



The Mighty 7th

THE BATTLE against Japan is going into high, and billions of dollars are needed to insure its speedy, complete success.

To raise the dollars needed for the supplies, the planes, the ships, the tanks, the "Mighty Seventh War Loan" was started.

The drive has been on for several weeks. The payroll savings phase is over and the remaining margin must be met through cash purchases this month.

When you buy war bonds you put your money into the surest and safest securities in the world, backed by the greatest name in the world — the United States Government.

It is an investment that returns \$4 for each \$3 invested, and the value at any given time is guaranteed.

The "Mighty Seventh" quota is the biggest in history. The goal can be reached only if all Americans dig down deep and come up with the cash.

Buy in June to help make the quota.

JOHN E. SULLIVAN, Chairman

Joint Board of Management and Operation



Seventy-Six New Members For Old Timers' Club

ONCE AGAIN that select group of CSL employees—The Old Timers' Club (otherwise known as the Veterans' Honor Roll)—has opened the doors to a group of new members. Seventy-six names appear on this year's list of those who have met the strict requirements of having completed at least 40 years of service with the Surface Lines.

Following is a complete list of the 345 employees who make up the Veterans' Honor Roll. They are listed according to department; then according to seniority, and alphabetically.

Accident Investigation and Legal

Clarence W. Guillems, 52 years; William O. Holton, 47; Carl Bodendstedt, 45; Julius Lellinger, M. H. Ryan, and J. F. McCarthy, 41.

Electrical

John W. Jones, 52 years; Patrick J.

Griffin, 51; William D. Sabraska, 49; Oscar Ohman and Daniel J. Barrett, 47; Arnt Sorenson, 45; Frank E. Roper, Henry Richter and William Becker, 44; Harry Burke and Fred Schurke, 43; William Schenck and John Griffin, 42; Stephen Gecan, 41; and William Stokes, 40.

Engineering

T. Blakely, 54 years; C. C. Chambers and J. Milos, 51; J. Birney and L. Dorich, 48; S. Koskovich, 47; E. W. Anger, 46; N. Janke, 45; L. Fragrasso, S. Milos, J. Pascale and W. Quinlan, 44; T. Dugo, A. Johnson, G. Jurich, D. C. Lamont and A.

Rohde, 43; C. Johnson and J. Ruzich, 42; and F. Cardello, H. Doran, A. Janke, A. Ruzich and F. J. Koza, 41; and J. Cuculich, B. Keller, T. Lynch, A. Micetic, E. Nelson, G. Peterson, J. Preto, T. Tadejich, Mrs. M. Thierkauf, and J. Vicevich, 40.

Executive

F. L. Hupp, 42 years; J. V. Sullivan, 41; and W. Pasche, 40.

Financial

M. V. Morton, 54 years, and J. Norton, 42.

Material & Supplies

F. C. Nagel, 43 years.

Shops & Equipment

Frank Carlson*, 62 years; Matt Polkoske*, 59; August Lund*, 58; William Goering and James Grassick, 50; Joseph Bolton, 49; Fred Wolf and John McMahon, 48; John Carlson and Harry Johnson, 46; Carl Erdmann and John Sake, 45; James Logan, 44; John Warnken, Simon Lileikis and William Krueger, 43; Charles

Many a CSL veteran will remember State street as it was in the 1890's. Mandels is to the right, and Fields is the six-story building in the center.

FRONT COVER
V-E DAY ON STATE STREET—
was comparatively quiet. Principle celebrators were the high school youth — and photographers taking pictures of other photographers taking pictures.

Roggentin, Benjamin Phillips, Henry Schippers, Fred Kelley and Michael Kasnausky, 42; Fred Simon, Frank Pavlis*, Allan Bollinger, John Griffin and Erik Olson, 41; John Connor and Walter Knobelsdorf, 40.

Transportation

62 Year Men: Patrick H. Foley.
 61 Year Men: Terrence Kennedy.
 60 Year Men: James T. McCarthy.
 59 Year Men: W. J. Story.
 58 Year Men: Claude Boos, H. H. Eichhorn, and David Hennessy.
 57 Year Men: Michael Miles, Peter Nelson and Michael B. Quinn.
 56 Year Men: Henry Fossum, John P. Handley, James H. Keester and John H. Smith.
 55 Year Men: John Brennan, Thomas Durkin, John Grady, Thomas King, and Harry Krygsman.
 54 Year Men: August Benson, William Collins, Olaf Johnson, Charles H. McKeil, William J. Moloney, James E. Sutherland and Maurice Walsh.
 53 Year Men: James Kehoe.
 52 Year Men: Daniel F. Bowles, Charles E. Henderson, Godfrey Koth, Patrick Lavelle, Carl O. Longquist, Henry Pauly, David J. Reid and John Simon.
 51 Year Men: Wilfred A. Bessette, Fred Broderon, Leslie E. Cotton, James Fuchs, John Goorsky, Robert L. Hays, William T. Jones, Thomas McCourty, James Noonan, Orrin N. Ross and Michael Weber.
 50 Year Men: James E. Borne, James Kennedy, John P. McCauley and Jeremiah O'Connor.
 49 Year Men: Oscar J. Aubry, John Cavanaugh, John J. Ford, Fred W. Hayes, Fred Krueger, William Roach, John Sturm and Joseph R. Wall.
 48 Year Men: Fred Berg, Michael C. Gleeson, John Klein, Peter H. Larson and Martin Scanlon.
 47 Year Men: Alfred H. Boomgarn, Adolph Burkhart, William T. Manthie, Nick Nebels and Samuel Rasmussen.
 46 Year Men: Claude C. Cricks, William Harrington, Otto Kunow, William C. Larson, Ed. P. McMorro and John Nelson.
 45 Year Men: Edward Bedford, Dennis Conroy, Clinton A. Downey, Bernard Hanley, Anton Kamalick, Andrew F. Larsen, Patrick O. Lynch, Frank M. Miller, Jeremiah O'Connell, Llewellyn E. Rich, Hugh Russell, John J. Shea and Victor Varley.
 44 Year Men: Juno Anderson, Arthur W. Bishop, Edward J. Church, Benjamin Crawford, John Doyle, Edward J. Hanly, Charles H. Johnson, Peter Kloss, John Lloyd, Henry Lynch, William Mohrlock, Walter F. Pearson, James M. Powers, Philip Proesel and Thomas D. Watt.

43 Year Men: George E. Brown, John Burgeson, John A. Fitzgerald, Floyd J. Frank, Maurice J. Griffin, John H. Johnson, Edward J. Miller, Albert Moore, Alexander Murray, Thomas O'Connor, Henry Peters, Patrick Rafter, Simeon W. Rilea, Charles Schal, Charles B. Schwartz, William Spackman, Edward E. Spengler, William C. Steege, Thomas J. Sullivan and William Priebe.

42 Year Men: Thomas Barry, William Buchner, James Burns, William H. Buthan, Emil Carlson, Jefferson G. Cook, William H. Copithorn, Anthony Downes, William C. Dreier, Thomas H. Eigelsbach, Michael Gordon, Patrick J. Hennessy, Warren Hilliard, Charles F. Holloway, Louis H. Karnett, John F. Manson, Albert Meyers, Olaf B. Olson, John W. Reibly, John Roeser, Charles A. Sargent, Herman E. Schmidt, Frank W. Schultz, Edward Simons, Nels L. Thorson, Charles A. Tuskey and John Wirth.

41 Year Men: John H. Beck, Alexander Bombicine, Paul Buege, George Burgett, Bernard Carolan, Thomas Dunn, Gustav

A. Egner, Randolph P. Ellerbeck, Orley C. Frey, George Gallaway, Peter Grant, John O. Green, William A. Hall, Ora A. Hatch, Charles Holtberg, Allen H. Jackson, Charles Johnson, Joseph Johnson, Bernard C. Jonas, John E. Jones, Frank J. Kearns, Henry Ketter, Joseph F. Koukol, Peter Kroes, Ludwig C. Lewerenz, Eugene McKenna, Patrick J. Murray, James O'Connor, Patrick J. O'Connor, John Paradies, Daniel F. Parker, Hagen Paulsen, Frank M. Perry, Mathias C. Peterson, Richard H. Rowland, Daniel Ryan, Fred E. Smith, George F. Sullivan, Thomas C. Sullivan, James Tenny, Theodore A. Tietz, John J. Trinen, William Zech and Herman W. Ziehm.

40 Year Men: Michael Austin, Morton L. Baker, Richard J. Barry, Frederick M.

(Continued on page 8)



No street sweepers were needed in the "good old days" — ladies' skirts did the job. This was the view westward from State and Madison.

Gold Stars on Service Flag

Now Total Thirty-Four

SGT W. E. DENNIS, 26, (conductor, 69th) was killed in action somewhere in Germany on April 17, 1945. He was part of the 60th Infantry of the 9th Army.

Dennis came with the Surface Lines in March, 1942, and left for military service in February, 1944. Shipped overseas almost immediately after his induction, Dennis was wounded in the French campaign, for which he received the Purple Heart.

After recovering from his injuries in a base hospital in England, he returned to active duty in April. He was killed while driving a jeep, just three days later.

He is survived by his mother, wife, and six year old son.

★★★

WM. F. ERICKSON, Shipfitter 3/c, USNR, entered military service September 9, 1943, as a Seabee and has been in action in the Pacific. According to a report recently received he was killed in action on April 16.

Thirty-two years of age, Erickson came with CSL in August, 1942, just a year prior to his induction. He served as a conductor, working out of North Avenue. Surviving are his wife and four children. GOLD STAR

★★★

LT. RICHARD P. TICKELL was killed in action April 14, 1945, in Italy. First employed by CSL on February 9, 1939, he was a car cleaner at Burnside.

He entered military service on December 31, 1941.

He was commissioned at Ft. Benning, Ga., last November and was home on furlough just before Christmas. He had been serving with the infantry in Italy since December.

Lt. Tickell is survived by his parents and four brothers. One brother, Harold Tickell, is at present employed at 77th Bus Garage.

★★★

SGT. WALDEMAR WALK, 22, (South Shops) was killed in action on Luzon, April 15, 1945. Wally was inducted into the Army December 21, 1942. He trained in the States for six months then was sent to the Hawaiian Islands,



Waldemar Walk

from there to New Guinea, Dutch East Indies, and later partook in the invasion of the Philippine Islands.

Before coming with C.S.L. in 1940, Wally attended Lindbloom High School, where he was captain of the football team. He started with us as a wrapper in the printing department and later did clerical work.

He is survived by his wife, mother and father.

★★★

On May 5th, the members of PFC. GEORGE PETRYNA'S family were informed that he was killed in action April 11th in Germany.

George entered the service November 13, 1942, after eight months with CSL as a truck repairman at South Shops. He had seen action in France, Holland, Belgium and Germany.

Surviving him are his wife, and one child whom he had never seen. He was 30 years of age.

★★★

SGT. EDWARD J. STURM, Jr., 26, formerly of West Shops carpenter shop, was killed in action in Germany on April 29, 1945.

He enlisted in the Black Horse Troops of Chicago on September 12, 1940, and was attached to Troop B. In February, 1944, he left for overseas as a member of Troop C of the 106th Mechanized Cavalry. He received the Bronze Star and Combat Medal Badge.

Sgt. Sturm was first employed by the Chicago Surface Lines on March 16, 1937, as a mail boy, and at the time of his enlistment was employed in the carpenter shop.



W. F. Erickson



W. E. Dennis



George Petryna



R. P. Tickell



E. J. Sturm

MEETING THE CHALLENGE OF THE SEVENTH WAR LOAN



It's hats off to the fellows at Lawrence Garage. With everyone in CSL striving to make the Mighty Seventh War Loan mightier than ever before—the Lawrence gang was the first to announce the attainment of their bond quota. In the above picture, while the men of the garage look on, Clarence Kirchwehm, Gerald Walsh,

and Ed Budoff (standing, second row, center) drop into the quota box the checks which purchased the bonds that cinched the quota. Minutemen for Lawrence were Jack Werdel (whose playing and singing made the purchase of bonds painless), George Stillwell, chairman, Clifford Whalen, and Harry Gubbins.



To aid their bond drive at Armitage, Minutemen John McHale and Ted Shumon had Pic. Red Prueter (See SURFACE SERVICE, January, 1945) drop into the station and tell the fellows some of his experiences on Saipan.

Newspapers Praise Trainmen

For Courteous Acts

AS THEY TOOK their streetcar through the busy rush hour traffic on Kedzie avenue recently, *Motorman Sam Roland* and *Conductor Fred Nelson* (Kedzie) performed a good deed which gained them publicity in one of the newspapers.

A small boy was crossing the street with his cart full of newspapers. A sudden puff of wind blew the papers all over the street in the path of the car. Instead of running over the papers and ruining them, Roland stopped the car and both he and Nelson hopped out to help pick them up.

COURTESY WEEK brought a test for the temper of *Conductor M. J. Hersch* (Cottage Grove) when a reporter tried to pay his fare with a ten dollar bill. Hersch, according to the reporter, proved to be a jolly soul who told him only to worry "when you haven't got a bill."

"THE WAY people fought to get on the car was a disgrace . . . but the way he handles those early morning crowds is a marvel," wrote John D. Farris, 826 South Wabash, in praise of *Conductor Robert Stolting* (Lawndale).

Expert handling of the public and efficiency in doing his job also brought praise for *Conductor Fred Desch* (Elston) from Mrs. Amelia Griebahn, 3831 Mozart, and Mrs. Emma Roggatz, 2215 Springfield.

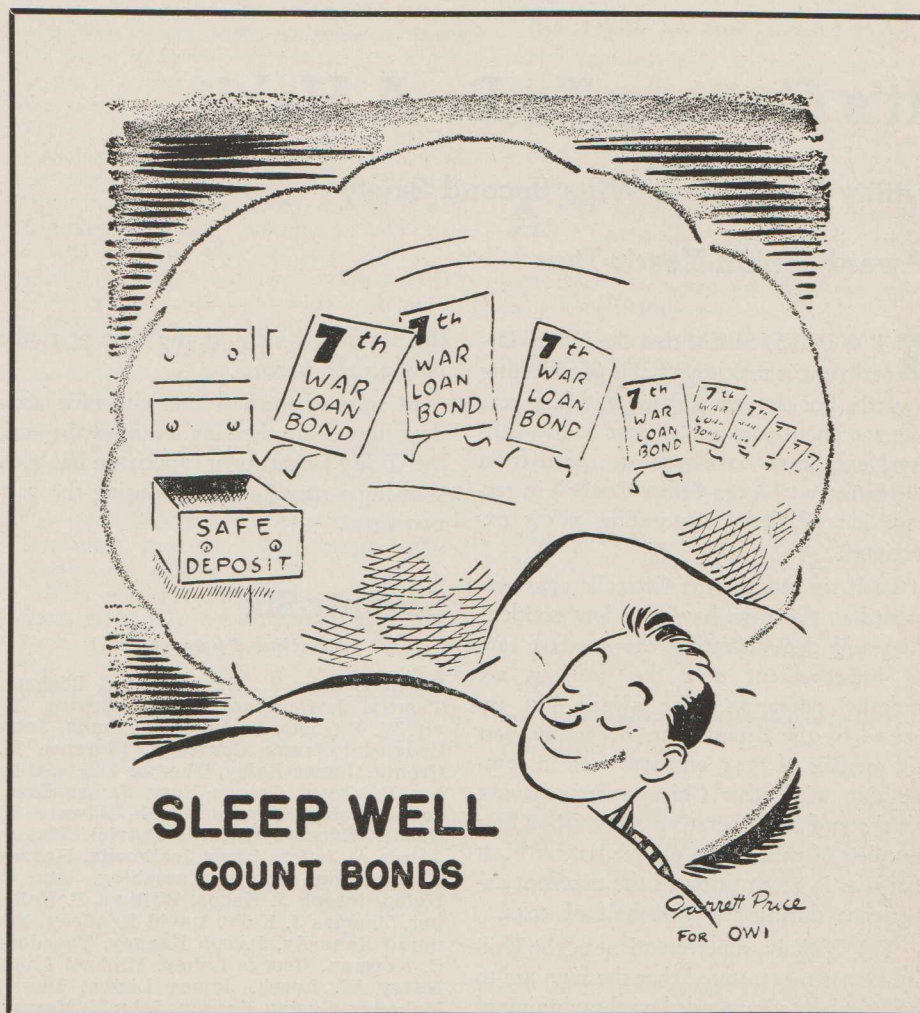
ALL THE CHARACTERISTICS of the ideal trainman, according to Mrs. Thomas Buckley, who failed to supply her address, are to be found in *Conductor John Racz, Jr.* (Burnside). She observed him "help a young blind negro from the car and onto the streetcar to which he was transferring. He took from a young woman the bookcase which she was hauling with great difficulty . . . He took a rebuke from a passenger with silence . . . He called off the streets so that there was no doubt in the minds of those who might be strangers. And all in an unobtrusive, matter-of-fact way."

It was out-of-the-line-of-duty service, however, which gained a letter of appreciation for *Motorman Philip Murphy* and his conductor, *Michael Tierney* (77th). Otto Jeanes of the General American Life Insurance company "had a few minutes left to catch a train . . . Your conductor went out to speak to the motorman and they said they would help me . . . We arrived at the depot just as the train was pulling into the station, and by running, I was able to board it."

The bad weather has given a number of trainmen an opportunity to win friends

for the Surface Lines through their courtesy and consideration. *Motorman A. Herman* (North) was commended by Mrs. Dorothy Wagner, 1449 North Harding for slowing down the car sufficiently to keep from splashing the passengers. *Operator Frank Pacula* and *Conductor Thomas Corkle* (Noble) received letters of praise for "exceptional courtesy and politeness on a rainy day."

"THIS CONDUCTOR deserves something more than a gold medal," wrote Mrs. Julia Venopal, 6915 South Wolcott, of *LeRoy R. Lanz* (Archer). "He called off each street as the car approached it and gave consideration to a sailor who apparently had celebrated too much, telling him kindly that he would wake him up when his destination was reached. The car was extremely packed with people, but he didn't lose his temper and holler at them."





Inspecting the Safety Plaques won by the Utility Department are Bob Boal, President of Local 739; long-time chauffeurs, Anthony Anderson and Gus Rhode, and Superintendent T. J. Blakely.

It's Getting To Be A Habit

Utility Department Wins Second Safety

Award Within Year's Time

IT WOULD SEEM that the Utility Department is making a habit of collecting awards. For the second time within a year the 100 chauffeurs and drivers of the Utility Department have won an award from the Greater Chicago Safety Council in recognition of their outstanding safety experience.

Each six months the Council makes an award to the firm having a low accident rate and demonstrating the greatest rate of improvement over the previous six months' operation. The award just received by the department covered the last six months of 1944, and was won in competition with other Chicago firms having trucks and cars operating a corresponding number of miles. The plaque received last fall was in recognition of the excellent experience during the first half of 1944.

T. J. Blakely, superintendent of the Utility Department, stated that the men are to be especially commended on the winning of

this award in view of the type of traffic now on the streets.

In spite of the fact that city-wide accident figures are showing an upward trend, the Utility Department experience has been showing a steady decrease during the past two years.

Seventy-Six

(Continued from page 4)

Bartlett, John L. Beyer, David Bohrer, Thomas J. Brosnan, Patrick Brown, Alvin W. Burnett, Joseph P. Coleman, John Coughlin, Frank Courtney, Florence M. Cronin, James Daley, Thomas Doyle, Gustav Erickson, George Faul, James Finn, James Foley, Charles Frank, Edward H. Gaede, Edward Gillard, Patrick Hayes, James A. Jeffers Louis Jesilowitz, Harvey A. Johnston, Otto A. Kaeseberg, John C. Kalas, Joseph J. Kehoe, William P. Kelleher, Thomas J. Kells, David Kennedy, Edmund Kennedy, Joseph Kenney, Theodore C. Korman, George Lahey, Michael Lane, Harry W. Leach, James Liston, Daniel Mahoney, Gustav Manson, John H. Meyers,

Walter Miller, Dennis Morrissey, William J. Myers, Michael J. Naughton, Magnus Olson, Andrew O'Shea, Alfred W. Pearce, Thomas Pierce, John Lowland, Richard J. Scanlon, Rudolph Schultz, Filbert J. Smith, Joseph Sweeney, Nicholas F. Thomas, Christopher Todd, John G. Volk, Carl G. Wallin, James Walsh, Robert J. White, Anton Zeidler.

* — Inactive employee.

Check Your Beneficiary

"WHO'S THE BENEFICIARY on your life insurance certificate?"

Now is a good time to check your life insurance certificates, advises the CSL Insurance Department, and make certain that your beneficiary is correctly indicated.

Recently there has been an increase in the number of death claims where the beneficiary had died prior to the insured employee and a new beneficiary had not been indicated. In all such cases there is an unnecessary expense to the insured's estate and a delay in making settlement.

Any employee wishing to designate a new beneficiary for his insurance may obtain the proper forms from the office of his department.

Surface Lines Rider

Stages Contest

WITHOUT KNOWING IT, many a conductor and motorman is competing in a courtesy contest being staged by a CSL rider and his wife.

Each year this appreciative couple sends a gift to some trainman with whom they have ridden regularly, and from whom they have received outstanding courtesy. They state that it has provided them with a great deal of pleasure because they "feel it is nicer to give people compliments in this world and not wait until they have passed on and then sing their praises."

This contest has been their hobby for a number of years, but they have never let any trainman know that they are the source of the gift. The story of their thoughtfulness would never have been discovered if they had not written to identify one of their favorites, who had changed his run before they could get his name!

Armitage

By Ted Shumon

WE REGRET to announce the sudden death of *Motorman August De Moen*. August came to work as a motorman on June 13, 1919, and passed away on Monday, May 21st. Our sympathy goes out to his family.

We also extend our deepest sympathy to *Conductor Art Peterson* and his family. Art received word recently that his son had been killed in the battle for Okinawa.

Our deepest sympathy is also extended to *Conductor George Krehl, Jr.*, in the loss of his father. George, Sr., was a conductor for a good many years at Armitage before he left the service a few years ago. He had many friends at this station.

Now that the Master Race has become the mastered race, let's not forget that the Seventh War Loan is still on. We still have an Axis to grind in the Pacific. Let's buy more bonds, till the bonds of Japan have been smashed forever. Pour out your might for the Mighty Seventh. There will only be two bond drives this year, but they will both be larger than any before.

Figuring that Uncle Samuel is going to ask us for taxes till the Axis asks us for mercy, *Motorman Barney Walter* has figured out a way



to reduce his annual contribution to Mr. Morgantheau, by taking unto himself a five hundred dollar exemption. Congratulations, Barney.

A late report from Washington says that Uncle Sam is supplying the world with vitamins, B-vitamins to England, B-1 to France, B-2 to Russia and B-29's to Tokyo.

Red Prueter visited us on May 10th and told the boys why they should buy more and more War Bonds. Red says that the favorite sport in the Pacific is Corregidor Poker. (Takes better than Japs to open).

Personal message to *Fred Shippy* of Division: Several of the men in our rocking chair department want to know if you can muster up enough old fogies to hobble over and give us a game of soft ball some Sunday. If so, just climb into your wheel chairs and roll over.

Your scribe has been wondering what is troubling *Motorman Menno Bieze*. Boarding his car several times lately, we have found him talking to himself. His conductor, *Frankie Jerome*, is getting grey hairs worrying about him. There is only one man who can make a living by talking to himself and that is Edgar Bergen. Cheer up, Bieze, the worst is yet to come.

Many of the men at Armitage have signed up to work their vacations and others have signified that they will probably work part of their vacations when the time comes. *Mr. Mathley* wants to thank all of you.

A number of our farmer-at-heart trainmen are, as in previous years, nursing Victory Gardens and judging from the reports emanating from the train room, there will be crops of Brobdingnagian proportions, come this fall. (Apologies to Noah Webster and *Al Broach*.)

Since writing last, your scribe has received letters from *Mike Novak*, *Ernie Guedel*, *Frank Gries*, *Leonard Goduto*, *Ed Bartholomae*, and *Gus Lemar*. Also cards from *Ray Shafer* and *Barney Walsh*.

Ernie Guedel is on a B-29 base in the Pacific and says that they have been hitting the Japs, in their bread basket, with monotonous regularity. Keep it up, Ernie. *Frank Gries* is still on the *USS Housatonic* and giving a good account of himself in the Pacific. *Frank* says to say hello to all the boys. *Goduto* says he is getting pretty tired of dehydrated eggs, Spam, bully-beef and canned wieners. Says this war is just one canned thing after another. He sent your scribe several Japanese aluminum coins.

Gus Lemar states he is back in Germany, after five months in a hospital in France. Says he is

now collecting German souvenirs. *Mike Novak* sent your scribe three pine cones, from California, one of which measures seventeen inches, from stem to stern. Some cone. *Roy Shafer's* card shows that he is now somewhere in the South Pacific. He did not stay long in Alaskan waters. *Barney Walsh's* card shows that he is now a corporal with two cow tracks on his arm instead of one. Congratulations, Barney, hope you make it a bar before you come home.

Speaking of bars, have you heard the 2nd Louie's prayer?

Twinkle, twinkle, little Bar,

How I wish you were a Star.

This star will now do a dim-out.

Blue Island

By C. P. Starr

A FEW MORE NEW FACES at this station are *Conductors Leroy Eberhard*, *Benjamin Dominick* and *Motorman John DeGuissepe* and *John Upton*. Welcome, and we hope you will enjoy being among us.

At this writing the following are in hospitals undergoing operations, *District Superintendent John Kramer*, *Supervisor John Roeser* and *Operator Tom O'Brien*, we hope for their speedy recovery.

Sympathy is extended to the families of *Motorman Walter Dabrowski* in the loss of his father, *Conductor Joseph McNamara* the loss of his father, *Conductor John Fernback* the loss of his father and to retired *Motorman Gus Over* in the loss of his brother.

Conductor Willie Wilson has been taking some new vitamins which made him so strong he has already broken three lever switch handles. Take it easy, Willie.

Burnside

By "Furgie"

JUNE! The month of roses! It seems strange to us that it should be called "The Month of Roses" when it is orange blossoms that all the fair sex are hoping for. However be that as it may, June it is, and in all her midsummer glory. That means outings, picnics, beach parties and other festive crowds all pleasure bent and anxious to use our service.

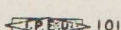
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A Publication by and for Chicago
Surface Lines Employees

231 South LaSalle Street



CHICAGO 90



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No. 2

WILLIAM H. BROMAGE Editor

JOHN H. FISHER Associate Editor

JUNE, 1945

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The family bus is still short of gas and will be, until near the end of this month, so right now "Streetcars or walk" is the popular slogan. These summer crowds are always an accident hazard, as are all pleasure-seeking groups, so it is up to us to keep our accident record down to the lowest possible low.

And while we are speaking of accidents, we want to get in a plug for the good little old "Witness Card". In case of an accident a witness card is a trainman's best friend. It will bring to light every little detail of exactly what took place. It is frequently the biggest factor in placing the blame and many a trainman has been able to avoid a "chargeable" simply because the witness cards were there to prove that his version was correct. So let's get lots of these little pasteboards signed. Many people who did not actually see what happened may be able to give most valuable information, such as speed of car, and exact place car stopped. So let us repeat, have every one present sign a card so that we may keep our record as clear as possible.

Here is one about *Motorman Martin Carey* and yours truly. We were standing on the corner of 71st and Cottage Grove when we felt something strike us in the back. Martin reached down and picked up a pack of Phillip Morris, full and unopened, which by right of discovery he got to keep. You don't have to be Irish to be lucky, but it certainly helps.

The Bingo party, given by the Cameron-Butler Post of the American Legion at Pythian Temple was well attended. This is an up-and-coming Post and their affairs are always worth going to.

As this is being written the 7th Bond Drive is drawing to a close. We are sure that we have gone over the top, but that is no reason to sit back and relax for the need is still great. Our Buddies who have gone over there are putting on a "Drive" every day. The least we can do is to keep right on buying bonds, drive or no drive. Keep your dollars going over the counter so that the goods can keep going on its way. **BUY MORE BONDS!**

These German streetcar transfers won't get you anywhere anymore. And *Motorman Joe Proulx* (Division) is busy trying to figure out the top one in order to find out where his son has been . . . From *Sgt. Adolph Kutz* (Electrical) came the lower transfer, which may embody a suggestion for the ODT, as it seems sufficiently complicated to discourage anyone contemplating wartime travel.

It looks as though *Motorman Dave Westerwell* is going to be disappointed. He was all set to go into Uncle Sam's service but the Quartermaster took one look at Dave's number 14's and marked the paper "Hold for further notice." We understand that they want the Japs shot, not trampled to death.

Conductor Frank Reynolds is back on the job after several months of sick leave, as is also *Conductor M. (Blackie) Beaudoin*. Both are feeling OK again and it is our wish that they can stay that way.

Cottage Grove

By Gale Hruska

WITH the European Victory now an historical event, we have even more than satisfied the most optimistic of those who believed we would have a good year in 1945. However, we still have a tremendous power in Japan to contend with.

Until total victory comes, we must make worthy bond contributions. Let's contact our minutemen immediately and put the mighty 7th War Loan over the top and hasten the end of this war.

We know relief *Janitor Mike Monaghan's* heart must be heavy with grief caused by the loss of his beloved son, *Captain Owen Monaghan*, Catholic chaplain who was killed in action on Luzon, April 7, 1945. Because of Owen's courage, sound judgment and fine spiritual comfort, the men looked upon him with the utmost of confidence. Captain Monaghan was also holder of the silver and bronze stars, and before his enlistment in April 1942, was a priest at St. Gabriel Monastery, Des Moines, Iowa. We extend our sympathy.

Our sincerest condolences also are extended to the following: *Motorman August Johnson*, upon the death of his wife who passed away May 8; *Conductor William Hermes*, who suffered the loss of his mother May 10, and *Conductor E. P. Sullivan*, whose wife died May 30, as a result of a hip injury caused by a fall in her home.

A couple of distinguished servicemen, *Tom Dixon* and *Terry Mahoney*, surprised us with a visit. The high popularity they entertain was much in evidence. Tom is still the same exuberant fellow. Terry is somewhat more muscular. Both have experienced plenty of exciting moments in the Pacific but fared none the worse for it. Tom is eligible for honorable discharge because of rating very high in the point system.

Congratulations, *William Kehoe*, upon your most recent addition to your family. Mama and

Rosemary, born May 12, 1945, both doing fine. Next one should be a boy, William.

Our well-dressed Cottage Grove pensioners can now obtain a good job on the side, if they will apply to *Andy Minning*. The position is Hyde Park gigolo, walking the dogs. Rehearsals are held two afternoons a week. The technique is simple and easily mastered. Says Andy, "*Len Grant*, are you sure you're not in on this racket?"

Devon

By Charles Saklem

CONDUCTOR and Mrs. P. Gallagher received word from the government that their son, *S/Sgt. Charles E. Gallagher* of the U. S. Paratroopers died of wounds in France, March 21. He received two Purple Hearts and a Citation from the President of the United States before



Judging by the papers, *Pfc. Charles Struwing*, left, front, (*Motorman, Devon*) must have been somewhere near Wessel or Essen when this picture was taken at a captured German military camp. He has been with the 79th Division of the 9th Army—and he is looking forward to the time when he can again take out his run on Broadway.

he passed away. We at Devon extend our sympathies to those families who lost their loved ones in the war and hope there will soon be peace throughout the world.

T/5 Peter J. Kennedy was home for a few days on furlough. He was in France and Germany and saw action in many battles. Peter is now at Mayo General Hospital at Galesburg, Illinois. Hope you will soon be able to get your discharge and be back to help run streetcars again.

Conductor William Meisel broke his ankle while on the job at 120th Street. Best of luck and come back soon.

Michael Sodorfski of the repair department passed away May 1.

Harry Krygsman, relief janitor at Devon, passed away last month.

The daughter of *Michael Sugrue* passed away May 20. We all send our sympathies to these families

We have three new clerks at Devon. *T. Hoelien* is combination clerk and receiver; *J. Burgman*, relief clerk and *G. Erhardt*, No. 5 clerk. Welcome to Devon.

Chief Clerk Al Hill celebrated his birthday at the depot, May 10. All the clerks enjoyed the large birthday cake. Congratulations and best wishes for many more.

BOWLING. The bowling season is over and now we may cite a few of the achievements of the boys on the team. Even though they came in fourth they all did mighty good bowling, but the other teams were a trifle better. There is one man in particular whose ready wit and grim determination kept the spirits up when they began to sag. He would rally the men and urge them on to a rousing finish. This spark plug is *Bill Kugelberg*. *Red Laske* averaged 204 for the final four weeks but too late to have much effect on the final outcome. Too bad, boys! But, as Bill said, "Just watch our smoke next year".

Division

By Fred Shippy

HAPPY BIRTHDAY to the children. May they celebrate many more. *Robert Lowery*, 7; *Robert Altenbach*, 3; *Kenneth Gruzalski*, 9. (April).

Anniversary congratulations and best wishes to *Mr. and Mrs. Ray Brzeczek*, *Mr. and Mrs. Charles Dietz*, 11; *Mr. and Mrs. Fred Gunderson*, 16; *Mr. and Mrs. Al Hengst*, 8; *Mr. and Mrs. Tom Mace*, 9.

NEW ARRIVALS. *Tom and Mrs. Mace*, a baby girl. *Ralph and Mrs. Stromaglio*, a baby girl.

New member for the Grandfather Club: *George Pass* announces the arrival of a granddaughter. He is sort of young looking for a grandpa, Ain't he, boys?

WAR BONDS. Come on fellows and see if we can make our quota.

News from the Far East. Received a letter from *Irving Green*. He asked to be remembered to all and would like to hear from you fellows.

Lawrence

By Pinky Moran

LAWRENCE GOES OVER THE TOP: Yes, gang, we did it again! Just ten days after the mighty 7th War Loan Drive began, we made our quota. We have every right to feel proud of our great little depot. To the chairman of our minuteman committee, *George Stillwell*, and his co-workers *Jack Werdell* and *Cliff Whalen*, we say, "A job well done." The volunteer work of *Harry Gubbins* and *Al Seeghars* show the fine spirit of the men here at the garage. The real credit however goes to you fellows who actually put up the money.

Thanks to the repair department for making in readiness that portion of the garage which was used for the picture. Thanks to Tony for the swell signs, and to the inimitable *Jack Werdell* for the fine entertainment. All in all

it made a day long to be remembered by us not only because of our success in reaching our quota, but for the real reason—the hastening of V-J Day and the safe return of our loved ones back home.

At the last writing these changes in our office personnel were not officially known. *Al Remack*, has taken the chief clerk's job at Limits. Best wishes and lots of luck from all of us at Lawrence, Al. We hope by this time you have found the place, there being some doubt by you as to its location. *Ed Hendrickson* has transferred to the West Shops, lots of luck, Ed. We warned all fire companies in that vicinity not to be alarmed at any excessive smoke coming from the West Shops, it's those cigars that Ed smokes.

Fred Meyers and *Ed Stenzel*, our new clerks, we welcome you to Lawrence garage. A couple of swell fellows, guys, let's cooperate with them and show them that good old Lawrence spirit. No fellas, that good looking young man that gives you your run in the morning is not a new man. It's *Ed Evenson*—the hours are what's new. And just when they lifted the midnight curfew, Ed!

Colonel Corn Pearson, it seems, is a man who believes in doing only one job at a time. When he is a mechanic, he repairs buses; when he is an operator, he drives them. Didn't you feel a

little embarrassed to have a car cleaner come out to fix your horn, Colonel?

I just found out where they get that color scheme on that new paint job on bus 1224. *Jensen's* jeep provided the idea.

The hand of welcome to *W. Ambrose* and *F. Rink* who are new men at the garage.

Sympathy is extended to *E. Matthias*, whose mother passed away; also to *G. Mathisen* in the loss of his father-in-law.

NOTICE TO OTHER DEPOT'S: Lawrence garage will have a ball team this year. How about some games? We used to have a lot of fun playing ball when our league was in operation. Who can tell, maybe next year we can operate a league again. In the meantime let's play some games just for fun. What do you say?

North Avenue

By "Dede"

A BRAHAM LINCOLN'S immortal words at Gettysburg in 1863, are worth recalling—"It is rather for us to be here dedicated to the great task remaining before us." For our first hard won victory we give thanks, but there is still a job to be done. A war to be won, a peace to be won. BUY MORE BONDS!!!



Now it can't be told where *Cullom Moran, E.M.*, (bus operator, Lawrence) is stationed, but it is significant that he is now a "dry land sailor," stationed somewhere in the Pacific. "During these past weeks," he wrote, "I've been seeing things which I wish I could forget." *Cullom* has been in the service a year now, and waiting at home for him are his wife and two children, one of whom he has never seen.

Instructor Daniel O'Brien's son Robert, and John Ruddle of North Car Repair, same birth dates, were inducted into military service on the same day. Another son, Corporal Daniel of the 7th Army, wounded in France and wearer of the Purple Heart, has a six-month's old daughter, whom he looks forward to meeting.

Seems as if a neighboring hospital caters to this depot exclusively. Didn't hear the original plans, but four trainmen's wives got together—same time, same floor: Mesdames Miedema, Mettler, Siegel, and Zapavigna. Congratulations to the proud parents. Conductor Mettler is eligible to join that ever growing father's twin club, which boasts of many members: Assistant Superintendent O'Shaughnessy, Bus Supervisor Buetow, Motorman Lewandowski and numerous other trainmen.

Motorman Ed. Linnane has recently received very good news. His son, who at first had been reported missing, then a POW in Germany, has been liberated and is coming home soon.

Congratulations are in order to Conductor E. Brzeczek and wife on their seventh anniversary May 28th, and Emily, whose birthday was May 31st.

Sincere sympathy to George Gross, our door-guard, who recently lost his wife; and Conductor Tignac, in the loss of his father.

By this time you are familiar with the new faces in the office. We were sorry to see the old ones go—a loss and yet a gain. A very hearty welcome, boys; hope you like us. Cooperation isn't such a big word and we all have plenty of that.

Instructor Leary is the proud father of a son, Kevin Albert, Jr.—six pounds, eleven ounces—born on National Hospital Day.

• • •

Motorman George Tyriver's 17 year old son, Richard, is in "boot training" at Great Lakes, and intends to transfer to the Seabees. Navy life seems to agree with him as he has gained 15 pounds in four weeks.

"Goodwill" Corbett and Mrs. Corbett have recently returned from New York after a visit with son James, S 2/c, formerly of the Schedule Department, who is attending radio school at Bainbridge, Maryland.

To Motorman John Osolin and his wife, who was a French war bride of World War I, we offer our heartiest congratulations on their silver (25th) wedding anniversary, June 9th.

Conductor L. Czaja is another lucky dad, with the addition of a baby girl to his family.

Our sympathy is extended to Conductor Hugh Garry and his bereaved family in the loss of his wife.

Operator Buckley's brother Bob, in the Southwest Pacific, mentions the weather as 130° in midafternoon. He states that folks seemingly under the impression that the "Nips" are easily taken, are wrong. They have to be dug out, are deadly with mortar fire and have a Nambu machine gun that fires much faster than ours.

Correspondence from former Conductor Ray Lofthouse tells us that he is with the 9th Marines, 3rd Division, and was one of those who performed such miraculous work on Iwo Jima. If our report is correct, he was wounded but is

now back in action. Take good care of yourself, "Devildog!"

Former conductor, Marine Pfc. Frank Plocinski, has been graduated from the Infantry and Browning Automatic Rifle Section School at Camp Pendleton, Oceanside, California. He will be assigned to an Infantry Battalion. He has completed training with the B.A.R., M-1 Garand and Carbine rifles, hand grenades, anti-tank grenades and is well versed in the use of the bayonet and knives for jungle warfare. He is now prepared for amphibious landings and establishing and securing beachheads.

Birthday felicitations to Joyce Ann and Judith Ann, twin daughters of Supervisor Buetow, and to Operator Harry Whitney.

Another year and another birthday for your scribe, and for those who may be interested—I still have 'em. How was the cake and ice cream?

So long, boys!

Seventy-Seventh

By Dorothy Musial

HELLO EVERYBODY!!!! You sort of missed this column for a couple of months, and your cries have been good and loud. However, things have happened in such rapid succession that we hardly had time enough to wash our face on getting up in the mornings. Things are shaping up somewhat differently, now, and perhaps we may find time to resume our regular routine and keep up with the doings of this ever-busy depot. We would like, therefore, to have all of you come across with some honest-to-goodness news, such as births, deaths, marriages, murders, hold-ups, anniversaries, betrothals, veterans' activities and what-have-you. If this kind of cooperation is afforded to us in an abundant manner, there is no reason why our column should ever fail to appear in the future. Now fellows, all together, let's get this column out regularly and with plenty of news.

As a starter, let us remind you that L. P. Arsenau has a Victory Garden at 87th and Saginaw, and thoroughly seeded with water-melons, pickles, and a variety of cucumbers. He doesn't intend to start a black market, either. . . . Harold Madsen was on a cake and boiled potatoes diet in the hope of gaining a few pounds of beef. We hope he makes it. . . . Walter O'Connor and Hank Workman No. 2 are the tallest trainmen at 77th and would make a dandy pair of ushers for Andy Frain. . . . Tom Morris is willing to lend-lease his pipe to Bob Airey, for the summer months. It seems that Tom's pipe has proved to be very effective in driving away the bugs from Airey's cabbage patch. . . . Frank Krause has received an offer to act as judge of water-beauties at the 75th Street beach, but to date he hasn't signified his intention to take the strenuous and delicate job. . . . Could it be that Marty Grady had last year's poppy dry-cleaned by the missus, and wore it last Tuesday on Poppy Day?? . . . Why couldn't Johnnie McKenna join Frank Sinatra in singing the blues over the radio? . . . We'd

think some of the impresarios would know talent when they see it! . . .

Jerry Gleason is very anxious to be identified with the bobby-sockers of his neighborhood, but age is an irrevocable enemy of ideas of a second childhood. . . . Captain Jim Cleary, son of Motorman M. Cleary, witnessed the surrender of Austria to the allied chiefs. . . . Bill Roach is an emergency assistant baker at a famous pastry emporium on West 79th Street and the men customers regret immensely that Bill wasn't born a girl. . . . Hoping that you boys won't all pick 79th Street for the summer, I remain, Yours truly.

Accounting Department

By Thomas T. Coan

ENJOYING a week around home, "just loafing" except for a few odd jobs, was the manner in which Howard Dahl spent his vacation.

At this writing Violet Holt, Patricia Bedame and Oscar Leiding are at home convalescing from recent illnesses, and we are looking forward to their speedy recovery.

Our deepest sympathy is extended to Chester Murphey in the loss of his mother, and also to Michael Verdonck in the loss of his father.

Best wishes for happy birthdays were extended to Virginia Rzezniak, Helen Wallace, Dorothy Pullen, Lenore Burns, Anne Marie Keating, Lucille Matson, Dorothy Johnson, Cecilia Di Pietra, Geraldine Fritz, Thelma Willett and John Pope during the month of May, 1945.

Word received from Stockholm, Sweden, mentioned that William Malmberg is enjoying good health and is looking forward to the day in the very near future when we will all be together again; he also mentions that the skiing is perfect with plenty of snow and sun. It requires about two hours to climb to the top of the mountains, and ten to fifteen minutes to come down and except for a few black and blue marks, bruises and stiff joints, he recommends this sport very highly.

Shirley Lundgren spent her vacation at home with her brother, Radioman 2/c, U.S.N.R., who was on leave after serving 18 months in the Pacific.

Congratulations and best wishes are extended to Rebecca E. Meers and Fred Hartman, who were married at Drexel Park Presbyterian Church, 64th Street and Marshfield Ave.; also, Gladys Wedman and Edward Kusch, who were married at the Nebo Swedish Evangelical Lutheran Church, Dakin Street and Menard Avenue. The two brides were remembered with useful gifts from members of the department.

Car and Bus Repair

ARCHER: We are all glad to see S. Stenberg back on the job again, and hope to see T. Jankauskis back with us soon too!

Theodore Harris, car cleaner, passed away on May 11th after a long illness. We offer our deep sympathy to his wife and family.

Sincere sympathy is also extended to James Hopkins, assistant foreman at 77th in the loss of his father.

* * *

77TH ST.: Our congratulations go to *William Magee* who was promoted to assistant night bus foreman. We wish you success in your new assignment!

A hearty welcome is extended to *Eleanor Galle*, bus clerk. We hope you find your new duties pleasant ones.

Ben Roberts, car repairer, is in the Wesley Memorial Hospital convalescing from an operation. He is getting along fine and we're looking forward to having him back soon.

We received a surprise visit from *Lawrence Cory*, S. F. 1/c in the Seabees. Lawrence related a number of thrilling experiences in the Pacific.

Patrick Considine, bus repairer, became the proud daddy of an eight pound girl. Both mother and daughter are doing fine. Best wishes to you all.

Word was received that *Pvt. Tommy Canning* was wounded in action somewhere in Germany. We wish you a speedy recovery Tom, and with victory in Europe accomplished we're looking forward to seeing you home soon.

* * *

We extend our sympathy to *Harold Tickell*, bus repairman, whose brother *Lt. Richard P. Tickell* was killed in action somewhere in Italy on April 14th. Entering the service in 1942 as a private, "Dick" came up the hard way to become a lieutenant. Before entering the service he was employed by the Surface Lines as a car cleaner at Burnside.

We extend our sympathy to *Fred Wolf* whose wife passed away on May 6th, to *James Hopkins* who lost his father on May 7th and *William Fitzpatrick* whose mother-in-law passed away on April 28th, 1945.

Electrical

By Billy Schenck

THOMAS HITCHCOCK working at Grand & Leavitt, died Tuesday, May 29, after being confined at the hospital for almost the whole month of May. The burial was Thursday morning, May 31. Our heartfelt sympathy is extended to the Hitchcock family.

James Oniones, who, after almost a year spent out west regaining his health, is now back at work again at Grand & Leavitt. We are all pleased to see you back on the job, Jimmy.

Jesse Schellinger, substation helper, now in the Armed Forces of the U.S.A., paid a visit at Grand & Leavitt and several other substations.

Your correspondent who has been confined to the hospital and at home almost the full month of May, wishes to express his gratitude to all who remembered him with flowers, cards and wishes for a speedy recovery.

Fred Damrow, R.T., was a recent visitor to the Electrical Department. He is now on his way back to some new duties at Norfolk.

MEET THE MISSSES



Lovely to look at, these mermaids! And something to talk about!—Just ask their father, Operator Tom Wilson of 77th

Recently, Jeanne (she's the one on the right, unless that's Lillian) broke the American record for the 100-yard breast stroke in the National A.A.U. women's swimming meet. In addition, she won the 100, 220, and 400 yard free-style events. As a result she now holds every breast stroke title and record in the state of Illinois.

Daughter Lillian (she's the one on the left, unless that's Jeanne) doesn't just go along for the splash. She's no mean swimmer herself, holding the position of captain on the Lake Shore Club swimming team. She writes their various water ballets and creates and designs their swimming costumes. Both girls have helped to win many of the swimming trophies held by the Lake Shore Club, the most recent being the Blankley Memorial won by Jeanne,

which is for the outstanding swimmer of the year in Illinois.

These accomplishments are all the more remarkable because only two years ago Jeanne fell from a high diving board and paralyzed her left arm. Although doctors said she would not swim again, she took to the water almost the day she left the hospital, and gradually regained the use of the arm.

So small wonder that "Father Tom" is pretty proud. He taught the girls to swim himself, starting when they were little tots under each arm. And according to the girls he was the best free-styler on the South Side when he was 16.

(Editor's Note: Any wolf wishing a more formal introduction will find the line forming to the right.)

General Office

By "Brenda & Cobina"

T/SGT. LAWRENCE V. GURIOLI, formerly of Purchasing Dept., has been promoted from technician third grade. A veteran of campaigns in New Guinea and the Netherlands East Indies, Sgt. Gurioli is stenographer for the Chief of Staff and commanding general section. After successful operations in Bataan and Corregidor, Maj. Gen. Charles P. Hall's 11 Corps, with which Sgt. Gurioli is attached, is mopping up in the hills of Luzon.

With the nice days of June coming up (we hope), a speedy recovery is wished to *Eileen Coan* (Insurance), convalescing from an appendectomy; and to *May Longway* (Purchasing), recuperating from a back injury.

A recent visitor to CSL and looking very fine, was Lt. (j.g.) *Al Spasojevich* (formerly of M & S). Al has been sighting subs off the eastern coast.

Sympathy is extended to *Charline Smerz* (Executive) for the loss of her brother on Okinawa; and to *Claire Kappen* (Purchasing) for the loss of her mother.

We are now in the last week or so of the Mighty 7th War Loan. Let's make it the "7th inning stretch" that will bring a speedy victory to the home team.—A 7th Army infantry Sergeant wrote the following about the European war: . . . "It was a hard cruel war and costly, not only in dollars and cents, but in lives. The Germans were smart and strong with the best war material any nation could furnish placed in their hands, but when they marched in two single files up the road to meet our fire, it was more like a funeral procession than anything. I mean, they never spoke a word to each other, only shared each other's thoughts in complete silence—whereas our boys marched up there no matter what the weather or situation and laughed, joked and carried on like there was no war within thousands of miles—even into the enemy fire" . . .

With such indomitable courage shown by our boys on the fighting front, we owe it to them to put all our might behind the 7th War Loan and make it a success.

EMPLOYMENT DEPARTMENT

From the interesting tales *Mrs. Gareau* has told us of her vacation, we know she had a most enjoyable time. This included a trip to Mexico, New Mexico, and quite a few places in California.

At the present writing, *Miss Helen Doherty* is vacationing in "Sunny California." Wonder if she'll have any time to see all those servicemen her friends have told her to look up. Lucky girl!!

Birthday congratulations to *Mr. James Connors*. How many does that make Jim?

We were sorry to hear that *Miss Ida Fishbach's* brother was wounded in action in Germany. Here's wishing him a speedy recovery.

Miss Louise (Cupid) Skermont is anticipating a visit from a Californian and from what I hear, he's all right. By the way, Louise, how are you making out on that deal you made with *Mary Harper*?

And then there was the applicant who was told to go to the fourth door to his left for fingerprints and instead made his way up to the fourth floor. He's still making his way—there is no fourth floor at 1165.

That's just about it for now. — Georgia Callesis.

Material & Supplies

By Lois Marsh

WE SEEM to be having quite a run on birthdays these days. The following celebrated theirs recently: *SOUTH SHOPS*: M. Riley SR-51, Mrs. Yaw SR-60, Mrs. Jones SR-56. *WEST SHOPS*: Eldora Freeberg.

We extend our heartfelt sympathy to *Tony Gorzkiewicz*, West Shops, on the recent loss of his brother.

Sgt. Bill Unwin, West Shops, bids a hearty "howdie" to all of his friends from somewhere

REAR COVER

The new equipment which is expected to begin arriving shortly is given advance publicity in one of the series of ads appearing currently.

in Germany. Bill said that he looks forward to receiving the magazine every month. Glad to hear that Bill.

Pvt. Larry Girlich, Halsted Yards, also has seen quite a bit of land in his travels which includes England, Scotland, Wales, Normandy, France and now Germany.

James T. Korte, West Shops, has been a prisoner of the Germans for almost 1-1/2 years. But your reporter discovered his name among those of the liberated in the newspaper a few days ago. I know all of his pals out West will be happy to hear of this.

Seen walking down the streets of Oak Park recently were a sailor and a certain young miss from West Shops. Now I wonder just who she can be—how about it E. F.?

Ann Fahey has a new theme song and its title happens to be "In My Arms." Now stop that blushing, Ann.

A. Hillstrom, former typist in the M&S Dept., reports that he has seen quite a bit of land since his last leave. He has visited the Caroline Islands, Guadalcanal and took part in the invasion of Okinawa aboard the *U. S. S. Procyon*. At the time of his last letter he was enjoying a liberty in Sacramento and Oakland, California.

Schedule and Traffic

By L. C. Dutton

THE ENTIRE DEPARTMENT joins in an expression of sympathy to *Esther O'Brien*, whose mother passed away recently.

We had the pleasure of visiting with *T/5 Phil Leahy*, who still is stationed at Camp Hood, Texas. *Pfc. Walter "Tommy" Thomas* from Florida, and *Pharmacist Mate 2/c Glenn Crump* from Indiana. It was good to see you fellows.

The letter bag unloaded mail from *Bob LaVoie*, down in Missouri; *Eddie Thompson* in the New Hebrides; *George Fahrow*, a Seabee located in Rhode Island; *Bill Kendall* and *Lt. Col. Clayton Steele*, both in the Philippines. *Eddie Thompson* enclosed a snap shot of himself which the gang all appreciated. The invasion money of the Philippines which *Clayton Steele* and *Bill Kendall* sent us was inspected very carefully by the gang, but even our men who work as conductors in their spare time wouldn't be fooled by it.

In case you see *Bob Sedlack* with a few sore fingers you will know he hit the wrong nail with the hammer. Bob bought a house and he has been busy decorating and doing all the repair work that a home owner has to do.

West Shops

By Mildred Habeger

WE ARE INDEED happy to have *Dolores Nelson* and *Dorothy Angel* added to our office force, and hope they enjoy working here as much as we enjoy having them!

Does *Jean Panek* look any different to us these days—well, she celebrated her birthday within the past month but still is the same Jean to us. Thanks so much for the candy, it was 'lucious!

From our Boys in Service we received both letters and personal visit—and we enjoy both, since our thoughts are ever with them.

Sgt. Edwin Hess wrote us from somewhere in Germany and sent us a snapshot of himself, for which we were very grateful. We are always anxious to see how the war is treating our boys.

Earl Larsen has changed his address from the east to the west coast and is now stationed in San Pedro, Calif.

Eddie Evans, serving with the Marines on Okinawa, writes that it's not all glory over in those parts right now, but still keeps a cheerful attitude in his letters, even though they are written from a foxhole.

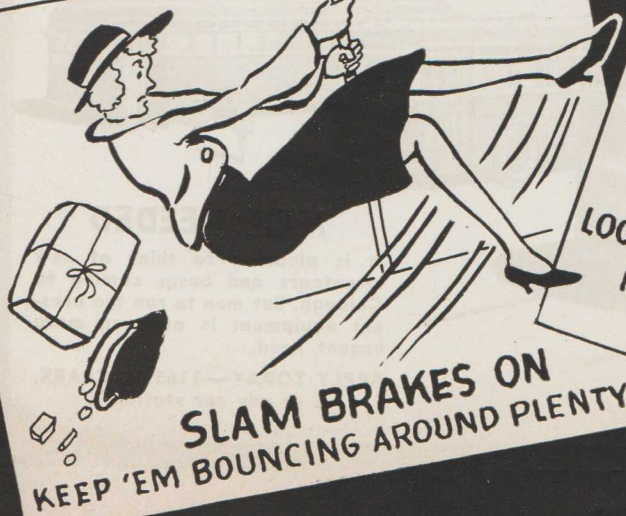
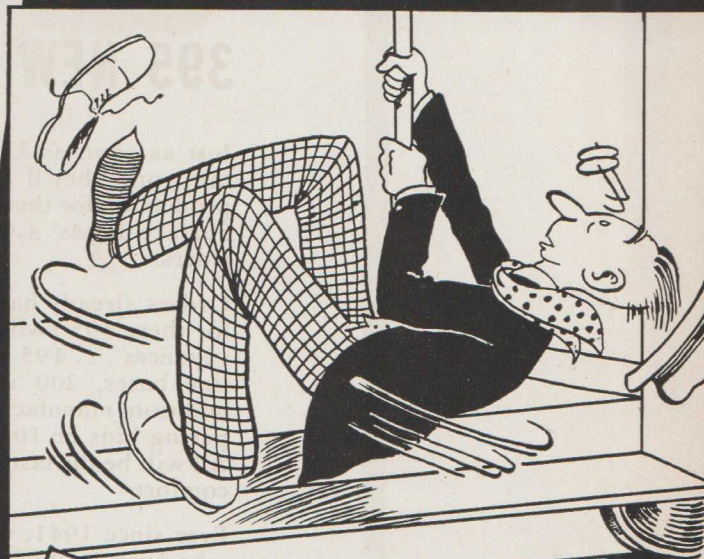
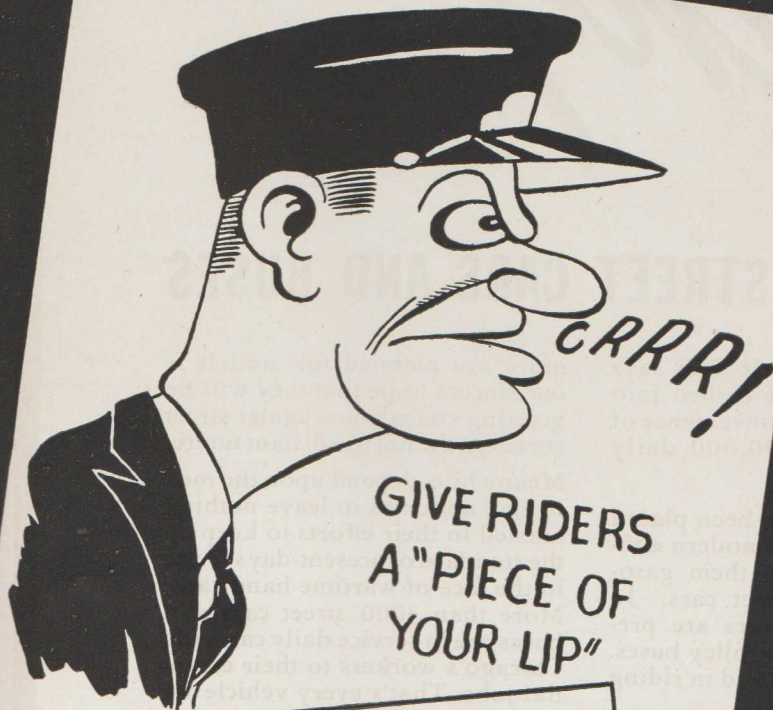
A card from the government was received telling us that *S/Sgt. Walter Hager* has changed his address to an A.P.O. out of San Francisco, telling us, in not so many words, that he has left for the South Pacific. Our prayers go with these boys as they leave for foreign shores.

And *Pat Porcelius* walked in on us one day, paying us a surprise visit from the South Pacific. It was indeed good to see Pat again. He received a 30-day leave and expects to again return to the Pacific at the end of his leave. We hope to see him again before he leaves.

Each and every one of us rejoiced with *Mary Crosby* when her brother returned from Europe, having been a Prisoner of War in Germany since last December. The fact that he returned home safely is much to be thankful for, and we are happy both for him and for his family.

It is with deep regret that we add another Gold Star to our Department's Service Flag for *Sgt. Edward J. Sturm* who was killed in action in Germany on April 29th, 1945. Our sincere sympathy is extended to his wife and little son, and to his parents, in this their time of bereavement.

HOW *NOT* TO BE POPULAR WITH THE PUBLIC!



Coming—

395 NEW STREET CARS AND BUSES

Just as soon as Uncle Sam says the word, they'll be rushed into production for the convenience of Surface Lines' 4,000,000 daily riders.

Orders already have been placed for these 395 swift, modern conveyances . . . 195 of them gasoline buses, 200 street cars. In addition manufacturers are preparing bids on 100 trolley buses. All will be the last word in riding comfort.

Ever since 1941, your neighbors who operate CSL have been doing everything possible to obtain new equipment that would provide seats and speed service for our patrons. Some of these vehicles were ordered then. Others have been ordered just recently; still

more are planned for; and it is our sincere hope that they will be greeting you at your regular street corner in the not too distant future.

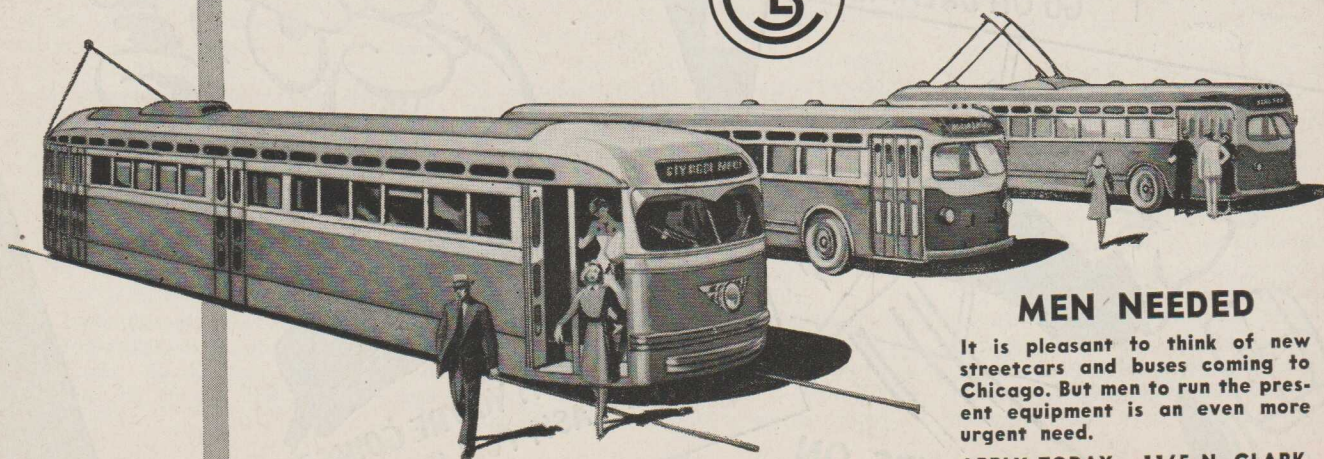
Meanwhile, depend upon the men in CSL uniforms to leave nothing untried in their efforts to keep up the standard of present-day service in the face of wartime handicaps. More than 3000 street cars and buses are in service daily carrying Chicago's workers to their essential jobs. That's every vehicle we have the manpower to operate. True, some of them, under normal conditions, would have been retired long ago, but our workers behind the scenes are on the job extra hours and on rest days to keep these street cars and buses running until better equipment is available.

CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE



TRANSIT SERVICE



MEN NEEDED

It is pleasant to think of new streetcars and buses coming to Chicago. But men to run the present equipment is an even more urgent need.

APPLY TODAY—1165 N. CLARK,
or any car station