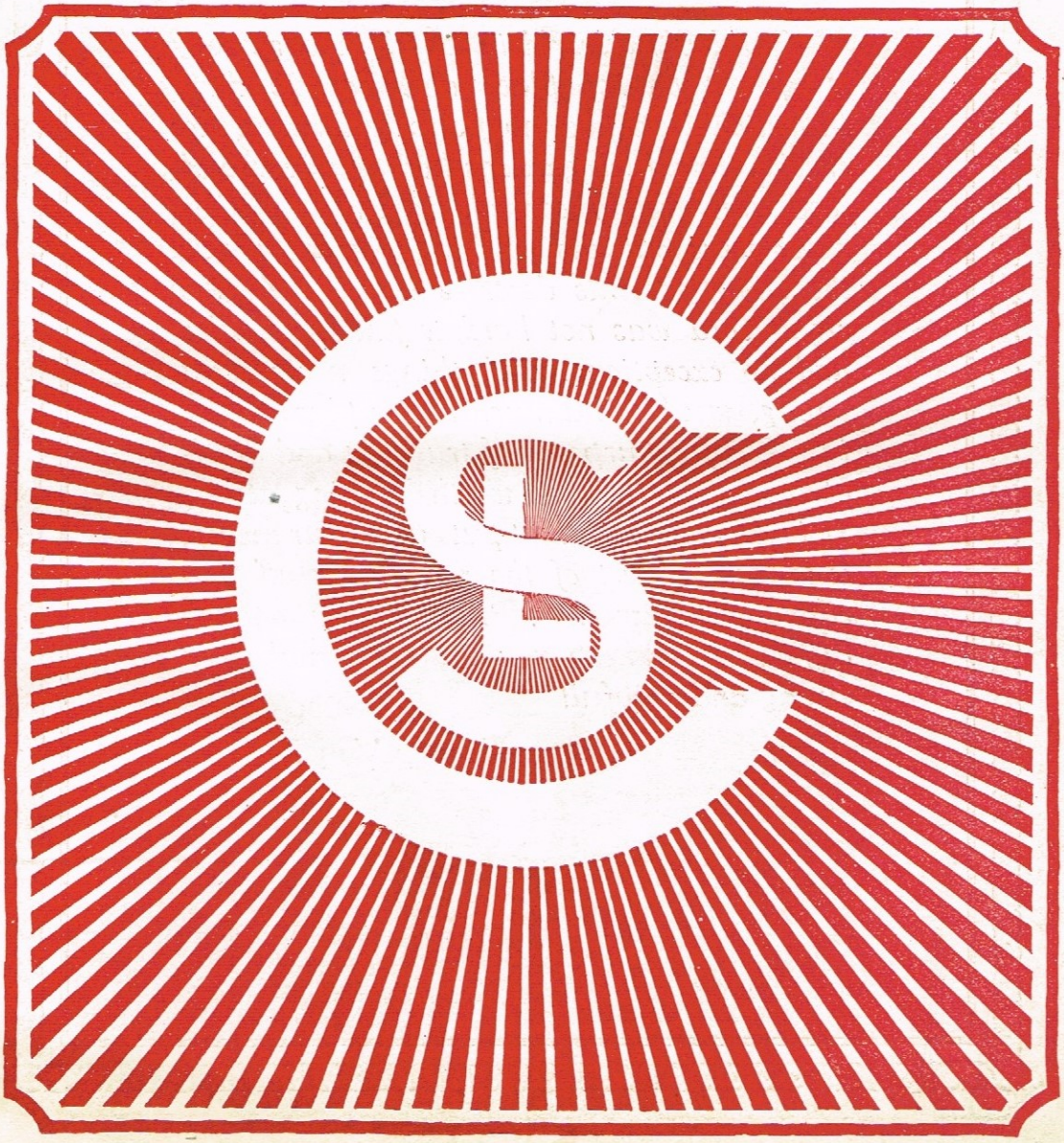
SURFACE SERVICE MAGAZINE

VOLUME 1 JANUARY, 1925 NUMBER 10



Difficulty

NO doubt a world in which matter never got out of place and became dirt, in which iron had no flaws and wood no cracks, in which gardens had no weeds and food grew ready cooked, in which clothes never wore out and washing was as easy as the advertisements describe it, in which the right word was not hard to find, and rules had no exceptions, and things never went wrong, would be a much easier place to live in. But for purposes of training and development it would be worth nothing at all. It is the resistance that puts us on our mettle; it is the conquest of the reluctant stuff that educates the worker. I wish you enough difficulties to keep you well and make you strong and skillful!

—Henry Van Dyke.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 1 JANUARY, 1925 NO. 10



—*Moffett*

CHARLES H. ALLEN

Comptroller Chicago Surface Lines

The official family of the Chicago Surface Lines greeted a new member Jan. 1, Mr. Charles H. Allen having been elected Comptroller at the December session of the Board of Operation. Mr. Allen who is a native of Bridgeport, Conn., has been connected with the Stone & Webster organization for eighteen years. There his specialty was the study and solution of financial problems confronting transportation, utility and industrial enterprises in various large centers of the United States. During the war as an associate of A. R. Patterson of the S. & W. organization he was identified with the American International Shipbuilding Corporation in the capacity of staff assistant to the treasurer and vice-president. Later he co-operated with the members of the Commission appointed by Gov. Cox of Massachusetts to systematize state finances. Prior to his connection with Stone & Webster he had a wide experience as traveling auditor for railways, gas, electric light and power companies.

Mrs. Allen and their two children who are now at the family home at Lexington will join him here later.

Patrick H. Grady, Pioneer

Remarkable Record of a Trail Blazer

Every one of us who has studied American History will recall a wonderful scrap that took place on the Atlantic Coast in the year 1862, between the Monitor and the Merrimac. It was the same year that the Government issued the first Greenbacks. Now, that you have definitely located the date, perhaps you will agree that it is in the somewhat distant past. For Patrick H. Grady, of the Building Department, the year 1862 stands out distinctly because it marks the date of his entry in the street-car business in Chicago. That was just sixty-three years ago.



PATRICK H. GRADY

But to start this sketch at its proper beginning, Patrick H. Grady was born at Chesterton, Ind., January 1, 1840—eighty-five years ago the first day of January, 1925. While still a lad he traveled to Chicago with his father in the year 1856. And this has been his home for sixty-nine years.

The most prominent characteristics of Mr. Grady today are his great energy and remarkable memory. He recalls with ease many interesting events of by-gone days, and speaks of them as if they happened only yesterday.

He remembers Chicago when the only streets that were paved and could be used with safety after a rain, were Lake street and a portion of Clark street. On the others, signs were placed in the worst places with the familiar warning, "No Bottom Here."

This was the period when the City received its water supply through wooden pipes. These pipes very often became clogged with minnows. At the intersections of most of the streets were the town pumps.

In 1862, being out of a job, he applied at 2020 State street, for work in the stables, cutting hay and feeding the horses, mules and mustangs. When their day's work was finished and they pulled the car in the barn (there were eleven cars then) each animal, without leading, always found its own stall.

Those were the days when the Government was looking for capable men who understood the handling of mules, and so it happened that for eighteen months Mr. Grady was a driver in General Phil Sheridan's Army. For this service he received fifty dollars a month and board—good pay for those days. After the war he came back, but there was no opening in the street-car business then.

Contrary to general belief, Indiana avenue and Twenty-second street was not always the live corner that its more recent history portrays. Back in the early days, a cemetery was located at the southeast corner in the triangle. But finally the graves were levelled off and a pavilion erected on the spot. In 1866 Mr. Grady went on the road as a driver; but was taken off twice and put back in the barn to cut hay, after two men each had a hand cut off in mismanaging the treadmill-cutter run by horsepower. Finally he landed the driving job and stuck to it for thirty-one years.

When asked for some reminiscences of Chicago in the early days, he recalled

that at the south-west corner of State and Madison, where the drug store is now, stood a log cabin saloon. About fifty feet west stood another log cabin having notions and drygoods for sale. Between these two, a three-story log building had been set in. One night during a severe storm, this inserted building slid forward and collapsed in the middle of Madison street. Two women were sleeping in feather beds in one of the upper stories, and it took until eleven o'clock the next morning to extricate them. They were found uninjured.

At another time Mr. Grady tells of driving his car south on Wabash avenue near Sixteenth with a certain stockholder as a passenger. It appears that this gentleman was very anxious to get downtown as soon as possible. What should break down in front of them, blocking both tracks, but a brewery wagon, heavily loaded with malt. This passenger came out to the front platform and inquired if it would mean much of a delay. Mr. Grady assured him that it would, unless he disobeyed the rules and derailed his car and pulled it around the wagon. He was told to try it.

With considerable skill Mr. Grady got his car off the track, drove around the wagon, and after placing his car on the track ahead, looked around and saw the Superintendent in his buggy "eyeing him." He was told nevertheless to drive on and not look back. His follower coming to the break-down saw the marks made by his leader's car around it, attempted the same trick, but with far less success, as his car skidded into the curb and broke part of the trucks. Contrary to Mr. Grady's belief, he never heard anything more about the incident.

For fifty-eight years he has been continuously employed in the street car business in Chicago. Mr. Grady thinks that street railroading involves but two principal ideas—knowing how and doing it. He is a well-preserved man and should continue many years in the position of watchman, which he now holds under Mr. Hugo Schmidt. He has one son, two daughters, seven grandchildren and three great-grandchildren.

CLUB SPARKS

Swimming and Wrestling Carnival

On Saturday, December 13, 1924, the Club held its first swimming and wrestling meet, which was well attended by both ladies and men. Judging from the interest shown, we feel that all present had a very enjoyable evening and we hope that this may become an annual affair.

In the swimming meet, the Gold Medal for the largest number of points scored was won by George Pelicore, of the Accounting Department, he winning second place in each event. Miss Marie Sullivan of the Accounting Department won first place in the Ladies' 26-Yard Free Style Swim and was awarded the Gold Medal, emblematic of the Championship of the Women's Auxiliary. Miss Lachata, Accounting Department, was awarded a Silver Medal for finishing second. Mr. R. Breinig, Engineering Department, was awarded three Silver Medals for swimming first place in the Plunge for Distance, 26-Yard Swim, and the 110-Yard Free Style Swim. The 52-Yard Back Stroke was won by Frank Hopkinson of the Material and Supplies Department. The feature of the evening was the winning of the Fancy Diving by Clifford McFadden, the Midget of the Accounting Department. To use Mr. Wilkie's expression, "He slipped into the water as noiselessly as an eel." After these events, exhibitions and comedies were put on by our instructor, Mr. W. R. Zollinger, and his assistants, Messrs. R. H. Fluegge, O. Miller, N. Weinstem and G. Scheuchenpflug. Mr. Scheuchenpflug also gave an illustrated lecture on first aid and life saving, which was exceptionally interesting and seemed to be enjoyed by all.

The Wrestling consisted of three very interesting bouts and we think the girls enjoyed this part of the program. All the bouts were put on by members of the Club Wrestling Class which meets each Friday with Mr. Al. Chapelle in charge. The 125-lb. bout was won by Fred Bowman, Material & Supplies Department; 135-lb. bout was won by E. Jacobsen, Material & Supplies Department, and the 145-lb. bout was won by F. Felstow, Department of Accident Investigation. These boys were also presented with Silver Medals.

All the medals were awarded by Mr. J. E. Wilkie in his usual happy way and the winners were all very proud to have their prizes presented to them by him. After the awarding of prizes, everybody enjoyed two hours of dancing and some sandwiches and a cup of Mrs. Sigwalt's A-1 coffee. F.

"They have machines now that tell when a man is lying. Ever see one?"

"See one! I married one."

OUR MERRY CHRISTMAS

Santa Does His Stuff for Surface Lines Tots

After friend Santa Claus finished his individual distribution of gifts this year, he came back to Chicago on Saturday following Christmas to attend the eighth annual Christmas entertainment of the Surface Lines Club, just to make sure that none of the Surface Lines boys and girls had been overlooked.

The entertainment was a huge success, according to the hundreds of Surface Lines children who attended.

It was held in the club house and two performances were given—one in the afternoon and the other in the evening—in charge of a committee headed by R. T. Fick, of Clark and Division. He was ably assisted by William Schenck of the electrical department, and A. M. Malmquist. About 1,000 attended.

It was hard to judge from the enthusiasm of the audience which of the special numbers on the program was the most popular. Uncle Bob of KYW bedtime story fame, children performers from the Emily G. Hoffman School of Dancing, and an "Our Gang" comedy, were all greeted with yells of delight. But Santa Claus, in the person of Jim Smith, of the Electrical department, was the headliner.

The program opened with an address of welcome by Mr. Fick, chairman of the committee.

Then there was a tableau of the Shepherds, the Wise Men and the Angels which told the Christmas story.

Uncle Bob succeeded in amusing the children with his humorous talk and brought the house down with a milk bottle contest engaged in by three boys who strove to empty bottles by means of nipples.

The tambourine dance by Dorothy Fitzgerald, Marian Pakau, Arlene Meddy and Adele Duncan was an appropriate introduction to a series of delightful dances by children. Little Dorothy Fitzgerald's toe dance, and her Dutch dance "Sweet-heart" dance and song and dance with Marian Pakau were all very artistic.

The "Old Gang" comedy, "High Society" was shown through courtesy of McVickers' theatre.

Miss Josephine Sigwalt played for Uncle Bob and the music for the dances was furnished by Miss Irene Heine.

The coming of Santa Claus was heralded over the radio and he made his entrance characteristically through the fireplace. Every child present received a present of candy and toys. For the babies there were rattles; for children 18 months old, roly-poly toys; for girls from 2 to 4, dolls; for girls from 5 to 7, sewing sets; for girls from 8 to 12 story books. Boys from 2 to 7 received mechanical building sets and boys from 8 to 12 magician sets.

Previous to the regular program the picnic pictures taken at the annual outing last summer, were shown.

In order to avoid the possibility of accident with so many children present, no flashlight was taken of the auditorium during the performance and for this reason SURFACE SERVICE cannot present a photograph of the crowd.

This "Listens" Good

Police Commissioner Collier of New York City visited Germany and this is what he saw there:

"Germany," he said, "has too many government officials occupying sinecures. Take the state railroads, for example.

"They tell a story at the Hotel Adlon in Berlin about a German who turned up at a fashionable restaurant one night with a large valise full of banknotes.

"'Hurray!' he said, 'I've got a job on the state railroad. I've just drawn my first day's pay.'

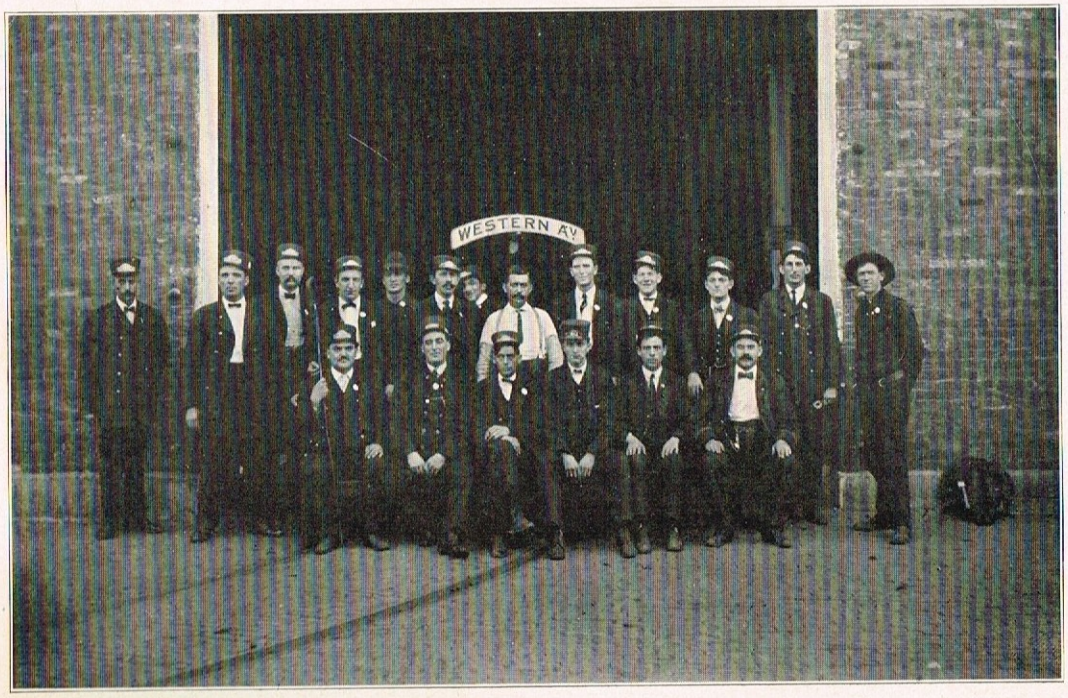
"'What kind of a job is it?' a lady asked him.

"'Well,' he said, 'you know the chap at each station who walks the length of the train and taps the axles with a hammer to see if everything's all right?'

"'Yes.'

"'Well, I'm his listener.'"

THE WESTERN AVENUE CARHOUSE FORCE IN 1902



From left to right:—2nd standing, N. A. Erickson, Division St.; 5th, Jim Dudas, Wreck Wagon Driver; 6th, O. J. Bolton, North Ave. Seated:—2nd, Peter McDermott; last on right Charles Levigne.

The Checker Contest

For the Championship of Eighteen Divisions and the Chicago Surface Lines

Aside from the friendly rivalry and the pride of boosting one's Division for the championship of a big contest, there is a positive mental benefit in playing the game of Checkers. The game, though simple, requires the player to be mentally alert, and develops one's judgment and perseverance. Like all games of skill, practice makes perfect. Since the last issue of Surface-Service many inquiries have been received regarding this contest. After several consultations with some of the old timers the following general idea has been worked out, the contest starting January 15:

Every employe in the Surface Lines is eligible for entry.

In order to facilitate the handling of such a large body, the system has been divided into three general Departmental groups: Transportation, Mechanical and General Offices.

These, with the exception of the General Offices, are sub-divided as follows: The Transportation Department will use its regular twelve Divisions. The Mechanical Department will be subdivided into five Divisions, to be known as A, B, C, D, and E.

Before a Division can qualify, at least twenty-five entrants must be signed.

Anderson's Standard Laws of Checkers will govern.

Following the National Tournament Rules, four games will be played between contestants, each game counting two points; draws a point apiece.

Each player will be allowed a "double knock out," that is, to lose to two different players before being eliminated.

Entry Blanks. In the Transportation Department, the Chief Clerk of each Depot will have entry blanks and score cards, which after being filled out should be returned either to him or his assistant. At the South Shops, Mr. J. P. McCauley, and at the West Shops, Mr. Chas. Ringstrom, and at the General Office, Mr. Bert Hall of the Accounting Department, will furnish blanks which should be returned to them after being filled out.

All Car Repairers, Car Cleaners, Electricians, Painters, Time Keepers, Material Clerks, Chauffeurs, Line Men, Teamsters and Sub-Station players, not employed at the Car Shops, may obtain blanks from their Foremen. These, after being filled out, should be returned to the Foremen who will forward same to their respective Divisional Chairmen.

TRANSPORTATION DEPARTMENT, DIVISIONS AND CHAIRMEN

Division	Depots	Chairmen
No. 1.	Cottage Grove	J. Jones
No. 2.	Burnside	C. F. Best
No. 3.	77th	S. J. Anderson
No. 4.	69th	James Buckley
No. 5.	Archer	E. C. Springer
No. 6.	Lawndale / Blue Island	John Milton
No. 8.	North Ave.	John Simons
No. 9.	Armitage / Division	P. Engelund
No. 10.	Elston / Noble	D. Hogan
No. 11.	Lincoln	Geo. J. Gleason
No. 12.	Devon / Limits	S. Boyington

MECHANICAL DEPARTMENT, DIVISIONS AND CHAIRMEN

DIVISION A

Mr. Louis Rozic, Chairman, Armitage
Lincoln Car Repairs
Devon Car Repairs
Elston Car Repairs
Limits Car Repairs
Armitage Car Repairs
Noble Car Repairs
Division Car Repairs
Lill Ave. Sub-Station
Illinois St. Sub-Station
Broadway Sub-Station
Grand and Leavitt
Racine and Maud
North Side Track
Market Street Plant
North Side Linemen
North Side Building

DIVISION B

Mr. A. Martikonis, Chairman, Lawndale
North Ave. Car Repairs
Kedzie Car Repairs
Lawndale Car Repairs
Blue Is. Car Repairs
Archer Car Repairs
Western & Washingt'n
Grand Ave. Sub-Station
Crawford Sub-Station
Van Buren & Jefferson
Milwaukee & Cleaver
Blue Is. Sub-Station
Homer & Campbell
13th and Ogden
Building Dept., West
Grand Ave. & Leavitt
West Side Track
West Side Line Men
Western & Flournoy

DIVISION C

All Employes located at West Shops
Mr. Chas. Ringstrom, Chairman

DIVISION D

All Employes located at South Shop
Mr. S. A. Keyser, Chairman

DIVISION E

Mr. S. Lucas, Chairman, Cottage Grove Depot

77th Car Repairs
69th Car Repairs
Cottage Grove Car Repairs
Burnside Car Repairs
20th and Dearborn
42nd and Wabash
63rd and Wentworth
48th and Honore
82nd and Halsted
39th and Halsted
South Side Linemen
South Side Track
South Side Building

DIVISION F. GENERAL OFFICES

This group includes all employes located at the Illinois Merchants Bank Building, 1165 North Clark Street, and No. 600 West Washington Boulevard. Mr. Bert Hall, Chairman, Accounting Department, Room 1440, Illinois Merchants Bank Building.

The winners of each Division will be awarded a prize and then the Divisions will play off for the Championship of the Chicago Surface Lines.

A copy of the Standard Laws of Checkers may be obtained at the same time and place as the other blanks. It would be advisable to read these over before beginning the first game. game.

Any further information may be obtained by addressing Surface Service Magazine, 231 S. La Salle Street, Checker Contest, Chicago, Ill.

PREVENTING POWER WASTE

Motorman Gavigan leader at the Division St. Depot During December

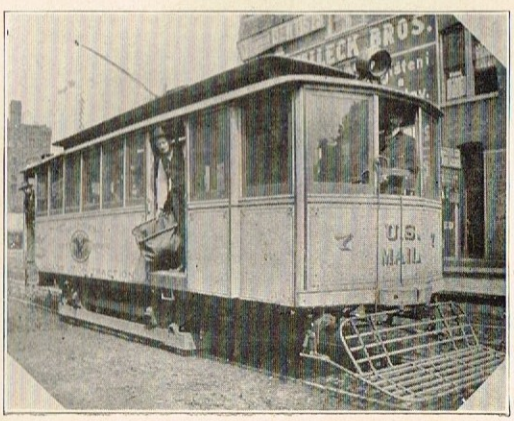


The top average motormen at the Division Street Car House for the month of December in the order named are as follows, the same method being applied to determine the record as heretofore:

Line	Run No.	Name	Badge No.
Entire Division	271	F. Gavigan	9915
Western Avenue	271	F. Gavigan	9915
Division Street	54	T. Lester	7709
Robey	161	B. Bald	11723
Clybourn	108	R. Judge	9707
Extra Men		F. T. Teall	13225

WHEN WE CARRIED THE MAIL

A U. S. Mail Car in 1913



HAVE YOU A HOBBY?

Two Surface Lines Employes Have Won Distinction in Unusual Fields

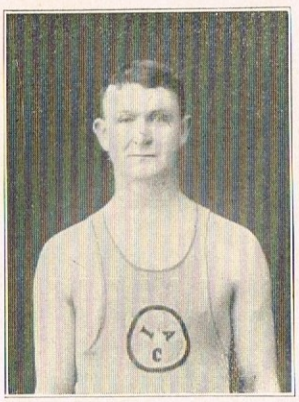
Among a large body of men, such as comprise the rank and file of the employes of the Surface Lines, there are almost certain to be some who have interesting "hobbies." We know of some who are intensely interested, for example, in golf, baseball, checkers, wrestling, radio, photography, coin collecting, hunting and even cross-word puzzles; any one of which would furnish a good story. As a rule we are not inclined to look upon another's hobby seriously, but we always look twice when we see a man who by following a "hobby" has achieved distinction.



HERMAN BARTSCH

In the year 1891 Herman Bartsch, a motorman at Devon Depot, thought he would try his hand at raising a few canary birds. He was determined to make "quality and not quantity" his slogan. Almost anybody can raise canary birds, but few have the patience and inclination to make a life study of the little creatures. As a result of a hobby of thirty-four years' standing, today Mr. Bartsch is recognized from coast to coast as the fancier of the very finest pedigreed Siefert Rollers. He was offered $500.00 by a leading English fancier for his Kewpie O'Neil and refused it. This bird has been entered in all the leading Bird Shows in the country during the past five years and has captured loving cups, medals and diplomas.

Babe Ruth, a five year old fellow, for which he could easily get $150.00 has traveled over eleven states and has been exhibited in nineteen cities. This bird's singing ability is properly described as follows: full bass roll, perfect score on the flute roll, and a wonderful hollow roll. Babe Ruth also has many trophies to prove his operatic ability. Mr. Bartsch states that Mrs. Bartsch should receive full credit for her care and untiring efforts in raising and feeding these beautiful songsters, which are practically all her pets. As soon as she opens their cages they fly out and perch on her head and arms. At a recent International Canary Show held at the Hotel Sherman, Mr. Bartsch's birds won some very high prizes.



JAMES FAHEY

If we ever achieve any honors it generally comes from doing that which we like to do. We all generally like to do that which we can do well. Out at 69th St. Depot they have a motorman who has been on the jump ever since a boy. His name is James Fahey. It is easy to

imagine that as a boy, he would rather jump than do some things that most other boys enjoy. So his hobby developed until 1903 in Dublin, Ireland, at the age of fifteen years he won three championships, Three Standing Jumps 37 feet 8 inches; Hop Step and Jump, 49 feet, Standing High Jump 5 feet 3 inches. Again at Dublin in 1904 he broke the world's record in the "Three Standing Jumps" 38 feet 11¼ inches. Crossing over to England in competition with the best athletics in the British Empire at Stamford Bridge, London, he broke his own record in the Three Standing Jumps, by one-half an inch.

Going to Melbourne, Australia, with an Athletic Club he competed with the best athletes of both Australia and New Zealand easily winning the jumps in his class, taking the broad jump at 23 feet 9½ inches. Returning to England he met and defeated the famous Athletic Chandler, who was a Lieutenant in the British Army and the champion jumper of England and the British Isles.

While competing in the British Isles he won five hundred prizes. In the year 1907 Mr. Fahey came to the United States and entered the competition at Madison Square Garden, New York, winning the "Three Jumps," "Running Hop, and Step and Jump," and Standing Hop, Step and Jump. Since coming to Chicago he has participated in all the Amateur Athletic Union games up to the present day. On September 4, 1923, he broke the world's record in the "Three Standing Jumps" by doing 40 feet 3 inches. That performance still stands as the world's record. In all his athletic career he has won nearly a thousand prizes.

No Use Whistling

A negro had exhausted his financial resources in a disastrous crap game, and was forced to return to the city to work. When he inquired about the fare, however, he found it was more than he could afford, so he started to walk along the tracks to Bummingham and home. He had not gone far when he heard the whistle of a locomotive behind him. Turning around, he said with an air of determination: "No use your whistlin' after me, brother; you named your price, an' Ah said 'No'."—Brown Jug.

Obituary

WILLIAM F. McGANN

A Veteran Employe Mortally Stricken While on Duty



The Lincoln Avenue Depot has lost another faithful man, William F. McGann. He was taken ill very suddenly Saturday evening December 13th while on duty and was removed to a hospital where he died. Mr. McGann was fifty-five years old, and had been with the company thirty-five years. He started as a conductor and for his faithful work was promoted to the position of Supervisor and finally to Ass't Superintendent of Lincoln Depot, Division No. 11 which position he held at the time of his death. The funeral was held Tuesday December 16th under the auspices of the Brotherhood Lodge No. 986 A. F. and A. M. The services which were held in the Montrose Chapel included some very appropriate music sung by a male quartet. The boys of the Lincoln Avenue Depot gave a beautiful floral offering in the design of a street car six feet long and five feet high, consisting of roses, carnations and sweetpeas. The office help of Lincoln Depot gave a wreath which was also very beautiful.

Mr. McGann was a man well liked by his fellow workman. As many of the boys, as could possibly attend went to the funeral to show their respect for a friend who will be sadly missed by all who knew him. Our sincerest sympathy is extended to the family and relatives. He leaves a wife, two sisters and one brother. The following trainmen were pall bearers: A. V. Dee, J. Price, Wm. Ackerberg, George Miller Wm. Bartas, Ed. Zage.

"To William McGann"

Bear him oh gently, dear Angel of Heaven,
Give him a place near the Heavenly Throne.
All thru the years for our good he has striven
Just like a father would strive for his own.

J. Clark, No. 2,
Devon Station.

James Charon, Blue Island Depot

After forty-three years of active service as a trainman, Motorman James Charon passed away on December 12, 1924. He entered the service May 20, 1881 as a horse-car driver at the old Halsted and O'Neil Street Barn. Mr. E. L. McGuire, the Division Superintendent, states that in his dealings with Mr. Charon he always found him a gentleman and a steady and reliable motorman. He left two sons and three daughters. Mrs. Charon passed away three months ago.

Men Who Succeed

The men whom I have seen succeed best in life have always been cheerful and hopeful men, who went about their business with a smile on their faces, and took the changes and chances of this life like men, facing rough and smooth alike as it came.

Leisure is a great thing for some people. Most of the men who have little to do in their old age are the fellows who have worked hardest in their youth. The future holds big inducements to the man who daily does the best he can and then some. It is the "then some" that counts.—Personality.

How the Coal Pile Goes

The following figures, carefully compiled and averaged, over several winters, show the approximate amount of coal consumed in each of the heating months:

	Percentage of Coal Burned Each Month	Cumulative Percentage
October	7.2	7.2
November	11.2	18.4
December	16.2	34.6
January	18.3	52.9
February	17.0	69.9
March	14.4	84.3
April	9.7	94.0
May	6.0	100.0
	100.0	

—*The People's Gas Gazette.*

"Slicking Up" in Portland

Portland, Oregon, street car men have been ordered to "dress up." No more flannel shirts, no more rough chins, no more dingy shoes, is the edict that has gone the rounds of the car shops owned by the Portland Electric Power Co.

"A neat appearing trainman commands the respect and patronage of his customers, let a shave and a shine be your first investment each morning, which, added to a clean collar and a neatly pressed uniform, puts a real 'Pepco' representative on the cars," said Fred Cooper, superintendent of the company, to the men under his jurisdiction.

Heretofore, the street car men used to don flannel shirts from Oct. 1 to April 30, but that condition shall not happen again. The reason assigned for this is that virtually all street cars now have vestibule heaters, and Cooper is confident that the men will be able to keep comfortably warm without detracting to such an extent from their personal appearance.

This may be an incentive to all Portland men, whether motorists, pedestrians or patrons of the 'Pepco' street cars to dress up and establish a better reputation for the city, which now is known to have the poorest dressed men in the northwest for a city of its size, according to statements made by numerous merchants of Portland.

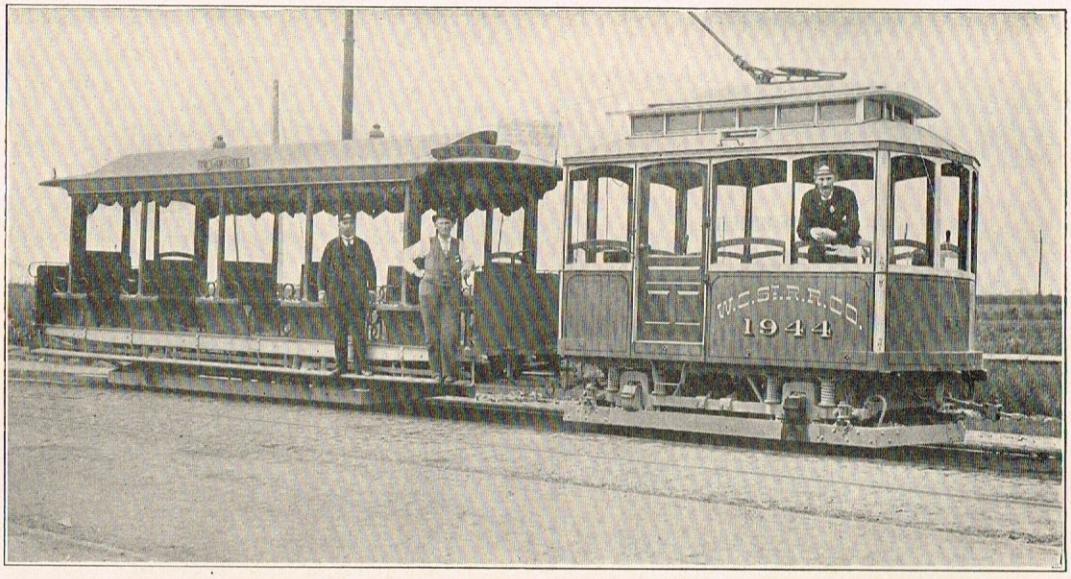
"The Careless Motorman"

A motorman
With judgment rash
Against a switch
Made rapid dash.
The piercing shriek
The fearful cry
Told of some souls
In agony.
Then some poor hearts
Are filled with sorrow
No more for them
The bright tomorrow.
No more they'll walk
With head erect
To meet the loved ones
They expect.
To tell us just
How to prevent
Such scenes as these
V. Noonan's sent.
And we will do
Our utmost, sir,
That they may never
More occur.
For every motorman
And Con.
Will do his best
For old Devon.

John Clark, No. 2,
Devon Station.

Famous Last Words

"I wonder if it's loaded?"
"These traffic cops can't stop me."
"Let's go out beyond the life lines."
"I guess this rope will hold my weight."
"What a funny noise that snake makes."
"Which one of these is the third rail?"
"Step on the gas and we'll try and get across before the train comes."
"That firecracker must have gone out. I'll light it again."
"They say these things can't possibly explode, no matter how much you throw them around."—Reading Pretzel.



A West Side Grip Train in World's Fair Time

ELECTRIC RAILWAYS ESSENTIAL

No Other Practical Mode of Economical Mass Transportation

In discussing the big problems of the electric railways of today, said R. P. Stevens, president of the Republic Railway and Light Company of New York, in a recent address, we are not much concerned about the experiences of the past because, unlike most other lines of endeavor, we can get but little from that period previous to the world war. Our major problems are new—we are blazing a new trail and are obliged to meet these new situations in the face of conditions as they exist today, which conditions are radically different from what they were in the pre-war period.

Electric railways have had a hard time and as a result they are more or less discredited in the eyes of those who have not studied recent developments, but *on all sides we see signs of such a rapid "comeback" that we find these general impressions are clearly one full lap behind the times and the electric railways of today are entering a stage of prosperity that is founded on sound principles, with improved public relations based on costly experiences and better understanding.*

This is not idle gossip—nor am I speaking in generalities—it is actual facts—in every city in this country of 50,000 people or over where the street cars have been discontinued temporarily on account of motor bus competition, they have resumed operation at the request of the people after a fair trial of exclusive bus operation.

These experiences are history and sufficient in number to be convincing, so that they will have to be repeated only in the remote cases where politicians have to be shown at the expense of their own constituents.

The experience in this country is borne out by a similar experience in foreign countries where motor bus competition was evident long before it was here. The decision derived from this long foreign experience can best be expressed by a quotation from the report of the Committee on Foreign Operation which studied foreign practices very carefully last year. This report said:

We find in Paris and in the British cities except London, a confirmation of the best American thinking with respect to the relations of the motor bus to the existing rail systems.

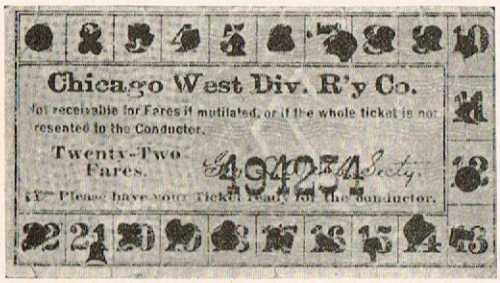
In all of these cities the bus is being taken up more and more as auxiliary and

feeder to the tramway systems. Nowhere is there any feeling that the bus can do the work of the tramway and everywhere the tramway is being extended and developed. The bus is simply being fitted into the general transportation scheme wherever it can be used economically.

Practically every city of this country of any size is served by street railways carrying over 16,000,000,000 passengers annually, and *no other practical mode of mass transportation is in sight capable of handling this vast multitude at the same cost.*

WEST DIVISION TICKETS

What They Were Using in the '80s



FRONT



BACK

Unlucky Suggestion

A countryman went to London to visit some relatives and to see the sights. He remained until patience upon the part of his hosts, a married couple, had ceased to be a virtue.

"Don't you think, my dear fellow," remarked the husband one day, "that your wife and children must miss you?"

"No doubt. Thanks for the suggestion; I'll send for them."

All Same Shape

Tourist (in village notion store): "Whaddya got in the shape of automobile tires?"

Saleslady: "Funeral wreaths, life preservers, invalid cushions and doughnuts."

TRAINMEN HELP RED CROSS

Six Thousand Dollars Their Contribution to the Cause

The Red Cross Society has expressed its deep gratitude to the trainmen of the Surface Lines who responded so generously to the appeal for memberships in the organization and a letter from Chapter Chairman Marquis Eaton expresses their thanks in the following graceful language:

I want to express to you the deep and hearty appreciation of the Executive Committee of the Chicago Chapter for your splendid achievement as demonstrated by your check for six thousand dollars ($6,000) which was received today. It is a remarkable record to establish and you and your employees may perhaps receive a great deal of satisfaction in the knowledge that your efforts will assist materially in allowing the Chapter to continue its work for another year.

I would appreciate it if you could express to your employees, through the medium of your bulletin boards or house organ how deeply grateful are the various members of the Chicago Chapter Executive Committee for their loyalty and help at this time.

A Question for the Censor

An eastern supervisor received the following note from one of his track foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike maul. Now under 'Remarks,' do you want mine or do you want Casey's?"

Extensive

Motorist: It's preposterous. I'm an expert driver. What I know about driving would fill a book.

Policeman: And what you don't know would fill a hospital. Give me your name and address.

A Good Reason

"Jimmy," said the teacher, "Why is it that lightning never strikes twice in the same place?"

"Because," said Jimmy confidently, "after it hits once the same place ain't there any more."

Nearing the End

"I am not going to talk long this evening," said the speaker. "I've been cured of that. The other night I was making a speech when a man entered the hall and took a seat right in the front row. I had not been talking an hour when I noticed he was becoming fidgety. Finally he arose and asked.

" 'Shay, how long you been lecturin'?' "

" 'About four years, my friend,' I replied

" 'Well, he remarked, as he sat down, 'I'll stick around; you must be near through.' "

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 1 **January, 1925** **No. 10**

John E. Wilkie - - - - - - - Editor

C. L. Altemus - - - - Assistant Editor

A TEXT FOR 1925

"The world," said Thackeray, "is a looking glass and gives back to every man the reflection of his own face. Frown at it, and it will in turn look sourly upon you; laugh at it and with it, and it is a jolly, kind companion."

Nineteen-twenty-four had its problems and difficulties, many rough bits of road and some disappointments. No one, perhaps, was able to accomplish with complete satisfaction the tasks confronting him. But if he tried faithfully and gave the best that was in him; if he met his troubles with a smile; if he was cheerful under trying circumstances; if he was loyal and conscientious in his work, fair to his associates and his employer, he can face the coming year with confidence and without fear. The closing year marked an era of progress in the Surface Lines. Service was improved to a remarkable degree, and there was a harmony of effort in every branch of the organization that was highly satisfactory to the management, and brought many evidences of appreciation from the public. Let us all face the New Year with a smile.

TWO INTERESTING LETTERS

SURFACE SERVICE MAGAZINE as usual presents elsewhere some typical commendatory letters from Surface Lines patrons. Most of these relate to approval of individual action by a conductor or motorman. A particularly pleasant letter came to our President and because of its general interest, both the letter to Mr. Blair and his reply are reproduced:

Chicago, Illinois,
December 16, 1924.

Mr. H. A. Blair,
President Chicago Surface Lines,
Chicago, Illinois.

Dear Sir:

The writer is an all-day patron of your lines—i. e., a traveling saleswoman—and as such I should like to voice my appreciation of the splendid service rendered by your company. There isn't a transportation company that reaches so many points nor one that gives such good and regular service in the city of Chicago in my estimation and at so reasonable a cost.

The writer has been compelled to use street cars and "L's" in New York City, Detroit, Los Angeles, San Francisco, etc., and the service rendered in Chicago is far superior to that in other cities.

Personally I think it would be a calamity to Chicago to alter or in any way interfere with your present system—you have in the past ten years made a marked improvement in your service, and if the people here cannot offer constructive criticism and suggestions then by all means stop this agitation in the papers that tears down.

I myself appreciate the service of your company with its liberal transfer privileges and its courteous employes and take pleasure in voicing that appreciation herein—and I am only one in many thousands who enjoy good transportation.

Kindly accept my thanks for the service we often accept as a matter of course.

Yours respectfully,
Miss L. Newhouse,
1943 S. Clifton Park Ave.,
Chicago, Illinois.

December 22, 1924.

Miss L. Newhouse,
1943 S. Clifton Park Ave.,
Chicago.

Dear Miss Newhouse:

Please permit me to express my appreciation of your letter commenting on the service rendered to the street car-riding public by the Chicago Surface Lines. Where everyone in a great organization is devoting himself to the development and maintenance of a service which shall be adequate and satisfactory, it is a gratification to have these efforts recognized by one who is as familiar with conditions as an experienced car-rider like yourself.

It is a curious fact that, while the superiority of the service we render and the high type of equipment we operate is admitted by transportation experts everywhere, only a few thousands of the millions we serve realize how much they are getting in daily transportation.

It is so much easier to criticise and find fault than it is to comprehend and admit the excellence of a public utility, and perhaps it is only human nature to accept the excellencies as matters of course and voice only the dissatisfaction in cases where everything does not move smoothly. I am glad to say that we have

a great many letters expressing appreciation of courteous acts upon the part of individual employes, but it is refreshing to have a rider of experience and wide knowledge take the trouble to let us know what she really thinks about our service.

With the Compliments of the Season, believe me

Very truly yours,
Henry A. Blair,
President.

A BOUQUET IN RHYME

A Letter From Miss Johnson and Our Reply

Another unusual letter, commending Conductor Brudy of Devon, came from Miss Agnes Johnson, No. 2618 Walton street, who conveyed her approval in rhyme.

Last night I hopped on a Broadway car
'Way up at Diversey and Clark,
And my lady friend hopped on after me
Out of the night and the dark.
(You'll understand, we were ladies two;
That's the reason why I'm addressing you.)
The Conductor was seventy-seven-fourteen,
The knight of the rear of the car,
And we asked for a street that doesn't exist
Among all of the streets there are;
But did he get huffy and grouchy? Not he,
He smiled and explained it all most politely.
So that is the reason I'm writing to you
In very imperfect rhyme;
For one finds a gentleman ringing the fares
Now and then—but not all of the time.
It gives me great pleasure to say I am sure
The prince of conductors is seven-seven-one-four.

As this seemed to call for a special effort, a reply was immediately sent to Miss Johnson in the form of a jingle which perhaps was warranted by her happy method of expression:

December 12, 1924.

Dear Miss Johnson:
Your jingle is clever, for rarely if ever
Does Pegasus enter our door
We'll send it instanter, make old "Peggy" canter
To number seven seven one four.
He'll feel mighty good, of course as he should
To know he has earned your warm praise
He'll doubtless remember the tenth of December
As one of his happiest days.
May Holiday cheer make a jolly New Year
(We will join him in wishing you well)
So here's to your health—to say nothing of wealth—
And we're—Yours to command.—C. S. L.

Very truly yours,
John E. Wilkie,
Assistant to the Vice President.

"A Happy Guid New Year"

My Connie Sandy Anderson
A laddie I love dear,
He joins with me
In wishing ye
A Happy Guid New Year.
We wish you all prosperity
And hope that you may thrive,
We wish ye health and happiness
In Nineteen Twenty Five.

Sandy Anderson and John Clark, No. 2,
Devon Station.

NEW CENTRAL DIVISION

P. J. Duffy, Division Superintendent in Charge of Loop Territory

General order No. 163 issued by Superintendent Evenson on December 29 provides for a radical change in the methods of service supervision in the congested territory of the city. A central division is established with headquarters in the General Offices, covering the territory East of Halsted Street, South of Chicago Avenue and North of Roosevelt Road, but not including Chicago Avenue, Halsted Street or Roosevelt Road. P. J. Duffy a veteran in the service is made Division Superintendent of the new division and will be in charge of a force of live wire supervisors picked from the twelve divisions as follows:

NAME	TRANSFERRED FROM DIVISION
H. T. Hooper	1
R. T. Duffy	2
L. Bartelheim	3
H. A. Hubbell	4
J. H. Rau	5
J. Milton	6
E. Victorsen	7
F. H. Walker	8
L. Milz	9
E. Zage	11
F. Sundmacher	12
A. Burke	12

With this force of alert men on the job it should be possible under normal conditions to maintain a regularity of service that will be appreciated by the car riding public, and when emergencies arise there should be no unnecessary loss of time in finding the most effective temporary solution.

With the splendid cooperation being given by the traffic division under Capt. Hogan the new supervisory unit should be able to make a very satisfactory showing in the traffic tangled loop, and secure for the car riders the benefit of experienced blockade breakers in getting the cars through.

Fore

Nurse: "Whom are they operating on today?"

Orderly: "A fellow who had a golf ball knocked down his throat at the links."

"And who's the man waiting so nervously in the hall? A relative?"

"No, that's the golfer—a Scotch gentleman. He's waiting for his ball."

A Compensation Law Weakness

Dr. Leeming Shows How the Law Discriminates Against Certain Classes

Dr. John Leeming, our medico-legal advisor, in discussing several aspects of the Workmen's Compensation Act, including both its advantages and disadvantages to the employes of a corporation, held that the advantages manifestly outweighed all of the disadvantages; but there is a phase of the law which is decidedly disadvantageous to the working man who is suffering from any physical disability. "There is," said the doctor, "considerable difficulty in handling the cases of applicants for places in a corporation operating under the Workmen's Compensation Act where such employes are afflicted with certain physical defects at the time of making application. Many such defects are not positively disqualifying for the work applied for, but at the same time a corporation is assuming a grave responsibility in putting them at work. There are a great variety of conditions which should not disqualify a man for ordinary work, but if they exist in a workman and he sustains an injury, the employer is apt to be confronted with liability during a long period of disability.

"When cases of this type are heard before the Industrial Board," continued Dr Leeming, "the arbitrator will rule that the employe's prior trouble was no doubt aggravated by the accident and his prolonged disability is without question due to such aggravation. The employer either knew of the pre-existing condition when the man was hired, the arbitrator will hold, or it was his business to have discovered it. Notwithstanding this, many organizations still continue to retain defective men in their employ and to assume occasionally the extra risk of employing a man like the one referred to for humanitarian and various other reasons.

"It seems to me that if it can be avoided the law should not handicap certain workmen who are out of a job and make it more difficult for them to obtain one. I want to make a plea in their behalf and also offer a suggestion for consideration of a plan which might make it possible for a man to be accepted for work even if he has a defect which does not disqualify him for service and which does not lessen his efficiency—simply a physical defect which would furnish a poor risk for the employer on account of the danger of protracted disability in case of injury.

"Why should an employer be burdened with this extra risk when he can just as well employ a sound man, a man without any special defect, for the particular job? On the other hand, why should a man with a defect like varicose veins in one leg, but otherwise sound, be deprived of work which he is perfectly willing, able, and anxious to perform simply because of the remote chance that he may possibly develop a varicose ulcer from skinning his shin. Should a painter, carpenter, mechanic or any other workman be prevented from earning a living for himself and family simply because of this or other physical defect which does not disqualify him for working at his trade. The Workmen's Compensation Act says 'YES, the employer either knew of this defect when the man was hired, or it was his business to have discovered it.' And if discovered, what then? The inference is apparent; the employer should have discovered it and refused to employ the man.

"As a result of this legislation the employer now examines all new applicants for work. He learns of the existence of physical defects; he 'discovers' them, and as a result of the discovery he declines to accept the man for work. He can just as well employ a man for the job without the defect, and he decides to do so. He will not assume the extra risk.

"Suppose it becomes necessary to install a new machine. It is ordered and

placed in the shop. Upon examination by the superintendent, a flaw is found in one of the gears; the seller is notified; the latent defect is pointed out. The superintendent will not accept the machine because he fears that if he places the machine in service and if, under strain, the gear breaks, a claim may be made for damages on the ground of the defective gear. Now if, in purchasing the machine, the contract was one under which the buyer took the machine subject to latent defects (not the usual case in a contract of sale), the seller could well say: 'When you accepted this machine, you either knew of this defective gear, or, if you did not, it was your business to have discovered it.'

"The employer has learned the very costly lesson that under the Workmen's Compensation Act in protection to himself he should not install in his service either defective machinery or defective men. Let me carry the illustration of the machine a little further to emphasize my closing point. The seller, instead of casting the burden as to defective gear upon the buyer, might say: 'This defect is apparent, but I think it does not weaken the gear. I will guarantee that it will do the work of a perfect gear, and if you will accept the machine I will stipulate in writing that if it breaks I will not only replace it without cost to you, but I will also pay any damage entailed by the break.' If such an agreement were embodied in the contract of sale, the seller would assume responsibility for the defect.

"My point, therefore, is that the Workmen's Compensation Act should be amended or modified so that it will not handicap or impose a hardship upon the man who applies for work, but who is found upon examination to have some minor physical defect as above referred to, a defect which does not disqualify him for the work applied for. I would recommend that when such a situation is presented and the defect is 'discovered' instead of refusing to accept the man for work he might be given employment and permitted, legally, to stipulate in reference to his physical defect that if employed he personally will assume the risk and will make no claim for compensation for protracted disability due to the pre-existing physical defect, but will make claim only for the disability resulting from the injury and for the period of time that such injury might reasonably be expected to disable a sound man whose period of disability would not be influenced by the pre-existing defect in question.

Helped to Join His Family

"Lady, could yer gimme a quarter to get where me family is?"

"Certainly, my poor man, here's a quarter. Where is your family?"

"At de movies."

Too Much "Safety First"

Judge—"Why did you run down this man in broad daylight on a perfectly straight stretch of road?"

"Your honor, my windshield was almost totally obscured by Safety First stickers."

The Neighbors Were Glad

"This apartment won't do—there's not a room large enough, ahem—I play a slide trombone."—Judge.

Thirty Years Later

In 1893

"Here lies the body of Farmer Brown;
He blew out the gas when he went to town."

In 1923

"Here lies the body of his son and heir;
He stepped on the gas when half way there."

A Place for Every Man

Foreman: "Here, now, Murphy, what about carrying some more bricks?"

Murphy: "I ain't feeling well, guv'nor; I'm trembling all over."

Foreman: "Well, then, lend a hand with the sieve."

All Broken Up

"Anybody hurt in the wreck?"

"One gentleman, I believe."

"Bones broken?"

"I think it was his heart. He sat down by a leaking suitcase and cried."

Women's Auxiliary Dancing Class

Before making the final decision regarding a dancing class, we are sending out a last call to those who may wish to enjoy this privilege. Will those interestd please send in their names as soon as possible to Miss Josephine Dooley, Room 1440, Illinois Merchants Bank Building?

Departments and Divisions

Engineering

Did you do your Christmas hinting early?

W. J. Doherty has a nice new 5-tube Coast-to-Coast crystal set. He even gets local stations—sometimes.

When it comes to violets growing in December, our Wreck Wagon Driver, T. Nelson, has plenty of them at his new mansion at 82nd and Ada Streets.

Jerry O'Connor, for many years General Foreman on Construction in the Track and Roadway Department, passed away on November 30th, 1924, at St. Bernard's Hospital. Mr. O'Connor entered the service of the Chicago City Railway Company in April, 1881, and was employed continuously until a week before his death.

Tom McCarthy came back to the Engineers' team in the Club House Bowling League after an absence of two years from the game. Now watch us climb, and don't lose sight of Messrs. Gerred, Isacson and Fischer.

R. B. Breinig issues a challenge to any of our swimmers to compete in the plunge—26 and 110 yard events. Don't crowd—take a look at Ray's medals first.

Talk about an elephant on one's hands—Ask E. S. Platt about the Shetland pony his daughter won at a church fair.

Electrical

The Electrical Department orchestra is planning to resume practice again under the direction of Mr. C. E. Watson. The personnel of the orchestra is practically the same as it was at the time of the Departmental show so we can look forward to some good music in the near future.

For anyone requiring the services of a good monologue artist we recommend Jim Smith of the 20th St. Sub-station. Jim is good—

Paul Murray's gang issues a challenge to any person or persons with the Company to any kind of a contest at any time and place under any rules and circumstances and for any amount of money. Some gang!

The raffle of Charlie Sullivan's Hudson did not take place according to schedule and many of his friends wonder why the apparent hitch in the plans. Charlie says that one of the ticket purchasers owes him 50c and he does not intend to go ahead with the thing until the proper coins are safely deposited in his jeans. The writer, who is a great personal friend of this gentleman, knows different, however. It isn't a question of money at all—it is a case of great attachment and appreciation. You see Charlie and the car have been together for so many years that they have grown inseparable. It is doubtful whether either could be happy without the other, and it is certain that the old Hudson could not turn a wheel without Charlie.

Accounting—Downtown

Miss Emma Miller won first prize, check for Five Dollars at the Hard Times Party held December 6th.

Mrs. Mollie Moore sustained quite severe injuries by falling on icy sidewalk, December 18th, during the sleet storm.

Misses Carlson — Shelstrom — Vojtas and Wickman were administered the Chlorine Gas Treatment for colds. We are glad to say none of them lost any time confined at their home.

Accounting—North Side

Owing to the quick work of Miss Gizella Lachata a tragedy was narrowly averted in the Club House tank, December 11th, when one of the girls who could not swim was in distress. Miss Lachata is to be commended for her bravery and cool headedness.

Miss Agnes Ronayne was married on November 27th to Lawrence Daley. Congratulations and best wishes for future happiness.

J. H. Kruty and Beatrice Flannigan returned to work after being sick for several days and we are all glad to see them back.

We are quite surprised to find that we have three shepards working in this department. They certainly kept their flock together at the Christmas Party.

Found! Mrs. Victor Nyman among our comptometer operators.

We wonder who performed the job of facial surgery on Mr. Fick's physiognomy. Whoever it was surely is a past master of the art, as his work speaks for itself.

Shops & Equipment Department—North and West Division

The sympathy of the department is extended to Mr. T. H. Shaughnessy, in the loss of his wife, who died on Wednesday, December 17th.

Mr. W. C. Wheeler has forsaken his good Maxwell for a new five passenger Studebaker touring.

Dan Egan of the Drafting Room is back on the job again after a two weeks attack of pneumonia.

Fred Simmons, our Trolley man on Supply Car, was married on November 13th. Call around for the cigars, boys.

The last two of the multiple unit cars built at the West Shops were completed on December 18th and all cars were in service for the Christmas rush. This is a record which the West Shops can be proud of.

South Shops and South Division Car Houses

James Connelly, Car Repairer, 77th Street, died on November 24, 1924, after a long illness. Mr. Connelly was one of the veteran employes in this Department, and his many friends mourn his death.

We are very sorry to learn of the death of O. McAdams, of the Woodworking Department. He had 42 years of service with the Company.

Charley Riley of the Millwrights is the proud father of a nine pound baby girl.

Harold D. Page, Chief Clerk, South Shops, resigned on January 1, 1925, to enter the service of the Waugh Equipment Company, 122

South Michigan Avenue. His many friends regret that he has decided to make this change, but we all wish him good luck.

The following changes were recently made in the department:

Ralph Short promoted to Asst. Day Foreman, Rockwell; John Keane promoted to Asst. Day Foreman, Cottage Grove; John Sake promoted to Foreman, Truck Department.

E. Lindgren, Night Foreman, Burnside Carhouse, was recently operated on at the South Shore Hospital. We understand the operation was a success, and that Mr. Lindgren is getting along very nicely.

Schedules and Time Tables

With the close of the old year and beginning the New Year, schedules are being prepared as follows:

State-Lake	79th St.
Archer Ave.	Cottage Grove
Fullerton Ave.	Chicago Ave.
Armitage-Center	South Deering
Milwaukee	Lawrence
Irving Park	

Barney Klatcher, Sr., had a visitor a few days ago from Seattle, Wash., Tony Scharlau, who drove a horse car on the Milwaukee Ave. line long, long ago, while Barney balanced the other end of the car.

Our Bowling Team seems to have a good reason for staying in the basement. They knew this Zero weather was coming. Basements are usually warm, and a good place to hibernate.

The efforts of those who turned in news items is appreciated by the column. Keep up the good work. You know, the column is intended for everybody in the department.

Cottage Grove

The spirit of Christmas, good fellowship, peace on earth, good will to men seemed more in evidence this year than ever before and the thoughtful courteous consideration of our big chief was thoroughly appreciated by the rank and file. All were busy in every department, but if we can find time to gladden the heart of someone probably less fortunate than ourselves, we have laid up treasure that will endure for all time.

"To be or not to be;" that is the question. Whether 'tis better to fly to Burnside and stand all the ills of top boots, railroads, switches, or remain in the first Division where all is as calm and tranquil as a summer sea, the early morning sunlight glinting across the calm mirrored surface. It is hard to choose.

In the daily discharge of our duties situations and incidents occur that call for patience, courtesy and tact on our part if we succeed in the day's work. If a passenger asks us a direct question we should reply in a direct way. For instance, the passengers wish to go to Wentworth Ave. We at times reply Wentworth is a long street, if you tell me what part you want maybe I can help you. The direct answer should be, "About what street or number did you wish on Wentworth."

Burnside

Messrs. Harold B. Storm and H. Moss, formerly of the 4th, and 1st Divisions, have taken up their new duties as Number 3 and Number 2 clerks at Burnside. Good Luck and Success to you, boys.

Conductor Roland G. Clink has taken upon himself a wife and is settling down to steady work, Congratulations, Mr. Clink.

Conductor George O'Connor also is to be Congratulated on the arrival of a bouncing baby girl at his home.

Our sympathy goes out to Motorman Louis Pries and family who have rushed to bedside of their daughter who went to Prescott, Arizona, for her health. Upon receiving a very unpleasant telegram, Mr. Pries lost no time in obtaining 90 days furlough and hurried to Prescott.

The following incident was related by our "Good Samaritan" motorman, Fred Broderius, a veteran of this division. While on his way to work on Friday, Dec. 26, 1924, and passing over the bridge at the Calumet Sag Canal on the outskirts of Blue Island, he heard a pleading cry for help coming up from below and upon looking down saw a man hanging on to a pipe by his fingers in the Canal. Fred immediately called all passing machines and pedestrians and succeeded in getting a rope and finally rescued this man from drowning. And big hearted Fred did not wait a minute after this man was safely ashore, but hurried on to work so that he would not miss.

Seventy-seventh

Johnnie Goeing received a very beautiful present just before Xmas and he is very sorry to say his benefactor forgot to enclose his card. Now Johnnie is worrying awfully because he don't know who to thank for his generosity and says I suppose Santa Claus sent it.

Our bowlers suffered one of their few defeats at the hands of the Club House team who played a great game. Our hats off to you boys of the Club House team. The boys are anxious for a return game so that they can get even. Keep at them boys. We're behind you, win or lose.

Mickey Lyons might not look like a crossing policeman but in the Xmas rush the shoppers took Mickey for everything but Santa Claus as he stood down at Adams St.

To the employes of the Surface Lines the 77th St. Literary and Athletic Club extends a cordial invitation to call at our club rooms anytime.

We were glad to see John O'Hare's good old face taking so prominent a place in ourMagazine, a prominent place on the list and a more prominent place in respect in the hearts of the men who have been so fortunate to know him.

Under the heading of Bouquets we read with pleasure the number of boys of 77th St., receiving commendation. Go to it boys it don't cost anything and creates a host of friends and makes your work easier.

Since our last issue two of our very old motormen and one of our younger ones have passed away, namely, Peter Stratton and Michael Waldron and L. Lauerman.

Mr. Michael Waldron has been ailing for some time and has not been in active service for a year or more.

Mr. Pete Stratton was in active service until his death.

To the bereaved relatives of these gentlemen the boys of 77th St. Depot extend their heartfelt sympathy.

Sixty-ninth

Now we know why so many of the boys pick the same runs over again: "Because," explains J. P. Boyle, "it saves us figuring out new running time."

The wedding bells rang out for H. J. McDonald and J. B. Liebforth, two of our popular young sheiks, who were married on November 26th.

Mr. Edw. Hersey, in service for 32 years, has resigned and opened up a plumbing shop at 318 W. 69th Street. Mr. Hersey had an excellent record and is making a success of his new business.

Conductor H. Koehler has returned to active duty after being off on account of an accident. While hurriedly turning seats he tore the tip of his little finger. We may learn from Mr. Koehler how careful we should be for own "Safety's Sake."

M. Hennessy, No. 1, has just left for Florida in his Maxwell Sedan. He has a cottage at Miami and says no more northern winters for him. Lucky boy!

We regret to announce the deaths of Mrs. J. Bracken and Mrs. P. Garvin. All the boys of 69th join in expressing heartfelt sympathies to the bereaved husbands and families. We wish also to extend our sympathies to Mr. O. H. E. Willer whose father recently passed away and to Mr. P. J. Tully who mourns the loss of his sister.

We have at this station a group of aspirants to the title of "Pool Champion," among whom are listed J. Duffy, G. Hevrdejs, M. J. Herbert, N. Morien, C. Alberts and E. S. Brown. These boys are eager to settle the matter and it has been suggested that a prize be donated for which they shall play. Why not work this into an inter-Division affair and find out who is Champion of them all?

Garage Mechanic—"What type of car do you like?" Mr. Walsh—"None of 'em—I just came in here to enjoy being among a few that I don't have to jump from."

Those who were disappointed last month in finding their news items in the North Avenue column have the apology of the editors of this magazine who assure us that they sincerely regret this mistake.

Our Stag entertainment on Nov. 29th was well attended and the various committees were well pleased to hear that all enjoyed the program.

Archer

The Christmas Party, at our club room on Saturday evening, Dec. 13th, 1924, was a great success. The children had a wonderful time with Santa Claus and the clown.

They would do anything the clown told them to do, except when he told them to go home, then they refused to take him seriously.

The children were out in goodly numbers as one gross of baby aeroplanes for the boys and one gross of dolls for the girls was not enough to go around.

It goes without saying that the parents and friends of the children enjoyed themselves immensely seeing the youngsters were having such a good time.

Later those of the party who enjoy dancing kept time to the music of Bohlins' Orchestra until midnight.

Now that the bowling season is in full swing it might be interesting to some of our readers to know just what Archer Ave. is doing in that line. Our team defeated the strong Liquid Carbonic Company team, three straight games in the Central Mfg. District League with games of 990, 1045, 957 for a total of 2,992, which gave them high three games of the season.

John Kent, was heavy man with games of 215, 277 and 227 for a total of 719, which beat his previous high three games of 683.

He missed a perfect second game by one strike, getting a spare in the ninth frame, after getting eight straight strikes and then three strikes in the tenth frame.

Pete Krajicek, followed him with a good series of 631. Following is the line up and scores of Archer.

Players	1st Game	2nd Game	3rd Game	Total
Krajicek	238	213	180	631
Hurley	170	175	160	505
Holland	180	183	204	567
Potraz	187	197	186	570
Kent	215	277	227	719
Total	990	1045	957	2992

Blue Island

Births are decreasing, only one this month, to J. McGowan, a 10½ pound bouncing baby boy. Mother and babe both well.

The following Trainmen are on the sick list and would appreciate a visit from the Boys: D. A'Hearn, J. Sweeney, F. Strubelt and E. Berg. Get their addresses from the Chief Clerk.

If you wish to take cornet lessons see Paddy Durr, he is a first class Instructor and has a wonderful Studio in Jim Kehoe's garage.

The teamios on Fulton St. are too well acquainted with Paddy Morrissey and tease him every day by holding the track in front of him so he decided to pick over on 18th Street.

Officer Vosmik has received a request from the Movie Stars to come to Hollywood, California, to become their Precinct Captain. Widner is down there now plugging for him.

Carl Hoglund is now teaching Swedish and has three scholars already, F. Gomolski, J. Steiner and E. Brichta who can speak the language very good.

Motorman F. Dvorak, No. 1, who was on the sick list for the past year died on November 14th, 1924. Our sympathy is extended to his Widow and Daughter. Service, 17 years, 8 months, 6 days.

Motorman J. Breen who entered the Service, February 6th, 1894, and who had been off sick for several months, passed away on December 1st, 1924, having 30 years, 9 months, 25 days service. We extend our sympathy to his wife and family.

Chas. Starr has been confined to his bed through sickness. We hope he will soon be up and around.

North Avenue

Motorman F. Tilton is spending the winter in Florida. It's a winter habit of his.

Motorman J. Lundin is on his way to Sweden for a vacation.

Conductor Bob Connell returned recently from a trip to Ireland.

The sympathy of the North Avenue men is extended to Motorman Kunz in the loss of his wife.

Motorman J. Van Wert was married Dec. 2, 1924.

Conductor Wm. O'Connor is another happy bridegroom. He and Miss Catherine Cullerton were united in marriage Nov. 26th. Congratulations, boys.

"Rags" O'Brien, Capt. of the North Avenue "Goofs," says that the board of stategy is holding a series of confabs to determine a course of action towards trimming the regular baseball team in the pre-season series. The "Goofs" are a hard bunch to beat.

Babies—Lots of 'em—Con. N. Getz, 10 lb. boy, Dec. 2, 1924.

Cond. Henry C. Arp, baby girl, Dec. 8th.

Cond. H. Beilfus, 6 lb. baby girl, Dec. 17th.

Cond. B. Longan, 8½ lb. girl, Dec. 20th.

As usual, the Conductors have the honors.

Maurice Dillon and Jimmy O'Malley are on the job once more. Welcome back!

Armitage

Mr. Frank Kirchhoff, chief clerk, desires to take this opportunity to thank the men of Armitage Depot for their many kind acts of sympathy following the death of his wife.

Noble

All the boys at Noble extend their heartfelt condolence to Brother S. White, whose wife died on Nov. 30th, 1924.

Our sympathy also goes to clerk, George Zitt, whose brother died, Dec. 13th, 1924.

We wish also to extend our sympathy to Mrs. Margarete Jones and family in the loss of her husband, who died on Monday, Dec. 15, 1924

Lincoln

Our friend, F. Schwuchow, is going to take a furlough for a few months and is going to Hot Springs for his health. Let us hope he comes back feeling better and having lots of pep.

Pat. O'Connor of Lincoln-Berwyn run, tells us he is going to California for three months where he can roam amongst the trees and flowers. We don't know or he didn't say but we wonder if it is to give the extra men more work or if the zero weather gave him cold feet. Anyhow, we wish Pat good luck on his trip.

Boys, have you heard the news? Our Supervisor, Harry Goodinson, selected his own Christmas present. He took unto himself a wife on Christmas day. The boys wish him good luck.

Fred Shearer, a brother conductor of No. 173 Riverview line, after a long illness of over two years, passed away, Dec. 24. He was laid to rest in Montrose Cemetery, Dec. 27. Fred was a very quiet, conscientious worker and a good fellow. He had been with the company since 1900. The boys all sympathize with his family.

Limits

Bill Albany has bought a new bungalow, 3814 N. Albany Avenue. He likes the name.

Tom McIntyre has welcomed a young son into the family circle.

Pete Gallagher is the father of twins born at the Murphy Hospital recently. Doing fine.

A. Carlson and C. F. Aurick were seen chasing a black pig at 37th and Halsted Streets.

J. J. Hartnett's wife has a young daughter, born at the Murphy Hospital.

Fred Spering, affectionately known as "Wooden Shoe," is back from Michigan. He says the cars have the cows and chickens beat for a while.

Conductor Pinske pulled up at Halsted and Milwaukee Ave., with a brand new Oakland and after an argument with the traffic cop pulled away feeling like a Ford.

Sammy Fisher's wife was taken ill recently with a stroke of paralysis, but under the skillful hands of Dr. Heise, the osteopath, is making headway towards recovery.

Someone stole McIntyre's dog and Mac got the dog back with a brand new collar.

Motorman C. Dennis wishes to announce that after a long period of investigation he has come to the conclusion that on a cold, frosty morning a good hot cup of coffee is far superior to a mouthful of snow. Dennis knows—he has tried both.

Quick Like This

Chemistry Professor—Name three articles containing starch.

Student—Two cuffs and a collar.

"Papa, the preacher was here to lunch today."

"You don't mean it?"

"Yes; and he swore about mother's cooking the same as you do, only he put his hand over his eyes."—Burr.

Strawberries, Behave!

Two soldiers in a negro regiment were boasting about their company buglers. "G'long wit' you, boy," said one, "you ain't got no booglers. We is goth the boogler, and when 'at boy wraps his lip around that horn and blows paycall it sounds jes' like de Boston Symphony band playin' 'The Rosary.' "

"Yeh, I hearn you," replied the other. "Talk up, talk up. Yo' is wadin' deep into trouble."

"An' when he sounds 'at tatoo the Angile Gabriel hisself is lendin' a ear, boy."

"Well, if you likes musik they is all right, but if yo' is yearnin' fo' food, yo' want a boogler with a hypnotic note like we is got. Boy, when Ah hears de ole Custard Mouth Jones discharge his blat, Ah looks at mah beans and Ah says, 'Strawberries, behave yoselves; yo' is crowding the whip cream out o' mah dish." —Composition.

Plenty

"How often does your road kill a man?" asked the Magistrate of the Railroad Guard. "Just once," replied the Guard.

Bouquets for the Boys

This has been a great month for bouquets and we are able to publish only a part of the complimentary letters received. It is a gratification to everybody to know that efforts on the part of the train crews to give real service to Surface Lines patrons is appreciated; and it is particularly creditable that December, which was a peculiarly hard month on the public and train crews alike, should have been marked by such a heavy commendatory correspondence. The letters that follow are typical of the scores received.

Motorman Bronke, Lincoln

November 25, 1924.

Chicago Surface Lines,
Gentlemen:

Allow me to express a good word for motorman No. 10243. The courtesy he accorded me as a passenger on a Wells-Lincoln car is worth a dozen good will advertising campaigns. Men like him make a better satisfied public.

Very truly yours,
L. H. Lasher,
501 Plymouth Ct.

Conductor Simpson, Devon

November 28, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to commend Conductor No. 7560, on a No. 1 car yesterday for his courtesy in changing a five dollar bill. Some conductors stand on their rights in this matter in such a surly way that they lose your company not only the immediate fare but several future ones—i. e. until the resulting irritation has worn off.

Sincerely,
Graham Aldis,
247 Monadnock Block.

Conductor Brown, Cottage Grove

Waterloo, Iowa,
November 24, 1924.

Chicago Surface Lines,
Gentlemen:

On November 22nd, at 1:20 P. M. I boarded a Cottage-Grove downtown car, northern bound at Van Buren and Wabash, which car was in charge of Conductor 9360. There was heavy vehicle traffic on the street and large crowds account of office buildings letting out and crowds going towards the stadium for the football game. As the car stopped the conductor received his passengers and collected their fares and then assisted a very aged and infirm lady to the street and took her by the arm across through the traffic and safely onto the sidewalk, and by doing this he won the admiration of all of the passengers and bystanders who had witnessed it. There was no delay to the car, as after the conductor returned to the car the traffic officer had not yet signalled the north and south traffic to proceed. This conductor is of very pleasant demeanor and I imagine that these little acts of kindness and thoughtfulness are just part of his day's work, but unknown to him I took his badge number and I'm writing to you to call your attention to his action in this matter.

Yours very truly,
Maurice A. Welsh,
Superintendent and Traffic Manager,
Waterloo, Cedar Falls & Northern Ry.

Conductor Busam, Archer

Joliet, Illinois,
November 30, 1924.

Chicago Surface Lines,
Gentlemen:

I am sending this letter in appreciation of courteous treatment I received from Conductor 10854, who helped me to recover a bag which I had left on his car on November 3, 1924. He was very polite and accommodating and I am sure I would not have recovered the bag that evening if it had not been for his help, as the car was in the barns and he was checking in when I got to the barns.

Yours truly,
Mrs. Nellie Nealis,
313 Meeker Avenue.

Conductor Fagan, Burnside

Chicago Surface Lines,
Gentlemen:

I wish to express my appreciation of the courtesy and thoughtfulness shown me by conductor 8878 on a Cottage Grove No. 4 car. My daughter and I boarded the car at 77th and Cottage Grove about four o'clock. I was carrying my daughter and baby and as the car was crowded I would have had to stand. The conductor allowed me to sit on his stool on the platform

Yours truly,
Mrs. Harry J. LeCreu,
1308 E. 64th Street.

Conductor Rawlings, 77th

Chicago Surface Lines,
Gentlemen:

I simply must make use of this opportunity to speak a word for conductor No. 11764 on car No. 5297 of the Wentworth Avenue Lines. This morning an old lady was endeavoring to board his car, and he went to no end of trouble to assist her.

Very truly yours,
Miss Cecilia White,
5012 S. Morgan Street.

Conductor Tomblin, North Ave.

Mr. J. E. Wilkie,
Assistant to the Vice-President,
Chicago Surface Lines,
231 South La Salle Street,
Chicago, Illinois.

Dear Sir:

I would suggest that those employes who seem to think that speed, carelessness, indifference, and rough handling are absolutely necessary that they take a few lessons from Conductor No. 4032, Crawford Avenue line (name unknown) on "How to be civil, courteous, kind or considerate." He seems to know everybody on the line, at least he knows his patrons, all of whom seem to have a good

word in his behalf, and who knows how to be human and act like a man. With such conduct this or any other corporation will gain friends and have less critics.

Yours very truly,
W. L. Thompson,
4809 Ravenswood Avenue.

Conductor Zanzucchi, Limits

December 3, 1924.

Chicago Surface Lines,
Gentlemen:

Having had a most pleasant experience last night on a 119th-Morgan Street car, I feel it my duty to call it to your attention. The conductor No. 10520 on Car No. 3002, was at 79th & State Street about 9:45 P. M. That corner for the most part is a prairie, and with the weather quite cold last night the conductor saw the 79th Street east bound car about one-half block away. After crossing 79th Street he stopped and watched for passengers who might want to transfer, and among those, were quite a few women. I could not help admire the thoughtfulness of this conductor. This was not the total thoughtfulness expressed on this man's part on what I call good street car service. He called the names of more streets than I had ever heard called by any other conductor, and a passenger in the car had no trouble to know just where he was during his whole trip. I trust that you wil commend this man because it is such commendation that encourages men in public service to do their best.

Yours truly,
E. M. Harding,
11943 Harding Avenue.

Conductor Daux, Burnside

December 8, 1924.

Chicago Surface Lines,
Gentlemen:

I had an experience with a young conductor on a No. 4 car a few nights ago that I think worth calling your attention to. With my granddaughter I got on a car at 72nd and tendered the conductor what I thought was a one dollar bill. After getting what I thought was my right change, started into the car. He called me back and gave me four dollars more. I don't make a practice of giving five dollar bills to conductors and as I am getting on in years and cannot see very well without glasses. If he had been dishonest, he could have kept it and I would not have known it. I told him so and secured his name, which I enclose C. L. Daux, 11178, Burnside. I appreciate the young man's honesty, and call your attention to it with pleasure.

Yours sincerely,
E. W. Tinsley,
7201 Evans Avenue.

Motorman Meara, Cottage Grove

December 8, 1924.

Chicago Surface Lines,
Gentlemen:

I should like to commend for courtesy the motorman on Stony Island Avenue car number 3168 I believe his number was 1153. Passengers changing for a 67th Street car were prevented from reaching his car by traffic and this motorman kindly held his car until we could cross. his act of courtesy saved a long wait. I also noticed that he managed his car with great care and thoughtfulness.

Yours truly,
E. A. Irwin,
4730½ Woodlawn Avenue.

Conductor Henry S. Hansen, North Ave.

December 9, 1924.

Chicago Surface Lines,
Gentlemen:

Commendation in Re: conductor 8918 Crawford Avenue line, time about 1:30 P. M. today. Lady passenger with two small children; conductor took one of the children in his arms and deposited same on the sidewalk. Over-pleased mama. This was near Irving Park Blvd. Also opened car door for ladies to enter. Also called cross streets with clear enunciation. Makes riding worth while.

Yours truly,
J. B. Washburne,
3756 N. Crawford Avenue.

Conductor Petrie, Cottage Grove

Chicago Surface Lines,
Gentlemen:

It is a pleasure to write to the Chicago Surface Lines and send words of praise on behalf of Conductor No. 4348 who was operating on 39th Street car last when I was a passenger. Using the surface lines for transportation almost exclusively and in all parts of Chicago I meet conductors of all types and when a gentlemanly type is willing to give advice as No. 4348 did on this day I feel that it's my duty to write the car line company in his behalf. Giving flowers and words of gratitude to and for the living scatters sunshine and encourages goodness along life's path.

Very sincerely,
Mrs. M. Kirby,
Wm. Zelosky Co.
Conway Building,
111 Washington Street.

Conductor Stepanek, Lawndale

Pittsburgh, Pa.
December 12, 1924.

Chicago Surface Lines,
Gentlemen:

I have not forgotten how kind Conductor No. 1022 was to me during my recent visit to Chicago. He was very courteous to me while on his car and went to very much trouble to direct me to the proper change to reach the places I wished to visit.

Yours most sincerely,
C. L. Newell,
63 Stenben Avenue,
Pittsburgh, Pa.

Conductor Connors, Limits

December 19, 1924.

Chicago Surface Lines,
Gentlemen:

In trying to board a Halsted Street car at 12th Street, I was unable to get close enough on account of the icy condition of the street and traffic, and your Conductor 3802 showed exceptional kindness and consideration by hold-

ing his car long enough to allow me to get on without taking the danger of being hurt. In this instance, I wish to compliment him very highly, and if you had a good many more like him, in your service, I feel certain that traveling on the street cars would be a pleasure.

Very truly yours,
N. Heilig,
Room 1113, 15 E. Washington Street.

Conductor Hennessy, North Ave.

December 10, 1924.

Chicago Surface Lines,
Gentlemen:

Getting off a Lake-Downtown car at Dearborn and Lake, I boarded a State-Lake car Sixteen, No. 1836, conductor's badge No. 1888. Not having any small change, I presented $1.00 to Conductor No. 1888 and explained to him that it was the smallest I had. He, very courteously, informed me that it was all right and gave me change. I know that you are interested in learning how the public are being treated by your men.

Yours truly,
M. C. Shellenberg,
4932 Nelson Street.

Conductor Lohre, Limits

December 12, 1924.

Chicago Surface Lines,
Gentlemen:

I want to commend in highest terms the actions of Conductor 5086 on the Halsted Street lines last evening. An elderly woman walking with a cane was unable to reach the car with the rest of the waiting crowd. When his attention was called to the matter he gave the motorman the stop signal, got off the car and walked about twenty feet and back again to assist her on the platform. When the time came for her to leave the car he also assisted her to the ground. In addition he called the names of every cross street, not merely the names of the cross lines. A man like that is an asset to any business and I want you to know about his splendid work.

Sincerely yours,
F. W. Schacht,
Wendell Phillips High School.

Motorman Duffy, Conductor Paulsen, North Avenue

December 16, 1924.

Chicago Surface Lines,
Gentlemen:

Believing that a car employe who shows exceptional service in the interest of your company is deserving of praise just as much as the irresponsible employe is deserving of criticism, I would like to recommend the crew on the Crawford Avenue car which passes George Street at 8:40 a. m. The conductor is No. 7830. Noticing the patience with which the motorman regularly waits at the Belmont intersection when passengers from the Belmont car are hastening to board his car, I mentioned this fact to the conductor. His reply was to the effect that they were there to get business for the company and not run away from it. He further stated that undoubtedly in my business we went out and sought customers whereas the important part for the average motorman was that he tried to evade customers. You will agree that this man has the right idea when it comes to giving service and he should be commended for it.

Yours very truly,
R. J. Koch,
2850 N. Crawford Avenue.

Conductor Mulligan, 77th

December 13, 1924.

Chicago Surface Lines,
Gentlemen:

As I was boarding the car at Adams and State between 3:30 and 4 o'clock on Dec. 13th, Conductor Badge No. 4624 assisted myself and children to get on the car, as there was a great crowd getting on at the time, and also put one of the children sitting on the seat while I was getting my fare ready, and he also assisted myself and children off the car at 47th and State and left us safely at the sidewalk.

Yours truly,
Mrs. H. Raatz,
4435 Princeton Avenue.

Conductor Sitkiewitz, Division

Chicago Surface Lines,
Gentlemen:

I feel it my duty (and a pleasure) to write you that Conductor No. 990, who was doing duty on the Western Avenue car line from North to Madison shortly after 8 o'clock, was very courteous, quiet but all business, and ready to make a stranger feel safe and secure, and the best street caller I have seen on any surface car or "L" car in which I have ever ridden in your city. He does not under-do or over-do his duties or courtesy and is neat in appearance.

Sincerely,
Mrs. Belle Gross,
5507 Quincy Street.

Motorman Bruen, Archer

December 15, 1924.

Chicago Surface Lines,
Gentlemen:

A little act of courtesy that may appear small to you, struck me as being worthy of special mention. Yesterday at 35th and Halsted Streets about four o'clock my friend and I were crossing the street after the signal had been given to start up, but the motorman saw us coming and very obligingly waited for us and saw that we were on the car before he started. This was car No. 2779. We especially appreciated this as we were somewhat in a hurry and the wind was rather sharp. Men like this are a credit to the company.

Sincerely,
Mrs. Anna Siewert,
1737 West 35th Street.

Conductor Wilhelm, 77th

December 15, 1924.

Chicago Surface Lines,
Gentlemen:

For the past five months, I have been traveling to and from work on car No. 5465 and have

noticed that conductor with badge No. 6784 is very polite and courteous to the passengers, and can assure you that he is very careful when at railroad crossing. With appreciation, I remain

Ernesto J. Moore,
10709 Glenroy Avenue.

Conductor Hooper, Kedzie

December 16, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to show my appreciation for the courtesy shown by your Conductor No. 2090 on the 5th Avenue car, at Ogden and Madison, about five or ten minutes to ten P. M. The weather was very cold and disagreeable, and I rushed to get the car, but I had to get around some building material, so the motorman did not see me. The car had already started when I was able to tap on the door and attract the conductor's attention. He immediately gave the signal and gave me an opportunity to avoid waiting in the cold, which, somehow or other seems to be so much longer, when one is hungry, weary and tired.

Yours truly,
Henry Prehn, Jr.,
1035 North Hoyne Ave.

Motorman Withner, Kedzie

December 16, 1024.

Chicago Surface Lines,
Gentlemen:

Time after time I have noticed little acts of courtesy by Motorman No. 8429 on your 5th Avenue run. He seems ever on the alert to avoid mishaps, and I have seen him come to a sudden, quick stop to avoid a reckless motorist, or taxi cab, without comment. One of the things that he did that quite appealed to me was once when he stopped for a blind man, assisted him from the street car to the edge of the sidewalk and jumped right back to continue with his run. I am sure that that moment of thoughtfulness had made him quite as happy as the recipient. I always feel pleased when I see him at the front end of my car.

Yours sincerely,
Fred I. Simon,

Conductor Robinson, Elston

December 19, 1924.

Chicago Surface Lines,
Gentlemen:

Tuesday evening I had occasion to ride west on the Montrose car about eleven P. M. and cannot help but write a few lines regarding Conductor 8406. Owing to the storm the pavements and car steps were icy and this conductor in a very intelligent and courteous manner instructed every passenger, both men and women to take hold of the handle and get off or on very slowly. Each street was called in a very clear voice and service of this character I think should be commended, hence these few lines.

Very truly yours,
W. K. Harrison, Asst. Cash.,
First Trust & Savings Bank.

Conductor Clarke, Kedzie

December 19, 1924.

Chicago Surface Lines,
Gentlemen:

Just a word of commendation for Conductor 762 of the West Madison Street line. I rode on his car the other night from the loop to Ogden Avenue and was impressed considerably by his good cheer, his pleasant smile, the clear manner in which he called EVERY street, and the courtesy he showed in helping women and children board and alight from the car.

Sincerely,
Leott Fischer,
Editorial Department,
Chicago American.

Motorman Larson, Conductors Isaac Grice and Andersen, Lawndale

December 19, 1924.

Chicago Surface Lines,
Gentlemen:

The undersigned, being teachers of the Gary school at 28th and Lawndale, hereby wish to express their appreciation for the prompt service and courtesy of your employes, in particular Conductor No. 8894 and Motorman No. 6123, operating a car on the Lawndale and 22nd route. We also wish to make a special mention of the courtesy shown by conductor who was previously on the same run with Motorman No. 6123.

Gratefully yours,
The Teachers of Gary School,
M. L. Vincent,
E. F. Landeck,
R. E. Millerd,
Mrs. A. L. Peat,
Clara Berenger,
S. M. Todd,
M. C. Byrne,
Al Greene,
L. S. Smith,
Mrs. H. Smith,
R. E. Karow.

Conductor Wall, Elston

December 20, 1924.

Chicago Surface Lines,
Gentlemen:

Yesterday morning Conductor 4872 on the Montrose Line going west at about 8:30 A. M. proved himself such a gentleman while the lines were tied up that he is deserving of commendation. He is always kind and helpful. I have observed him for several times.

Yours truly,
A. S. Keller,
4546 N. Winchester Avenue.

Conductor McGrath, 69th

December 21, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to express our thanks for the car service which you are giving the west end residents on 71st Street. We appreciate this very much, especially during the past week, the weather being very bad. I might also state that you have in your employ a remarkable young man who made a special trip at (although he

informed us that his time was up) 8:27 P. M. on Wednesday, December 17, 1924, from Western to California Avenues, carrying a woman and two infants and myself. This man's work I understand was completed for the day. But the humane spirit, courtesy and character he displayed in preventing passengers from walking from Western Avenue west a night such as last Wednesday shows that this man is a credit to his employers.

Pardon me for taking the liberty in writing you but I presume that meritorious cases of this kind always appeal to you.

Very respectfully,
C. P. Williamson,
7224 So. California Avenue.

Conductor Grindler, Archer

December 21, 1924.

Chicago Surface Lines,
Gentlemen:

A good word for Conductor No. 9620, Kedzie Ave. car line. We boarded his car at 47th going south Saturday night, 11 P. M.; his run only was to 47th Street, but seeing about 50 people standing out in the cold he ran his car through to 67th Street. Also a good word to the motorman of the same car. There were seven cars ahead of this man's car and not one of them would take us through. Put some more of these good men on our line.

Yours truly,
James Vondrak,
3643 W. 61st Street.

Conductor Block, Armitage

December 22, 1924.

Chicago Surface Lines,
Gentlemen:

Permit me to call your attention to a kind-hearted conductor with badge No. 7906, coming from down town going towards Gale on Milwaukee and Gale car about 5:20 P. M. On Western Avenue two little girls got on the car which was very crowded with Christmas shoppers and very slippery steps with ice and snow. He helped the little 10-year-old to safety then took her little sister, 5 or 6 years old, behind the bars with him until the car got a little more empty, placed her inside by the radiator and said "Stay there, it's nice and warm there for you." Finally I asked the little girl, "Is that your daddy?" and she said: "No, mam, he is a nice conductor, ain't he?" Whereupon I had to smile to her and say he sure is kind and I must say if we had a few more like him on the lines, traveling in the rush hours would be much more pleasant. Wishing you a Merry Christmas, I remain

Yours truly,
Emma Carmen,
5450 Foster Avenue.

Conductor Sax, Kedzie

December 23, 1924.

Chicago Surface Lines,
Gentlemen:

On Thursday, December 19th, between three and four o'clock, I attempted to board a Kedzie Avenue car going south, at Washington Blvd. You may recall it was very cold, in fact the coldest day we have had this winter. I had a number of bundles in my arms, and dropped several as I tried to get on the car. The conductor, seeing my plight, jumped off the car, picked up my bundles, carried them in the car, put them in a seat, and raised his hat when I thanked him. I noticed his number on his cap was 7478. Now I am neither young nor good looking, so it was merely a matter of kindness on his part. One can quite understand a street car conductor's job on a busy line, or any line during the Holidays, is not the softest thing in the world, hence my appreciation.

Cordially yours,
Marion H. Biel,
c/o Chicago Federation of Women's Clubs.

Motorman Simpson, Kedzie

December 25, 1924.

Chicago Surface Lines,
Gentlemen:

I would wish to say a word of praise for Motorman badge No. 9139, car No. 3045, run No. 570 northbound Kedzie Avenue car for his alertness, presence of mind, also for his strict attention to his business. I was a passenger on his car when two grown-up persons who were running along Kedzie Avenue on the sidewalk ran directly in front of his moving car as he was part way round the curve at Kedzie Avenue and Chicago Avenue, without a second's warning. His instantaneous application of the brakes averted a possible fatal accident.

Sincerely,
Mrs. E. Victorson,
110 S. Karlov Avenue.

WOMEN'S AUXILIARY

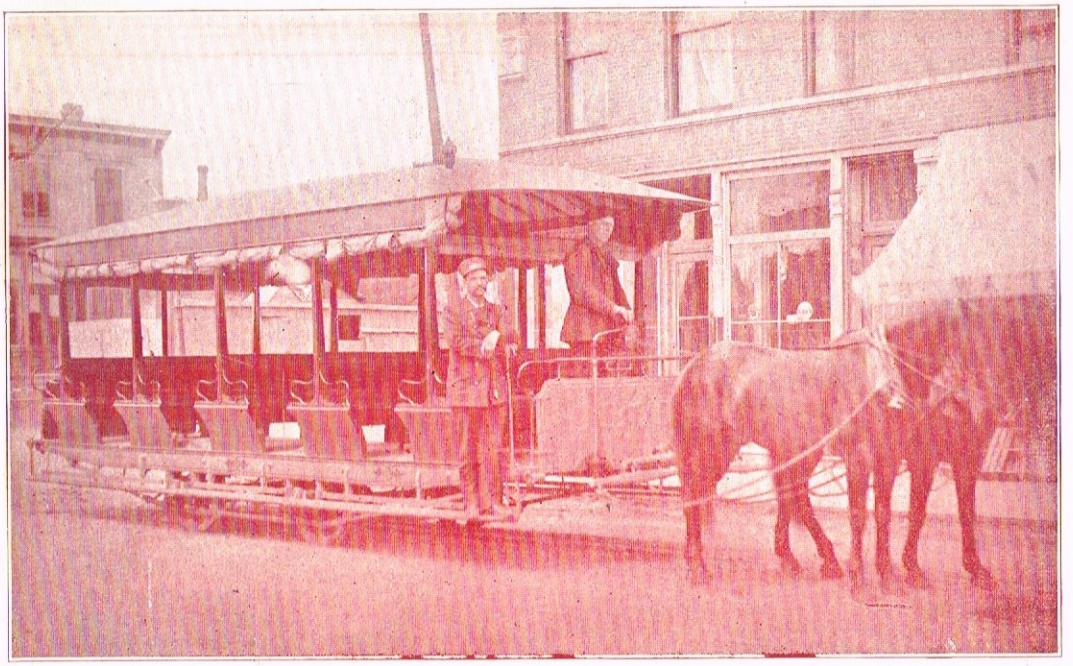
The Women's Auxiliary held its December meeting at the Clubhouse on Thursday evening, the 18th. It was followed by a Christmas Party in charge of the Program Committee for members and their girl friends. A very enjoyable program was rendered. Miss Helen Griffin gave a most interesting talk on her experiences and observations during her visit to Alaska several years ago. Afterwards she exhibited a box of souvenirs, the handiwork of natives, and pictures of different places and objects of interest. Miss Lillian Draper recited a beautiful Christmas selection, Miss Mildred Hart sang several songs and little Miss Henrietta Simek delighted us with three very pretty numbers of fancy dancing. A gift was given to each girl, delicious refreshments were served and the Christmas spirit reigned throughout the evening.

Regular monthly meeting Thursday evening, January 15. The program will be in charge of the Shops and Equipment Departments. Watch for bulletin.

Annual Reception and Dance to the Surface Lines Club, Saturday evening, January 17, Miss Grace Wright, Chairman.

Valentine Dance, February 14, for members of Surface Lines Club and Women's Auxiliary, Miss Mabel Magnuson, Chairman.

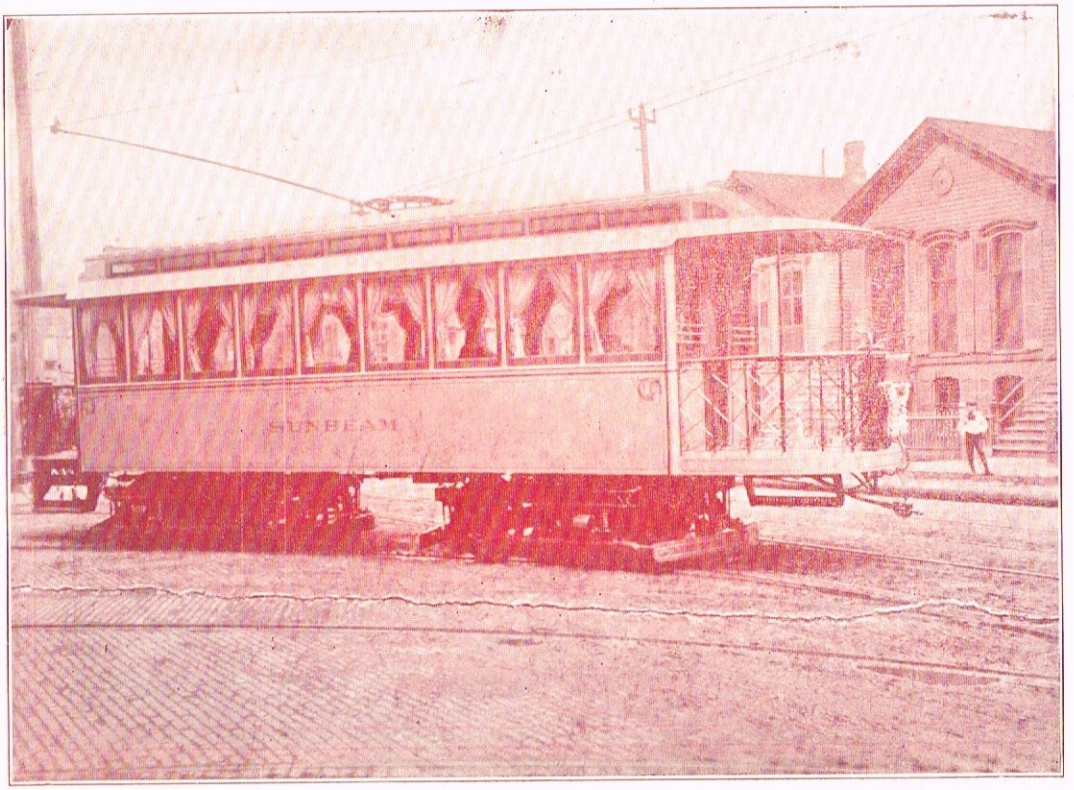
Regular monthly meeting, Thursday evening, February 19. Program in charge of Accident-Investigation and Legal Departments.



An Old Time Division Street Car. P. Nelson, Driver, and George Rogers, Conductor

Motorman Nelson of the Division Street furnishes the above old time photograph taken in the latter part of May 1886. He states that the dash was half green and half red and that the bulls eye in front of the lamp was of the same color design—red and green. Motorman Nelson has some interesting reminiscences of other days and these will be given a place in the February issue.

The "Sunbeam," a Gay Special for Trolley Parties in 1903



The



AUDITING FORCES

will stage a

Know Your Own Company Night

Wednesday, January 28

At 8 O'Clock Sharp

The Program will present something particularly attractive in figures

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A happy combination of Facts and Fancies