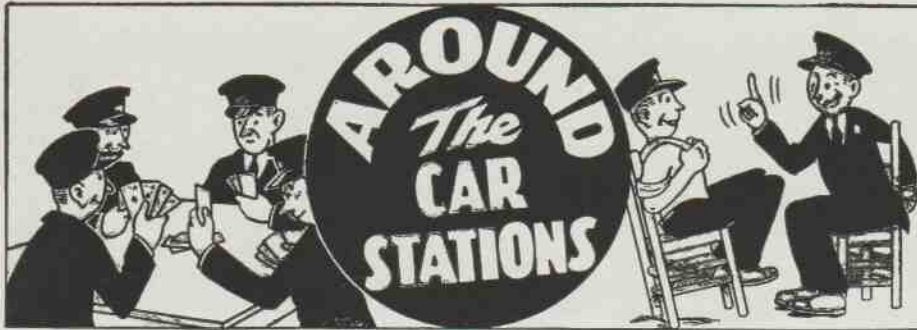
231 South LaSalle Street

88 CHICAGO 90 101

Vol. 21 February, 1945 No. 10

WILLIAM H. BROMAGE Editor

JOHN H. FISHER..... Associate Editor



Armitage

HELP, HELP, HELP, we need help. Fishing, golfing, baseball and other sports will soon be here, but not for us, if we don't get some help. How about it men? Can't you dig up one prospect?

Speaking about help, we have one prospect in mind. Motorman Young, who has been doing his stuff with Uncle Sam for many months, has been discharged and is coming back to work the fifteenth of this month. Glad to see you back, Walter, and welcome home.

Orchids to the shopmen, office force, police and firemen who are doubling as trainmen, to help alleviate the manpower shortage.

Heard on the car: A man watching one of the bobby-soxers alight, remarked to his friend, "I can't see what keeps those girls from freezing." His friend replied, "You're not supposed to."

A news item states that our former conductor Sgt. Ruphas Wainscott and eighteen others of his platoon climbed out of their "Blitz Buggies" and advanced on foot, with machine guns and routed a nest of Jerries. These easy going Southerners are unpredictable.

Bill Weege, who went to Hot Springs on account of his health, writes that he is feeling like a two year old. We hope that when he feels like a twenty-one year old that he will return and give us a hand.

The annual meeting of the Credit Union was held Saturday evening, January 20, at the home of Bill Uhle. After the meeting, refreshments were served by Bill and his Missus. Highlight of the evening was the close harmony rendered by brothers McHale, Gregory, Wing, McCarthy and Englethaler, ably assisted, in a discordant sort of way, by Art Malmquist and your scribe. A good time was had by all for which we want to thank, Bill and Mrs. Uhle. They deserve a pat on the back.

A pat on the back develops character, if administered often enough, young enough and low enough.

Now that we can't bet on the ponies, let's bet on our fighting men and buy more bonds. That is a sure thing bet. The more bonds, the more jeeps; the more jeeps, the less Japs; let's give the jerks the works.

A recent letter from overseas states that Eddie Arnold has been wounded in Germany. However

a more recent card, states he is enjoying himself in "Paree." Injuries probably not serious.

About the middle of January, George Streske, made a wild race from his camp to Chicago, his running mate being Sir Stork. George won and was home when Sir Stork arrived with a seven and a half pound boy. All three are doing fine and George is back in camp.

Sammy Abbinanti was also home on a short leave. He is now stationed in Norman, Oklahoma. Mike Novak was also home for a few days.

Since writing last your scribe has received letters from Sammy Abbinanti, Bart Bartholomae, Ray Fisher, Tom Henneberry, George Thompson and Frank Gries. Frank says to say hello to McHalle, Wasloicki, Thompson and Hayseed Rohwedder.

In his letter, Henneberry says he is now in Netherlands, East Indies. He also says he hopes his next move will be in the direction of civilization. Tom says he is getting tired of looking at palm trees and jungle. The sight of a house would be worth a month's pay. Bartholomae says he is in Germany and the lead is flying thick. At the time of writing, Bart said they were using 88's mostly.

Carl Skie, one of our undersized conductors, was asked how it felt to be surrounded by a group of normal sized men. He replied, "just like a dime in a handful of pennies."

A boy in school was asked to relate some incident in the life of Abraham Lincoln, he replied, "Lincoln wrote the entire Gettysburg Address, while riding from Washington to Baltimore on the back of an envelope."

When Bert Heimenman buttons his vest, his stomach starts singing, "Don't Fence Me In." That's OK, Bert, Hitler is now singing the same song.

This is where I came in.—Ted Shumon.

Cottage Grove

That our credit union is under supervision of capable hands was attested, Saturday, January 27, 1945, at our annual meeting and party, when, with one exception, all present officers were renominated. Assistant Treasurer John Payne, declined to run on account of outside interfering interests. In his place, hard-working John Casey, C. G. S. & A. Club president, was voted in. After close of the general routine of business and

election of officers, all adjourned to the gymnasium where sandwiches, coffee and cake were served by the following charming ladies: Mrs. O'Hara, Mrs. Casey, Mrs. Grasz, and Mrs. Mullen. Summing it all up, everybody spent a most pleasant sociable evening.

We take this opportunity to thank Conductor E. S. Miller for the day-off chart and other equally attractive signs that occasionally appear in our station. Our talented conductor was in the show card and sign business at one time and is happy to be of service to Cottage Grove.

Cottage Grove conveys its best wishes and congratulations to Conductor Harry Dudley who, after rendering many years of faithful service to our company, retired from duty January 1, 1945. Harry had a pleasing personality that we'll surely miss.

To Conductor P. J. Reynolds whose aged mother passed away Sunday, January 28, 1945, we express our heartfelt sympathies in the loss of one so endeared to him.

Two of our most distinguished buddies—Motorman John (Red) Cassidy and Conductor Clarence Million, now of the Armed Forces, paid us a visit recently.

John took part in the historical D-Day invasion with the LST Amphibious forces transporting supplies to the beachheads under great exposure to enemy fire. Clarence was picked for a 30-day merit furlough because of his length of service and number of decorations for outstanding performance of duty.

We are saddened by the report from the wife of Private William J. Doyle. Bill was wounded in action, January 1, 1945, and now is being hospitalized in France. We do hope it isn't serious and wish Soldier Doyle speedy recovery.

Welcome home, Jimmy Watson, we are glad to have you back with us. Jimmy served with the Artillery in the armed forces overseas, was honorably discharged, and is back to begin where he left off.

Once again the unpredictable "Joe Kellys" can get around without suffering the jibes of Capt. Budach's teammates, as the Kellys took two out of three in their recent league match. Both teams experienced railroad trouble, and I don't mean rates, but the payoff to the Joe Kellys was Pappé, garnering games of 116, 108, 126. Of course, Pappé deserved a better fate than this, but he took it like a good sport. Master Pappé, are you ready to take on Sinatra?—winner take all?

Assistant Station Master Joe Kelly became the proud father of a beautiful baby girl, December 30. Both mamma Kelly and Virginia Mary smile as pappy modestly admits the miss looks a little like him. The one gold fish to whom Joe tendered much care will now have to take its own bath on Saturday nights.

Congratulations, also, to Conductor Goblet and the Mrs. who had a welcome addition to their family, on December 19. Mrs. Goblet gave birth to husky Bernard, a fine looking nine pounder. Bernard's blowing bubbles, mamma watching as they fade and die.

If you observed John Conry running the other day, it wasn't to a fire. He was running to get a place in line for cigarettes.—Gale Hruska.

Devon

ON JANUARY 20, the Devon Depot Credit Union held their annual meeting and dance. After a short business session the Johnny Jones Boys, who appear at the Old Heidelberg Inn on Sunday nights entertained. Johnny Jones himself acted as Master of Ceremonies. Did a grand job, too. For the first number for the dance the orchestra played the "Trolley Song," which was very appropriate. A trio composed of Motorman Maas' son and two of his buddies from high school was to do a number but the Maas boy was ill so the other two carried on. Frank Koster and Richard Lesinicki put on a skit in black face and were very amusing. We all enjoyed it. Motorman Joe Vesely played a real go-to-me, come-from-me, (an accordion) and sang a number of songs. Mighty fine voice that boy has. He also sang during the refreshment hour downstairs. Many of the oldtimers were there and danced every dance too.

Sergeant A. J. Amodeo, who has been in the army for three years was there. Remember Tony? He was a mechanic at Ardmore garage before Uncle Sam decided he needed him elsewhere. Motorman Ralph Blackstock brought his son-in-law, N. H. Walker, Chief Radio M. Bet he could tell many a tale about the Coast Guard if the number of campaign ribbons on his tunic were any indication of the service he's seen. Too bad the censorship is so rigid. He was on the L. S. Tanker No. 21 as radio operator.

* * *

Since the city let the firemen and policemen work on the cars on their days off, we see many familiar faces around the car barns again. Lieutenant Maurice Curran of the fire department is around. He has been off the cars for 27 years. How does it seem to be back on the job? Tom Zimmerman of the police department is also working on his day off and many others are breaking in. These boys are helping overcome the bottleneck of lack of trainmen and are doing their bit to help bring this war to a speedy close. Many thanks from all of us to you.

Ex-motorman Fred Harders just finished his six months training with the fire department. He is now with Engine Co. No. 7 at 4911 Belmont. Fred was one of the stars on our soft-ball team. He said he hoped George J. Bergthal would write to him when he gets to Berlin. George was captain of the soft-ball team but is now in Germany, on his way to Berlin. We hope!

Conductor M. McDonnell heard from B. J. Osborne S 1/c who is with the Navy in the South Pacific. Let us hear from you men in the Service when you can and we will try to pass on your greetings via this magazine. Best of luck to all of you and hurry back home.

We were sorry to hear of the death of Motorman H. Schroeder, January 24. We all extend our sympathies to the family.

* * *

To the motormen at Devon: Don't forget to mark up repairs and whatever is missing on the cars, such as window locks, etc. You know, that

platform gets mighty cold without those locks and our repairmen are not mind readers. They are also working short handed, so give them a break and yourself too, by marking up all defects so they can be promptly attended to.

Send in your gossip and news and let's keep this column alive.—Charles Saklem.



S/Sgt. R. J. Fisher (Armitage) is not being arrested (he claims). These French gendarmes with whom he is shown before the Arc de Triompf are merely friends. However, if they knew that the Sergeant can't understand why "Paree" rates such a hullabaloo, and that he prefers "good old Milwaukee Avenoo," the situation might be different. This was Ray's third Christmas "on the wrong side of the pond."

Division

CONGRATULATIONS—It's over 34 years ago that Motorman and Mrs. Volenec took a trip to the little church around the corner at Iowa and Western, and they lived happily ever after.

To Conductor and Mrs. Hofer who will celebrate their 18th on the 26th.

To Motorman and Mrs. M. Verdonck, who will celebrate their 15th on the 22nd.

To Motorman and Mrs. Walter Hansen on the arrival of Karen Lee, who was a Christmas present.

To Eddie Laueremann's son, Harvey, who is a Crew Chief on a P-51 and was awarded a bronze star.

* * *

JUST FOR FUN—Mrs. Ed Fischer did a good job when she taught Ed how to wash windows. Did you see the swell job he did on the clock in the trainroom for Christmas Day? All the clock could say was "clean again, clean again."

And L. Staton is afraid of the guy from Kedzie who plays checkers by book. Come on, Red, snap out of it. He can be beat, he is easy.

Please come to the Bowling Alley and boost Gutter-Ball Andy. He needs encouragement. Charlie Clark, his coach, said he is going to try kneeling down. It may help, I hope it does. Come on up and give the lads your support. Give 'em a cheer when they win and a hand even if they lose. Friday night is the night.

We all like the 4¢ registers very much, they are swell, saves our uniforms and time. But will someone tell Frank La Vieri how to keep his arms out of the way so he doesn't ring 'em by accident. Try tying one arm down, Frank. May help better than matches.

A GREAT BIG THANK YOU—from Mr. Mathley, our Superintendent, to all the boys who have so loyally worked on their off days and doubled on their regular day to keep 'em rolling on the street. Rolling along also helps some of the lads to buy bonds and save, from the looks of the tax returns.

Your credit union paid a dividend of 2% this year. Next to war bonds, it is better than the bank.—Fred Shippy.

Kedzie

BILL BRENNEN, can you and your motorman account for the tag on your car, January 15, with number 152 on Madison Street? Or is it something new?

Sergeant John Murphy was in to see us January 21 with a nice tan. He is stationed down South, said to say hello to all the fellows he didn't get to see.

Sorry to hear of the death of Walter Malchow's son who was killed by a hit-and-run driver, January 14.

Wife of Motorman G. Shirer passed away January 21.

* * *

Mr. Daly, our all around man, would like a few suggestions on how to grow some hair on his shiny knob. P. S. Can you grow hair on a cue-ball, Daly???

Congratulations to the members and Board of the Credit Union for their splendid party Saturday, January 27. President Rudy Schultz was a little disappointed in the attendance of the meeting, but will make a change in the future so that all will be able to attend meeting and party with their families.

John Campione and Tommy Norton sure put on a nice exhibit of dancing, Norton burning the floor with his jiving and John with his smooth ballroom steps.

Edward Harrel was somewhat of a master of ceremonies, anyone from the ages of 9 to 90 was in Edward's arms, struggling hither and thither on the floor.

Saw Marine John Dick at the dance. He was having a good time for himself.

Mrs. Rizzo, your husband really was at the meeting and dance.

Bob Savage, we were wondering why you had your overcoat on all evening. A barrel would have been appropriate.



When the Christopher J. Burke Post 177, VFW, and trainmen of 69th Street dedicated the plaque and honor roll at 6600 South Honore, special recognition was given to First Lieutenant Chaplain James Liston (son of Conductor James Liston—69th), who was the

first Chicago chaplain to be killed in action. Taking part in the ceremonies were trainmen James Liston, Joseph F. Kehoe, Wm. Cornell, Carl Ruedeger, T. D. Sullivan, J. P. Gillespie, and board members John Maloney and George Boedecker.

What is a party without a quartet and what a quartet! They are for hire. (CSL Blues Singers.) The next meeting, let's make it 100% attendance.

How are you fellows doing to help get more PILOTS? The more the better. Yours till next month.—Jim Passarella.

Lawndale

ANOTHER MONTH has rolled around so let's get together, fellows, on contributing articles for the magazine. I've got a few letters from service men—already saying how glad they were to hear some news about Lawndale.

Within the last couple of months we have received some very nice letters from our trainmen who are all over the world doing their part, so to you fellows out there who would like to know where your buddies are, here's the list: Cpl. L. Lohr in the MP in Ft. Jackson, S. C.; T. R. Johnson is with the fleet in New Guinea; T/5 Ed. Rooney is in sunny India; Sgt. Ray Simon, in Hawaii; Jos. M. Czech in New Caledonia with the C-B's; PFC A. J. Davis with the field artillery in France, and Sgt. Ben Bruhnke with the airborne signal corps in Holland. If anybody would like their mailing address contact me.

Talk about being tough, these old timers are not to be laughed at. Little Mike Gleeson, who was born back in 1865, according to the records, and started with the Company in 1896, had an accident and came through it with flying colors. The first thing Mike asked for was his pipe and his rosary. I guess Mr. Gleeson will take his well-deserved pension, the only thing he is sorry about

is that he couldn't make it a complete fifty years on the front end. Good luck, Mike.

Mr. Frank Kozlowski from the repair department, is one of the fellows that has been helping out by taking runs out after he has finished his work in the repair dept. He sure makes a handsome motorman. Maybe that is the reason he stops in the middle of the block to pick up those pretty young girls!

* * *

The funniest complaint we ever heard: One lady called and said one of our conductors was very rude, but she did not know what run he worked. When asked if she could give a description of the man she said, "He wore a blue suit with a badge on his cap and was about middle-aged."

Some of the boys have been complaining about the loads they have been carrying. Everytime they do we show them a picture of the cars that run in San Francisco—with "rumble seats" on the rear!

That's all this time, so let's turn in some news.—C. Kaper.

Lawrence

SOOT-BLACKENED snow and smog. It was a typical Chicago winter morning, but it was beautiful to half a hundred Chicago marines, veterans of Saipan, Tarawa, and Tinian who arrived home this morning after nearly three years of warfare against the Japs in the Pacific. Among them was Pfc. Earl V. Gebel, son of Supervisor Herman Gebel. Marine Gebel will have about 30 days at home with his folks, and then will be

assigned to six months duty in the United States before being eligible for reassignment. Earl wears the presidential citation and several other decorations. Say, Herman, if Earl finds things too dull and is longing for a little action we could use a good Marine around Foster and Damen any weekday afternoon. What a surprise our free riders would get, not to mention their hurt feelings.

Now that our mechanics are working runs in their spare time, and have a certain amount of pride in their ability as mechanics, they find it necessary in order to save them from any embarrassment, to carry some of their tools with them. They say, "Gosh it would seem awfully funny to have to call the garage and say, send me out a mechanic I can't get the bus started."

Well, fellows, you have a situation there at that. However, thanks to you, those buses run pretty good.

An unhappy incident in the life of Operator Bill Godin—It seems that one morning Brother Godin stepped gingerly into the trainroom, and in his usual jovial way approached the clerk's window, saying, "Good morning, Godin's the name." Clerk Ed Hendrickson after exchanging the courtesy said, "Mr. Bailey wants to see you in his office right away." Brother Godin's face dropped about two inches, and a puzzled, if not a worried expression appeared. "Now what did I do?" he muttered as he made his way into Mr. Bailey's office.

After a short lapse of time he emerged, a broad smile on his face, and his chest expanded several inches above normal. "I've got a student," he said escorting a gentleman in civilian clothes wearing a Chicago Surface Lines badge and cap. Now this being brother Godin's first experience in working

with a student, he was somewhat dismayed when after a short time on the street his student decided he had enough and never would make a bus operator! Don't let it get you down, Bill, we know you did your part.

George Ringe, one of our mechanics who spent about 17 months in the army, has returned and is taking up his duties in the repair department again. Welcome back, George.

Hugo Johnson finally got off Irving Park, and is back on Central again. Out of the pan and into the fire I would say, Hugo.

Have you ever seen Supervisor Ed. Nassar trying to get his overcoat on over those six sweaters? You can almost hear his body crying out, "Give me room, lots of room, Don't fence me in."

To John Lane, our former scribe who has left our employ to seek his fortune in other fields: we wish you every success, and our sincere wishes for good luck and happiness.

As your new correspondent I will endeavor to keep our column alive with news to the best of my ability. Please drop any news items you may have in the news box.—Pinky Moran.

Noble

AN URGENT PLEA from our Employment Office for more Trolley Pilots and Rear Gunners. The time: Now. The Place: Clark and Division. Kindly scour the neighborhood and ask your friends if they would like to work for our company. The trainee gets paid for learning. If you have anyone in mind, kindly get in touch with your stationmaster.

A reply to your request "Cal from 69th" that you and I correspond in the *Union Leader* is nil.



I do not write for the *Union Leader*, although, if time was to permit, I would like to have a column for Noble Depot. If I am not too rude I still say that if you will take me out to some good old mulligan stew, I may get a writer. No hard feelings, Cal, old boy.

Beg your pardon, but I did not state that Harold Griebel was selling cigarettes in the last month's issue of SURFACE SERVICE. I merely stated that if you want cigarettes, kindly join up with Harold. I hope that this will square you with your friends, Harold.

The retirement board beckoned its finger to two of our old timers on February 1: C. V. Meyers and Dan Larisey. Hope you boys drop around to swap some yarns in the near future.

Harry Tuft was given a medical discharge and is back at his old job as Trolley Pilot. Incidentally, Harry was connected with the Army Air Force when he was in the Armed Service. Welcome back home, Harry, hope that things have not changed too much.

Sorry to hear that one of our best-liked and laughable characters at Noble is missing in action. Harry Smith has been in the hottest fighting around Germany. Hope that you are in one of those prison camps, Harry.

The reason Harry Mack got himself a new overcoat was that when the rumor started that the Company was hiring women, Harry went out and got himself dolled up for the occasion.

Congratulations on your promotion, Ed. Hope that you will like the supervisory force as well as you liked your Trolley Piloting.

If your windshield wipers are not working up to par, kindly get in touch with Barney Adams. Seems as though Barney has a knack with them there wipers.

If you are a sound sleeper, kindly summon E. Bosworth and he will guarantee you that he will get you up. With that shrill voice of his he will serenade under your window at all hours. Hope this gets you some business, Popeye.

The reason the Noble bowling team was not on the winning end these last couple of months is none other than that the top bowler, Walter Schultz, was on the sick list. Seems as though Walter was sick when the beer frame was to be played.

Has anyone noticed the patent leather rubbers George Schmook is wearing lately? These happened to be from George's dress suit and George claims he does not need them as he doesn't go anywhere anymore.

John Boker, F1/c (North Avenue) and Robert Law, Mo. MM 2/c (77th) went through service school together and about a year ago were transferred for duty aboard the USS AUGURY. The AUGURY is a mine-sweeper and was commissioned in Florida. Ever since then the fellows have been on duty in the Pacific. (However, that's not sand, but snow that's on the ground in the picture.)

Our deepest sympathy is extended to Private Joseph Pernice who lost his sister.

Let's get the news in for the next issue boys. The box on the wall is just collecting dust, not news for the magazine.—Charles Karcal.

77th

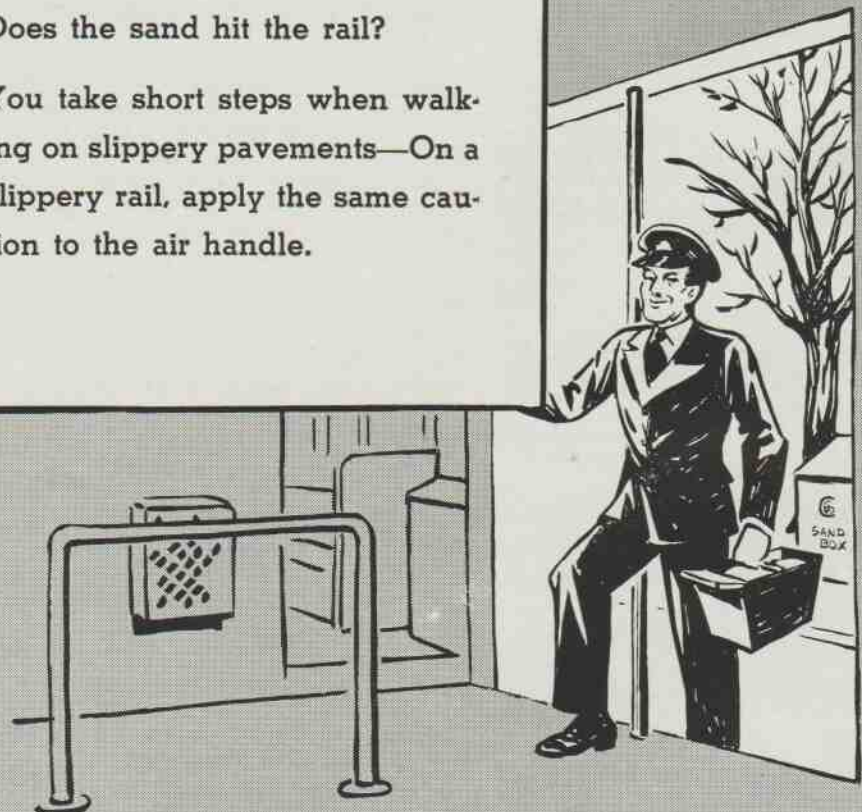
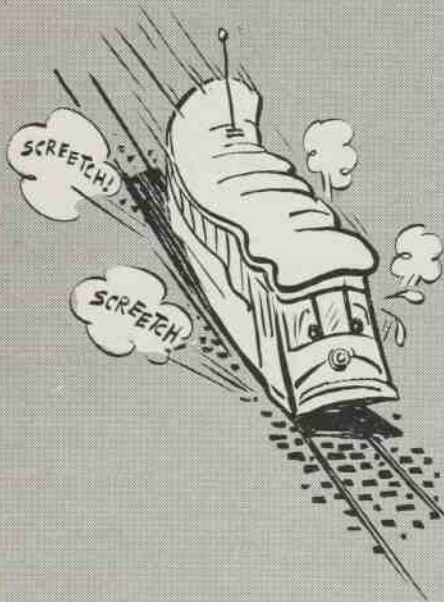
DEAR BOYS: Some of you probably missed our column in last month's issue of the SURFACE SERVICE. The reason we didn't have one was because in these times everyone is so busy as to leave us no time for anything else . . . Take J. M. Pierson for instance, he sleeps with one eye open so he won't be late the next morning to take out an extra run . . . Then there is John Brennan, who is still in there pitching after 55 years' of service. This man, deserves a rest after all those long years, but he unselfishly gives up the days of leisure he could have, to do his bit to help win the war . . . Ask Tocci what it feels like to have a day off and he'll probably reply, "Sorry, I wouldn't know. I'm too busy trying to keep up with the soldiers at the front. They never have a day off either" . . . Among the romantic figures going up and down Halsted, we have that perennial bachelor who answers to the name of Dan Heffernan. He's so busy that he hasn't had time to change his white socks into his arctic paraphernalia . . . Roy Keebler has been so busy that he got his last haircut from Joe Leagues' mother-in-law in the shanty at 79th and Halsted . . . Bill Carr's snoozola is so red from being out on the street so long that comedian Jimmy Durante has got a touch of envy . . . And Grady, the clerk, do you remember him? Well, the poor guy has acquired St. Vitus' Dance due to overwork at home and in the office . . . Of course, Clerk Tom McGuire, came to work one day last week wearing his topcoat inside out, due to the time he spends in ecstasy before his beloved . . . If you happen to see a supervisor on the front or back end of a streetcar don't be too surprised for they too have been helping to fill runs . . . Last but not least the clerks have been working overtime to get the runs lined up for you boys. Leading the line of clerks with a stiff upper lip is Joe Matern. He tries to get as many runs out as possible each and every day of the week. "Uncle Joe" as we all call him, is really tops as a manpower commissioner . . . There are numerous others we could mention, who are sacrificing many pleasure hours to help get the runs out, and we must take our hats off to them. For without their cooperation we could not do as much as we are doing to keep the cars on the street . . . Put them all together and you get—77th Street depot—one of the little cogs of the big wheel that turns toward Victory . . . Perhaps some of us haven't really tried our darndest to ease the transportation difficulty, but I'm sure if we all keep in mind the fact that the war is far from being over, we can find a little time to do some extra work . . . Well, fellows, if I should get any more of these first hand scoops, I'll have it for you in black and white, next month . . . As ever . . . —Dorothy Musial.

WHEN THE RAILS ARE SLIPPERY

Sudden changes in temperature may cause the rails to "sweat" and become slippery. Will you be prepared?

FIVE PRECAUTIONS

1. Avoid sudden stops.
2. Keep back from your leader.
3. Check your car's sand supply at barn and terminals.
4. Does the sand hit the rail?
5. You take short steps when walking on slippery pavements—On a slippery rail, apply the same caution to the air handle.





DEPARTMENTS and DIVISIONS

Accident Investigation and Legal

WE WELCOME the following new employees: Statementmen John Seber, Albert Dahm and William Murphy, and Messenger Clarence Konor.

Y2c John O'Neill dropped in to see us on his leave. John is at Bremerton, Washington, now and expects to be shipped out soon.

Sgt. William Callahan and A.M. 1/c John P. Leahy came in from opposite ends of the world, and were in to see us on the same day. Sgt. Bill has been in India for the past two and one-half years and has slimmed down to a smart 32, while John after more than eighteen months in the Aleutians has put on so much weight that we wonder how he ever gets into his uniform. Did the seams ever split, John?

Staff Sgt. Robert J. Morton left his photographic equipment in Philadelphia, and he and his wife and baby spent a few days here with their folks, and, of course, Bob stopped in to say hello.

PFC Joseph Lubawy stopped in to see us on his recent furlough when he came back from Aberdeen Proving Grounds to be married. Congratulations Joe and we are all wishing you and the Mrs. lots of happiness.

We enjoyed seeing all you fellows. Hope it won't be long before the next furlough.



The South Seas background for this picture of Sgt. John Semmelman, son of Conductor John Semmelman (Lawndale) is symbolical of his recent 15 months' "tour" of the Pacific. He stopped in Lawndale recently on his way to a rest hospital.

Nice to see Don Curtin back on the job after his long siege of illness.

Dictaphone Operator Rita Dreyer was married January 13 at St. Carthage Church to Ensign Louis H. Beba. Stenographer Elvera Potensa was Rita's maid-of-honor. Rita was presented with a gift of money from her fellow workers. Ensign Lou has left for Miami, Florida, and by the time you read this Mrs. "Ensign Louis" will have joined her hubby. Best wishes to you both.

We were sorry to hear of the death of Charlie Rood, one of our oldest employees, pensioned several years ago. Our sympathy is expressed to the family.—Audrey.

Accounting

WE WISH TO EXTEND our deepest sympathy to Miss Elizabeth Sullivan on the recent death of her father, who passed away on Thursday, January 16.

To Ruby Fruchey and Dolores Gibbons who recently received new assignments, we wish all kinds of good luck.

As this item goes to press, we are looking forward to the speedy recovery of Otto Stach who is ill at home, and Ruth Reichhardt who fell and injured her elbow.

Thomas Richards of the Air Corps Personnel Dept. paid us a surprise visit on his recent furlough. He was accompanied by his wife, the former Margaret Flake of this Department.

Congratulations and much happiness is our sincere wish for Miss Elizabeth Stelter and Corporal Morris R. Coyne who were married on Thursday, January 11 at the Gethsemane Church, 45th and Princeton Ave., also, Miss Arlene Fischer and Floyd Collison who were married on January 6, 1945. Both brides were remembered with gifts from their co-workers.

The department extends a hearty welcome to Miss Edith Vail in the Receipts Analysis Division as the latest addition to our personnel.

With a proud smile on January 17, William B. Folta announced: "It's a boy". The new little tax exemption, weighed in at 7¼ pounds. We extend congratulations and also thanks for the smokes and candy.

Best wishes for happy birthdays were extended to Rose James, Elaine Gnatt, Arlene Towler, Loretta Klonowski, Rita Kasmarek, Henrietta

Fabbri, and Delia Jennings during the month of January, 1945.—Thomas F. Coan.

Car and Bus Repair

77TH & VINCENNES—Robert Carroll, car cleaner, became the proud father of a baby girl. Both mother and daughter are doing nicely. Best wishes to the happy family.

Thanks to L. Cory S.F. 1/c who is with the Seabees, somewhere in the Pacific, and to PFC Ken Landeck stationed in Belgium, for the Christmas cards they sent us.

After 26 months we finally learned the whereabouts of Sgt. Vince Sereyka. He wrote us from the Dutch East Indies, and tells us that he receives the SURFACE SERVICE each month.

James Faklis, car cleaner, had a happy family reunion recently when his four sons, who are equally divided between the Army and Navy, came home on furlough. One of his boys, T/Sgt. John has participated in over 50 bombing missions in the European Area.

John Host, who left us two years ago to try his hand on the cars is back with us again. We're glad to see you back John!

Our sincere sympathy is extended to Day Foreman Joseph H. Gamon and to the bereaved family of his brother Charles, who passed away on December 28.—M. Habeger.

Electrical

OUR SYMPATHY is extended to William VanMere, draftsman of the downtown office, in the loss of his father on December 30, 1944.

Henry Bauer, draftsman of the downtown office, mourns the loss of his wife, who died January 27. This couple was married for 53 years. Our heartfelt sympathy is extended to the Bauer family.

William Nelms, chief operator of the Van Buren substation, passed to the great beyond on



On a Christmas card from the Hawaiian Islands, Thomas Orsini, CM 3/c, sent the above picture. A trifle belated but none the less sincere, are the greetings and best wishes he requested to be forwarded to his fellow employees. (Track Department)



When Supervisor Al ("Dad") Luettich decided to retire after 42 years of service, the fellows of the Central Division presented him with a lounging robe, slippers, and a box of candy for Mrs. Luettich. Officiating at the presentation was Superintendent of Transportation W. A. Hall, who praised Luettich's service record with the comment: "Any time I gave Al a job to do, I knew that it would be done."

General Office

WHEN Ida Lee Heaney (switchboard) said "operator" she didn't expect to be taken so literally. Ida Lee underwent an appendectomy on January 11. Here's wishing you a speedy recovery.

Ted Johnson (formerly of D.A.I.) and Mrs. Johnson (former Ruth Skelton) added a new member to the family—Karen Louise, born January 11. Her brother, Bruce is nearly 2½. Your many friends at CSL send their heartiest congratulations.

Word was received from Arnold Hillstrom QM 1/c (Transportation) that he is going from Atlantic duty to the Pacific. Arnold just suffered a "major catastrophe"—He lost his ten-dollar CSL Christmas check.

All the friends of Al Luettich (fondly known as "Dad") join in expressing their best wishes to him on his retirement on January 1. Al brought the first PCC car from 77th to Kedzie. He also caught a hold-up man here in the loop when he was a supervisor and at another time assisted the police in the capture of a Michigan murderer. At the time of his retirement, Al was with the company 42 years. He plans to retire to his home in Western Springs, then he and his wife will travel and go fishing.

Charlie Kerr (former supervisor) doesn't want us to feel too badly about the Chicago weather—BUT—he is enjoying the Florida climate. He is getting in his share of fishing and what he is catching "isn't exactly sardines." Charlie left his job of supervisor to take over the running of his father's store in Apopka, Florida. Good luck, Charlie, we hope you are keeping those "seer-sucker trolleys" on schedule.

A farewell dinner was held in the Pan American Room of the LaSalle Hotel honoring Rita Hultquist (Purchasing) and Mary Goulden (M & S). The girls were having such a good time that the waiter was beginning to wonder if they had squatters' rights to the table. Of course, Blonde Florian Zabach and his ensemble or that oil painting of LaSalle directly behind their table might have had something to do with it—man-power shortage, you know. Rita and Mary are leaving us for other positions. Good luck to you girls and don't forget to drop in to see us once in a while.

Cupid certainly paid us a visit this last month. First he got Viola Pichler, Legal, who has been flashing a beautiful diamond before our eyes. The lucky man is Robert Lee Fredricks, T. M. 3/c. Hurry up and come home, Bob, so we can have a follow-up story. Best wishes to both of you.

Bernice Burns, Executive, was united in holy matrimony to Robert G. Whiteman, A.C.M.M., at St. Bride's Rectory. Whitey has just left for Jacksonville, Florida, for further reassignment. Best wishes to the newly-weds.—Eileen Gualano.

EMPLOYMENT OFFICE—Our correspondent for "Surface Service," Miss Ida Fischbach, is flashing a diamond ring around these days, and we're informed the happy day will take place sometime in June.

Birthday congratulations to Miss Georgia Callesis and Mr. Edward D. Ehrlich.

A hearty welcome to Mrs. M. Bartlett who has come back after an indefinite furlough.

A farewell to Miss LaVerne O'Connor who is leaving our department for the Accounting. Wish you luck, LaVerne.—Ann.

Material and Supplies

THE EMPLOYEES of Room 1425, rejoiced with the Getz family on January 8th when a little girl, Mary Ellen, arrived. To celebrate the occasion Fred treated us to a box of candy. Many thanks Fred.

The reported loss of the submarine U.S.S. SEAWOLF was announced last month. James Grimes, Q. M. 2/c, a former stock clerk at the South Shops, was a member of its crew, and has been listed among those missing. We extend our sympathy to his wife and family.

We welcome to our office for this month E. J. Donahue the new expeditor. Hope you'll like it here, Ed.—Lois Marsh.

Schedule and Traffic

THE POSTMAN has been busy bringing letters in this month. One from New Hebrides from Eddie Thompson, but the censor shot it full of holes and it is hard to guess just what he cut out. Another from Bob LaVoie in the hospital at Springfield, Mo. Bob was a patient, but now



This, according to Sgt. Fred S. Hince (Electrical) is what it takes to ride on a streetcar in Rome. The actual ticket isn't much larger than this picture.

January 29, 1945. Service was held in the chapel at Lake Street and 62nd Avenue, Maywood, after which he was taken to Sterling, Illinois for burial. Our sympathy is extended to the entire Nelms family.

Word from 1st Sgt. Fred S. Hince reveals that he has been in Rome twice since he has been in Italy. His biggest disappointment was when he visited the Colosseum. It turned out to be much smaller than he had thought, from reading about it. "The floor where they held the games is not large enough to play basketball on." . . . The streetcars in Rome, reports Fred, are made in three sections; one motor car 28 feet long, a second section 10 feet long, and a rear car 20 feet long. Each unit has three conductors and one motorman.

Letters were received from many of the boys in the armed forces, stationed at various places, thanking our department for the Christmas package they received and also the gift check from our company.—Billy.

Engineering

THE TRACK DEPARTMENT needs more men for track work in all sections of the city. Applicants should apply at the employment office, 1165 N. Clark Street.

BUILDING: We extend our sympathy to Mr. Leon Boisvert whose mother passed away recently.

CHIEF ENGINEER'S OFFICE: Staff Sgt. Thomas F. Hyland has been seriously wounded in action in France.

We would like some news on the boys in service—also pictures. See Bob Prosser, John Flynn or Michael Korosy with all the details for next month's magazine.

works there. Now one from France bears Joe Karel's signature. Joe says there seems to be a lot of unpleasant stuff whistling thru the air. Two come from Texas. Al Pisors now is a Technical Sergeant, congratulations Al on your promotion. Phil Leahy is at Camp Hood where he handles some of the bigger guns. Finally we get over to the Navy and George Fahrow who is getting anxious to finish his boot training at Great Lakes. Also Glenn Crump, the X-ray man at the Naval Ammunition Depot at Crane, Indiana. Glenn is enjoying the basket ball games for which Indiana is famous.

It is with regret that we have to report that—Bernie Kincanon has been reported missing in action. Bernie was with the 106th Division and the papers tell us they really were in the thick of it during the break through in France.

We salute the boys (14 of them) from the Schedule Department who are using their spare time helping to get the runs out on the street. We think the one to get honorable mention is Pilot Clark Johnson, who is wearing a pair of Air Force Gloves to keep his hands warm. Clark says that the rear gunners are lucky, they get the money and have a heater to warm their fingers on.—L. C. Dutton.

South Shops

CHARLES BROWN has retired from his position as Assistant Foreman in the Paint Shop. Many of you know Charlie has been ill for a long time. Now he will be able to get his long needed rest.

Nowadays, E. Maloney is seen grinning from ear to ear—and why shouldn't he, the stark delivered a bouncing baby boy. Congratulations!!!

Our sympathy to Mr. and Mrs. Malchow in the loss of their son, Eugene. Our condolences also to the families of Geiss, Carlson, Barr, and Pryzbyski, who have each lost a loved one.

Greetings from "over there." George Petryna sends his best regards to the fellows back home. Thanks George, it certainly was nice to hear from you.

Sgt. Jim Cervensky says "hello" to Mr. Joe Hecht and all his fellow workers down in the Paint Shop. Jim is now spending his 30th month overseas and is down in God's forsaken land, the Admiralty Islands.

So, you're wondering how the bowling league has been getting along, well—

To say we're shocked would be putting it mildly at the slump Pete Merkwisch's Frog Shop team, Ray Gavert's Stores Department team and Bob Adair's Electrical Department team have taken. Tsk, tsk.

Johnny Meehan was known to his teammates as a 103 bowler until he bowled a 198 game and won a prize for going over his average in three games. Keep up the good work, Johnny.

What is it that makes Pete Poska's face turn crimson? It has been whispered to us that this occurs when he fails to make a spare in the last frame so that his team could win their game.



—Official Photo USAAF

RECOVERING FROM OVERSEAS SERVICE

MIAMI BEACH, FLA.—Sergeant Vincent E. O'Rourke (motorman from Devon) hands the oars for the life raft to his friend, preparatory to going fishing. Both are patients at the AAF Regional and Convalescent Hospital, Miami District. . . . Boating and fishing in the waters of Biscayne Bay, and many other vocational and recreational activities comprise the routine at the Hospital for battle weary AAF men. Sgt. O'Rourke spent more than 27 months overseas in Africa, Sicily, Italy and England, as part of the Air Force Troop Carrier Command, helping to schedule missions.

We have noticed Dick Bulak's happy smile the day after his team won three games two weeks in a row. Probably your team has found itself, Dick! We hope . . . —Justine Mazcikis.

West Shops

TWO REPRESENTATIVES of the Army & Navy, former West Shops office employees, wrote us recently stating that they had walked down the aisle with the girls of their dreams. Bob Jensen, with Uncle Sam's Navy wrote from San Diego Calif. where he and his wife were spending their time together before Bob leaves the States again, and Don Riess tells us he married a "Georgia Peach," while stationed in the Sunny South. To both couples we wish all the happiness and luck in the world.

Josephine Kloczkowski and Jean Panek proved themselves to be two lovely bridesmaids at Jean's brother's wedding shortly after the New Year. Anyone needing some experienced witnesses can call on either of the girls.

Caroline Johnson and Eda Laube celebrated their birthdays during the month of January—Happy Birthday, Girls!

Upon the ring finger of Betty Wirth's left hand shines a lovely engagement ring, and the brightness of the ring is only surpassed by the brightness of her eyes these days. Best wishes to you and the lucky man, Betty.

A surprise visit was paid us by Ed Whiston who has been interned in Switzerland as a Prisoner of War—all the information we could obtain from him was that he "escaped" and is anxious to return to active duty—it indeed was a pleasant surprise!

Many letters of appreciation have been received from our boys overseas and in the States for the ten dollar gift sent by the Surface Lines. The check itself was gratefully accepted, but the knowledge that they are remembered at Christmas by those at Home proves of great value to these men.

We're glad the fruit cakes tasted good, Boys, and your letters of thanks were grand.

The news of Mr. H. H. Adam's death this morning, January 31st, has just reached us, and it is with a heavy heart we report his passing, as he was respected and loved by all who worked for him, having retired just one year ago—Mildred Habeger.



16,000 OF THEM
—at your service
day and night

Here are neighbors of yours. Just a few of the 16,000 of them who work night and day to keep Chicago's Surface Lines rolling.

Frankly, nowadays these men are not always happy about the service they can give—but under present emergency conditions that is easily understood.

Upwards of 4,000,000 riders a day are stepping on and off Surface Lines street cars and buses as America's second largest city travels to and from war-essential jobs.

To care for this expanded transportation demand Chicago Surface Lines is forced to operate more route miles than at any previous time. This is being done despite more than 2,000 of our trained workers having been called to the armed forces, as well as the disturbing effect of the war on employment and a critical manpower shortage.

Many of these 16,000 neighbors of yours give up rest days and work extra hours other days to make sure Chicago's war workers are at their battle stations when needed. Depend upon it—they will keep right on doing all within their power to provide the best possible service despite the handicaps of the times.

**WANTED—AT ONCE:
1,000 TROLLEY PILOTS**

Once the Surface Lines main aim was to obtain new buses and street cars for the comfort of our passengers. But just as the war made new vehicles scarce, so has the war made necessary changes in our immediate aim. For more than a year we have been seeking enough men to keep present equipment in operation. If this equipment is to be kept rolling, upwards of 1,000 conductors and motormen are needed right now. Steady jobs, good pay.

Apply Today—1165 N. Clark St.,
or any car station.

CHICAGO SURFACE  LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE