



Preparatory to going through the 95th Street Testing Lane nine of the new Ford buses are lined up by Operators John Lane, Ed Cavanaugh, Paul Payne, Roy Jones, L. C. Borrmann, Wilbur Jensen, Sig Holm, Jack Fisher, and Ray Wells (all of 77th).

EARLY DELIVERY of 395 new vehicles—the Surface Lines' start in creating a new standard of comfortable, speedy and convenient service for Chicago—is now assured.

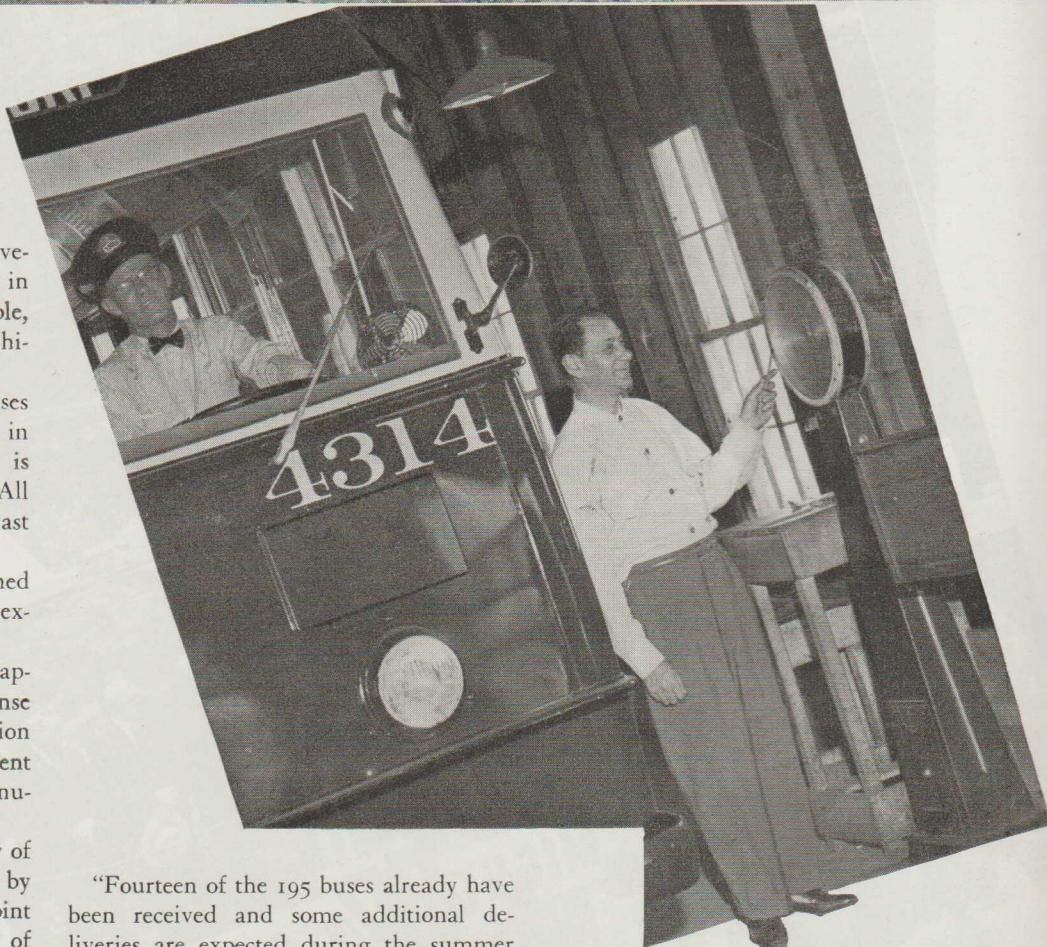
The first 14 of 195 modern new buses already have been received and put in service and delivery of the balance is scheduled for the next few months. All of the buses are expected during the last half of 1945.

Early delivery of the new streamlined streetcars is also promised. They are expected in late 1945 and early 1946.

Release of the new vehicles was approved recently by the Office of Defense Transportation and the War Production Board and construction of the equipment is already under way by the manufacturers.

Announcement of the speedy delivery of the cars and buses was made recently by John E. Sullivan, Chairman of the Joint Board of Management and Operation of the Surface Lines.

The contracts for the purchase of the equipment were authorized on March 16 by Federal Judge Michael L. Igoe and placed with manufacturers a short time later.



"Fourteen of the 195 buses already have been received and some additional deliveries are expected during the summer months," Mr. Sullivan said. "Deliveries are anticipated at an accelerated rate starting in September and it is hoped they will all be received before the end of the year.

(Continued on Page 6)

Each of the buses is tested for wheel alignment and braking power in addition to the operation of lights, horn, and windshield wipers before the sticker is finally fastened to the windshield and the records marked OK.

NEW BUSES ARRIVE

Number One bus of the 1945 series of Fords is driven by Operator Leo Clay (77th) on the new Jeffery bus line. To speed delivery, all the buses were painted in CSL shops, the first five being given this special paint job.

SURFACE SERVICE





Cpl. Edward Vanderplow



Pvt. Thomas Miller

Father of Eight Becomes 35th CSL Gold Star

ON JUNE 8, 1945, CPL. EDWARD F. VANDERPLOW, who had been on military leave from the Surface Lines since October, 1942, died in the Fitzsimmons General Hospital, Denver, Colorado, of pulmonary tuberculosis.

Vanderplow was the father of eight children, ranging in age from four to 18 years of age. It was his desire to take an active part in defending the future of these children which caused him to enlist in the Army. He had started with CSL in September, 1937.

He went overseas in July, 1943, where he served with the 745th Tank Battalion and participated in the invasion of France, receiving the Purple Heart for a shrapnel wound. He contracted pneumonia and upon returning to duty collapsed and was confined in a hospital in England with a diagnosis of tuberculosis.

In a critical condition, Vanderplow returned to the States in December, 1944, for treatment at Denver, where he remained until the time of his death.

His widow, Mrs. Dema Vanderplow, lives at 1243 South Kedzie. The oldest boy, Edward, is a private in the army.

★ ★ ★

AFTER having been reported as missing in action for four months, *Pvt. Thomas Miller* (welder, Track) has been officially

reported killed in action, as of February 13, 1945.

Miller came with the Surface Lines late in 1941 and was employed as a welder operator in the Central Division. In June, 1944, he was inducted and saw action with the infantry in France, where he was killed.

He was 26 years of age and is survived by his wife and two children, ages one and four years.

39 Servicemen Without Christmas Checks

THERE ARE STILL 39 CSL employees in the armed forces who have not received their ten dollar Christmas checks. Last fall these checks were mailed by the Company to all employees on military leave, and acknowledgments are still coming in from all over the world.

In the April SURFACE SERVICE a list was given of those individuals whose checks had been returned to CSL, marked unclaimed or unknown. As a result of that list a number of checks found their way to the rightful owners. However, some additional checks have since been returned.

P. W. Sears, cashiers office, General Office, who is in charge of the distribution

of these checks, would appreciate any assistance from CSL employees in locating these servicemen. The reward for such assistance is more than ample—the satisfaction of having helped the servicemen obtain this token of appreciation from the Company.

The following list is arranged according to stations, and then alphabetically. The asterisks indicate those individuals whose 1943 Christmas checks are also unclaimed.

ARCHER: V. Lukas

ARMITAGE: D. A. Thime

BLUE ISLAND: F. J. Siuda

BURNSIDE: D. G. Willson

COTTAGE GROVE: M. M. Newman

DEVON: J. Belkin, K. D. Bishop*, J. E. Carlson*, E. Henry, L. K. McKinney, F. J. Urhausen.

ELSTON: C. J. Mahoney

KEDZIE: C. B. McCarney, J. A. Manion

LAWNDALE: A. L. Clayton

LIMITS: H. C. Pahnke, D. J. Wise*

LINCOLN: J. F. Egan

NOBLE: R. H. Estes, Wm. Leahy, Walter G. Uhlemann.

NORTH AVENUE: M. R. Carmen*, J. R. Dore, J. W. Fitzpatrick, J. J. McMahon*, C. M. Ray*, V. L. Smith.

77TH STREET: R. L. Webber

69TH STREET: R. E. Boyle*, J. J. Brennan*, W. E. Dennis, T. J. Fitzgerald*, G. M. Kelly, G. E. Melander, J. V. Noe, J. M. Power, E. J. Shields.

WEST SHOPS: V. Lukas

TRACK: J. A. Holmberg, L. R. Miller*, S. Oliveri.

FRONT COVER

Members of the Proud Fathers' Club help in the 7th War Loan Program. (see Page 6)

21 YEARS of safe operation PAY OFF

FOR 21 YEARS Dominic Stuckis has been a metalman and heater in the Brass Foundry at the South Shops. It is his job to feed the seven furnaces which melt together the metals used in the Foundry. When the brass has reached a temperature of some 2600° F., and even the crucible is white hot, Dominic steadies the crucible as the metal is poured into the forms for the brass castings.

His is a job which calls for an alert eye and a steady hand, for sparks fly when metal and fuel are added to the open furnaces. And the white hot metal has a bad habit of splattering when it comes in contact with a cold surface.

During these 21 years Stuckis has carefully observed all the safety rules—wearing heavy clothing and safety glasses to protect him from flying sparks and metal and the intense heat. He was never involved in an accident.

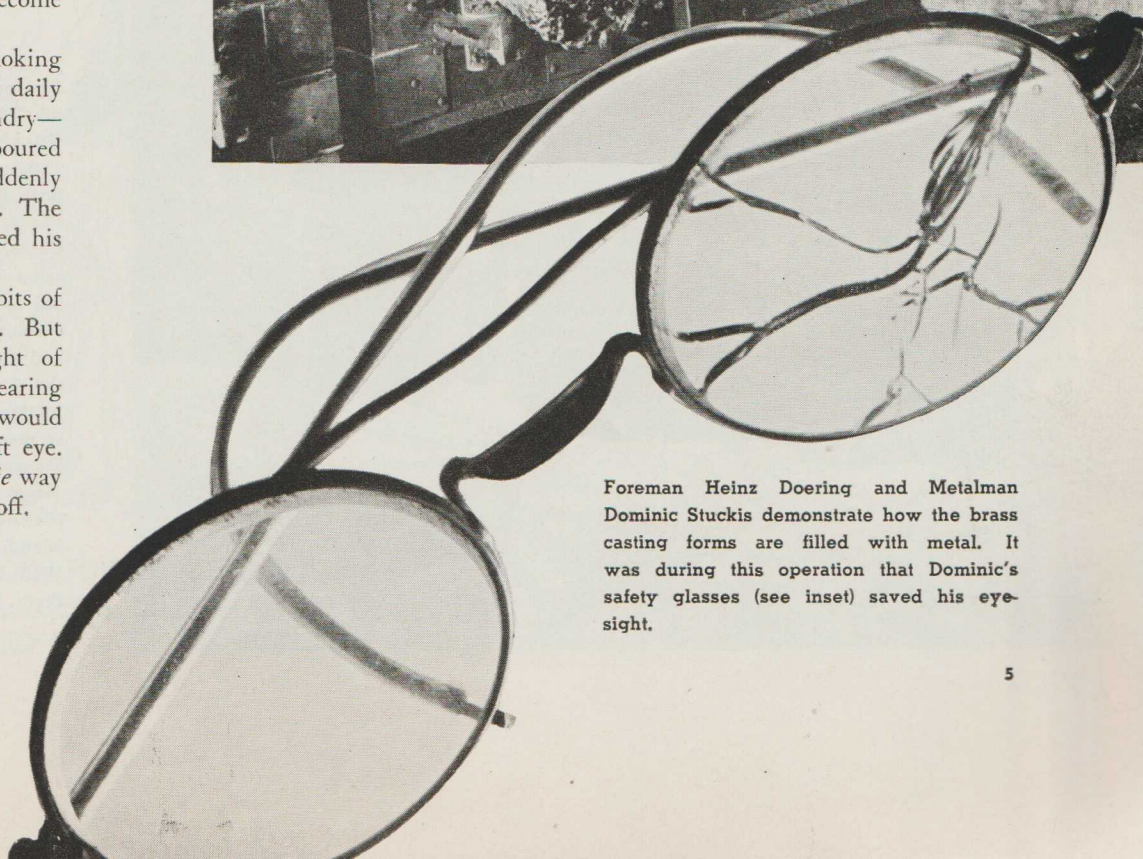
On May 20 Stuckis completed his 21st year of work in the Foundry. Just ten days later he had cause to be glad that observing safety precautions had become a habit with him.

Stuckis was steadying the smoking crucible—just as he had done twice daily ever since he worked in the Foundry—while Foreman Heinz Doering poured the hot brass into the forms. Suddenly the metal splattered. Stuckis ducked. The hot stuff flew through the air, missed his face, and hit his safety glasses.

The glasses were shattered, with bits of hot metal burnt into their surface. But Dominic Stuckis still had the sight of both his eyes. If he had not been wearing his safety glasses the molten spray would have seared its way through his left eye. But the habit of doing things the *safe* way—built up over 21 years—had paid off.



Foreman Heinz Doering and Metalman Dominic Stuckis demonstrate how the brass casting forms are filled with metal. It was during this operation that Dominic's safety glasses (see inset) saved his eyesight.



NEW BUSES ARRIVE

(Continued from Page 2)

"Delivery of the new streetcars is tentatively scheduled early in 1946 but there is a possibility that some of this equipment may start coming late in 1945."

The total cost of the 395 new vehicles is \$6,559,665 of which \$4,440,000 is for the streetcars and \$2,119,665 for the buses.

The new streetcars will be in some respects like those now on the Madison Street line, but will have many improvements in comfort, performance and appearance. They will be lightweight vehicles, each seating 59 passengers, and will be quieter and smoother operating than the present Madison Street car.

The new buses will have incorporated all the new developments available at the

time of manufacture. Most of them will be large, roomy vehicles. Seating capacity will range from 36 to 45 passengers, except in 35 smaller units which seat 27.

The first five of the new buses received were used to start service on a new line on the South Side. The new route called the Jeffery-100th line, was inaugurated on April 12. The line operates from 93rd Street and Stony Island Avenue, east on 93rd to Jeffery; south on Jeffery to Van Vlissingen; southeast on Van Vlissingen to 100th Street; east on 100th to Torrence, and south on Torrence to 104th Street.

Of the balance of the new buses 78 are earmarked for restoration of service on three routes—the Kimball Avenue, Kimball-Homan, and Ogden Avenue lines. Service on these lines was discontinued two and one-half years ago as a war con-

servation measure on order of the Office of Defense Transportation.

The Office of Defense Transportation has fixed November 1, 1945, as the tentative date for rescinding its order for discontinuation of these lines, contingent on the war situation. The Surface Lines has in the past requested the Office of Defense Transportation for authority to resume the service as soon as war conditions permit.

Most of the new streetcars will be used to completely modernize the Clark-Wentworth line with these fast, safe and near-noiseless new vehicles. Approximately 185 of the new cars will be required for this purpose. The balance will be utilized on the Madison Street line, where the present 83 modern cars now operating are insufficient for the volume of traffic on that route.

BACKING THE 7th WAR LOAN



Lawrence F. Stern (extreme right), chairman of Chicago and Cook County 7th War Loan Drive, greets eight members of CSL's Proud Fathers' Club who were a chief feature of the final 7th War Loan program at the Treasury Center (see front cover). The sales at the Center that day were the largest of the entire campaign. . . . When this picture was taken, the soldiers in the foreground had just fired a salute to the fighting men of Okinawa and the servicemen in the rear had re-enacted the flag-raising on Mount Suribachi. In the picture are (left to right) Don McKiernan, deputy manager of the Special Events Division, US Treasury; Trainmen Michael Collins (Lincoln), George Bagnall (Kedzie), Wm. McMillan (Kedzie), Wm. Hayes (North), John Ryan (Blue Island), Andrew Enzenbacher (Division), Matt Wall (Elston), Dan Curtin (North), and L. F. Stern.

Kedzie Trainmen Receive Most Fan Mail

ALL TRAINMEN from Kedzie station should be entitled to wear a special red feather in their hat. During the month of June they earned more letters of commendation than the trainmen in any other station.

One of those praised was *Conductor John Rybar*. "This man was very much interested in delivering the best service possible to all of his patrons," wrote Walter Breen of the Creamery Package Mfg. Co., 1243 W. Washington. Also commended for their "exceptional courtesy" were *Conductors Ralph O'Meara and Ben Amsterdam*.

The second outstanding characteristic of the Kedzie trainmen during the month seemed to be their consideration for the physically handicapped. "If a Courtesy Award is given," reported Mrs. E. Shedloff, 19461-2 North Spaulding, about *Conductor Paul Senne*, "he should merit it. He had a smile for all, and when a crippled lady had to leave he very politely assisted her from the car and walked her to the sidewalk." Similar consideration for passengers brought praise for *Conductor August Anderson* and *Motorman Nicholas Stafford*.

HIS QUICK action in an emergency as well as his courteous manner earned commendations for *Conductor Martin McFadden* (Lincoln). According to Attorney Clifford C. Elger, 4740 No. Western, "A passenger on the car was very carelessly riding on the outside rear step. . . . The car was just about to pass one of the upright pillars of the elevated tracks, which are built extremely close to the car track. . . . Your conductor acted very quickly in this emergency and forcibly pulled the passenger back into the car, thereby avoiding what might have been a serious accident." Mrs. H. Breiver, 808 Roscoe, praised McFadden because he "is a 100% perfection gentleman."

YOU CAN'T get far these days without a ration book. Therefore it is easy to understand the appreciative letters received when *Conductors William Gray* (Archer) and *Walter Padgham* (Burnside) returned to their proper owners the ration books they found on the cars. *Motorman Lu Potts* (69th) was also praised by John B. Fahey, 4845 W. 96th, Oak Lawn, Illinois, for promptly turning in a lost purse.

"SMILE, and the world smiles with you" is an old, old saying. But apparently it is still true. At any rate the smiles of two CSL trainmen have won them attention. "In the many, many times I have ridden his car, I have yet to see him without his wonderful smile, a ray of sunshine. His courteous, kind, and helpful manner is there for all, young and old," wrote John Ricciarelli, 1640 W. 71st, of *Operator James Durchasek* (69th).

Equally enthusiastic was Mrs. C. L. Hart, 5725 So. Green, in regard to *Conductor Joseph Eppich* (77th). "He always has a smile, never gets angry. . . . I have been riding with him for weeks and weeks, wondering if he changes, but no, he is the same fine and respectful gentleman."

IF MOTORMAN JAMES D. ROSS (69th) should blossom out with an orchid one of these fine days, you can know it's the one referred to by Mrs. Ola Deadmore, R. No. 2, Lockport, who signs herself "A Great Grandmother." "An orchid to one of your many boys who are serving on the home front," she wrote. "Operator 12117, with whom I rode this morning, for the smoothness with which he started, stopped, and operated his car. I really did enjoy the ride."



"THESE BEEFSTEAK TOMATOES ARE A GREAT DISAPPOINTMENT. ALL THESE WEEKS AND NOT A SIGN OF ANY BEEF!"



These sergeants should have CSL conductor badges on them somewhere. Although (left to right) Frank Poznanski (Archer), Pat Donovan (69th), and Andy Kott (North) did not work together at CSL, they have been together ever since their company was formed in July, 1943. They are part of the 108th Evacuation Hospital, attached to the 9th Army. They have been overseas since May, 1944, first in England, then following close on the heels of the infantry through France, Belgium, Holland, and across the Rhine. Now they are "sweating out either a trip home, or to the Pacific."



FROM SOMEWHERE in the Marianas Pfc. George Guenther (conductor, Elston) writes that he is "working mostly on B-29's, which is a lot different than the trolleys. Transportation here ranges from the most primitive to the most modern air conveyance—only there is no in-between, which makes it difficult getting around at times. We are all anxiously looking forward to the day when we can come back home and take up where we left off."

"WE GOT IN HERE about 12 hours after the town had been entered," wrote Pfc. Dick Schultze (West Shops) from Innsbruck, Austria. "Things were in full swing. Streetcars and buses were in operation, also telephones . . . These streetcars operate the same as the old St. Louis car. . . . Instead of a trolley they have a two-foot rod on a spring-jointed support, which allows for any sag in the wire, while the rod allows for side-sway. Most of the cars are small and have two trailers behind them about one-quarter as long as our regular cars. Think nothing of the two trailers, because they have as many as four at times! Their streetcars operate on 350 volts and are quite a bit smaller than ours. They use a narrow gauge track, and their speed is much more than our St. Louis cars. The trolley system

Just to prove that he hasn't been wasting his time since he has been in the Marines, Pfc. Walter Raczkowski (motorman, Archer) has sent back this picture of himself with a collection of trophies, including a Japanese Red Cross flag. He wrote: "The picture on the cover of the April Surface Service is the one in which my regiment participated in making. We have just returned from Iwo-Jima and now are at a rest camp, where life is merry, compared to what it was on Iwo-Jima."

"Lines from

they use enables them to maintain their speed on the corners and at other points."

* * *

IT'S AN OLD STORY that the army "marches on its stomach" and that "an empty belly makes a poor fighter." So it's understandable why S/Sgt. Phillip Marrese (car cleaner, Lawndale), Mess Sergeant, 172d Engineer Combat Battalion, should have received a citation for the Bronze Star Medal. "Through careful

Pfc. Peter Hans (conductor, North) got lonesome for CSL when the troops went into Bonn, Germany. He happened to be in the squad that cleared the streetcar barn. He reports that the cars are very obsolete, being "small, single truck affairs with only hand brakes. They also had women conductorettes and used trailers during the rush hours."



planning, his company was assured of adequate meals under the most trying conditions. Sgt. Marrese's unselfish determination and disregard for his own safety were displayed on various occasions when he traveled under direct enemy observation and artillery fire to deliver hot meals to the company."

* * *

SOMEWHERE in the South Pacific Radarman 2/c Edward Schade (conductor, Devon) is making himself useful running back and forth "hauling everything from bulldozers, horses and goats—which belonged to the civilians we evacuated from islands around here." . . . Schade is on an LSM (Landing Ship Medium) and has been in two major operations.

* * *

"THERE ARE NO STREETCARS, buses, or elevated trains," where Clyde R. Brennwald, SK 3/c (operator, Law-

SURFACE SERVICE

Surface Liners''

rence), is stationed. "The only transportation is our feet (mine are finally getting flat, and they told me to join the Navy to avoid all the walking), trucks or jeeps. Our outdoor movies are a must every night, even though it does rain. Speaking of rain, we used to think it rained hard in Chicago when the viaducts would flood but you should see and be caught in one of our tropical downpours. Every bit of traffic in Chicago would be tied up then, but we sit right through it, unconcerned, engrossed in the moving picture unreeling before us. We've learned a lot in the service, particularly patience, which will come in mighty handy when we return to our job of handling the public. That is one of the main things we all have in the back of our minds—being able to return to our families and our jobs."

* * *

BEFORE V-E DAY Sgt. Adolph Kutz (stenographer, Electrical) wrote one of his rare letters—and gave an excellent account of pre-VE Day Germany. "The glory of the superman is gradually coming to an end. It is a satisfied feeling to observe convoys of trucks loaded with prisoners headed for prisoner-of-war enclosures filling them at a rapid tempo. Most of the prisoners appear like "sad sacks," ages varying from 15 to 55. In spite of their disappointment, SS officers carry the conspicuous Prussian poise and arrogance. Thousands of released slave-workers of various nationalities are wandering everywhere. The under-nourished physical features and sad dress present a good impression of their past experiences. The presence of the GI is a blessing to them.

"The destruction as I continue to see more of it is best described as being "terrific." Not too many towns are entirely intact. Fortunately, at present I am billeted in a college in a town that has not felt the war. Passing through a large city that was still hot off the press,

I saw huge flames lashing into the sky from extreme wreckage of buildings, railroad yards, etc., which gave a good indication of one job well accomplished.

"Outside of the destruction, Germany is a beautiful country. Travelling on the famed Autobahn (superhighway), I saw country scenes that were very interesting and picturesque. This highway reminds one very much of the double-lane highways in the States.

"Spring weather is very good which compensates for the bad winter. Working of fields and gardens is in progress in many parts of Germany."



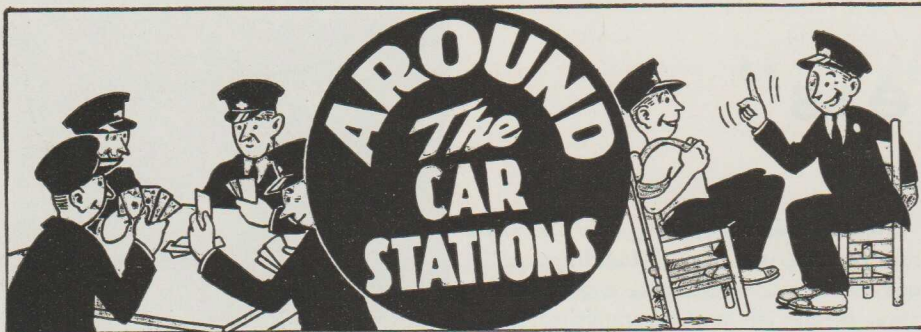
Captain Bob Motis (material and supplies) is at Kearney Field, Nebraska, where he is section head of the Technical Supply office. As Bob says, "It seems as though I just can't get out of supply work." Bob has gotten himself a "Mrs." since entering the Army.



Although it doesn't show in this picture, Pvt. John F. O'Neill (motorman, Kedzie) is supposed to be doing a bit of typewriter repairing at the present time. This is the type of work he did before coming to CSL, but he had to go all the way to the Philippines to get back into it. . . . Paul Anderson, CM 3/c (material clerk,



Track) didn't explain the significance of the rock pile on which he is standing. In the 22 months he has been overseas with the Seabees he has seen plenty of action—New Caledonia, Guadalcanal, Bougainville, Bismarck Archipelago, New Ireland, Admiralties, New Guinea, and the Philippines, for example.



Armitage

By Ted Shumon

OUR HEARTFELT sympathy is extended to *Motorman Gus Wajerski*, whose wife passed away last month.

We are glad to report that Joe Pollowczyk is back on the job after a three-month bout with father time. Joe is lighter by 55 pounds and is now going to battle to keep that sylph-like figure.

Since last issue of *Surface Service*, your scribe has received a captured Nazi flag from *Sgt. Ed Bartholomae*. If Ed had been here he probably would have been kissed and then there would be another war. The flag is fine bull-dog bunting, five feet by three feet and very well made.

Roy Croon, back from a trip to the wilds of Canada, is telling some very tall fish stories. However, we have seen no fish and we are of the opinion that he could not catch one if he drained Lake Michigan.

We have been told that *Motorman Harry Eisenlohr* is stuffing all his War Bonds into a mattress, so he will have something to retire on.

We have also been told that *Conductor Frank Urban* is not a Nazi, even though he is a paper hanger. Get Frank to do a couple of rooms for you sometime. He sure is a whiz at it.

Have you ever noticed how the ladies crowd around *Al Broach*? Don't worry, *Thelma*, they are merely asking him where I am.

Since last writing your scribe has received letters from *Mike Novak*, *Sammy Abbinanti*, *Barney Walsh*, *George Thompson*, *Tom Henneberry*, *Gus Lemar*, *George Streske* and at last, that long-looked-for letter from *Stanley Dabe*. "Chief" *Shedroff* also got a letter from *Rutkowski*.

Novak is still in Camp Beal, but longs for a change to the old CSL uniform again. *Sammy Abbinanti* is now a "plane captain." His duty is to see that the planes in his charge are ready to fly at any and all times, and incidentally, kept clean. That's a man-sized job for a half-pint conductor. *Barney Walsh* finally landed first cook in the officers mess and then landed in the hospital with bronchial trouble.

George Thompson says he spent seven glorious days at the French Riviera and is really taking things easy, since the fall of the "mastered race." He also reports that he has visited what is left of Hitler's house and has also been to the Hitler's "Eagles Nest." *George* says that a

mountain stream runs right back of his mess hall and there are plenty of fish in it. He now enjoys a room by himself with a real feather bed to sleep in. *Tom Henneberry* is still in the Pacific area; but says he is now living in a real house and feels out of place.

Gus Lemar says he is proud to say he is one of "Patton's" boys. His outfit is the one which struck the jackpot some time back. They also have the reputation of moving faster and farther than any other outfit in the European area, besides capturing more prisoners in one day than any other outfit, and being the first army to land in Czechoslovakia. *Gus* says that most of the horses are gone and the farmers are using oxen and cows to plow and pull wagons.

Stan Dabe is on the *USS Jason*, a repair ship. Says the Japs wreck 'em and we fix 'em and keep them in there pitching. Also says he will have some fine stories to tell when he gets home.

George Streske says he is now in the Armed Guard Service. His duty is to see that no Japs land and blow up some of the ships that carry half of the United States away every time they set sail.

Charles Dedich was home on a thirty-day furlough after too many months in the Atlantic area.

One of our good looking conductors has a new girl friend whom he calls his "A-Card." When asked to elucidate, he said it was because "I can't get nowhere with her."

Three little dollars went off to war,
Ten years passed and now there are four.
Moral: BUY MORE WAR BONDS.

Blue Island

By C. P. Starr

WE WELCOME to our station our new afternoon clerk, *Charlie Kaper*, and hope he will enjoy working among us.

Johnny Dunning (motorman) returned from the armed service July 2nd. Welcome back, Johnny.

Our sympathy is extended to the bereaved family of *Conductor Raymond Guthaus* who passed away June 30th after a short illness. Our sympathy is also extended to *Conductor Adolph Gach* in the sudden death of his sister.

Motorman John Shtukas and Mrs. Shtukas had a happy reunion with their son who returned home recently after being released from a German prison camp.

Burnside

By "Furgie"

JULY: The month our nation was born. It was July 4, 1776, that a group of stern faced men gathered in Philadelphia and signed the Declaration of Independence. They were united in one common cause, the cause of Liberty and Freedom from the oppressor across the seas. They swore that they would give their all, that Freedom and Right should rule the country. Even as the signers of that document on that far away day pledged their all to keep the light of Freedom shining, so should we, who are enjoying the fruits of their loyalty, give to the utmost of our ability. KEEP ON BUYING BONDS.

We are glad to announce that our sick list is getting better all the time. *Operator Russel Lull* is back on the job after a month on the sick list. *Clerk Claire Danhour* is getting along nicely, *Conductor Elmer Moreland* expects to go to work soon. *Motorman Bishop* is still nursing a bad shoulder. We have not been able to get information about the other sick so we will have to be content to wish them all a speedy recovery.

The armed service still continues to take our members. *Motormen Bennett and Terrett* being the most recent ones to join the Colors.

News is scarce, vacations are in the offing so we hope that next time we will be able to tell

Surface Service MAGAZINE

A Publication by and for Chicago Surface Lines Employees

231 South LaSalle Street

CHICAGO 90

Vol. 22 July, 1945 No. 3

WILLIAM H. BROMAGE Editor

JOHN H. FISHER Associate Editor

SURFACE SERVICE

where the brothers went and about the big ones that got away. Until then, if anyone hears of any items of interest, just jot it down and hand it to Yours Truly and if it is not too personal we will try to get it in print.

Devon Station

By Charles Saklem

CONDUCTOR BERNARD J. OSBORNE was discharged from the navy and will soon be home. Barney was on the *Destroyer USS Wells*, D. D. 628. He was in eleven major battles in the Pacific but his ship didn't get a scratch. She did plenty of damage to the Japs though. Barney is back at work now and we at Devon surely welcome you back. Good to see you again.

Sergeant Robert Schuler, son of Conductor Schuler is also at home again. Robert was a star swimmer and acted as swimming instructor for the Army before he was sent overseas. He was instructor 19 months. Robert lost his right foot in the Ruhr fighting in Germany. He assures his dad he will soon be as good a swimmer as before he went away and that's good news. The Government will soon supply him with an artificial foot and then we can expect to hear big things from him. Good luck, Robert. He has two brothers in the service. One in the 82nd Airborne Division and the other in the Navy somewhere in the Pacific.

Sergeant Harold Fischback, son of *Motorman J. Fischback*, who is also a disabled veteran, is back in a U. S. hospital from the fighting in Germany. He says he will be home soon. Best of luck to all you boys and a great big "Thanks" from all of us for your part in keeping this land of ours free.

Motorman McDaniels lost his wife on June 14. *Motorman John Hagerty* had two sorrows. On June 9 his father passed away and the following day, June 10, he lost his grandmother. To these families we at Devon wish to extend our most heartfelt sympathies.

Motorman Phil Proessel reports that he is having serious trouble with his strawberry patch. The birds are eating them before he has a chance to get at them. Have to get up earlier to get ahead of the birds, Phil. You know the old saying, "The early bird catches the worm," but who wants worms when there are those nice luscious strawberries around? Wise birds! What's the matter with our Devon inventors to help you out?

Motorman T. Roan tells me that his son's first birthday was on June 18 and their wedding anniversary was June 19. Grand occasion for a double celebration.

Strange things happen to bus drivers and carmen. One day last month I was waiting for passengers to board my front entrance car. A colored lady stepped into the car, and then said, "Please, Mr. Motorman, don't shut those doors or start the car. I've got to get my shoes off the street." She stepped down, picked up her shoes, climbed back on, walked to a seat

and then put on her shoes. Wonder what scared her out of her shoes in the first place? She was a good scout, though, and laughed just as heartily as the crowd on the car.

Keep the news rolling in, boys, and we'll do our best to get it in print.

Division

By Fred Shippy

HAPPY birthday to *Elmer Badin*, *Jack Fournier* and *Bobby Jones*. May you celebrate many more.

Mr. and Mrs. J. Becque announce the arrival of a baby boy weighing nine and one-quarter pounds. Congratulations to you.

We have a lot of anniversary dates this month. Just look at them all. *Mr. and Mrs. B. S. Mylen*, *Mr. and Mrs. Art Sepke*, *Mr. and Mrs. Glenn Hopkins*, *Mr. and Mrs. Walter Cichy*, *Mr. and*

Mrs. Alvin Sachs, *Mr. and Mrs. Zakrzewski*, *Mr. and Mrs. Harry Boldt*, *Mr. and Mrs. Vic Wehde* and *Mr. and Mrs. Karsten Olsen* (30th). On this day may we extend to you our best wishes and congratulations for many more.

VISITORS: *Eddie Bach*, *Ray Klein* and *Ralph Esterly* dropped in and paid us a visit. Ralph expects to be with us again as he has been released from Uncle Sam. Uncle Sam knows we need our Pilots. It was nice to see you boys.

Our deepest sympathy is extended to the family of *Charles Wescher*, one of our retired conductors who passed away.

I understand *Ed Fischer* has some new clock oil. How about washing the clock's face and trying some of it on your motorman's watch. If it works good on his, maybe I'll let you try it on mine.

CITY CHAMPS



When the Limits bowling team, winners of the North Division Street Car Men's Bowling League, won two games straight from the Archer team, South Division winners, they cinched the city championship and gained possession of two trophies . . . The William Quinlan Memorial trophy (donated in 1938 by Jeffrey O'Connor, then commissioner of public service) for the team winning the city championship during any three years. The North Division Street Car Men's Bowling League, Div.

241, Albert J. Horan trophy was donated in 1939 to be awarded to the team winning three years. Limit's final standing was 62 games won, 37 lost, and an average of 879 for the season. In the above picture (left to right) are Stanley Turek, Nick Lipinski, Frank Bloner—barber at Limits and team sponsor, Anthony Becofske, Rudolph Mikulicic, and (kneeling) Earl Smith—captain of the team. . . . For the past 15 years Mikulicic has lead the league as an individual bowler.

There are quite a few of our old-timers on the sick list; why not pay them a visit? The clerk will tell you who they are and give you their addresses.

At this time I would like to thank all the men who responded to my plea to buy more bonds. While we did not make our quota as yet, you can still buy 'em—cash or deduction, Uncle Sam needs the money and you profit in the end, as it is money saved.

Kedzie

By Joe Smith

FIRST TO CALIFORNIA and now in Salt Lake City, Utah, *Jim Passarella*, having laid aside his pen, punch and changer, is doing business for himself. He's a good fellow, and he served us well. Now I'll try to serve in the same way.

Motorman J. Keating, now of the US Navy and home on leave after 18 months at sea, is looking healthy in spite of all the heated arguments he's taken part in. He'll be here until July 17th.

Another father will be added to the Proud Fathers' Club in the next issue. It was discovered too late for this issue that *Motorman George Bagnall* has five sons in the U. S. Armed Forces.

* * *

We extend our sympathy to: *Myles Harrington* in the loss of his mother-in-law; *Thomas Walsh No. 2*, whose wife passed away; ex-conductor *Charley Gibbons* in the death of his father.

To *Motorman Jim Byrom* we offer our heartfelt sorrow in the death of his wife, struck by a taxicab and robbed of a diamond watch given her by her five soldier sons who pooled a year's pay to buy it for her. The thief, also taking her purse containing identification, caused a twelve-hour delay in notifying the family of her death.

* * *

A certain supervisor made a contract with his daughter that if she would pass from seventh to eighth grade he would buy her a bicycle. On the last day of school the youngster came home with a promotion to eighth grade and the only winner of a Palmer Method of Writing diploma in her class.

All right, *Charley Langner*, priority or no priority, kick in with the bike.

Bill Herbert's son is a B-29 tail-gunner, crawls through a network of wires, supports and airplane bric-a-brac to his position, which is about 35 feet from his nearest shipmate, and stays there for a round trip—about 25 hours.

Installation of a cot and a night-bell for the backroom will facilitate service for late-comers, hurry-uppers, PM and night-car trainmen. The date of installation will be announced by *Rudy Schultz*.

This column is all yours, it's for you and by you, and if you don't give with your doings the column will be undone.

Lawrence Garage

By Pinky Moran

OH, JOHNNY, OH! When *Operator John Hartman* arrived at the Berwyn "L" some time ago a passenger said, "Some lady lost this," and handed him a woman's skirt. John, taking the skirt and looking at it shocked, said: "Gee, I wonder if she knows about it!" John immediately took out his rule book to see if he could find something in it to "cover the subject," not thinking that he held the answer in his hand. If the lady fails to call for her skirt at the office I would suggest that you do not take it home. If the better half should want a nickle for the phone and find said article in your changer bag—then it will be OUCH, JOHNNY, OUCH.

Tokyo Rose now has competition since *Clyde Brennwald* has come on the ether waves. Clyde is one of our bus operators and is one of the chief announcers for the Armed Forces Radio Station for the New Hebrides, W.V.U.R., and is enjoying the work immensely. Don't take that Tokyo Rose gal too seriously, Clyde; remember, the one in Germany turned out to be cross-eyed.

News is kind of scarce this month, so here are a couple of jokes you may not have heard. A comely miss, visiting her aunt downtown

Saturday night, was given the aunt's paycheck to take home. On the way home she was held up. "Help, help, I've been robbed," she cried. "Someone has taken my aunt's pay!" A policeman quieted her: "Cut out the pig-Latin and tell me what happened," he said.

Softball: At the time of this writing our showing on the ball field has been very poor. You fellows say you want to play ball. Well, you will have to do it in order to have a team. I hope by the time this issue is printed our team will be ready to play the games which have been scheduled.

Congratulations to *Operator Fred Bartz*, who celebrated his 25th wedding anniversary in June. The old gray mare ain't what he used to be, is the proper theme song for that occasion I guess, Fred.

School's out and a lot of our youngsters are very happy. Yes, and so are the bus operators. Ten weeks rest from that energetic crowd is a vacation to us, too.

Sympathy is, extended to *Operator Wallace*, whose father passed away recently.

A speedy recovery is wished to *Operator John Rubey*, who has been off sick for some time.

Our bond purchasing at the garage has been increasing steadily, and is far in excess of the quota assigned to us. Each bond means the quickening of the war's end. So buy, and buy, and bye, bye for now.

North Avenue

By Florence Blaa

CORRESPONDENCE from *Bill Pinasco*, Y 2/c, with the Naval Air Transport Service, former clerk, tells of one particular "Chicago Night" in Honolulu, when six CSL men got together, *Fred Koch* of Devon, *John Mostyn* of North Avenue, *Bill Mattes* and *Jim Poe* of Cottage Grove, *Conductor Paul Davis* of Lawndale and *Bill*. One doesn't have to imagine what the topic of conversation was. We hope to see you soon, Bill!

A hand of welcome is extended to all the returning veterans, these quiet and serious lads from ETOUSA. For the benefit of the folks out of town ETOUSA stands for European Theater of Operations, United States Army. We know they are just regular guys—proud of a job well done, but glad that, for them, it is finished.

A belated welcome to *Motorman Vernon Fick*, who has returned from military service; also to *Operator Ted Fortney*, formerly a staff sergeant in the Ordnance, four years in service, 31 months overseas, in England, Africa, Sicily and Italy.

We wish success to all June graduates, especially to *Motorman Keslinke's* daughter, *Esther*, and *Instructor Kennedy's* daughter.

June 16th was a very popular date—*Motorman Harvey Johnston's* anniversary, *Operators Jim Hickey* and *Bob Schanzle*, a birthday, and for the latter also a silver (25th) anniversary;

Superintendent Brookman claimed the date, too, as an anniversary since the last time, which we intend to look into—to all, our very best wishes.

Our own smiling *Fred Murberger*, chief clerk, is contemplating a "blackout." Orders from the home front—no more fires.

Instructor Krickow's son, *Dick*, an air cadet, formerly at Sioux Falls, South Dakota, and recently transferred to Truex Field, Wisconsin, was presented with a saxophone, duly inscribed, from the boys of the band at his former station. We know he plays sweet music and look forward to the day when we can all hear him again at home.

Proud fathers are *Ray Kustohs*, *George Mazzuca*, *Edward Pytlewicz*, *Stanley Skiba*, *H. Jefferies* and *Supervisor Lemke*, the latter being eligible to join the "twin club." To these happy parents we extend our best wishes. Oh, yes! *Skiba's* motorman, *Leo Prouty*, is getting impatient waiting for his cigar!

Along with happiness, we also have sorrow. Our deepest sympathy to *Conductor Reid*, whose mother has passed away and to *Hugh Gary* in the loss of his father.

The *Yerkes* brothers, *Bennie* and *Roy*, were on the sick list at the same time, the former with a sprained ankle and the latter an appendectomy.

Congratulations to *Operator Edward Kowald*—13th anniversary June 18th, *Junior's* 12th birthday June 13th and *Adrienne's* 11th birthday July 13th; also to *Mr. and Mrs. Hank Kanberg*, on their silver (25th) anniversary June 19th;

and to *Motorman Wikrent's* son, *Bob*, on his 16th birthday, July 16th. Dad is 6 foot, one-half inches tall, but *Bob* has eclipsed him and still growing!

Motorman J. Smith No. 1's daughter, *Dolores*, a cadet nurse,* has recently graduated with honors from St. Joseph's Hospital and will perhaps enter the Navy Corps. His son, *Albert*, of the 95th Division, wearer of the Purple Heart, is with the M.P.'s overseas, zone of occupation.

A welcome visitor last month was *Pfc. George E. Peterson*, former conductor, a POW four months in Stalag 11B, hospitalized with a shrapnel wound in his right leg, who told us of his prison fare. A loaf of bread, which was divided amongst nine men, one teaspoon sugar, three boiled potatoes and one-half water glass of thin soup constituted a day's subsistence. A Red Cross package generally distributed once a week was divided among four men. After his liberation an X-ray showed a fractured bone and he is undergoing treatment at the Gardiner General Hospital. He was formerly with the 106th Division, and is now looking forward to spending his CSL Christmas check, which was taken from him while a prisoner, and a 60-day furlough.

The son of *Instructor Joseph Blaa* and your scribe, *Jimmie*, on military furlough two and a half years from General Office, has completed his twelfth crossing in ten months, while assigned to convoy duty with the Atlantic Fleet, on board a destroyer escort. His ship, until further ordered, will be one of a chain of aircraft rescue ships to be "stationed" at intervals across the Atlantic, as part of a vast plan to safeguard U. S. airmen and GI's who are being flown in constant stream from Britain to America. In the event of an air transport being forced down the wireless operator could contact the nearest ship and help would be speedily forthcoming.

77th

By Dorothy Musial

ANOTHER JULY, with its hot, sultry days, is here. Some of our trainmen will spend a week of their vacation just loafing around the house with a cool glass of—lemonade—in their hands.

Supervisor Volkart is going into the scrap business. Anyone wishing to help a budding business man please bring your ware to the shanty at 79th and State. . . . Have you seen *A. Gay's* wind-blown bob?? We think it's a coldwave permanent. . . . *I. W. Ecklund* has his shotgun ready for any one trespassing on his Victory Garden that he is so proud of. . . . *M. Glynn*, instructor, is taking dancing lessons at Arthur Murray's. . . . Now that the beaches are opened for the season, *Tom McGuire*, clerk, is thinking of pitching a tent on the 75th street beach so he can hold his own personal bathing beauty contest. . . . Along side of him you will see the official bathing beauty judge, *Joe Matern*. Knowing our manpower commissioner as we do,

we dare say that his eagle-eye and acumen will pick nothing but the best. . . . *C. Hoppe*, our night clerk, is about the proudest father we ever met. Regardless of what you may be discussing with him, he'll manage to wrangle a few words of praise in about his baby. After seeing her picture, can't say we blame you, *Hoppe*. . . . We regret to announce that four old trainmen have passed away since our last issue: *Conductor John Paradies*, *Motorman Chas. "Red" Anderson* No. 4, *Conductor W. Byfield*, and *Motorman Ed Panzer*. Our deepest sympathy is extended to the families. . . . *Mr. and Mrs. Chas. G. Schulte* deeply appreciate your kind and consoling words for the past nine months while they anxiously awaited word from their son who is now reported killed in action, September 11, 1944. He was in the 8th Air Force, *Lt. Howard R. Schulte*. . . . Due to the army of insects that have wrecked *Bill Blanck's* Victory Garden, the boys from Foster Park have volunteered to exterminate them by spraying the plants with a solution of cider vinegar. Why not ask the U. S. Army for a few flame-throwers, *Bill*? . . . Does anyone know what happened to *Tchelebian's* mustache? Maybe *Ed Doran* can put some light on the subject. . . .

Visitors at the depot during the last month were *Marine Pfc. Joe DelSanto*, *Corporal W. F. Cooney* and *Seaman H. Burk*, who asked to convey their regards to all of you. Back to work with honorable discharges are *Sgt. Elmer Klein* and *Sgt. Dave Magee*.

Accounting

By Thos. F. Coan

BIRTHDAY GREETINGS were extended to *Emily Sluka*, *Sophie Danielson*, *June Noren*, *Libbie Kratry*, *Lillian Hasko*, *Doris Brown* and *Eileen Donovan* during the last month.

Our deepest sympathy is extended to *Mrs. Estelle Duell* in the loss of her sister.

We wish to extend best wishes to *Miss Hildur Olson* on her recent announcement of her engagement to *Wm. Buchholz*.

Wm. Malmberg paid us a visit after his recent return from Stockholm. We also wish to extend at this time belated congratulations on his recent marriage to *Sonya Lof* of Stockholm.

Laurel Frances Stiglich is the name of the new baby girl born on Wednesday, June 13th at St. Joseph Hospital, to *Mr. and Mrs. Louis Stiglich* of the timekeeping division. To the proud parents we extend our best wishes on this happy occasion.

Mr. J. A. O'Farrell of the timekeeping division spent his vacation resting, visiting friends and relatives in Chicago and Winnetka, and returned to work perfectly satisfied.

"A grand time to remember" is the way *Helen Gerke* refers to her vacation which was spent with relatives in Fort Wayne, Indiana, and also Rapids, Wisconsin.

We extend sincere welcome and best wishes for success to *John Nelson* and *Margaret Kotowski*.

Husband of *Anna Schwall*, *Pfc. Robert A. Schwall*, who is hospitalized at the Schick Hospital in Clinton, Iowa, wears the Purple Heart with an Oak Leaf Cluster for being wounded twice; good conduct ribbon, European ribbon with two battle stars for action in Germany, and has received the "Infantry Combat Badge" and the Presidential Citation. Congratulations and lots of good luck.

Car and Bus Repair

ARCHER: H. Stewe, night foreman, was transferred to Armitage June 1. Sorry to see you go, *Henry*, but you have our best wishes for success in your new duties.

To *Hugh Pettigrew*, transferred from Limits to *Archer* as night foreman, we welcome you and wish you success.

Jack "Oklahoma" Jacka is on vacation visiting his family in that good old state of Oklahoma.

A. A. Kasmauskas and *P. Sczfranski* have the blue prints for the new swimming pool being opened soon.

R. Spee is back from his fishing trip. No fish, but lots of fun on the scooter. And *Big Ed Pruemmer* is up at Fox Lake, but they won't bite either.

77th St.: *Harold Tickell*, bus repairman, has been transferred to the West Shops. Sorry to see you go, *Harold*.

The stork paid the home of *A. Suma*, night assistant foreman, a visit on May 26 and left them an eight pound, four ounce baby boy. Both mother and son are doing fine and good luck to you all.

Several letters were received from *Joe Wilkes*, storeroom clerk who is convalescing at the Edward's Sanitarium. *Joe* is going to undergo an operation and we're hoping that he'll be back with us soon.

We extend our sympathy to *Tom Lowry* and the bereaved family of his brother, *William*, who died on June 24 due to an accident.

Electrical

By Billy Schenck

HAROLD COYNE of Grimm Avenue substation had his gala day when he celebrated his birthday and his tenth wedding anniversary June 16, 1945. Congratulations are extended to *Harold* and *Mrs. Coyne*. May you both have many more such celebrations. The cigars were enjoyed by all.

A hearty welcome is extended to *Miss Anna Mae Rosenstiehl*, our new office girl at Grand and Leavitt. We hope you enjoy working with us.

Our deepest sympathy is extended to *Archie Smith* of 63rd Street substation, and family, who mourn the loss of *Mrs. Smith*, who died June 10. The *Smiths* were looking forward to living in their recently purchased Michigan home in the near future.

Robert Jacobson and Lawrence Reilly, both of the US Navy, paid a visit at Grand and Leavitt to talk things over with their fellow workers. Both of these young men in uniform were a credit to our Navy. We, too, are proud of them.

Lt. Leroy Peter Janke, who has seen much service in the Pacific theater of war, has had an extended furlough, and became married to Miss Bernice Esnay of Lawton, Oklahoma, on June 14. Peter and his bride returned to Fort Sill, Oklahoma, where Peter is now stationed. Congratulations to the young couple.

Patrick Edward Quigley—"Pat" to all of his fellow workers—has returned to his usual work after several weeks of illness, feeling much better.

His son, James, who has seen 13 months service in Germany with the U. S. Army Air Force as navigator, is home on furlough and is to wed Miss Jane Cary on July 14. Best wishes to the young married couple.

Fred Lundie of Grand and Leavitt has gone to the Hines Hospital for examination, with the possibility of an operation. Fred entered the hospital during the last week of June. We all wish him the best of good luck and hope to see him back with us soon. Fred was the first man from our department to enter the U.S. Armed Forces. During his basic training, Fred was injured. When his unit was about to leave for the war front, he was given a medical discharge and after some weeks returned to work with this company.

Charles Hosang of the Transportation Department, who was planning to retire during the month of July, died after a short illness and was buried June 25 at Fairmont Cemetery. He was the father of Clarence Hosang of the Electric Maintenance Department and formally of the Treasury Department. We extend our heartfelt sympathy to the Hosang family in their hours of sorrow.

Miss Rosemary Bessette spent her vacation visiting friends in Minneapolis, Minnesota.

Lt. (j.g.) John Cahill paid us a visit this month and is looking very neat and trim.

Miss Ann Jennings is having loads of fun picnicking and swimming around Chicago.

General Office

By "Brenda & Cobina"

THAT MAN, Al Luettich, certainly gets around since retiring as Central Division supervisor. He visited the Radio Room after a five-month visit in Texas and is now in the vicinity of Portland, Oregon.

One of your scribes hurried home one Saturday to catch a broadcast from New Guinea, but missed it. One of the girls in Purchasing had her aerial up and heard T/Sgt. Larry Gurioli (Purchasing) interviewed in an Army broadcast from there.

Could it be the manpower shortage? June turned out to be the month of birthdays instead of brides. Miss Humes (Executive) opened the birthday parade and was followed by Charles



Mrs. Mary Thierkauf retired on June 30th after nearly 41 years of continuous service with the company. . . . In the early days she operated the main switchboard located on the third floor at Clark and Division, where the headquarters of the North and South Side Companies had been located for many years. She was famous for remembering voices. . . . On June 26 a farewell dinner was given

in her honor, attended by about 30 of her co-workers, her two daughters and her granddaughter. On this occasion she was presented with a beautiful gold wrist watch, the parting gift of about 90 men and women of the company. Best wishes were extended to her for many years of well-earned rest with her daughters, granddaughter and two grandsons, one of whom is in the armed service.

"Is Ah Blue" Batterson, Ida Lee "Grass Skirt" Heaney, and Art "Fred" Stahl (all of Transportation); Viola Pichler (Legal); Eileen Gualano and Carol Schultze (Public Relations).

Someone told Alice Hlinka and Myra McElwee (Purchasing) that the jeep represents man's most nearly successful effort to produce a mechanized mule. Tsk, Tsk, we didn't know you girls were from Missouri. Better watch out for the Michigan Avenue variety—it might turn out to be a different kind of animal.

One way of escaping the heat is out on a fire escape. What we can't understand, though, is why Kathryn Murphy tried the fire escape when the Apollo is air conditioned? ? ? ?

Supervisor Clarence Lemke is the proud father of twins. To facilitate things, he is calling them Jack and Jill.

Gladys Montgomery Muldoon (formerly of Purchasing) paid her CSL friends a visit. The girls were all envious of that Florida sun-tan.

Mr. Underwood (Purchasing) ignored Horace Greeley's advice and went north for a vacation. How was the fishing up there, "Undy?"

Have you noticed the good-looking new suit "Judge" Ed Cummings is wearing? Eddie claims that it doesn't have "V-for-Victory" pants, but we are wondering what an Irishman is doing with that orange lining? All we can say is that it is a good thing St. Pat's Day falls in the winter.

We welcome Jerry Kelly to the Executive Department and hope he will enjoy working with us.

EMPLOYMENT DEPARTMENT: The best of luck to Mrs. L. R. Gareau, chief clerk, who bids us farewell on July 1. With her goes our many thanks and best wishes for her future success.

Hats off to Mrs. Ella Bartlett, who celebrated her birthday on June 20.

It was sun-fun for Helen Doherty who spent her vacation in California, but we're happy to have her back again.

Mr. Clarence Heath has just returned from a vacation in Wisconsin, sporting a healthy coat of tan and full of vim, vigor and vitality.

Miss Georgia Callesis is planning to spend her vacation in Michigan. Here's hoping she gets there.

Miss Ida Fischbach is off to parts unknown for two weeks. Where to, Ida?

So long for now—Mary Harper.

Material and Supplies

By Lois Marsh

HAS EVERYBODY at West Shops noticed the happy smile on Dorothy Stembridge's face? The reason? Her hubby has just returned from Italy—and—has also gotten himself discharged from the Army. Do you blame her?

Our condolence to Art Carlson, West Shops, upon the recent loss of his mother.

Frank Rothman (SR-50) after being with the M&S Dept. for 20 years, has decided that it is time to make a change. Frank is now an employee of the S&E Dept.

S/Sgt. N. Palicki reports that he is on a slight vacation down in Waikiki Beach. Ahhhhh—the land of palm trees and hula gals.

Is it true that R. Buckley is afraid of his dentist? Awww, Buck, he won't hurt you.

Many happy returns of the day were extended last month to Anne Fahey.

Attention, all men of West Shop! There have been four new arrivals out there, and all of the opposite sex. Have you seen them? One is a red head; one has brown hair; one black and the other gray. Aren't they the cutest kitties you have ever seen?

If passer-bys have noticed a strange sound coming out of 1473 recently it was only Grace Rohner sounding off with her wolf call. Are things that bad, Grace?

Rose Marie Meisner (SS) went on a weenie roast last week and ate so many weenies that she couldn't eat her lunch the next day. Oh, Rose Marie! ! ! ! !

Attention, everybody—Mr. Hough (W.S.) has finally vowed to stop smoking those odoriferous cigars that only he is able to smoke. Thanks, Mr. Hough.

If anyone has been wondering why Benny La Corcia (WS) has been walking around the coal yard in circles lately, maybe it's because he was wearing two left shoes.

F. C. Nagel traveled some 2,000 miles for his Father's Day gift. His son presented him with a new daughter (in-law).

South Shops

By Justine Mazeikis

GREETINGS and Salutations!!!! It's such a long time since we had our last visit and so-O-O much has happened, so without any further delay I begin . . .

Congratulations and then some to Jim and Mrs. Marron. Honestly, you could have knocked us over with a feather when we learned that Jim had become the proud "papa" of triplets.

Our deepest sympathy to John Crawford and Michael Pacholski who were notified by telegram of their sons' death. We regret to inform you that Elmer Colson, retired foreman in the Foundry, passed away June 21.

It was only a week ago that we saw Edward Buza home on a leave. Navy life certainly agrees with him. Ed has seen action in the Pacific and some of the experiences he related were worth listening to.

LET IT BE KNOWN . . . Tom O'Malley was the first from South Shops to leave for the Armed Forces and was the first to return after having received an honorable discharge. Welcome back into the fold, Tom!

It is common for a woman to complain that she can't do a thing with her hair, but it's quite unusual for a man to make such a statement. By the way, Mr. DeWitt, how did you get your hair to stay down?

Mr. Hecht received a letter from Pvt. E. Maloney who writes: "Am down with the hillbillies in Arkansas. I never knew this state was in the

Union and I think most of the people down here still don't know it. That guy that draws "Snuffy Smith" sure knows what he's talking about. There isn't a lot to tell you about this army life that you already don't know. I'm in the infantry and all we do is march, march, march. I wore out two pair of shoes already."

A card was also received by Mr. Hecht from Ernie Frank, who says: "I really got to see 'the old country.' I have seen Munich and a lot of the other big cities. At present, I'm 12 miles from Heidelberg."

Your letters are appreciated. Keep them coming, boys!

DO YOU SNARL when you ought to shrug off irritations? Do you long for a nice cool spot where you can take off your shoes? SO DO I, any suggestions?

REAR COVER

One of the current series of advertisements explaining Surface Lines operations.

Way and Structures

TRACK DIVISION: Joseph Rasporich, foreman in the Central Division, and John Bejo, compressor operator in the Northern Division, have been honorably discharged from military service and are now back at work.

Belated congratulations to Mr. and Mrs. Bob Albrecht on the birth of their baby daughter.

John Flynn spent his vacation in the wilderness of 115th Street and Kedzie Avenue. John took his vacation early this year in order to take care of John Jr., while Mrs. Flynn was in the hospital presenting him with another son. Congratulations.

George Johnson spent a night recently with N. R. Alexander at his summer cottage at Bangs Lake. It was supposed to be a fishing expedition and all the office employees were promised fish for dinner and told their wives not to buy any meat. However, after fishing until dark and getting up at 3:00 A. M. the following morning, all they brought back was mosquito bites.

We extend our sympathy to the families of Andro Ruzich, section foreman in the employ of the companies for the past 42 years, and Marion Botich, laborer in the employ of the companies for 20 years, who passed away recently.

BUILDING DIVISION: Bill Cameron spent his vacation and money in Canada, where men are men and red meat requires no red points.

Leon Boisvert went to Magician Lake, Michigan, in search of blue gills. Dick Koch gave him all the dope on where they hide.

Pistakee Lake is where Julius Matrai sunned himself.

West Shops

By Betty Beesley

RETIRED Paint Shop employe Herman Krebs and his wife celebrated their 50th wedding anniversary during the month of May. Their relatives and friends helped them commemorate this gala occasion.

It was only a very little Mouse, but what a petrifying effect it had on all our girls, with the exception of tiny "Lill' Rose" who armed herself with a shoe and broom and shagged Mr. Mouse on his way. We still haven't figured out who was most frightened—the mouse or the girls!

Marine Pfc. John Kalinowski, employe of the West Shops Paint Shop, now in military service, recently "joined up with another bunch because they needed replacements as badly as I needed some place to go." He was one of two survivors out of his squad of 13 after a four-day push toward Naha.

First Lieutenant John P. Kenny is wearing civilian clothes now, and back at his own place in the Armature Room after serving Uncle Sam for 29 months. He was in the European Theater of War for the last ten months—a navigator in the Army Air Corps. As a member of the bomb group, "Hell's Angels," he completed thirty-five missions with some of their objectives as Berlin, Hanover, Cologne and Leipzig. John received the Air Medal with five clusters and has three battle stars. He said he was happy to be home, but he can't be as happy as we are that he is back!

Irene Jurkiewicz has returned to work after a short convalescent period, having had her tonsils removed. We're glad you're back, Irene, and those "get-well" cards you got were pretty cute, right?

Both Gene Shea and Josephine Kloczkowski spent a week of their vacation in Saugatuck, Michigan, running around together. Each of them has a beautiful tan—how we envy them. And Caroline Johnson is back after a week of "resting." She looks good. Kay Nardiello vacationed for a week, too—she had a sailor boy to keep her company and it was our own Pat Porcelius home on leave from his journeys in the Pacific.

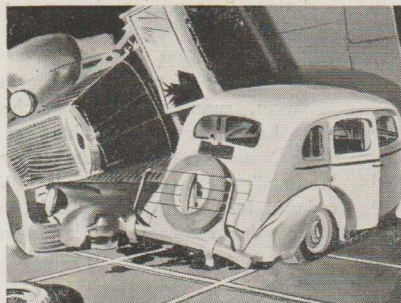
They say that in writing one should always leave at least one of the best things for the last because it leaves the reader with a happy feeling—and this last is happy news, for sure! Your usual scribe, Miss Mildred Habegaer, is becoming Mrs. Robert Johnston on June 30 in the little grey Methodist Church on Drake and McLean Avenues. She and Sgt. Johnston are to honeymoon in Santa Monica, California, for two weeks, after which the new Mrs. Johnston will return to help fill the gap in the office at vacation time. The West Shop office force presented to the bride and groom a lovely wing-backed chair for their new home. Even now the men are forming a line to kiss the bride, and the girls aren't going to hold back when they see that lucky groom!

2-Way Radio

KEEPS SURFACE
LINES MOVING



Trouble shooters, already in the field, receive word of traffic tie-up by 2-way radio and immediately rush to scene. They aid in clearing the street, reroute street cars and buses and keep service operating while keeping in direct radio contact with downtown headquarters.



Crash. When there is a collision at a busy intersection, traffic on each street might be tied-up for long periods were it not for CSL Trouble Shooters.



That's when the Surface Lines Radio Dispatcher gets into action. At the first hint of trouble he summons help, wherever it might be, by 2-way radio.



Special wreck truck crews, trained and equipped to clear street blockades, are continually in contact with the dispatcher through 2-way radio.

When fire engines go tearing along the street it often means a traffic tie-up.

Same way with violent storms, serious motor truck collisions and dozens of other mishaps that blockade heavily-travelled thoroughfares.

But even in the face of these difficulties street cars and buses must keep moving, especially in busy Chicago to which an embattled nation looks for nearly 15% of its war equipment.

That's why Surface Lines keeps its own 2-way radio at work day and night. At the first sign of trouble, word is flashed to dispatchers and then to wreck crews and other experts already in the field. They rush to the scene, clear streets, make repairs or reroute street cars and buses so that our 4,000,000 daily riders will experience a minimum of delay.

This constant contact with our traffic speeder-uppers, no matter where they may be, is just one of many things Surface Lines is doing to keep service rolling during these crucial days. It isn't always possible to have a street car or bus where you want it, when you want it . . . but rest assured, your neighbors in CSL uniforms are doing everything humanly possible to keep service at the highest standard it can be under wartime handicaps.

YOU CAN HELP KEEP TRAFFIC MOVING

Be a Trolley Pilot

To man the street cars and buses necessary to move Chicago's war-workers to and from their jobs, Surface Lines must enlist hundreds of conductors and motormen at once. Steady jobs, important jobs.

APPLY TODAY—1165 N. Clark St.
or any car station.

CHICAGO SURFACE LINES

CHICAGO'S CITY-WIDE TRANSIT SERVICE