



Surface Service
October-November, 1945



THE SHIP THAT DIDN'T GIVE UP

U. S. Navy photo from Acma

Operating less than 60 miles from the Japanese coast, with many of her full-armed and fueled planes aboard, the carrier U.S.S. Franklin was attacked by a Jap dive bomber on March 19, 1945.

The Franklin suffered more than 1000 casualties in this action, but managed to limp into the Brooklyn Navy Yard under her own power—determined to see the job through.

“The job isn’t done. The war is merely over. The job won’t be done until every last mother’s son is once more back home surrounded by those he loves and sleeping in his own bed.

“The Treasury Department tells us it’s still going to take billions to feed and take care of the men still in service, to transport them back to the United States, to pay them off and to take care of those who will need taking care of for a hell of a long time to come. I can’t imagine dollars buying any more satisfaction than that.

“The 8th War Loan is the Victory Loan. It’s your last chance to buy war bonds (which my banker tells me are the best place for me to put my money anyway!). I am going to buy mine out of gratitude—gratitude to the boys who will be coming back, gratitude to the boys who won’t be coming back, gratitude to my country and the fact that it lets me *lend* it my money instead of taking it away from me, and pays me handsomely besides, for the use of it!”



—Col. Jimmy Stewart



1,275 New Buses and Streetcars for CSL Improvement Plan

A POST-WAR improvement program calling for 1275 new buses and streetcars, now possible with the end of the war, has been announced by the Chicago Surface Lines.

The new equipment, part of which is now being manufactured, will permit the conversion of 22 present streetcar lines to bus operation, the modernization of four heavily-travelled car lines, the installation of an initial express bus line and several extensions.

The Joint Board of Management and Operation of the Surface Lines has been working for more than a year on the preparation of the program, John E. Sullivan, Chairman, said in making the announcement.

"In anticipation of the availability of new equipment with the end of the war," Mr. Sullivan said, "the Board has proceeded with plans for a broad program which will bring improved service to all parts of the city."

Partial Delivery

Last Spring the Board placed orders for 395 new buses and streetcars. Thirty-five of these vehicles already have been received and delivery of the balance is expected in the next few months.

Subsequently the Board proposed the purchase of 880 additional buses and streetcars at an estimated cost of approximately \$15,500,000.

The additional program provides for the purchase of 270 motor buses, 210 trolley buses and 400 modern streetcars in addition to the 195 motor buses and 200 streetcars authorized and ordered last Spring. The Board recently was granted authority by Judge Michael L. Igoe of the United States District Court for the purchase of the 880 additional buses and street cars.

The new motor buses, to be of most modern construction, would be of varying sizes suited to the travel on the lines where

Detailed Map Showing
Proposed Changes Will
Be Found on pages 10-11

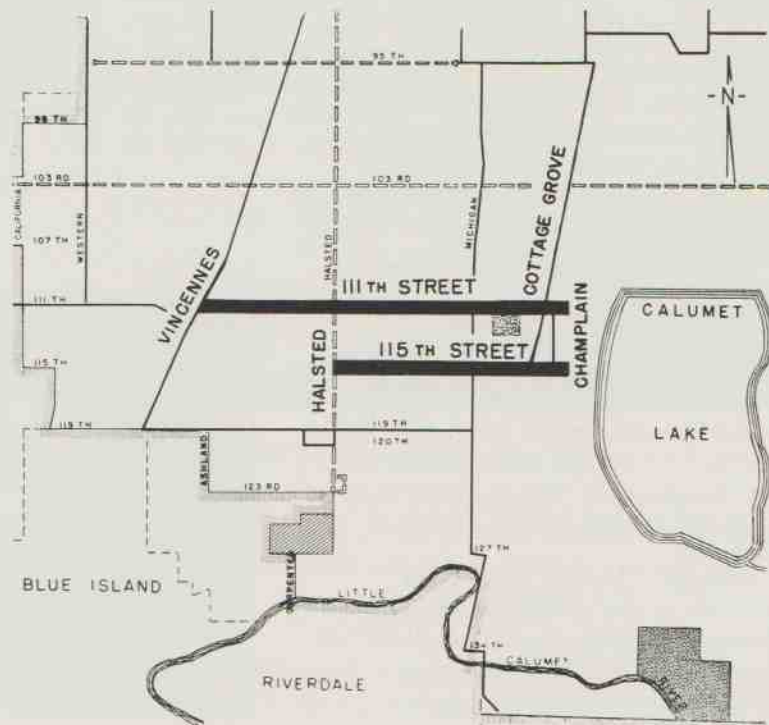
they are to be used. Like the trolley buses, they would provide the maximum in comfort, safety, and speed.

The new trolley buses would be of ultra modern design in both body construction and in mechanical operation. The trolley bus has great popularity in many cities

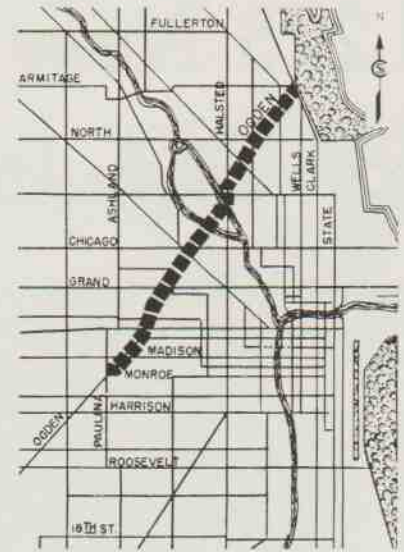
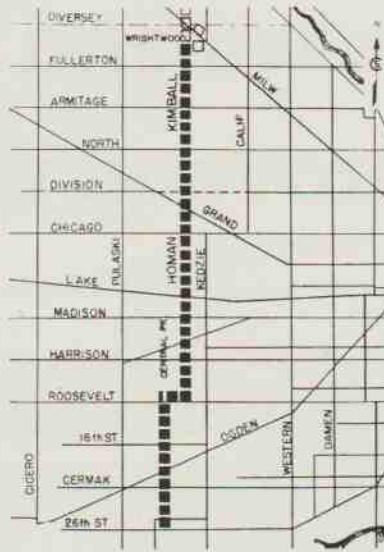
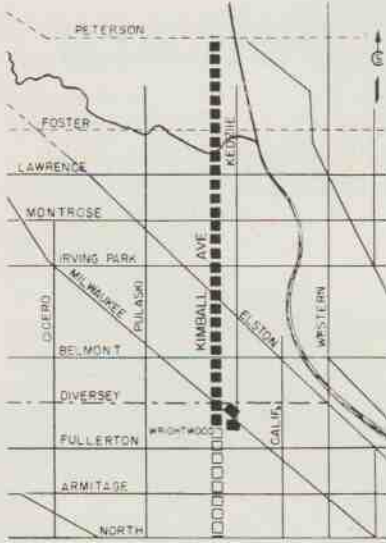
of the country and has been used by the Surface Lines in the northwest section of the city since 1930. It is considered an ideal vehicle for substitution for streetcar operation on lines which have sufficiently heavy traffic.

The new streetcars would be improved models of the modern cars now operated on Madison Street. They would be "noiseless" streamliners, embodying all of the most recent developments in streetcar construction, and each seating 59 passengers.

In the proposed substitution program, new motor buses would replace streetcars on 16 existing lines, while trolley buses would be used in place of streetcars on 6 routes. Nine motor bus extensions, includ-



First on the program of conversion were the 111th and 115th Street lines.



ing both new lines and additions to existing routes, are planned.

The proposed express bus route would provide fast motor bus service between the downtown business district and the Chicago Municipal Airport as well as bringing express service to a section of the city now lacking it.

October Changes

The Chicago Surface Lines on October 1 began a program of converting streetcar lines to bus operation. On that date two streetcar lines on the far south side, the 111th and 115th routes, were changed from streetcar to bus. The conversions resulted in substantially faster and more frequent service.

In addition, the Surface Lines has filed applications with the Illinois Commerce Commission for authority to convert three other streetcar routes to buses. These are the Montrose Avenue car line, the 119th street line and the Halsted Street extension. The two latter lines, both on the far south side, would be combined into a single bus operation.

The Montrose Avenue substitution would be made as soon as buses are available. The Montrose change would be made initially with gas buses, although the line is to be ultimately a trolley bus route. Pending the purchase of the necessary new trolley buses, however, gas buses will be used.

On 111th street, 8 buses are being used.

In rush hours the buses operate every 5 1/2 minutes compared with an 8 minute headway before. In non-rush hours the buses operate every 10 minutes, compared with 15 minutes. The running time from one end of the line to the other is reduced approximately one-third.

The substitutions on 111th, 115th and 119th street lines will be made with buses now on hand. The Surface Lines last Spring ordered 195 new gas buses of which 35 have been received. Delivery of the balance is expected this Fall.

WAR CASUALTIES RESTORED —

Discontinued in December, 1942, as a war conservation measure, the Kimball, Kimball-Homan, and Ogden bus lines were restored on October 1. Only change in routing (not shown on above map) is on the Kimball-Homan line, which has been extended west on 26th to Lawndale, and south on Lawndale to 31st.



For the celebration at the reopening of the Kimball bus, officials and local business turned out in a body.

Conductor Receives Praise for Overlooking "Cuties"

MRS. N. J. FRISHIE, 2469 E. 74th, feels that in *Conductor Daniel Whitenack* (77th) she has found an individual who puts his duties as a trainman ahead of his interests as an individual. When riding on his car she noticed that "he took no notice, except in his ordinary capacity of conductor, of the young pretty women who needed no assistance, but gave his kind attention to elderly people and those who stood in need of some help."

There is a practical side to such conduct—as it helps reduce the danger of accidents, as well as build good will on the part of the public. *Conductor John Brunelle* (Lincoln), and *Operator Wm. Sander* (Elston) assisted Mrs. John Adam, 4514 North Avers, who was taking her daughter home from the hospital, and earned her heartfelt appreciation.

OF COURSE it is not always necessary to go out of your way in order to merit praise. *Motorman George Steiger* and *Conductor Carl Anderson* (Devon) were the subject of an enthusiastic letter from G. H. Miller (no address given). "These men (he wrote) seemed to enjoy their work so much that it was a pleasure to ride on their car. Considerable praise is due individuals responsible for such good morale."

A courteous manner and ready smile also brought praise for *Conductor Albert Sabey* (Devon), *Motorman Roy Cassidy* (Cottage Grove), and *Conductor Joseph Kuhnlein* (Cottage Grove).

STRANGERS in the city are especially appreciative of courtesies shown them. Everett R. Stebbins, Hotel Cadillac, Rochester, New York, was unfamiliar with the inter-company transfer system. When he transferred from the elevated *Conductor Eugene Neil* (North) called his attention to the fact that his transfer was not punched, and "in his fine gentlemanly way asked if I was a stranger. I said I was, . . . and willing to pay for my mistake. He refused the fare, saying he could see it was an honest mistake. . . . I wish to compli-

ment you and your Company in having such a fine person working for you."

PASSENGERS are not the only ones who write in to praise trainmen. F. Callin, Victor Adding Machine Co., 3900 No. Rockwell, watched from his office one morning while *Motorman L. Graham* (Elston) "stopped his car, got out and walked out of view across the street. He promptly returned helping a very badly crippled, elderly woman across the street and into the streetcar. . . . Such courtesy

certainly calls for special notice and attention."

E. J. White, 6159 Artesian, watched *Conductor Maximillian Domke* (69th) assist an old lady onto the streetcar. "He helped her to a seat near the door before starting the car. This was foresight, for this old lady would have never stayed on her feet if she was standing when the car started. . . . The old lady thanked him, and he acknowledged it by tipping his hat—this was an act of a perfect gentleman in uniform. I have a mother who is old, and this act touched me deeply."

Conductor Thomas McCluskey (Blue Island) and *Conductor Edward Sandberg* (Cottage Grove) saw that valuables were promptly returned to their owners and received letters of appreciation during the month.



GOT AN IDEA FOR SALE?

IN CASE you get an idea—RUN, don't walk, to the nearest Suggestion Box." That's the advice given to employes in the Shops and Equipment departments. In the boxes, which are located conveniently over the entire system, will be found official entry blanks and pre-addressed envelopes (which need no stamps) to be used in submitting ideas to the Suggestion Program Committee. . . . Of course not every idea has a silver lining, but the only way to find out is to test it. . . . Shown changing the bulletins on one of the boxes at South Shops are Correspondent Justine Mazeikis and Clerk Anne Yercich.



THE RETURN OF
No. 158

Typical of the glad hand which is being extended to all CSL veterans as they return to civilian life from World War II, is the welcome Armature Room Foreman Joe Johnson (West Shops) and Theresa Camera gave to Elmer Natzke. . . . Holding No. 158 in the draft, Natzke left CSL in November 12, 1940. He served overseas with the Black Horse Troop in France, Germany and Austria.

*As Others
See Us*

Mr. Murphy Tells 'Em

Jimmy Murphy, that cheery veteran of police reporting, who works for the Times, boarded a trolley at State and Madison sts., just behind an elderly lady who handed the conductor seven cents.

The conductor, whom we shall call El Jerque, for reasons which will quickly become apparent snarled:

"Smarten up! Where've you been? Don't you know the fare's 8 cents?"

The flustered old lady fumbled in her bag, and finally found another penny, and passed on.

Then it was Murphy's turn. He handed the conductor, El Jerque, seven cents.

"You, too!" barked the conductor. "What am I running into today—a bunch of stupid goofs?"

Murphy just smiled and pointed to his lips and ears to indicate he was deaf and dumb.

"Oh, deaf and dumb, eh?" screamed the conductor. "Dummies! That's all I get."

He motioned to Murphy to give him another cent, but Murphy continued to play dumb. The conductor then wrote on a piece of paper: "One more cent."

Murphy, still smiling, wrote back: "Why?"

The conductor wrote: "The fare's eight cents."

Murphy, face still jumping with happiness, nodded understanding, dug into his pocket, and came up with a \$10 bill.

The conductor, whom we are calling El Jerque for good and sufficient reasons, blew up completely. He was red with rage, and his mouth jammed with so many vituperations they couldn't all get out.

The car was now approaching 11th st., and Murphy motioned he wanted to get out, and to please give him his \$9.99. The conductor virtually flung the \$10 bill at him.

Murphy alighted, with the conductor still trying to explode.

And then Murphy, shaking his fist at the fellow, bellowed:

"Next time, don't go shoving old ladies around, you lunkhead!"

The moral, as nearly as I can get it, is that cents come usually to people with sense.—Dale Harrison, The Sun.

Dwight New Acting Gen. Atty. Kriete Succumbs to Heart Attack

THE APPOINTMENT of James O. Dwight as acting general attorney has been announced. The appointment became effective as of August 1, 1945, filling the vacancy created by the retirement of Frank L. Kriete on that date.

Just three months from the date of Mr. Kriete's retirement, word was received that he had succumbed to a heart attack. Seventy-five years of age, he had suffered from heart trouble for some time.

Mr. Dwight has been an employe of the Chicago Surface Lines for 20 years, and assistant general attorney since 1928. A native of Burlington, Iowa, he attended the University of Iowa and the Columbia University Law School in New York City.

After serving in the Army for two years, Mr. Dwight came to Chicago, in September, 1919, and for three years was associated with a well-known firm of lawyers. He left this position to enter the legal department of a large insurance company and

joined the Chicago Surface Lines in 1925 as assistant to the general counsel.

Mr. Kriete entered the service of the Chicago Railways company in 1907, taking charge of the Appellate and Superior Court work. He was appointed assistant general attorney in 1911 and continued in that position until appointed general attorney in 1924. Prior to his retirement he was honored at a dinner given by his trial staff, and presented a watch.

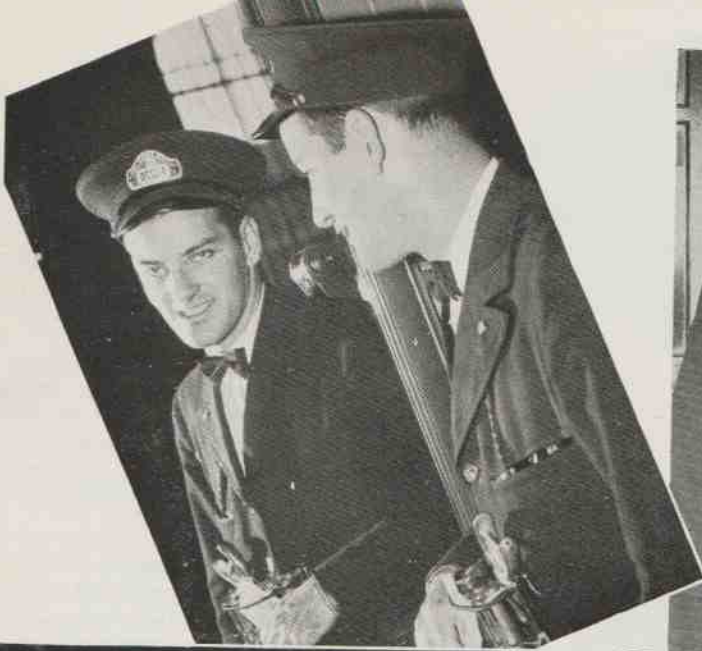


James O. Dwight

Erven Guy Appointed Assistant Auditor

EFFECTIVE September 24, Erven M. Guy was appointed assistant auditor for the Chicago Surface Lines.

Mr. Guy came with the Surface Lines in April, 1935, in the schedule-engineering department. In February, 1942, he transferred to the accounting department as accountant. He was made accountant assistant to the valuation engineer in January, 1944, the position which he held until he returned to the accounting department in September.



Welcome Back To CSL

OVER 2250 CSL employees were given military leave during the period of World War II to serve in the armed forces. Now, after having traveled all over the world and piled up sufficient experiences to fill dozens of books, hundreds of these veterans are returning to CSL—some to their old jobs, others to jobs which provide them with an opportunity to exercise new skills learned in the service of their country. Representative of these men are the fellows shown on these pages.

Above (counter-clockwise around page): After serving as a navigator in the Air Corps and completing 35 missions over Germany, John Kenny is back at his job in the Armature Room at West Shops. He holds the Air Medal with five clusters, and three battle stars.

Quite different from driving truckloads of ammunition with the 26th Engineer Corps is Fred Nagel's job of piloting a streetcar out of Limits. A participant in the Normandy invasion and the Battles of St. Lo and Luxembourg, Nagel holds a Presidential Citation, three battle stars, and the Purple Heart.

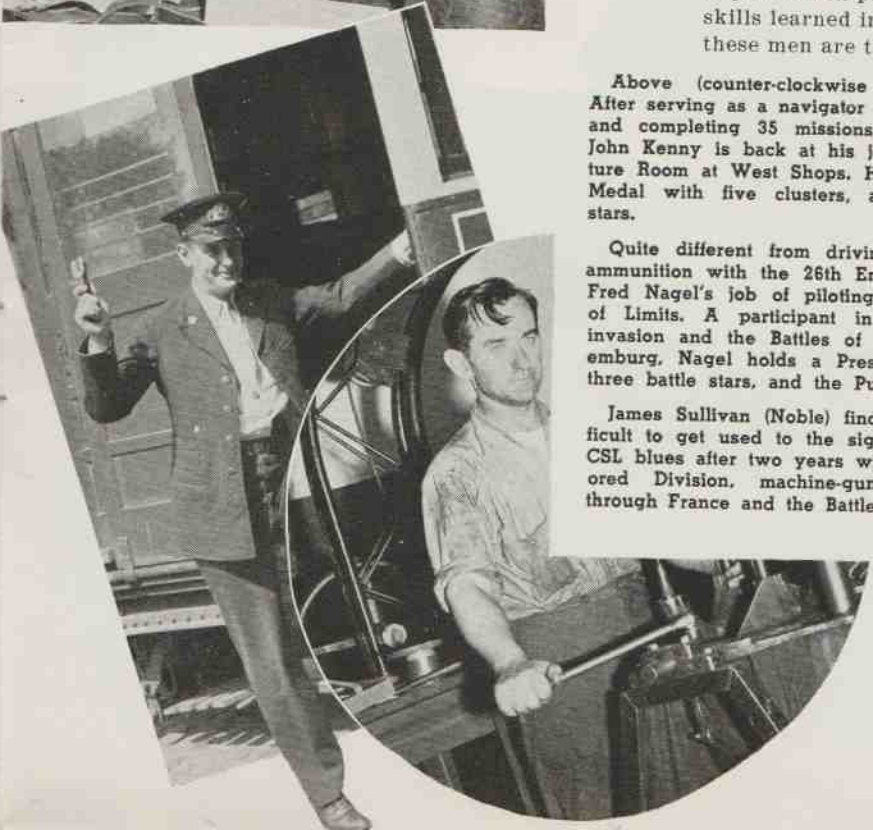
James Sullivan (Noble) finds it a little difficult to get used to the sight of himself in CSL blues after two years with the 6th Armored Division, machine-gunning his way through France and the Battle of the Bulge.

A corporal on the Quartermaster staff, Tom O'Malley (South Shops) spent three and one-half years seeing that ammunition and food kept moving up to the front lines—first in Africa, then Italy, and then from England.

Piloting a streetcar is a snap after Dave Magee's (77th) army experience. He was trundling through Casablanca, Casino, the Battle for Rome, and the Po valley in "Annisette"—the oldest tank in their battalion. He holds the Purple Heart and five battle stars.

Using his training gained while repairing amphibious craft for the Navy, Michael Hennehan now is a machinist in the Bus Overhaul at West Shops. He helped keep them going in Africa, Italy, and Sicily.

The Army had to induct Elmer Klein (77th) twice before they decided to keep him. Then they shipped him off to Guadalcanal to earn two battle stars as a communications chief.





LEFT —

Bored with being an armed guard on a merchant ship between U. S. and Algiers, Emmett McCarthy (Archer) transferred to the Navy and became a signalman on the USS Ozark, LSV 2. No longer bored, he proceeded to earn three battle stars for action on Luzon, Iwo Jima, and Okinawa.

John Hebner (Electrical) was with the Seabees for over two years. Having the job of helping to build warehouses, camps, and power lines, he moved in with the 1st Marine Amphibious force on New Caledonia, Guadalcanal, and Bougainville.

Burnside's four horsemen succeeded in spreading themselves over every U. S. battle front, with a total of 15 and one-half years of service. Delmar Boatman accumulated five combat stars and a Purple Heart in his trips with an ammunition ship to Saipan, Guam, Palalu, Angar, Iwo Jima, and Okinawa. William Nowatzki took care of things in Africa, Italy, and Southern France in a "four star" manner. Fran Cunningham, the first fellow to go from Burnside, had four and a half years with the combat engineers, participating in action in the Solomons and New Guinea. The 5th Division had the help of E. H. Boomgarn as it went through Normandy, Ardennes, the Rhineland, and Central Europe. It took him four years to get back, but he came in one piece.

Tom Thompson and Charles Schoewer (Division) agree that it is a swell feeling to see card GI dog-tags and resume their old GI badge numbers. While driving a truck towing a 105 mm. Howitzer, with the 11th In-





fantry. Thompson earned two battle stars and the Purple Heart. Schoewer also drove a truck, but he worked his way up from Algiers, French Morocco, and Tunisia, through Foggia, Rome, the Po Valley, and the Appenines, accumulating one silver star, one bronze star, and a bronze arrowhead on the way.

RIGHT—

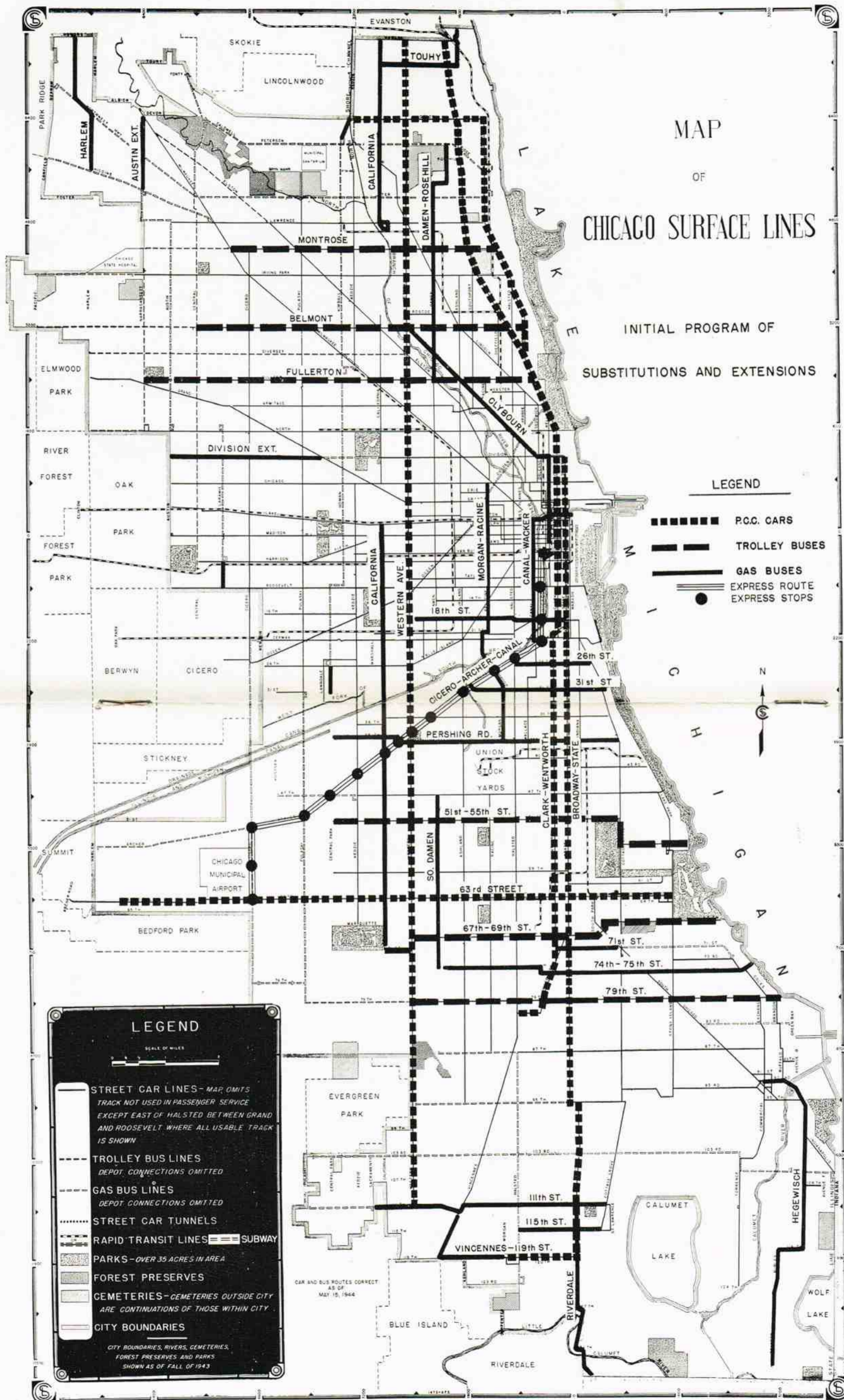
Clarence Million (Cottage Grove) is one of those rarities—a veteran of both World Wars I and II. After serving overseas with the 11th Construction Co. Air Service in 1917-18, it was only natural that he should try the Air Corps again. Known as "Pop" by his fellow airmen, Million flew as radio operator on 80 round trips over the "Hump" from India to China, between May, 1943, and January, 1945. He holds the Air Medal with an oak leaf cluster, the Distinguished Flying Cross, with the Oak Leaf cluster, and the ART ribbon with one bronze star.

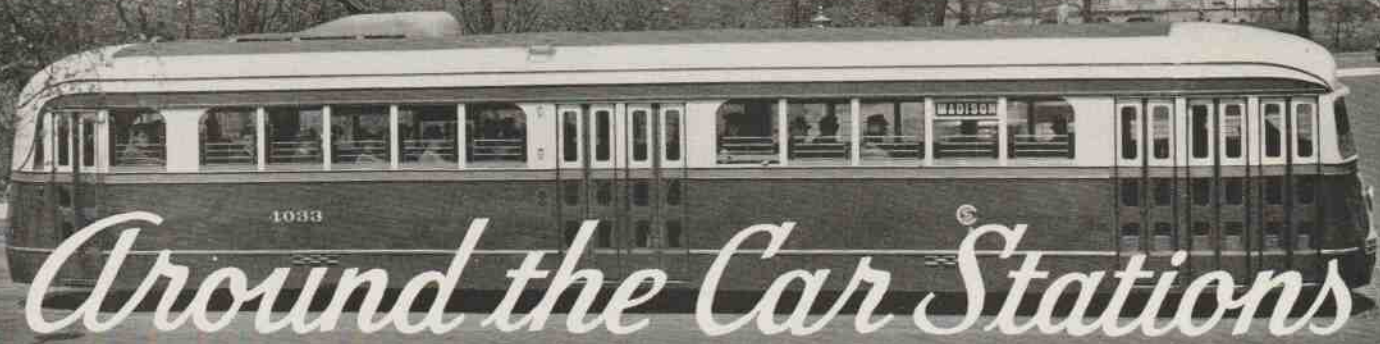
Out at North Avenue Ted Fortney and Vernon Fick have plenty of experiences to swap. Both served in the Mediterranean area and accumulated four battle stars—Fortney with Ordnance, and Fick as coxswain with the Coast Guard on a LCI.

There's quite a contrast between being an aviation machinist mate on an aircraft carrier and riding a Madison streetcar, reports John Clarke of Kedzie. He spent three years in the South Pacific and is a veteran of Saipan, Chici Jima, Iwo Jima, the Marshalls, and New Guinea—to account for only a few of his seven battle stars.

Harvey Crane, in the picture below, explains to his fellow trainmen at Elston, that even though he was supposed to be an electricians mate with the Seabees, he sometimes forgot it when they spent 24 hours a day with a gun at their shoulder. Crane was with the Marine commando on New Caledonia, Guadalcanal, and Bougainville.







Archer

The boys are all coming back from vacations, but no fish.

Too bad, *F. Lenhardt*, no more girls' base-ball games at night. Maybe *F. Raver* would like to go.

We offer our deep sympathy to *Mr. Ben Phillips*, General Foreman of Car Houses, in the loss of his wife. Also to *Glen Danhaw*, bus repairman, in the loss of his brother.

Armitage

By Ted Shuman

Wm. S. Corbett, affectionately known for many years as "Kid Corbett," came to work on the cars Aug. 2, 1895 and after 46 years of service, retired on Aug. 25, 1941. He passed away on September 26 . . . *Otto Luken* came to work on the cars July 15, 1909 and retired about three years ago, because of ill health. He passed away on September 15 . . . *Reinhold Blankshain* started to work August 8, 1914, but has been on the inactive list since 1933 because of ill health. He passed away September 17 . . . *Joe Barnes*, with CSL since February 4, 1910 and retired September 1, 1943, passed away October 21.

Our sympathy is also extended to *Motorman Charles Most* on the death of his son, *S 2/c Robert C. Most*, who was in the Navy and had been in a hospital at Baltimore, Maryland for many months.

Theodore Rapey, *Pete Trojan* and *O. B. Moore* are strutting around like peacocks these days. Each have received visits from *Sir Stork*. *Rapey* and *Trojan* each have a new boy and *Moore* has a girl. Congratulations to all of you.

Frank Gries is back with us again, chasing Fords and various other types of impedimenta up and down Milwaukee avenue in his little red street car. *Frank* saw a lot of service on the *USS Housatonic* . . . *George Thompson* is also back ringing up fares. He saw 42 months of service in the European Area. He was a glider pilot in the 101st Airborne Division. This is the outfit that was battered to bits in the Battle of Bastogne . . . *Ray Fisher* is also back and we are glad to see him on the front end of a street car again . . . *Norbert Papke* has also returned to the fold and is collecting fares as in days of yore. *John Higgins* is in there collecting also.

Since last writing, your scribe has received letters from *Hal Christensen*, "*Gene*" *Muir*, *Ed. Plocinski* and a card from *Eddie Arnold*. *Christensen* is still in New London, Connecticut and he is expecting a visit from *Sir Stork* in the very near future . . . He describes his location as being west of everything east of nowhere and entirely

surrounded by water . . . *Barney Walsh* says he is now on Bataan and is camped on the famous "Death March Road." *Barney* says he is going to catch himself a monkey, then buy a grind organ and start out with a cup on his swings. Good luck, *Barney*, in your new venture.

You men on the bowling team had better start knocking them over. The first one to make a perfect score has a bowling ball coming to him from your scribe.

Burnside

By "Furgie"

HELLO FOLKS! Here we are back again after an absence of a couple of months due to an indisposition necessitating a sojourn in *Mr. Hines' Vets' Hospital*. Mighty glad to be back too.

We notice some of the boys have returned from vacationing with our Uncle Sam. Glad to see them in the old groove again and hope that the rest of the "Army Furloughs" will terminate soon.

Also note with regret the passing on of *Supervisor Shulke* and *Ex-conductor Oscar Anderson*. Both were well known and had made many friends during their long years of service hereabouts. To their sorrowing families we offer our deepest sympathies.

So sorry to hear that *Mr. H. E. Harris* is still on the not-so-well list. Come on fella! Perk up. We are all pulling for you.

Motorman Gus Fleck was at the depot a few days ago. He has not worked in 19 months and still is not ready to resume his duties. We hope he will soon regain his health and join us once more.

Evelyn Marie Lewis, born October 20, 1945 to *Mr. and Mrs. Bill Lewis* (motorman) at *Mercy Hospital*. *Miss Lewis* is reported to be a grand girl and *papa Bill* can't wear a vest because all the buttons have popped off. Incidentally *Evelyn Marie* is the youngest member of the *Burnside Federal Credit Union*, having joined up when she was two days and one hour old. Can any other credit union top this for a record?

Cottage Grove

By Gale Huska

THE SUDDEN DEATH of *Harry M. Dudley*, retired conductor, August 1, 1945, was a shock to many of us. *Harry* appeared to be the picture of health and was enjoying his pension. His body rests along side that of his father's at *Oakwoods Cemetery*.

We were saddened by the death of *District Superintendent Joe Kelly's* father who passed

away on August 10. *Mr. Kelly* was a retired *Stock Yard* employee and his loss is mourned by the hundreds of persons who knew the cheery smile which went with his portly stature.

The sudden passing of *Supervisor Milton Schuelke*, August 30, was a great blow to his family and the CSL personnel. *Milt* was a real inspiration to us in our daily routines. He was a good servant, whose creed was wholehearted service to the public. *Cottage Grove* extends its deepest sympathy to the families.

Motorman Alfred Heinrich, *Joe Sullivan* and *Conductor Wally Echols* had a grand time together on their vacation at a *Wisconsin* summer resort.

Devon

By Charles Saklem

ON V-J DAY, when all America was rejoicing sad news reached the home and family of *Motorman S. D. Cobb*. Word that his son, *Pfc. William J. Cobb*, had succumbed on July 25 from wounds received in action on bloody *Okinawa*, May 25, 1945. To the *Cobb* family the trainmen at *Devon* offer sincere condolences in their bereavement.

Conductor M. Barrett passed away September 14. Former motorman at *Devon*, *Joe Herdricks*, brother of our *Conductor Frank Herdricks*, died September 23. To these families we extend our sympathies also.

Had a visitor at *Devon* recently. *Sergeant Vincent O'Rourke* came direct to the barns, after his discharge, to personally thank the boys who so generously gave of their blood to save the life of his mother who was desperately ill while he was overseas. His wanderings are over for awhile and he has returned with a *Good Conduct* medal, nine *Battle Stars* and a *European Theater* ribbon. He was overseas 27 months. Good to see him back on *Clark Street* again.

Another familiar face around the barns these days is that of *Motorman L. Sullivan*. *Uncle Sam* has decided we needed him more so he's home again, too. A hearty welcome to you also.

Motorman Axel Anderson left us and is enjoying his pension at his lake home. He joined the ranks on September 7, 1907.

Motorman J. McNamara is back at work again after an illness of two years. Glad to see you back.

Will wonders never cease! *Bill Piastrelli* picked a run on the *Kimball* bus and so did *Will Dresser*. Those boys are out for punishment, aren't they? Good luck to you and keep to the middle of the road.

My wife and I spent our 25th wedding anniversary, September 22, at *Battle Creek, Michigan*,

with our daughter, *Lt. Marjorie Saklem*. She is serving as a dietitian at the Percy Jones hospital.

Motorman Arthur Schmidt received final word from the War Department that his son was killed in action in Europe last winter.

Motorman Jacob Fischback's wife passed away September 28.

We welcome *Conductors Wallace R. Bradley* and *John Floyd* back to civilian life after serving in the Army.

Motorman Harry L. McDaniels was married on September 25. Congratulations to the happy couple.

Congratulations to the proud parents, *Mr. and Mrs. A. Krause*, upon the birth of a little baby girl, October 9.

Division Station By Fred Shippy

WHO IS WHO. Congratulations to *Mr. and Mrs. Pete J. Kloss* who celebrated their golden wedding anniversary on the 8th of September. Pete is one of our old timers who started in 1900 at the old Larrabee Depot, came to Division with the Dinky's on E. Chicago Avenue. He has eleven children, 38 grandchildren and two great-grandchildren. His youngest daughter got married on his 50th anniversary. He is always good natured and has a smile and a chuckle for every one. It took him 44 years to run a streetcar over the Wells Street bridge.

Congratulations to *Mr. and Mrs. Andrew Lowery* on their 10th anniversary; *Mr. and Mrs. James Eckles*, 30th; *Mr. and Mrs. Tommie Thompson*, 20th; and *Mr. and Mrs. Antoni Gloppe*, 10th.

Ray and Mrs. Brzeczek announce the arrival of *Phyllis Marie*, 7 and one-half pounds. Did you forget the smokes, Ray?

Frank Chablowski, controller man, retired on the first of October, after 39 years of service. Good luck, Frank. The boys will miss you every time they turn the handle.

It is not I that is troubled with the teeth, it's *Johnnie Boue*. He has two pair now, one for the morning and the other for the evening.

John Volino dashed up to his motorman and said there are no lights in the car, what will we do, we can't run in the dark? The motorman said why not try putting the trolley on the wire. Simple, wasn't it?

To *Ed. Kalas*, *Charlie Schower*, *John Woods* and *F. Voight*, who have returned from the service after a few years for Uncle Sam, welcome to the service of the Surface Lines.

The boys at Division would like to express their deepest sympathy to *Conductor George Waddy* in the loss of his dear wife who passed away after a serious suffering for some years. May we again express our sympathy.

Conductor Raymond Klein, formerly reported missing, was killed in action on July 30, 1945. Memorial services were held at Advent Lutheran Church, 1345 N. Karlov Avenue on October 14, at 4:00 P.M. That makes two gold stars for Division.

Mr. and Mrs. Ted Fijak wish to announce the birth of a baby girl on Mrs. Fijak's birthday, October 4, 1945.

Happy Birthday to *Richard Brzeczek*, 3, and *Mrs. Elizabeth Brzeczek*. May you celebrate many more.

Just a word about the bowlers. *Andy Claussen*, after taking many lessons from *Charlie Clark*, deserted him and joined the other team. He got so good it cost him four men and some \$\$\$\$\$. That's a swell way to treat Charlie, Andy. You'll be sorry some day, for running out that way.

Say, *E. Fischer*, you were going to give me the low down on the teams. How about it? If you don't come clean, I'll tell Mrs. Fischer and she will make you wash the windows and the clock at the depot, too.

The Victory Bond Drive is on and *Jack Mortell* is chairman of the Minutemen. This is the last bond drive boys, so let's do all we can to make our quota and put our station at the top.

Kedzie Avenue By Joe Smith

WITH the new pick comes *Frank Brennock* as conductor and "*Bunny*" *Herrick* as motorman. When *Bunny* is tired he goes back to *Frank* and says: "You make like a motorman and I'll make like a conductor." *Frank* slips him the tools and scurries to the front. *Herrick* conducts until they get to Desplaines St. and then goes up



Sgt. Edwin Hess (West Shops, Office) has been in the Army for almost three years, and in Europe since October, 1944. He is in the repair division of the signal corps—65th Battalion—and participated in two major battles. Now, in his spare time he is going to school. He has gained 30 pounds, which might be explained by his proximity to old Heidelberg.

to *Frank* with: "Gee! I feel fine now, let me take it again." *Frank*, being the good fellow that he is, dashes back to get ready for the crowd at the Post Office. And so they work, back to back.

Speaking of crews, the inseparable Gold Dust twins, *Larry Haumesser* and *Jim Lynam*, are in their fourth year together on Harrison street.

Harold Parker's brother-in-law came all the way from Linden Station, Wisconsin, to play pinochle with the Parkers. Seems as though there's no opponents worthy of his pinochle prowess up there.

When *Mike Urganus* takes off in his V-8 Ford it sounds as though the motor is asking for a dose of cough syrup. But does it go! Like with jet propulsion, yet.

Something new on the *Grizaffe* upper lip: it's man-sized and it looks good. Father and mustache are well and healthy but father is slightly hungry.

In order to be strictly at ease with all the comforts of home *Jerry Golf* removes his shoes while working on Madison street. Keep your "pinkies" clean, *Jerry*.

Jerry Blake is working on an electric eye invention for the opening of the gate and the door to the trainroom at night. It will give him more time to concentrate with that noble brow of his, puckered with problematical perplexity.

Pat (Scotty) O'Rourke spent his vacation at Burlington, Iowa, and caught a fish a yard long. (How long, *Scotty*, and in whose yard?)

Bill O'Brien can do a gandy-dance registering fares on the rear platform of any car just as efficiently and congenially as he can flip a pencil over the call sheets in the office. Handy guy, *Bill*.

Staff Sgt. Ray Wagner, USMC Torpedo Bombing Squadron 131, c/o F. P. O., San Francisco, Cal., writes that he received the August issue of SURFACE SERVICE and decided to drop us a line. He was sergeant of the guard one night on Ie Shima and had just been relieved when a Jap bomb struck the camp inches away from where he had been standing. His relief man was blown to bits, while *Ray* took the deepest breath of his life and marveled at how good it was to be alive. He'll be with us again as soon as they've policed-around a bit on the islands of Guam, Saipan and Okinawa.

Ed O'Halloran's young brother was reconverted to a civilian after three years and eight months in army service overseas. . . . The brother of *Urb Pictor* will be home sometime in October with laurels won during three years in the army which he wound up in the siege of Okinawa. . . . *Young Jack Hester*, son of *Big Jack Hester*, will be home for Christmas according to Pa. He's been on a submarine most of the time and is now riding at anchor off the Jap coast. . . . *Big Bill Staunton* and *Mrs. Big Bill* brought out the wedding china on September 22, wiggled a foot, and celebrated their 30th anniversary. (And some of us think we've got a lot of husband seniority after 10 years.) *Larry and Mrs. Haumesser* celebrated their ninth anniversary. We salute you.

Happy birthday to *Joe Sol* son of *Sans Sol*, 4 years old; to *Jim Lynam*, his son *Jimmy*, 9, and daughter *Mary Catherine*, 2. *Jim's* pretty lucky

frosting. . . . We also wish a happy birthday to *Shirley Marie Lundin*, 10 year old daughter of *Cliff Lundin*, who shares her birthday laurels with her mother, *Rose*.

We extend our regrets and sympathy to *Mike O'Connell* whose brother died.

FLASH-EXTRA-ETC. *Joe Citro* was made bossman and pa of a baby daughter the fine morning of September 27. Congratulations, *Joe* and *Mrs. Citro*.

Al Fisher, retired, was in to see his Harrison street buddies and listen to the swaying stories they had to tell him. He's still the jolly Fisher that he always has been.

Supervisor *Ed Gleason* stood at Harrison and Keelzie holding *Motorman George Hanus* while a number of passengers boarded the car. *George* pulled a pocket knife and told *Ed* to raise his chin, whereupon *George* directed the sharp blade at *Ed's* throat. The thread on *Ed's* collar that had been tickling his chin came off neatly as *George* applied his knife. *Ed* thanked *George* and the car proceeded. (Heh, heh, had you worried; or were you?).

We give to the following our heartiest wishes for many more happy birthdays: *Conductor John Harrington*, also his daughter, *Geraldine* who is 2; *Motorman Nick Wagner's* daughter, *Mary Ellen* (the apple of her father's eye) 4; *Arlene Mary Fisher*, 13; *Robert Hanus*, 5; *Motorman Bill Cutler's* daughter, *Rita Helen*, 2; *Motorman Mike Kennedy*, whose birthday is November 26; *Wm. Joe Tausch*, 15, son of *Ben Tausch*, who *Ben* says is fast becoming a photographer, taking and developing his own pictures. *Mrs. Tausch* also had a birthday on October 27.

Our deepest sympathy is extended to *Bill Hanson* whose father went to his eternal rest; to *Conductor F. Burke*, whose brother passed away; to *Bill, Jerry and Cornelius (Red) O'Connor* whose brother and uncle succumbed, to *Vince Varley* whose wife is at rest; to *Mike Kennedy* who travelled with his wife to Pittsburg, Kansas to attend the funeral of his mother-in-law.

We're glad to see *Chuck Cline*, Coastguardsman since shortly after Pearl Harbor, back on the job. Also *Sal Gallo*, who travelled from coast to coast and from border to border with the Navy. *Tommy Murphy* is rolling up and down and sideways on the cars again after a heckuva lotta military service here and beyond. We extend to you all a hearty welcome.

Lawndale Avenue

By Bill Feiler

RECEIVED a letter from *Pfc. V. LeBeau* in the Army in San Francisco in which *Vic* says: "I have gone quite a distance since I left Scott Field. I had spent 28 weeks there as a radio operator, but with reconversion I was transferred to the infantry. . . . I am now in California, but I must say that there is no place like home. The people back there can thank God they are living in Paradise."

Motorman Joe Karel's son, *T/5 Joe Jr.* was in on a 33 day leave after 21 months overseas. Young *Joe* worked in the Schedule and Traffic department before he entered military service. He was in the Medical Corps, attached to the combat engineers and wears 5 battle stars for action in



THE OFFICIAL CSL bowling season is now in full swing. Keeping the alleys echoing on Friday nights at the 20th Century Bowling Lanes, 3253 No. Cicero, are the members of the 14 teams of the north section. The southern group, with 12 teams, is meeting Fridays at the Trianon Bowling Lanes, 6225 So. Cottage Grove.

Captains of the various teams are: *Armitage*, *Roy Hansen*; *Devon*, *Paul Cerotzke*; *Division No. 1*, *Edward Hendricks*; *Division No. 2*, *Charles Clark*; *Elston No. 1*, *Roger Ward*; *Elston No. 2*, *Walter Miela*; *Limits*, *Rudolph Mikulic*; *Lincoln No. 1*, *Arthur Ploch*; *Lincoln No. 2*, *Bernard Adams*; *North No. 1*, *Elmer Shattuck*; *North No. 2*, *Carl Christensen*; *North No. 3*, *Howard Huff*; *Lawrence Garage*, *Louis Hansen*.

Archer No. 1, *Edward Bodnicki*; *Archer No. 2*, *George Rozcek*; *Archer No. 3*, *Walter Zelis*; *Archer No. 4*, *Harvey Miller*; *Archer No. 5*, *John Heavey*; *Cottage Grove No. 1*, *Lyman Goss*; *Cottage Grove No. 2*, *Herman Budach*; *69th No. 1*, *Edward Meyer*; *69th No. 2*, *Peter Spoo*; *77th*, *Arthur Katter*; *Burnside*, *Edward Dunn*; *Claim Dept.*, *Harold Spitz*.

Italy, France and Germany. His outfit was awarded the Presidential Citation for outstanding work in Italy and the Bronze Arrowhead for the invasion of Southern France.

One of Young *Joe's* first acts upon returning home was to get married.

Man of Action

JOE KAREL

(Schedule & Traffic)



Speaking of weddings! *Mr. and Mrs. Tim Murphy* celebrated 25 years of married life on Oct. 20. Congratulations and best wishes for the next 25

A graduate of the only school of its kind in the Army is *CPL Herbert M. Schomer*, son of *Conductor and Mrs. Herbert L. Schomer*. He has

successfully completed his six weeks' course at the ferrying division's advanced radio training unit at Reno, Nev., army air base, where he learned to operate the radio on the C-46, largest two-engined cargo plane in the world.

Lawrence Garage By "Pinkie" Moran

IT'S A GREAT DAY in Chicago, you can't deny that," says *Ed. (Muscles) Kaszinarek*. Every successful person attributes his success to something or another. In this case, says *Ed*: "It's the youth in me fellas, it's the youth in me."

"Oh how I hate to get up in the morning" is the theme song of *Johnny Hartman* since picking *Run 77*.

Those two inseparable pals, *Carlson* and *Van Ossenbruggan* are anxiously awaiting the day when they can return to dear old *Devon* depot. Could it be those new streamlined cars?

We's got a new grandpa, fellas, in *Ernie Wright* and what's more, it's a boy.

Operator Ed. Sheeley has been working nights for so long he's lost track of what's going on in the world. For example, he wanted to mail a letter and had to ask how much a postage stamp cost, so they tell me!

This is nothing new, but when an operator comes dashing into the trainroom, rushes up to the clerk's window and asks for his run, only to be informed that it's his day off—well, that's always a good news item. *Ed Mucha*, please go to the foot of the class.

BOWLING: Introducing the men who represent Lawrence in the CSL Bowling League this year. *Al Rahn, Lu Hansen, Harry Nehmzow, John Dillon, and Dan Pryzbyl*. The boys got off to a slow start but they will give a good account of themselves, before the season is over I'm sure. Drop up some Friday night cheer them along, it helps a lot you know.

During the past few weeks we have received some additional help. To say that these men are badly needed would be putting it mild. To you men, namely: *K. Cooper, J. Hayward, J. Levy, R. Budinger, V. Karnat, K. Kiessling, and E. Halicki*, welcome to Lawrence garage.

Lincoln Avenue

By Jerry Bordes

CONDUCTOR P. BERRY who took his pension visits the boys at the Depot quite often. It seems that he cannot get along without seeing his old friends.

We extend our sympathy to *Conductor E. Anderson* and *Motorman R. Scott* in the loss of their wives.

Conductor D. Sage was home on an emergency furlough as his wife was ill. He went to work during this period to help ease the manpower shortage.

Congratulations are in order for *Conductor J. Fergus* and *Motorman E. Stamborski* as each of them became proud fathers of boys on the 21st of September.

Motorman C. Nehls has returned to us, after extensive duty with the Navy for three years. We are all glad to have him back. *Chester* looks well and happy.



Statementman Bill Schram was married on September 1, at St. Agnes Church to Miss Mary Doolin. Helping celebrate at "600" are Dennis Crowley, Peter W. Sepic, Henry Stretch (who, we understand, did his part at the wedding by acting as best man), and George Katter. Seated:

Harold Spitz and Bill. That's a merchandise certificate on the desk—a gift from the gang. Prior to his entering military service, Bill was a motorman at Kedzie. He has held the position of statementman since his return to civilian life a year ago.

Noble

By Ewald Gallas

FRANK CARPINO, No. 2 clerk, believes in miracles now. He was stuck with a run on Morgan-Racine, when night car operator *George Deckert* walked up to the window and offered to double on the run that was open. Frank had to ask him two or three times to make sure that he heard him right. Then to top it off, *George* asked Frank if he had a run open for Sunday because he was going to be off Saturday and Sunday.

Bill Norlock, the fellow who has been selected as "The-leader-everyone-would-like-to-follow" by the operators on Armitage Avenue, was overheard to say that he could hit Ashland Avenue two minutes sharp around ten a.m. But there seems to be some doubt in the minds of *Operator Klick* and his fellow operators.

Conductor Tom Blaige must have been tired of seeing the polka dots on *Frank "Sinatra" Pacula's* bow ties. He picked a night car on Ashland Avenue.

Transfer-clerk Stenzel received his invitation from the President to serve in the Army. In his place is *Walter Szymanski* who recently received his discharge from the armed forces.

Motorman Red Bennett is back piloting trolleys on Ashland Avenue after receiving his release from the Army. . . . *R. Walton* also has returned from the Army and is taking up where he left off. . . . *H. Goetz* is also on our list of returned service men and will start to work soon.

We extend our deepest sympathy to *Conductor G. Pateleczyk* in the loss of his brother, who passed away recently.

With deep regret, we announce the sudden death of *Operator Elmer Mader* who passed away suddenly September 17, after suffering from a stroke.

Capt. Campbell paid us a visit this week. He won his bars in Europe. Nice going, Captain.

Our Night Clerk *F. Carpino* is the proud father of a 7-1/4 pound baby girl. Mother and baby are doing fine.

We also take this opportunity to welcome all the new men at Noble Depot. The best of luck, boys.

North

By Florence Blac

A HEARTY WELCOME to home-to-stay veterans who have resumed service with us—*Motorman Karlson, Anderson, Lindrum, Coyle* and *Panfil, Operator Kinahan* and *Clerk Farris*.

A greeting, handshake, and farewell again for a short time, we hope, to former supervisor, now *Corporal William A. Johnson* of the USMC and *Pfc. P. Hans*, a former conductor, who visited us recently.

Our sincere congratulations to "*Red*" *Corbett* on a birthday, October 2; to *Conductor and Mrs. Noble* on their 10th anniversary, October 10,—hope he kept his promise on the linoleum gift; to *Receiver Merkel* and his wife on their 22nd anniversary, October 16; to *Clerk and Mrs. Ecker* on their 11th anniversary, October 20, and to *Conductor Thomas* and his wife who were so recently joined together in holy wedlock in Capron, Illinois.

Harold King was seen sitting in the Cub dug-out talking terms with *Charley Grimm*. About time, Harold, or were you talking of the weather.

Motorman Digilio's brother *Ray* of New York, whom he hadn't seen for 35 years, paid him a visit. He tried a little persuasion hoping he would stay here permanently, perhaps as a trolley pilot, but he had other interests.

That big white bird, the stork was quite generous with his "bundles from heaven"—he left a little girl at *Motorman Deane's* home—she won't have trouble making friends with her two brothers; another girl at *Motorman O'Mahoney's* which totals three boys and two girls; and last but not least, a baby boy at the *William Koenig* home. We hope the mothers are doing well and our best wishes to all.

Our deepest sympathy to the families of the late *Henry Purdon*, who retired several years ago and had been among us for almost 50 years, and *Frank Vesely*, who retired two years ago with 36 years service behind him; also to *Motorman Voegtle* and his wife in the loss of their newborn.

Our sincere sympathy to the *Al Martin's* in their sorrow; to *Clerk John* and *Supervisor Harry Dillon* in the loss of their mother and to *George Shortley* who recently lost his wife.

Congratulations to *Clerk Kosmatka* who is now the proud father of a son, and many thanks for the cigars! While we're in that mood, a nice round of applause to the *Joe Rochowak's* on their 12th anniversary November 18; to the *Harry Simon's* on their 15th and to *Conductor Saffrahn* and the Mrs. on their 18th anniversary. May you enjoy many more! Belated birthday greetings to *Warren*, son of *Conductor George Gundlach*.

Motormen Chris Johnson, No. 2, J. Bickler and *J. Newell* have retired to enjoy a well-earned rest.

Hello and a cheery get well wish to everyone on the sick list.

We welcome back from the armed forces the CSL men whose insigne is the honorable service lapel button with which you are familiar. Those who recently returned are *Conductors M. Keane, L. Casey, W. Davis, W. Mitchell, G. Kepine* and *J. Quillinan*.



In spite of being stationed off in the Pacific on the *USS Rigel*, *Joe Italia, SF3/c* (center), is having plenty of chance to indulge in his favorite sport—boxing. He has also refereed several bouts on other ships in the area. He sends greetings to his friends in the central division of Track, with whom he worked as a welder's helper before going into the service in November, 1943.

AMERICAN LEGION AND AUXILIARY HOLD JOINT INSTALLATION



Retiring Commander Tony Hartowicz turns the gavel over to Commander Earle Dustin.



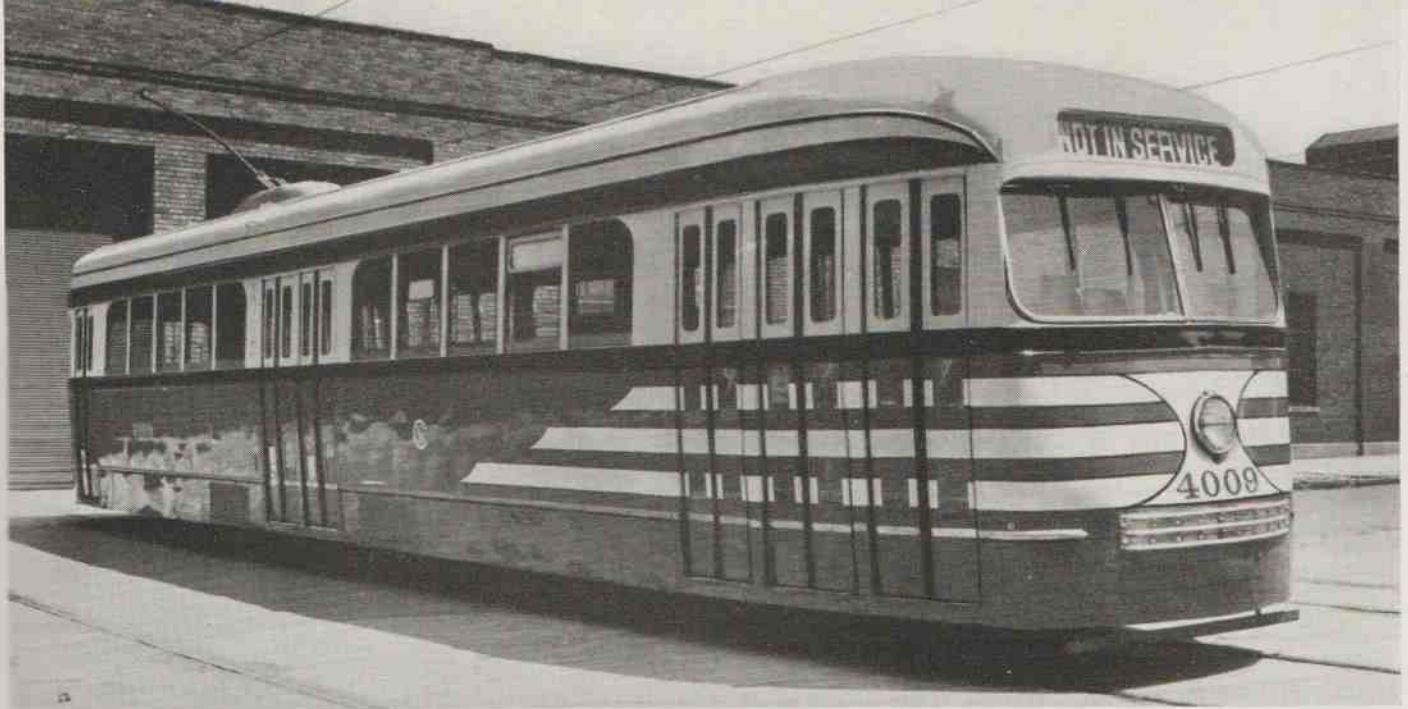
The Surface Lines Auxiliary held its installation the same evening. Retiring-president Clara Staska (wife of Past Commander Joe Staska) congratulates President Lucille Heldt. Mrs. Staska, the first president of the Surface Lines Auxiliary to hold office for two years, was presented a diamond pin as a tribute from the membership.



When the new officers of Surface Lines Post No. 146, American Legion, were installed recently, participants in the installation ceremony included (left to right) Walter J. Kelly, president of the Past Commanders Club, who performed as visiting presentation officer; Otto Malinowski, new adjutant; J. Earle Dustin (Armitage), present commander; Master of Ceremonies Louis Hoffman (Armitage), past commander; visiting Installing Officer Wm. C. Stuart, past district commander; and Tony Hartowicz (Division), retiring commander. Not in the picture are Installing Sergeant-at-Arms Joe Staska (Archer), past commander; Chaplain Elwood Deyman (Lawndale); and Sergeant-at-Arms Thomas Jamieson (Schedule).



First peacetime activity tackled by the Legion was the floor show and dance scheduled for November 10, open to all CSL employees and held at the Ashland Boulevard Auditorium, Ashland and Van Buren. Working hard to make it a success are: Finance Officer Harold Mills, watching over the shoulder of Senior Vice-Commander George Christie (Lawndale); Service Officer Orel Sector, P. C. (Utility); Adjutant Otto Malinowski (seated) and Sergeants-at-Arms Charlie Carlson (Blue Island), and Wallace Field. The Surface Lines Post, founded in 1927, has a total membership of 500.



MAE WEST, IN REVERSE—Making like ladies, the pin-up cars of West Madison have gotten themselves a new face-do—but with the un-ladylike goal of appearing broader in the beam. . . . Seems that oncoming traffic tended to snuggle up to the old paint job; failed to give it a wide-enough berth. . . . The new paint job, emphasizing all the right places, fairly shouts, "Gimme the run-around; I'm a dangerous dame!"

Seventy-seventh Street Dorothy Musial

WE EXPRESS our deep sympathy to the families of the late *T. O'Donnell*, conductor, *H. Schuelke*, supervisor, and *Ass't. Superintendent J. Becker*, whose father passed away last month. . . . Welcome home, *C. Carey*, but don't spring any of the French stuff on us. . . . It has been suggested to us that we adopt the hobby of collecting all those multi-colored shirts that our trainmen have been wearing during the war. Not a bad idea at that! *J. Blais*, conductor, can very well supply us with some gaudy ties to complete the ensemble. . . . A year ago this month, your scribe had a write-up about a pencil *Melvin Clausen* possessed. We claimed it to be the envy of every conductor, because of its large size. In reply to the write-up, we received an invitation to visit the Hobby Show, from *Ted Shuman*, scribe at Armitage, who had a booth there. To our chagrin we found that in his booth, *Ted* has not only the largest pencil in the world, but also the smallest, and every size, shape and style of pencil in captivity. Due to the fact that *Ted* outshines us in the line of pencils, I won't even mention the fact that *Mr. Duncan*, chief clerk, has a three-foot pencil in his possession. . . . The following trainmen have taken their pensions effective October 1: *A. L. Hildebrand*, *T. Morris*, *M. L. Baker*, and *R. P. Wilson (No. 1)*. Congratulations and the best of luck to four of our best trainmen. . . . I'm sure we all remember the fine work *Mike Tierney* did in inducting men into the Marines during the War. Well the rewards are coming in for his wonderful work. *Joseph McCarthy*, a fireman, who was one of Mike's "Boys" (as he calls them) received the Congressional Medal of Honor from President Truman. . . . The Golden Wedding of *Philius Bessette*, a retired barn man of Archer, Sunday, Sept. 16, 1945, is a day long to be remembered. *Superintendent W. A. Bessette* of 77th, a brother of the groom, and his wife, marched down the church aisle in the wedding party.

Accident Investigation Audrey Johnson

SYMPATHY of the department is expressed to *Stenographer Jerry Burak* and *Typist Margaret O'Donnell*, whose fathers passed away recently. . . . Sympathy of the department is also expressed to Accident Investigator *Samuel Fisher* whose brother passed away.

John O'Neill, Yeoman 1st Class, just in from Manila via Seattle on a ten day leave, dropped in to say hello. . . . *Colonel Leigh H. Hunt* surprised us with a visit after a 10,000 mile hop from the South Pacific. *John* went back to Seattle and *Col. Leigh* expected to leave for Washington, D. C. Hope both you fellows will be back for good soon.

A hearty welcome is extended to *Clerks Edna Bruzzino* and *Lucille Burke*, *Stenographer Anna Krautsak* and *Locator Earl F. Foster*. They say it's better late than never, so here's letting *Stenographer Reggie Kuzius* know that it's nice having her back with us again.

Howard (Alabam) Doster, former messenger boy, found his way up here from Dothan. He was here to see the All Stars. We almost needed an interpreter, but we did enjoy hearing, in that deep southern drawl, about his experiences both in the Army and subsequent civilian life.

Attorney Fred W. Kinderman is a proud daddy for the second time. Thanks for the candy and cigars you passed around in honor of the young lady, *Janet*, born September 21, 1945.

First Lt. Bill Connolly, Jr., is the first of our servicemen to be back working with us at "600." *Bill* was with the 99th Infantry Division and saw a lot of action in Europe.

Sympathy of the Department is expressed to *Statementman John J. Davis* whose father passed away.

We can't decide which outsparkled the other, *Shirley Lull's* eyes or the diamond she wore. Here's wishing you happiness. Hope that *Private Thomas McCabe* will be back home soon.

Accounting

By Thomas F. Coan

THE ACCOUNTING DEPARTMENT'S heartiest congratulations and best wishes are extended to *Mr. Erven Guy* for success in his new office appointment as Assistant Auditor.

Birthday greetings were extended to *Rosemary Eme*, *Natalie Kaczkowski*, *Helen Gerke*, *Elizabeth Leu*, *Patricia Bedame*, *Rosemary Lyons*, *Helen Kolonowski*, *Ruth Reichhardt* and *Irene Weglowski* during the last month.

The department extends a hearty welcome to *Theresa Gieser*, *Joseph McClelland* and *Homer R. McElroy* as the latest addition to our personnel.

Congratulations are extended to *Mr. Bert A. Hall* upon completion of 40 years of service. He was presented with a Sheaffer Pen and Pencil Set.

Ruth Johnson accompanied by her little daughter spent her vacation in Western Saskatchewan, Canada, visiting relatives and friends. With plenty of snow on the ground the highlight of her vacation was hitching old dobbie to the sleigh and going for a long ride.

Our deepest sympathy is extended to *Lucy Cramblet* in the loss of her brother who passed away on Monday, October 1, and also to *Olive Battersby* in the loss of her uncle who passed away on Saturday, October 13, 1945.

With the best wishes of the department, we are looking forward to the rapid recovery and welcome return of *Helen Dzien* who was remembered with "get well" cards, and a useful gift.

Lucy Cramblet who retired Wednesday, October 31 to live in Muskegon, Michigan.

The department is happy to welcome the following new clerks, *Kathryn Batina, La Verne Zalondek, Katherine English* and *Josephine Cesario*.

October, 1945, was a banner month for birthdays, and Greetings were extended to *Ruth Busse, Mildred Vatter, Marie Brankin, Katherine Rust, Eileen O'Connor, Millie Ehrlich, Helen Kalinowicki, Sarah Coffman, Shirley Lundgren, Shirley Gerken, Patricia Bedame, Ruth Reichhardt, La Verne Hofman* and *Arline Collison*.

Port Wing, Wisconsin, her home town, was selected by *Helen Franson* for her vacation and she had a wonderful time.

We wish to extend best wishes to *Miss Volga Juska* on her recent announcement of her engagement to *Lieutenant Ray Janke*, member of the Army Air Corps.

Electrical Department By Billy Schenck

Leo Behrendt of 20th Street Sub-station, better known as "Honest Leo," because on returning from his vacation at Loretta, Wisconsin, tells the story that weather was fine, but fishing was poor. Some true fish story.

Our deepest sympathy is extended to *Leo Purcell* who was called to Leavenworth, Kansas on account of his mother's death.

James Haydon of the sub-station division is suffering with an injured ankle which he received when he fell from a transformer while performing his duties. We all hope for a speedy recovery and that you will be back soon.

William Broderick, chief operator at 42nd and Wabash sub-station, is home recuperating after spending three weeks in the hospital. Best wishes for a speedy recovery, Bill.

Raymond Marshall, lineman, is mourning the loss of his mother who passed from this life. Raymond made a trip to Tennessee for the burial.

First Lieutenant Peter Leroy Janke has taken for himself a wife, the former *Miss Bernice Leona Ensey* of Duncan, Oklahoma. The wedding took place on June 9, 1945. Lt. Janke, son of *Art Janke* of the Utility Department, has returned to the Pacific area and Mrs. Janke has returned to their home town to live with her folks.

Several of our boys are returning to our employ after serving in the armed forces. They are: *Walter Adomaitis, Fred Damrow, Jr., Jesse Schellinger* and *John Hebner*. Welcome back boys.

On our sick list for November are *William Wende, Alexander Laloud, John O'Brien, Stanley Edquist, James Haydon* and *William Broderick*.

General Office "Brenda and Cobina"

A HAPPY SEQUEL to that Trinidad call was the marriage of *Blanche Kriz* (Real Estate) to *Raymond Simundza*, October 13. The wedding was all military and the bride and her attendants made a very lovely picture.

Vacation season wasn't quite over—*Charline Smerz* and *Dorothy Peacock* (Executive) took trips to New York. Couldn't be that they were watching some of those ships come in? ? ? ?

Howard Curfman (Radio Room) has been laid up after an operation. His friends are all looking for the "10-4 signal" that will bring him back to work in the near future.

The girls around here haven't had a chance to

appreciate the new elevator operators' uniforms with all the CSL boys returning . . . *Mary Wiley Roach* (Executive) has her husband, *John*, back after his recent discharge from the army . . . *Jim O'Connor* (Treasurer's Office) was still in uniform when he paid us a visit, but was on his way to a discharge from the Intelligence Division of the Army Air Forces. . . . *Bill Gustafik* (formerly of Executive) is back with CSL looking right pert for himself . . . *Phil Waechter* (Purchasing) was still in uniform but is looking for that discharge from the Army in the can't-be-too-soon future . . . "Buck" *Penny* received his discharge from the Navy and is back in Transportation to take up where he left off.

William Bogg's son-in-law is home recuperating after serving eighteen months in Italy.

We wish to express our sincere sympathy to *Ida Fischbach* for the recent loss of her mother.

Material and Supplies By Lois Marsh

Art Eggert, former Coast Guardsman, has returned to South Shops. While in the Coast Guard Art trained dogs for various branches of the service and enjoyed his work very much. Too bad you aren't working at West Shops, Art. Then you could help train those six off-spring of Mitzie.

Word has been received from *Grace Rohner*, that she likes her new role as co-ed at Wheaton College. Grace extends a hearty "how-de-do-de" to all her pals at CSL.

Our birthday children this month are: *Stella Wandrocke, John Jusis, Patrick Morgan* and *Mrs. Ericson*. Congratulations and best wishes to you all.

Burney Nimkavage, West Shops, has finally moved into his new office. This office is something out of the ordinary being a nice new trailer.

Your scribe has been reading in the newspapers that there is a wide search out for Gershwin Girls. We have four prospects out at South Shops who have been bowling to keep their trim figures. The gals are *E. Gordon, I. Gushes, M. Riley* and *I. Jusich*, who are really going to town with those spares and strikes.

Schedule & Traffic By L. C. Dutton

JAKE SUMNER, schedule clerk, and *Arline Towler* of the Accounting department, chose September 8 as the ideal day to exchange wedding vows. Our congratulations to the newlyweds and may they have many years of wedded bliss.

We are able to announce a little reverse lend lease this month. Usually it is that Uncle Sam took another of the boys, but this time we are pleased to announce that he returned *Al Pisors* to us. We are glad to welcome Al back, but he says he is much more glad to be back.

Sol Indes, traffic checker, says that October 7 will always be a Red Letter Day on his calendar since he and *Lee Morrison* exchanged wedding vows on that day. Our wishes for a long and happy married life are extended.

"Pete" *Donahue* spent his vacation down in the Ozarks. After two weeks with no shoes on Pete returned to city life and said he had a swell time.

T/4 Dave Jacobs after 4 years and 7 months in the service of Uncle Sam has received his discharge. Dave has his share of service ribbons all dotted with stars.

South Shops By Justine Mazeikis

The Woodmill team really got hep the other week and won three games. Could the reason for that have been the absence of their captain, *Max Kuchan* who claims to have had a bad tooth-ache?

Just five more years and *Mr. Hecht* will be a man of leisure. Joe celebrated his 60th birthday October 28. Though a bit late, we extend our best wishes.

Our sympathy to the *Schildhouse* and *Igoc* families in the loss of their fathers. Our condolences also to the families of *Centano, Tracy, Satickis* and *Wagner* who have each lost a loved one.

A warm welcoming hand is extended to our returned veterans, *Paul Bloom* and *Bernard O'Malley* . . . Congratulations are in order for *Bill Rohe* who ventured upon the sea of matrimony . . . The stork arrived at the home of *Art Bader* and left a little daughter while at the home of *Ed Gauger* he left a young son.

It has been said that to be considered a citizen of the United States, you must have your appendix removed and a ride in a blue bus (paddy wagon). If we go by that, then *Marge Kuchan* can be considered half a citizen because she had her appendix removed last month. The question now is: When will she attain the other half of her citizenship?

Way and Structures By Betty Lhotak

TRACK DIVISION: *Capt. Edward J. Kane*, former employee, now on the staff of the Manila Provost Marshal, has been helping with the recovery of a sunken treasure in Manila Bay.

On October 1, *William Macfarlane*, general foreman of Power Tools, retired after working with the Chicago Surface Lines and predecessor companies since 1911. He intends spending his well-earned rest in beautiful and sunny St. Gabriel, California, raising chickens and rabbits. His fellow workers presented him with War Bonds as a going away gift.

After so many complaints about the amount of meat in his sandwiches, so few cookies—in fact, the entire lunch always being too small, *Fred Church* decided to carry his lunch with him wherever he goes. That's too bad, because now there won't be any more 50-50 split on it between *Ed Becker* and *Clarence Kelly*.

Our deepest sympathy is extended to *Christine Imburgia* in the loss of her father; and to the families of *Joseph Vidovich, Martin P. Nolan*, and *Anthony Signorello*, who passed away recently.

Frank Sinatra has nothing on our newest crooner *John Nette*. Have you heard his latest "sweet and mellow" interpretation of the song "Beautiful Lady"?

TRACK DIVISION: The World Series left many pockets and purses empty, but *Christine Imburgia* won every bet she made with various individuals around here—and were these "various individuals" amazed.



Mess Sgt. Arthur Bragiel returned from Germany decorated with the Bronze Star. He received it for capturing single-handed a German paratrooper. The prisoner surrendered all visible weapons, but Sgt. Bragiel discovered a cleverly concealed pistol. The German's first word, after capture, was "food"—he wanted food and Art being a mess sergeant was able to oblige his prisoner.

The happiest man in the Western Division is General Foreman Carl Johnson, who, with the lifting of gas rationing, can now enjoy his favorite diversion—Sunday driving.

Back from Tokio, Pvt. John Kelly, stopped in to see us, after spending about three years fighting in the Pacific. He received his training in Texas, and was then sent to the Philippines. From there, he fought in New Guinea, and kept fighting—*island to island*, until on the day of the signing of the surrender by the Japanese he was in Tokio Bay. On one island he got Malaria Fever and when sailing into Tokio Bay he had a relapse and who should give him medical care but Pharmacist Mate John Brown, motorman from Kedzie Avenue. Pvt. Kelly was in the Track Division before he was inducted into the Army, and we hope it won't be too long before we see him back here with us in his "civies."

We extend a hearty welcome to Major Thos. E. McCarthy, division superintendent, who came back to us on October 22 after an absence of approximately three years. The Major also saw service in World War I. During the past two years he was second in command of a Prisoner of War Camp.

We would like to hear from you men working on the outside, something *must* happen to you, sometime! !

BUILDING DIVISION: We all miss Frank Krusie, doorman at Clark and Division, who died suddenly from a heart attack on September 21. It seems strange not to find him sitting behind his desk at the door—he was such a grand, cheerful fellow.

BUILDING DIVISION: We welcome into our midst Leo Lizak, draftsman, honorably discharged from the Army after four years in the Pacific.

UTILITY DIVISION: Trolley-tender Edward Bugal has informed us that a wedding took place the afternoon of October 6, 1945, at Sacred Heart Church. At that time a young lady by the name of Mary Feranec became his wife. Congratulations to you and yours.

requires some 65 man-hours and about six gallons of paint.

In the accompanying picture Painter Peter Raczon (West Shops) has the "griit" job of sanding the letters from the last car to be decorated: "Back the Fleet—Work in a West Coast Navy Yard." (SURFACE SERVICE, August, 1945). An expert paint-sprayer (he learned his trade in a coffin factory) Raczon is looking forward to the return of pre-war paints, when it will be possible to substitute the speedier spraying method for the old hand-brush. Raczon has been with CSL since 1940.

Just recently Wreck-truck Helper Sherman Craig, ventured into the field of matrimony and took unto himself a wife. Best wishes from all the boys.

We extend our sympathy to Trolley-tender Albert Bindell and family, in the loss of their son William.

Our sympathy also goes to Trolley-tender Thomas Kenny, in the loss of his daughter who passed away recently.

West Shops

By Eda Laube

No wonder the girls are smiling so much these days! Our boys are finally coming home from the wars . . . E. W. Horning, Jr. is now "one of us" at the West Shops. He was in the purchasing department before he entered service . . . John Cummings is back working in the office . . . Eddie Whiston returned to take over the position as clerk in the Armature Room, which he sure can navigate . . . John Howe of the Schedule Department has joined our midst to handle those special accounts, etc.

Mary Crosby would like to know if they issue rain checks on vacations. Anyone knowing thereof, please call Van Buren 6000.

Those among the vacation list this month are Rosemary Coleman, George Clark and Ralph Martz. Back from their vacation include Ruth Monahan, Jean Panek, Mary Crosby, E. V. Esington and J. J. Hickey.

Surface Service MAGAZINE

A Publication by and for Chicago Surface Lines Employees

231 South LaSalle Street

CHICAGO 90

Vol. 22 Oct.—Nov., 1945 No. 6

WILLIAM H. BROMAGE Editor

JOHN H. FISHER Associate Editor

NOTICE: Due to printing difficulties it has been necessary to combine the October and November issues.

COVER PHOTO—By Louis C. Williams

"HONORABLY DISCHARGED"

Back to civilian life go the 10 CSL streetcars which have militantly crusaded on the streets of Chicago since July, 1942. Acting as roving billboards, these cars promoted community drives, bond drives, and enlistments in the armed forces. Numerous praise-worthy comments and citations testify that they did their advertising job well and are entitled to an honorable discharge.

No small credit for the success of this promotional scheme is due the West Shops Paint Department. Twenty-two different paint jobs were involved—each requiring two or three weeks' time due to special designing, lettering, and aluminum priming. Each vehicle averaged one complete face-lifting a year, in addition to numerous retouch jobs. Ordinarily a piece of equipment is painted only once each two or three years.

First step in the demobilization of a decorated car is the removal and "feather-edging" of all lettering with a compressed-air sanding machine. Then the car is completely washed before applying the priming coat. After the color coat and the striping and lettering in standard CSL colors, the entire exterior is varnished. This final step could be eliminated if synthetic enamels were once more available. The entire rehabilitation

MADISON-AUSTIN



OLD UNIFORM...

NEW DECORATION



Back from the wars, but still in your service, are hundreds of experienced Chicago Surface Lines men. Back at their posts on CSL buses and street cars, they return from long months of danger and sacrifice.

These men are the vanguard of more than 2200 who left their homes and their CSL jobs to fight for our country. As each one returns he'll find a warm welcome to the post that he held before the war-time emergency.

We're proud of these CSL associates of ours. We're happy to greet them as they rejoin our company. They give a lift to our spirits, and new force to our efforts to provide efficient and dependable Chicago Surface Lines service.

You'll know them by their honorable discharge buttons—a new touch of gold on their blue lapels. So

give them a nod of friendly greeting, as you ride with them through the streets of Chicago.

Some of these men will never return... but their memories will stay with us forever. We'll keep the wheels rolling as they'd want them to, for a post-war world of happier living.

CSL Needs Additional Men For Steady, Permanent Work

In addition to welcoming former CSL men back from the service, we're employing hundreds of other ex-service men, too. There's important work here for dependable men, to keep CSL street cars and buses rolling. We need you now—so see us today, at 1165 N. Clark St.

CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE

