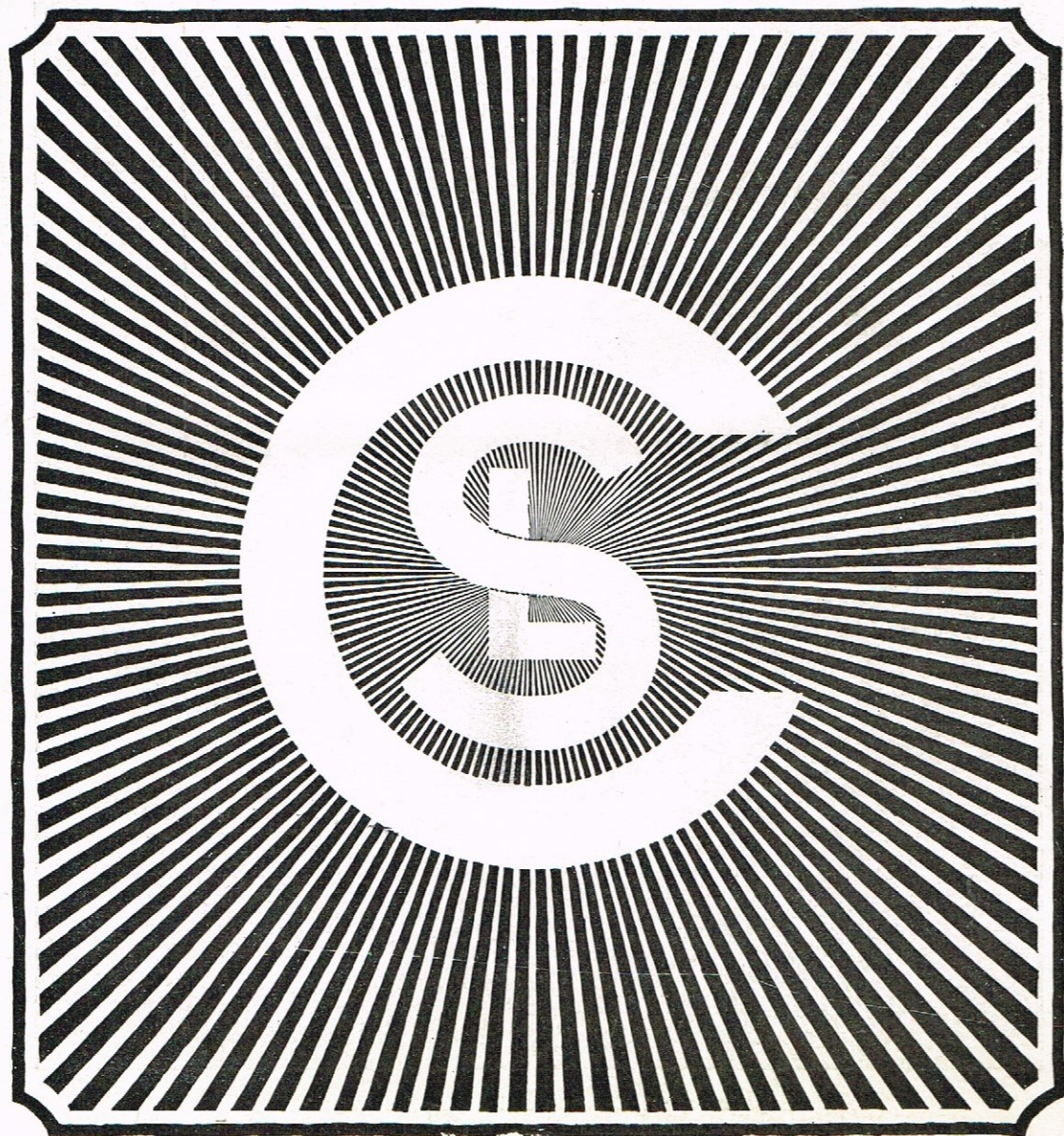


SURFACE SERVICE MAGAZINE

VOLUME 1

FEBRUARY, 1925

NUMBER 11





Superintendent Evenson and Staff—See Page 14

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. I

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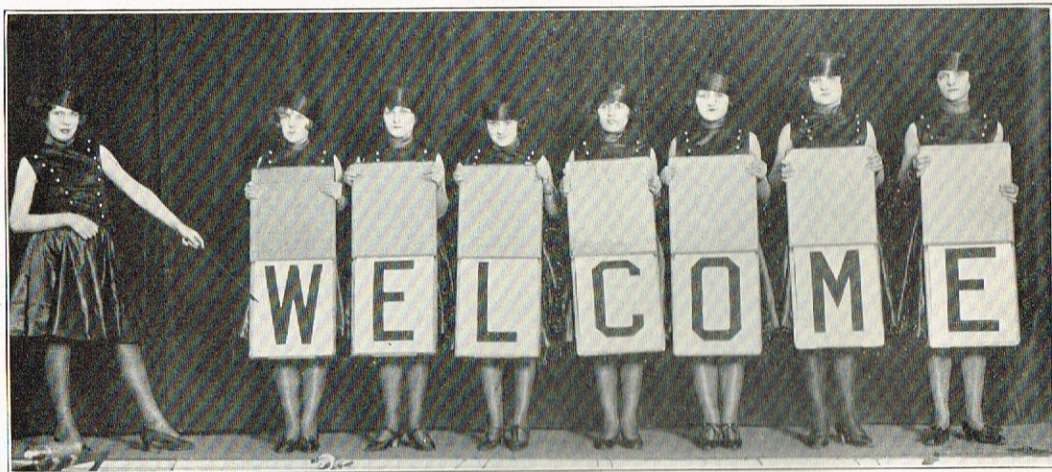
JOHN J. DUCK

Auditor Chicago Surface Lines

John J. Duck, Auditor of the Surface Lines, is a native of Bristol England. Educated at Mount St. Mary's College near Sheffield, he came to America in 1888, and in Chicago became identified with the auditing department of the Lake Shore and Michigan Southern R. R. His ability in all departments of steam railroad accounting won for him the position of Assistant Auditor with the Chicago and Eastern Illinois R. R. Company from which organization he came to the Chicago City Railway as Auditor where he remained until 1912. That year he went to Philadelphia at the request of Mr. Mitten as Auditor of P. R. T., but in 1914 returned to Chicago to become Auditor of the Surface Lines. Mr. Duck is Vice President of the Accountants' Association of the A. E. R. A.

Forms and Figures

None of Them Dull and Some Were Very Attractive



In the popular opinion an accounting department is a dull and uninteresting place full of adding machines and ledgers, in which employes spend long days chasing elusive figures up and down interminable columns or sorting everlasting form sheets.

As usual, popular opinion is wrong.

After seeing Mr. Duck's "Know Your Own Company" performance at the club-

and showed them to their seats. Balaban & Katz in all their glory have nothing to equal these.

As the program proceeded it became more and more apparent that the life of an accountant is anything but dull.

Not that it was all fun. There was a lot of solid information. Mr. Duck in his introductory remarks pointed out the importance of the auditing department in



house on the evening of January 28, one concludes that while there is undoubtedly an abundance of forms and figures—of different sorts—in the accounting department, on the whole it's an interesting place.

The audience began to realize this when red clad usherettes met them at the door

the Surface Lines organization and Mr. Eddy and Mr. Shellenberger, with the aid of some interesting slides, gave a very accurate picture of the enormous amount of routine work handled by the department daily.

Mr. Eddy described the method of handling between 5,000 and 6,000 trip sheets



daily by mechanical sorting and tabulating, which has been developed in this office to a very high degree.

Mr. Shellenberger gave illustrations of labor tickets, form sheets, vouchers, payrolls and other forms used by the department. He explained the work required for the making out of each payroll, the footing up of labor tickets and material and stock forms, and the issuing of 18,000 vouchers and 11,000 bills annually, and the volume of work necessary to comply with U. S. Government individual income tax requirement.

Sandwiched in between these two talks was a minuet which proved to be one of the most artistic and pleasing numbers on the program. It was presented by the Misses Linnea Carlson, Edith Coles, Josephine Dooley, Della Killham, Ada Marsden, Viola Schumacher, Bernice Walper and Helen Wickman.

The second part of the program, consisting of a cabaret scene, revealed the abundance of talent in the department.

A. W. Malmquist, as head waiter, was a huge success.

The life of the party was O. Luebke-man, who played the part of a rube. He proved to be a comedian of no mean ability.

There were so many splendid numbers on the program that one scarcely knows where to begin. Viola Schumacher sang several solos in a way that greatly de-

lighted the audience. Ann Simek and Martha Vojtas were splendid in a duet, and Miss Simek, with the Rube, in her song, "I've Got a New Kind of a Man, With a New Kind of a Love," was a hit. Miss Vojtas' Spanish dance was quite up to professional standards. Josephine Dooley sang "The Deacon Told Me I Was Good," and a quartette, consisting of T. F. Coan, A. E. Johnson, O. Luebke-man and M. H. Reiter, proved very popular. Mr. Johnson rendered two solos in fine style, accompanied by the ensemble, and Mr. Reiter was good in his rendition of "Laf It Off." Harriet Henry in an Irish reel, Mildred Hart in a rendition of "Pat Casey's Runabout" and other readings, Juliet Peletrin and R. Wilson in a waltz, Mary Wiley and Betty Williamson in a Sailor's Hornpipe and J. Kruty and H. Holger as waiters acquitted themselves creditably.

The quartette of Salomes, H. Dahl, W. Folta, A. F. Grell and W. Wojcik was given an enthusiastic reception.

While F. S. Robinett did not have a "star" part on the program, he deserves a great deal of credit for the hard work he did as a piano accompanist during rehearsals.

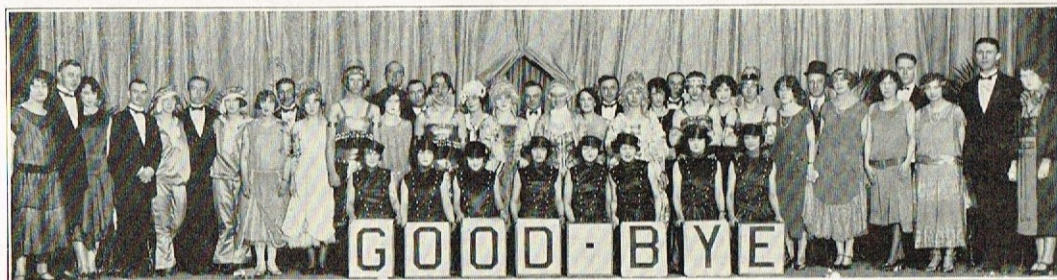
Others in the ensemble included Helen Baar, Della Killham, Agnes Kniffin, Hil-dur Olson, H. A. Praiter, Lydia Rigoni, H. J. Springer, Ethel Swanson, Bernice Walper and Helen Wickman.

The usherettes were Mary Domin, Eugenia Huskey, Gizella Lachata, Clara Rostron, Clara Samek, Betty Suhr, Marie Sullivan and Genevieve Weingard.

Much of the success of the evening was due to the music furnished by the orchestra, under the leadership of L. J. Francoeur, and to the arrangement of the pro-

gram and rehearsals under the combined direction of Miss Dooley, Mr. Eddy and Mr. Francoeur.

The committee in charge included Messrs. Duck, Eddy, Fick, Francoeur, Malmquist, Meyer, Sears and Shellenberger. William Schenk had charge of electrical effects.



The Checker Contest

Competitive Play Starts—Widespread Interest in All Departments

The tournament is on in full swing. We have discovered that more employees than was expected have entered the contest just for the sport and the good fellowship. In other words many have entered just to see how big a score they can roll up. That is the right spirit for the average employee who enjoys a good game of checkers, but who has never studied the finer points of the game. What would happen to baseball, bowling, boxing or any sport if only the champions played? We all can enjoy these sports without being top-notchers.

To be sure that everybody understands the principal ideas that govern this contest, the following information may help to a clearer understanding. The contest is open to employees of the Surface Lines. Four games constitute a set. It is not necessary to play all of these at one time. Each contestant plays a set of four games with each of the players whose names are on the list of entries. If a player loses all the games in one set, he is still eligible to play others, until he loses another set. Losing two sets to two different players puts him out of the running. Each game won counts two points, draws a point apiece. If in doubt

about any point, read the rules. Remember the championship of each division carries with it a prize worth striving for.

The entries showed a total of 325 contestants at the time of going to press, and championship material is being developed in all of the districts.

A Correction

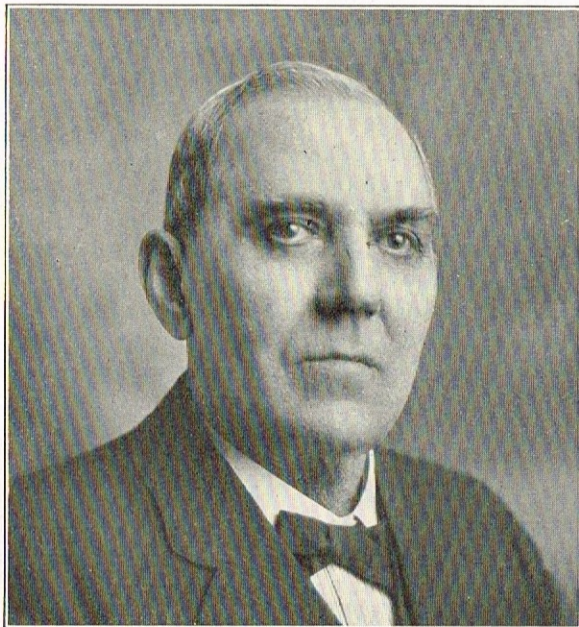
Last month on the inside back cover we printed a picture and described it as an old Division Street Car. It was really one of the original single truck cars in operation on the old Indiana Street line, now Grand Avenue. The picture was taken at Indiana Street and Western Avenue in 1883. Driver Fred Fennema Badge No. 7507 in service since April 7th, 1880. Fennema's service has been continuous, and he now works every night on run 177 Grand Avenue. James O'Hara was the conductor on the car when picture was taken, he is no longer in the service and Fennema does not know where he is.

A Good Motorman

He had eyes for everything.
He lost no time.
He missed no passengers.
He hit the gong at crossings and passing other cars.
He kept his hand on the controls.
He was on the job.
He started and stopped smoothly.
In short he was
A GOOD MOTORMAN.
—British Columbia Electric Employees' Magazine.

Passing of John Z. Murphy

Impressive Obsequies at Presentation Church—Sketch of His Career



JOHN Z. MURPHY

"J. Z." is with us no more. Our electrical engineer, Mr. Murphy, passed away on January 16 at Phoenix, Ariz., where he had been for some time for the benefit of his health. Thus within a period of less than two years our organization has been dealt a triple blow in the taking away of three giants—physical, mental and in character—Messrs. Gurley, Roach and Murphy.

The funeral on January 22 was a tribute such as few of the great men of Chicago have had and the eulogy spoken by a friend of thirty-three years disclosed a phase of character in the late official which was unknown to even his closest associates. "Some men thought him brusque and bold, but people who really knew him knew this was all on the outside, for on the inside he was as

meek as a lamb," said Father Jennings, pastor of Presentation church. The charitable side of Mr. Murphy was pictured, revealing a man who, unknown to others, had spent thousands of dollars for the orphans of the city and for the support of his church. The other side of his character—the one best known to those who served under him—was outlined in these words: "His word was law and the men respected him because they liked his fairness and they gave him that respect, for his unbending character never deviated in the least."

All walks of life were represented at the funeral, and the list of honorary pallbearers included officials of the various public utility companies and men prominent in public life. Six of Mr. Murphy's nephews were

the active pallbearers. Requiem high mass was sung at Presentation church, which was crowded to the doors, and a line of automobiles a mile long bore the mourners later to Mount Carmel cemetery, where the remains of our beloved associate were placed in a vault.

Mr. Murphy was born May 28, 1857, in a log cabin in the village of Palos, Ill., not far from Chicago. His schooling stopped at the age of 13 years, when his father died, and young John was left to support his widowed mother. His first job was driving a horse along the old Illinois and Michigan canal, for which he was paid \$1.00 a day. After a year of this he worked as laborer on the Chicago and Alton road. He had various minor jobs till the age of 17, when he came to Chicago, firing a derrick and acting as watchman. At the age of 21 he had his first steamboat work as an oiler and within a year he received his engineer's license. He next turned to railroad work as steam shovel engineer for the Chicago and Northwestern and was soon promoted to take charge of construction of the Galena division. He succeeded, where others had failed, in bridging the Platte river for that road and thus attracted the attention of the higher officials of the company.

Turning again to water transportation he became engineer of several boats plying between Buffalo, N. Y., and Lake Superior ports, and from there to employment with the Morgan Steamship Company as chief mechanic on boats sailing the Atlantic. At the age of 32 years, Mr. Murphy was engaged by the Pennsylvania Iron Works to install engine boilers and cable machinery at the old Rockwell Street power house and he continued operation of this plant until it had been accepted by the West Chicago Street Railroad

Company. Again he returned to the lakes, operating the tug Parrot for the Menominee Lumber company. He also worked for a time as chief engineer for the Chicago Daily News.

The year 1892 brought Mr. Murphy into street railway work through his acceptance of the position of chief operating engineer of the West Chicago Street Railroad Company. When the north and west side properties were brought together as the Chicago Union Traction Company, Mr. Murphy became chief engineer for the combined lines. With the unification of all properties as the Chicago Surface Lines in 1914, he was appointed electrical engineer, retaining that position until his death. He also served as representative of the Chicago Railways Company on the Board of Supervising Engineers since 1908.

Mr. Murphy was always known as a hard worker, many times going through several days without taking any rest. He had much to do with the building of the present tunnels under the river and with the change from horse to cable and then to electric motive power on the north and west side lines. He was well read on all technical subjects pertaining to his line of work, and he left a library of considerable value. In his home life he was a devoted husband and father. He left surviving his widow, two daughters, three brothers and three sisters. To these and to his other relatives we extend our deepest sympathy.

"THE OLD MAN"

Justice to all, with favors to none,
Our friend through weal and in woe,
Hand shake and praise, when goals were won,
Never too tired to go.

Zealous in work and with friends also true,
Meeting all obstacles with a firm will,
Understanding your own troubles too,
Righteous in wrath, as those who erred knew.
Palliating a wrong that was new,
Heart, Oh so large, now in death still,
Yes, dear "Old Man" we'll miss you.

W. H. Figg.

“Keeping ‘Em Rolling”

Keen Rivalry Between Car House Crews to Maintain Equipment

So much depends upon the condition of our rolling stock in maintaining regularity of service that our car house forces have inaugurated a campaign of tremendous importance to the car riders and the companies. It goes without saying that every foreman is convinced of the superiority of his crew in keeping the condition of the cars up to a par and is quite willing to stack them up against any other gang on the system.

This matter, involving as it does the extent to which “pull-ins” interfere with normal operation, has been recognized by the management as one worthy of the best efforts on the part of the repair forces of the organization. Arrangements have been completed therefore to make a monthly comparison of the results in the various car stations, the efficiency of the repair crews being measured by the number of car miles run per pull-in at each station, such pull-ins as are chargeable to equipment failures only being considered.

The comparative figures for December give the Division car house crew the place of honor and, as indicated by the picture of the group, they are a husky looking lot.

The following is the formal statement of the Superintendent of Equipment:

Position	Carhouse	Miles Operated Per Car Pulled in for Month of December, Chargeable to Equipment Failures
1	Division	8,333
2	Limits	6,250
3	Armitage	5,917
4	Elston	5,291
5	Devon	4,926
6	Blue Island.....	4,219
7	Noble	3,968
8	North	3,831
9	77th	3,322
10	Kedzie	3,289
11	Lawndale	3,236
12	69th	3,030
13	Rockwell	2,717
14	Lincoln	2,591
15	Burnside	2,532
16	Cottage Grove.....	2,110

With every crew up on its toes it will be interesting to see what the reports for the succeeding months will be and how the relative standing of the stations will be. Ten thousand miles per pull-in would be a fine mark to shoot at.



Division & Western Carhouse Employees

Standing, Left to Right: J. Towarnicki, J. Jnco, F. Chapalowski, J. Kallas, J. Valentino, N. Kashul, W. Shleh, J. Rasinski, M. Rorka, L. Reilly, J. Valancius, J. Dangelo, W. Liska, F. Cunningham, P. Zielen, S. Oasak, J. Doone.

Sitting, Left to Right: J. VanBoxtail, P. Grant, R. Evans, H. Schwartz, Clerk, J. Tynes, Asst. Night Foreman, J. Schwartz, Day Foreman, J. Laing, Night Foreman, M. Burke, Asst. Day Foreman, J. Brady, J. Jasinski, M. Luinski, J. DeLobel, J. Felz, W. Westphal, L. Grounst, J. Bambicino.

It's the Truth

If you lose your money you're a loser; if you lose your honor you're a sufferer; if you lose your nerve you're a goner.

An Intuitive Answer

Teacher—"In what battle did Gen. Wolfe, when hearing of victory, cry, 'I die happy'?"
Johnny—"I think it was his last battle."

SENIORITY LEADERS

A Pair of Veterans in the Third Division

By learning of the experiences which some of our old-timers had in days gone by, we acquire a clearer knowledge of what pioneer street railroading was in our city. Also there is developed in us a finer sense of admiration for the veterans who have gone through these periods of growth and development. And so in this issue we follow out the purpose announced in a previous number of introducing to our readers the men who hold the record for continuous service at each of our Divisions.



PATRICK M'CANN



JOHN MORIARITY

John Moriarity, Badge No. 1733, Number One Motorman at 77th Street Depot, Division No. 3, is a native born Chicagoan, and has lived here all his life. As a boy he was very fond of out-door sport, especially swimming and skating. In his day a favorite place to go swimming in the lake was located at 12th and State Streets. It is hard to imagine the waves of Lake Michigan lapping its shores at this point. On both sides of State Street from 22nd street south, all the way to Blue Island, were ditches, which, in winter, made a skaters' paradise for boys.

Mr. Moriarity remembers, as a lad, witnessing the honors paid to Stephen A. Douglas at his death. The body lay in state in a large hall on Clark St. across the street from the court house. With his father he attended the Senator's funeral, joining the large crowd that walked out Cottage Grove Avenue in the sand to Thirty-fifth street, to the spot that now marks his last resting place by a tall monument.

He has a very vivid recollection of the Chicago fire. When he went over to the origin of the fire he found about ten houses burning. The fire quickly spread until it reached the old Illinois Central R. R. Oil House; then he moved on, and just in time, for it blew up with mighty explosions, one after another. When he crossed the Van Buren St. bridge it was in flames. Walking east on Van Buren St., he found the houses on both sides burning. The street car tracks soon warped and curled up in many shapes.

Before going on the road, Mr. Moriarity was employed on the Lakes. During the winter of

1881-2, the winter when snow fell in November and remained piled up until May, he decided to work on the cars until navigation opened. With five feet of snow on the ground he had an excellent opportunity to learn the hardest points in the game. However, he soon came under the spell of the peculiar fascination that street railroading has for many, and so he has remained on the road for forty-three winters. On account of having previous experience, it was not long before he was driving a six-horse team battling snow-drifts. The hardest problem in those days was keeping cars from jumping the track and going into the ditches. There was no wrecking crew, and if you got in a bad fix you were supposed to get out of it the best way you could. Mr. Moriarity went through the cable days without cutting the rope. He has never had a serious accident.

Patrick McCann, Badge 10246, Number One Conductor at 77th St. Depot, Division No. 3, is right in thinking that many will be surprised to learn that a man back in 1879 could earn by piece work eighteen dollars a day unloading lumber vessels. Mr. McCann did it; and he acquired a very rugged constitution therefrom. In fact he was undecided in June, 1882, whether to try his luck in the prize ring, for his livelihood, or to go on the cars as a conductor. Street railroading in those days looked good to many because it furnished steady employment. He started to work at the old 39th and State street barn.

In looking back at the experiences of by-gone days, Mr. McCann believes that the riding public is much better behaved today than it was then. It certainly took considerable courage to handle a certain class who had no respect for any one. He tells of putting two of these ruffians off and running back to his car giving the signal to start. They started to shoot at the car, so he had the passengers lie down on their faces while he ran out to the grip-car and operated the grip, as the gripman was so nervous he couldn't move.

Mr. McCann remembers the neighborhood now occupied by the Federal Building and the Illinois Merchants Bank Building as being, at one time, a huddled-up bunch of shanties. In the winter when it snowed, pedestrians used the street car tracks, rather than stumble over the uneven side-walks, as each property-owner had his own peculiar ideas as to where the level of his side-walk should be.

He worked on State street for twenty-five years.

FOURTH DIVISION VETS

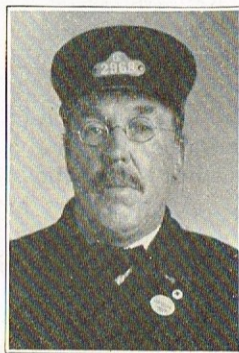
Dickens and King Are the No. 1 Seniority Men at 69th

The honor of holding the longest record of continuous service on the street cars belongs to Mr. Dickens of 69th St. Depot. Last April the Chicago papers had extended accounts and pictures of Mr. Dickens receiving congratulations from General Superintendent Mr. C. H. Evenson, upon the completion of his Fiftieth year of service as a trainman. He went on the road as a driver the eleventh day of April, 1874. His experience has taken him through the bob-

tailed horse-car period.—(These cars seated fourteen persons)—through the days with only straw on the floor to keep the passengers' feet warm. He remembers the lawlessness that existed right after the fire. Robbers were plentiful and just as brazen as they are now days. He used to speed his horses through certain districts at the terrific rate of five miles an hour. He roughly computes his street car mileage to date as being somewhat over one million eight hundred and twenty-two thousand, five hundred miles, or nearly seventy-three times around the world. He tells us that fifty years ago there were instead of divisions, the "South Side" with Supt. Mr. C. B. Holmes, the "North Side" with Supt. Mr. F. L. Thyeeby and the "West Side" under Mr. J. K. Lake. Headquarters for the south side was at 2020 State St. The South side had but four lines as follows: Madison Street west to Wood St., State Street to 25th and 39th St., Cottage Grove to 39th Street, Archer Avenue West, to Pitney Court.



E. M. DICKENS



THOS. KING

There were no motormen on street cars, instead they were called "Horse car drivers." Cars were turned around on turn tables, (one of which had to be at State and Lake, 39th Street and at Pitney Court). Drivers were paid by the number of trips made. Mr. Dickens' working day consisted of a day car, reporting at 5:36 a. m. and he got through at 9:36 p. m. This was 16½ hours and termed a day car.

A tin fare box containing "fifty dollars" of change put up in envelopes, ready to make change, and owned by the driver, was on the door of the car and each passenger would deposit the fare into an aperture in the box.

There was paper money denominations then of 15c, 10c, 25c, 50c and \$2.00 on account of the war. (Old timers will know this money by the slang word "Shin-plasters").

After about two years of this, the passengers began objecting to dropping their fare in the fare-box and simply waited until it was collected from them; and thus arose the need for conductors. Thirty-five years ago Mr. King went to work at 39th and State Street under barn foreman Mr. Wm. O'Brien, and after a few years changed to 69th and Halsted under barn foreman Mr. Claus Hammond. Two years later he was sent back to 39th and Wallace under barn foreman Mr. Harvey Brown. During this time and until December, 1895 he

had been a conductor on horse car lines. Mr. King tells of the toughness of the horses in those days. Back in '89 Chicago experienced several days of rain and lightning. The lightning was so severe that one of their team was struck down in the street and was carted away as dead. But a very short time after the same horse was back in the harness again as good as ever. Mr. King has seen the development of the south west section of the city from farm and waste land to the enterprising neighborhoods of today. Some of these streets now resemble the main street of flourishing smaller cities. Even after electric cars were installed, in bad weather, it took considerable patience and grit to try to make the scheduled time because of teams becoming stuck in the mud of the unpaved streets. Right here, Mr. King had a good word for his old time Motorman, Pat. Grady, who had quite a few ingenious methods of getting wagons out of mud holes. Mr. King has always maintained that the proper attitude for successful results on the cars is to take a live interest in the work. The more interest, the more pleasure there is in doing it. He has had first pick at 69th St. Depot for twenty nine years. Mr. King believes he has broken in (as students) at least from seven to eight hundred men.

FARES IN OTHER CITIES

Some Recent Changes in Street Car Rates

Ten-cent fares are in order for Springfield, Mass., Athens, Ga., Lincoln, Neb., and Cincinnati, Ohio. Tickets will sell at three for 25 cents in Springfield, with additional charges for travel in suburban zones. In Cincinnati the fare was increased from 9½ cents to 10 cents and additional half-cent raises will be charged until the deficit is wiped out there.

At Lincoln four tickets will sell for 30 cents with additional zone fares and 5-cent school tickets. Athen's street car system is asking for an increase from 7 cents to 10 cents, which is favored by officials there.

An increased fare is asked by the Staten Island, N. Y., municipal system, where every 5-cent ride at present costs the city 10.27 cents to produce, the officials state.

Manchester, N. H., is asking a 10-cent fare instead of 8 cents, due to current deficits there. A fare increase is also asked by the Twin City lines in Minneapolis and St. Paul, where operating conditions are considered more favorable than the average.

Milwaukee will try the service-at-cost plan, with an increased fare to start with. Suit to compel a reduction from the 7-cent fare and 2-cent transfer charge at Jersey City has been dismissed. A 9-cent cash and 8½-cent ticket fare is now effective in Des Moines, due to a recent deficit there.

Citizens of Akron, Ohio, at a recent election approved a new agreement with the local street railway by a majority of 4000 calling for a fare increase. This was in marked contrast to the situation last February when car service was stopped, with city officials declaring they stood for a "five-cent fare or nothing."

OLD DAYS ON DIVISION STREET

Peter Nelson, Badge No. 7191, has Forty-One Years of Service

To a farmer boy who wanted to live in the city, the job of managing a four-horse machine for cleaning horses looked good.



PETER NELSON, BADGE 7181

That is how Peter Nelson, Badge 7191, started at the Armitage barns, January, 1884, forty-one years ago.

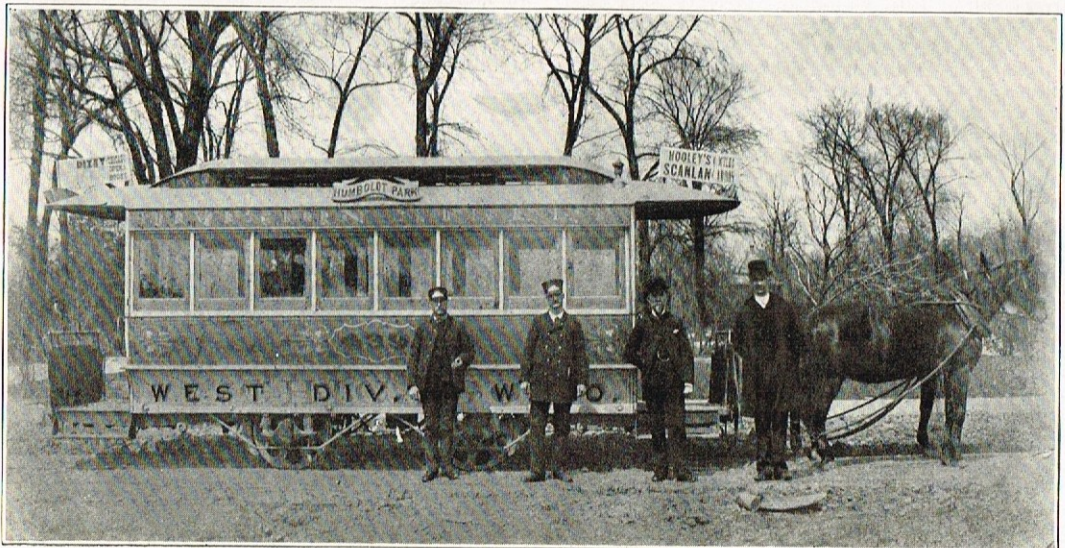
From this work he was promoted to an all around job in the car-house, filling oil

lamps, switching cars, replenishing hay on the car floors and taking care of the registers. Driving a team from the front end of a street car appealed to him and so he made application at the general office, then located at State and Randolph Streets. Receiving a badge and an order to go to work at the Division Street Barn, he has been there ever since.

When he started on Division Street there were twelve runs on that line—to-day there are fifty-one. Mr. Nelson tells us that the horses received excellent care in those days, working only four hours a day. They were so accustomed to the bell signals that they started and stopped without a word from the driver.

Regarding the inquiry as to the colors of the dashes and the bull's eyes of cars on some of the old lines, he has this to say: "Chicago Avenue had a red dash and an orange bull's eye. Division Street had a half red and a half green dash with the bull's eye the same colors. Milwaukee Avenue cars had a blue dash and a blue light."

Mr. Nelson attributes his excellent health to his regular habits. He believes in having a regular time to go to bed and a regular time to get up. This rule he always adheres to except when he expects to be off the next day. He says, "There is nothing like having some little work to do around the house to occupy one's mind."



PREVENTING POWER WASTE

L. Voeltz Leader at Elston Depot for January

The top average motormen at the Elston Depot for the month of January in the order named are as follows, the same method being applied to determine the record as heretofore:



MOTORMAN VOELTZ

Line No.	Run No.	Name	Badge No.
Entire Division	55	L. Voeltz	7419
Elston Avenue	55	L. Voeltz	7419
Belmont Avenue	70	J. Tosch	4367
Irving Park	120	J. Geneser	5151
Montrose	171	J. Lynch	5113
Extra Men		H. Huebner	13131

The total cost of the kilowatt hours is one of the largest single items of expense that a great electric railway system is required to meet. For this vast sum of money there is nothing tangible to show for it. In other words there remains no salvage as in the case of cars, building, tracks, and other necessities, we have them with us to use, to maintain, and to perfect until as the art advances and the service requires they are replaced in kind or with betterments—the human element itself being justly classed with tangibles.

This is not true in any respect of the kilowatt of electrical energy. The instant it registered on the meter it is used and gone forever. The only evidence of it having been here is the useful work it may have accomplished. It is a fixed measure of electrical energy that cannot be stretched, squeezed, or distorted in any possible manner so that the meter will not recognize it. One kilowatt cannot be made to do the work where two are required, but it is possible to use two where one will do.

The business of preventing power waste is not a local matter or movement primarily. While this company is one of the large power users of America, it presents only one part of the immense field in which this work is being carried on; and sooner or later all will be compelled to do so in order that the national power resources shall not be unnecessarily depleted.

We are just starting.

Everyday we hear of new things.

Preventing power waste mainly rests with those who in their daily work have to do with the use of it. To all of us however some time during the day comes an opportunity to participate in this work.

Motormen Watch the Power!

NEW YORK'S "5c" FARE

How People Are Misled—Some Hard Facts

The first annual report of the Brooklyn-Manhattan Transit Corporation, which carries one-fifth of New York's electric railway passengers, just issued, shows that the line failed last year by \$5,148,948 to earn the return on its investment.

The deficit will be made up by tax-payers of Greater New York.

This is a complete explanation of how the five cent fare is maintained on the subways of New York. While only five cents is paid directly at the subway station by the riders they pay about two cents more in taxes for each of their rides. Few of them know that they pay 7 cents. They sincerely believe that they are getting a five-cent ride.

The explanation is very simple. When the subways were built, the city floated many bonds to help finance them. Then they turned the subways over to the private companies for operation. It was stipulated, of course, that the fare would be large enough to pay the interest on the city's investment represented by bonds which it issued, but city officials soon realized that if the lines paid the proper return on the city's investment that they would have to charge a seven or eight-cent fare. Therefore, they preferred to charge only a five cent fare take the rest out of taxes and shout to the wide world that they were furnishing a five cent ride and that five cents was enough for rides anywhere on earth.

Of course, if New York people want to pay for their rides in this way—five cents at the subway entrance and two or more cents at the tax office—that is their own business. Unfortunately, however, the argument that "New York has a five-cent fare and therefore all cities should have it" has been used in many sections of the country to the great injury of local street car companies which were not lucky enough to be able to dip into the taxes and get two extra cents on each car ride.

Do You Remember Way Back When—

Baseball players thought the guy who protected his fingers with a glove was a molly-coddle.

Parents cautioned their children to be careful not to get hit by bicycles?

Tobacco juice was the favorite first aid for cuts?

People thought flies were harmless?

More than one bath a week was considered dangerous to health?

Night air was considered injurious and people were afraid to sleep with windows open?

Accidents were regarded as incidents?

Missing fingers were regarded as the badge of an experienced worker?

SURFACE SERVICE MAGAZINE

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John E. Wilkie	- - - - -	Editor
C. L. Altemus	- - - - -	Assistant Editor

A SLOGAN FOR 1925

The Surface Lines closed its fiscal year January 31 and has started in to fill the pages that will record its accomplishments for 1925.

In retrospect 1924 discloses some features which entitle us to congratulation. We were particularly fortunate in the success of our permanent program for accident prevention which was marked by an effective concert of action and interest.

There were evidences of a broader appreciation of our responsibilities in serving the public. Short turning was reduced materially. Serious interruptions of schedules were minimized by greater care in maintaining the mechanical conditions of our equipment.

In all departments a tightening up, with closer supervision of details in line with the management's policy, achieved results with a minimum of waste and lost motion.

Through a long period of national depression and uncertainty, the industry as a whole suffered severe losses in traffic and revenue. The Surface Lines, however, while sharing the depression, closed the year with a slight increase in business as compared with the previous twelve months.

Under an order of the Illinois Commerce Commission there was carried out the most radical change in routing ever undertaken by the company. Thanks to complete preliminary plans in the preparation of which every individual in every

department had shared, and with the active support of Captain Hogan's Traffic Division, the rerouting was accomplished with little confusion or misunderstanding and with an immediate and remarkable relief of congestion in the loop territory. That, of course, meant better time for our patrons in the loop.

The street car riders in the downtown district through the active interest of Commissioner Winiecki of the Public Service Department found themselves provided with zones in which they could board and leave cars in safety. And incidentally, the very general observance of the safety zone regulations by drivers of motor and other vehicles reflected an appreciation of pedestrian rights that was highly commendable.

There was marked improvement in the relations with the public, much of which was due to a determination on the part of the train crews to give to our patrons the consideration they should receive; and the response on the part of the car users was general and immediate. Never in the history of the Surface Lines was there such a volume of commendatory and appreciative letters.

An adjustment of schedules made it possible to give improved service on shorter headways on most of our lines and this important work will go on without interruption.

Harmonious interdepartmental functioning was a feature of importance the value of which cannot be over-estimated, and even greater results are promised for the future.

In the light of accomplishment by the co-ordinated activities of this great organization and with continued individual effort in every department, 1925 should show marked progress in all directions.

There can be no cessation of effort—no let-up in the determination to win greater results in service to the public; for service to the millions who depend upon us for transportation is the chief object of our existence.

Let "BETTER SERVICE" be our slogan for 1925.

ACCIDENT PREVENTION

Effective Co-operation Brings Gratifying Results

That the hope of the management for effective team work in the prevention of accidents and the conservation of human life in the Surface Lines has been realized is recorded in the following interesting letter from Vice President Richardson to Mr. Noonan, Supervisor of Accident Prevention, under date of January 26:

Dear Mr. Noonan:

When the position of Supervisor of Accident Prevention was established a little over a year ago, the hope was expressed in an official bulletin that "this great, humane work will meet with the hearty response and help of every one in this organization."

Your first annual report for the calendar year, 1924, is before me. It shows a reduction of 23 percent in the number of fatalities on the Surface Lines during the twelve months. This, I believe, indicates most gratifying interest and cooperation.

The record is remarkable. Traffic hazards were greater than during the previous year. There were approximately one hundred more cars in operation on the system and several hundred more men were employed, and there were at least 50,000 more automobiles on the streets.

It is interesting to note, in analyzing your report, that there has been a reduction of fifty percent in fatalities among employees and that there has been a decided decrease in several classes of fatalities, including pedestrians killed in crossing streets, persons fatally injured in collisions between street cars and automobiles or wagons, or by being brushed off car steps, falling from cars, injured in stepping from or boarding cars or crushed between cars.

Without question the decrease in fatal accidents is due to greater care and thoughtfulness on the part of every one. We understand more fully the dangers of unsafe practices and see more clearly our responsibility for the safety of others.

Since so much has been accomplished by organization and education during this first year of effort along this line, even greater results may be expected during the coming year.

I trust all in the organization will continue to cooperate with you in this important work.

Yours very truly,

G. A. Richardson
Vice President.

Every employee who took an active interest in the general movement for greater care in avoiding the every-day hazards of our business should be proud of the results. Mr. Richardson's recognition of the concerted efforts on the part of our army of employees undoubtedly will

stimulate everyone to use his best efforts to make 1925 show even better results than the very creditable record of 1924. Let us all get behind Mr. Noonan and be careful both for ourselves and our associates.

AN OLD LADY'S GOOD WISHES

Mrs. McGlenn, 72, Sends President Blair a Unique Greeting

Among President Blair's New Year's greetings was the following letter which he highly prizes and will cherish:

Dear Mr. Blair:

I am only an old-fashioned gingham-aproned American mother, who helped to feed the Boys in Blue during the Civil War, wrote letters of cheer during the greater war, and since the close, do my utmost to radiate cheer, praise and encouragement to our business men. Judging from their letters old-fashioned mother love is greatly needed and appreciated these days.

Have lived in Chicago between thirty and forty years; cannot recall over six downright impudent street car men in that length of time, and I forgive five of them because I believe they met an aggravating sinner before they met me.

When Mr. Rupert Hughes finished the motion picture entitled "Remembrance" he said he was inspired by sympathy for the tired business man, often martyr to ingratitude. Holding the position you have for long years perhaps you may agree with him.

I hope the New Year will be a pleasure to you and each of its 365 pages record only health, happiness, hopefulness and prosperity.

An old mother who thinks and prays with her heart,

Mrs. F. A. McGlenn,
Austin, Ill.
Aged 72.

PRAISE FOR CONDUCTOR COONEY

Recognition for Finding and Returning a Package of Mail

A bag of mail belonging to the United States Cold Storage Company dropped off one of their trucks unnoticed by the driver. Conductor Joseph Cooney found the package and promptly notified the owners. The result was a very nice letter of appreciation from the office engineer of the Central Manufacturing District, Mr. J. C. Erickson and a pleasant little token of appreciation which was sent to Conductor Cooney's House No. 145 West 71st Street.

Conductor Cooney will prize both the letter and the memento as evidences that a good deed wins deserved recognition.

Zero in Mathematics

"How you gettin' on wid youah 'rithmetic, Jack?"

"I done learned to add up the naughts, but de figgers bodder me."

SUPT. EVENSON AND STAFF

The Men Who Direct Transportation Activities

Everyone will be interested in the full page group of the Transportation Department heads appearing in this issue. Superintendent Evenson, Assistants C. E. Jones and Michael Harrington are the "A," "B," and "C" of the picture.

Mr. Evenson entered the service as a clerk in 1908, in 1912 was appointed secretary to the president, assistant superintendent of transportation in 1920 and in 1923 was placed in charge of the department.

Assistant Superintendent Jones started as a gripman in 1882.

Assistant Superintendent Harrington began as a horse car driver in 1884.

(1) Division Superintendent Richard Beldam, Cottage Grove, joined us as a motorman in 1899.

(2) Division Superintendent Altemeier, Burnside, secured a job as motorman in 1899.

(3) Division Superintendent W. A. Bessette, seventy-seventh, began in 1893 as a conductor.

(4) Division Superintendent M. B. Quinn, sixty-ninth, dates his service from 1887, when he was appointed conductor.

(5) Division Supt. Dan F. Bowles, Archer, started as a conductor in 1892.

(6) Division Superintendent E. L. Maguire, Lawndale, got his first experience as a conductor in 1880.

(7) Division Superintendent Sherman G. Irvine, Kedzie, began street railroad-ing as a conductor in 1892.

(8) Division Superintendent W. A. Hall, North avenue, left newspaper work to become a conductor in 1898.

(9) Division Superintendent Bernard W. Bolger, Armitage, started as a switch-board operator in 1892.

(10) Division Superintendent Dan F. Van Antwerp, Elston, looks back to 1884 for his first position as a veterinary with the old Chicago & North Shore.

(11) Division Superintendent Robert

A. Hays, Lincoln, commenced as a gripman in 1893.

(12) Division Superintendent Robert J. McKinney, Limits, secured his first work as a conductor in 1908.

(13) Division Superintendent Patrick J. Duffy, Central, is the veteran of the group, having been in the service since 1876.

"JOHN CLARK NO. 2, DEVON"

Something about the Surface Lines Motorman Poet

SURFACE SERVICE in nearly every issue has had a bit of verse from the pen of a man who understands his fellow man and whose rhymes testify to the possession of a kindly nature and a deep sympathy with humanity as a whole. We are glad to let our readers see what this versifier looks like.



MOTORMAN JOHN CLARK

John, who as may be suspected from his partiality to a certain dialect, is a product of "Auld Scotia" was born near Glasgow forty-seven years ago, and will celebrate his birthday on the 23rd of this month.

His childhood was somewhat unusual for after attending school in the morning he put in five hours daily in a foundry. There when the inspectors dropped in he and another kid under age, hid in the fire box of the boiler until the coast was clear. Later he learned the stone cutter's trade at the age of 13 and worked in Ireland at his trade for three years. While in Ireland at the age of 19 he attended a "cow dance"—a function of the country to raise funds for a widow whose cow (her only means of support) had died and at this party met

Miss Grace Boyle to whom he was married three months later.

Early in 1907 he came to America. "Arriving at the Battery in New York," said John in chatting about his experiences, "I walked to Coney Island, seeking work from every one as I went along. At last I secured piece work repairing chimneys and sidewalks. Then hearing that stone cutters were wanted in Chicago in April, 1907 I came to seek work here and was employed with Edwards & Ward contractors cutting stone for the LaSalle Hotel.

"After working for different concerns I was able to save enough money to build my little home in Tessville. During war time stone cutting work became very slack, so Sept. 25, 1918, I started as a motorman at Elston Ave. Depot, working there for a while, but there wasn't very much work for an extra man.

"How sad is the life of an extra man,
No ham and eggs to put on the pan.

"This caused me to go to the Superintendent asking for a transfer to Devon Depot. 'What is the reason?' he asked.

"One wife and five children, said I.

"After this I had plenty of work, and it was only a short while until I had a steady run of my own and here I am."

The Mutiny on the High Seas

Sure, I dreamed I was afloat

In a sturdy little boat,

All provisioned for a voyage far and wide.

I was sailing o'er the sea,

With my little fam'l—ee

To my native city, Glasgow on the Clyde.

We had passengers galore—

Mary, Jim and Elinore—

Feeding flying fish was all that they would do.

Dan and John were in the hold,

I was the skipper, brave and bold,

And my wife, she was the one they called
the crew.

"We are nearing Ireland's shore,"

Calls my daughter Elinore.

You can plainly see the waters turning green.

See dear, gentle mother's smile

As we near the Emerald Isle—

There's the Cove of Cork and dear old
Skibbereen.

"We are going to pass it by,"

I, the captain, loud did cry.

Then my little wife she tapped me with an
oar.

When I fell, I can recall,

The course was changed for Donegal,

To her childhood home of Ardun in
Gweedore.

JOHN CLARK No. 2,
In Union Leader.

A Tribute to Motormen

Chicago, Illinois,
January 15, 1925.

Chicago Surface Lines,
Gentlemen:

There is a class of professional men who ought to be very highly commended if not

rewarded for saving human lives daily in Chicago, Illinois.

I refer to the motormen of the Chicago Surface Lines. Their efficiency, especially their alertness to anticipate what careless jay-walkers and foolish automobile drivers may suddenly do (in walking against traffic, and cutting in), surely has saved more lives than one by preventing accidents.

But what about the shock to the motorman's general system when he suddenly is faced with the crisis of stopping his car very quickly (when he has the right of way too) or else bumping, perhaps killing a careless jay-walker or foolish auto driver?

The fact that street car accidents fatalities here in Chicago are so low is due *only* to the efficiency of the Chicago Surface Lines motormen, as you can easily find out for your own satisfaction if you are not already aware of the fact.

From personal observation I say that it would not be a discredit to those motormen if street car accident fatalities were seventy-five per cent higher, because many a narrow escape did not end tragically to jay-walkers and etc., only because of the motormen's quick action to avert an accident.

Why not eliminate jay-walking and unnecessary foolish cutting-in by ignorant motorists *entirely*?

Sincerely yours,

W. H. BLACKBURN.

WITNESSES IN ACCIDENT CASES

Some Helpful and Important Suggestions for the Trainmen

Mr. J. H. Handlon of the Market Street Railway, San Francisco, in urging the importance of securing the names of witnesses in accident cases has this to say to train crews:

Whenever an accident happens on or near the car, no matter how slight, it is of the utmost importance that the motorman and conductor obtain at once, so far as possible, the names and addresses of every onlooker, observer, bystander, passenger or eye witness, for these reasons:

1. The Company is thereby enabled to gather the details of exactly what occurred from disinterested, impartial witnesses, who would have no motive to misstate the facts.

2. The statements of these witnesses may prevent the motorman or conductor suffering an injustice, and the Company paying an unjust claim.

3. In the event of litigation, when the facts of the accident are in dispute, both judges and juries are more impressed with the statements of dis-interested eyewitnesses than they are with all other testimony.

The best time to ask witnesses for their names and addresses is immediately after the accident happens. To delay is dangerous. The witnesses are caught without a plausible excuse if they are asked at once for their names and

addresses. And there is no reason why they should not give their names and addresses. The Company does not ask witnesses to be "Company witnesses"—they merely ask witnesses to tell them just exactly what their eyes saw and their ears heard. Could anything be fairer than that?

These witnesses will not be inconvenienced or annoyed in any way. A representative will gladly call upon them wherever and whenever it suits them—at their home, factory, office or store or wherever they may be at any hour of the day or night.

The chances are very remote that any witness will be asked to testify in court. But suppose a witness is required to appear in court. While the Company does not buy testimony, it will reimburse the witness for any reasonable, legitimate expense or loss he or she may have incurred such as loss of wages, and if from out of town, the Company will pay the hotel and traveling expenses.

When an accident occurs, do not ask witnesses in a half-hearted way for their names and addresses. There is some likelihood they will refuse you unless you are in earnest and business-like. For instance, when you approach witnesses for their names and their addresses and they are reticent about disclosing them, give them to understand that it is absolutely necessary for you to have this information in order to make your report of the incident; that you are asking for but a small favor and they should not hesitate to let you have their names and addresses.

Do not use the word "witness" when talking to them. This word "witness" brings the thought to their mind that they may have to testify in court, and sometimes they do not welcome that suggestion. Ask them in a polite, firm, yet respectful way, to write their name and address on the card you hand them.

A conductor on an out-of-town property holds the record on that street railway system for obtaining more witnesses and addresses than any other employee. He invariably carries a half dozen stub ends of lead pencils which he passes about for the convenience of the witnesses when an accident arises.

It is unwise to allow your opinion to influence you as to what names and addresses you should secure. Try to obtain the names of as many persons as possible. The man or woman who says that they did not see the accident may have observed some of the facts that have an important bearing on the case.

Even the man or woman sitting inside the car can possibly give some information which afterwards proves very valuable, in connection with an accident that occurred on the rear end of the car.

To repeat, let me emphasize the necessity of securing the names and addresses of as many witnesses as possible. Make the Legal Departments the judges of the qualifications of a witness—not yourself. If a witness's name or address is not decipherable to you, ask the witness his or her name and address and make a note of it. Should they give you out-of-town addresses ascertain their local addresses.

Big Year for the Club

Interesting Review of the Entertainment Features

Another club year has just been brought to a close and it seems fit that we review the past year at this time. During the year several affairs were put on which had never been attempted before, and which proved big successes, and helped to make the past year one of the biggest ever enjoyed by the club.

At the beginning of the year there were 675 members, while we closed the year with 823 members, an increase of 148. Besides the large attendance at each of the parties given, a great many of our members took advantage of the opportunities our Club House offers, such as bowling, swimming, wrestling, billiards, pool, etc.

On March 1st the opening event of the year was held. It was the Inaugural Reception and Dance with Mr. U. G. Lee as chairman. A very large crowd was out and all had an exceptionally good time. The attendance being approximately 400.

The next affair was something new, being a College Track Meet, held Saturday, April 5, 1924. During the afternoon various take offs on Track and Field events were run off and the largest number of points were won by a team captained by the terrible Swede, Mr. A. E. Johnson, who was later awarded a solid wood silver cup by Mr. Wilkie. At six o'clock supper was served to about 400 persons, who

all seemed to enjoy the sandwiches, potato salad, coffee, ice cream and cake. After supper a short demonstration of college hazing was put on by a group of strong boys, the victims being the various captains and the president of the club. Then Messrs. Desmond and Marshall entertained us with several songs. A short playlet featuring Grandpa Hewitt, his grandson, Clifford Cloonan, and Misses Karge, Micetic, Moore, Rogers, Wiley, Williamson and Wright, seven of our good-looking and willing young ladies, and a short number by the ever willing Misses Hart and Dooley concluded the day's festivities. Mr. V. Thelin, the chairman of the committee is to be congratulated on the success of this day's entertainment. Attendance approximately 500.

Our annual stag was held on April 26th, which turned out to be an exceptionally bad day, in spite of which an attendance of 225 enjoyed some very interesting wrestling and boxing bouts. The wrestling bouts were put on by members of our organization and proved to be exceptionally interesting. The feature of this entertainment was the work of our auctioneer, Mr. Billy Schenck, who kept the entire bunch interested while selling off the remaining stock of the club commissary.

And then came our May pary and dance with Mr. Floyd Frank as chairman. Since we men-

tioned the chairman's name it is unnecessary to go into details regarding this party as Floyd's affairs always go over big, and it is needless to say that all had a good time. Attendance 250.

And then our roller skating party at Madison Gardens, and it was some night. The feature was a dance on skates by Miss Mabelle Winholt and Mr. Walter Ryan. Mr. Malmquist handled the affair personally and saw to it that 300 persons had a rip-snorting good time.

Another new feature put on July 26th in form of a Beach Party, was also a huge success. The chairman of the committee was "Always on the Job, Billy Schenck," the original "Coney Island Red Hot Man," who saw to it that the large crowd had a good time.

August 6th and 7th were two big nights at White City. Why? Because the Surface Lines made them so. Hundreds of our employes were to be seen in all parts of the park and it is impossible to even estimate the attendance.

The Annual Picnic August 16, 1925 was the best yet. In spite of the fact that the morning proved to be dark and dismal, threatening rain, a crowd of 1,835 made the trip to Dellwood Park and enjoyed themselves at one of the most wonderful events ever given by the club. Limited space will not allow me to go into detail but I must say that President A. W. Malmquist, who acted as chairman of this committee, surely put it over with a bang, and all present enjoyed the many events and dancing.

September 27th the first event of the fall season was put on. Mr. Sigwalt was chairman of the committee, which gave a "Bunco" and "500" Party. In spite of the rainy weather a large crowd turned out and enjoyed themselves. Prizes were awarded to the winners.

Another big success was the Annual Halloween Party on November 1st, 1924. The hall was beautifully decorated and the many guests wore pretty and unique costumes, giving the judges plenty to think about when it came to picking the prize winners. Chairman, N. R. Alexander, attendance, 400.

The first bridge party ever given by the club was held on November 29th, and although the crowd was not so very large, everybody had a good time and I am sure that the start was made which will end by giving this game the place it deserves to have on our club calendar. Mr. Heath is to be congratulated on the success of this event.

The Hard Times Party held December 6th was a humdinger. Some crowd, some costumes, some dancing and some eats. Mr. Herbert Hoyer, chairman is to be congratulated on the efficient way in which his committee handled the crowd and on the elegant time planned. Attendance 325.

Another new feature was pulled off on December 13th, when a swimming and wrestling carnival was put on. A great many ladies accepted our invitation to be present and seemed to enjoy the various events very much. Gold and silver medals were awarded to the winners of the various events. Mr. Wilkie awarded these and he received a medal as the Champion Prize Awarder of the Club. Eats

were then served and all were invited to dance to good music.

And then the Christmas party, which was attended by about 1,000 persons, who enjoyed a short program. It is really hard to say which was the most popular number, the Our Gang Comedy, Uncle Bob, the dancing, or Santa Claus, but with the children at least Santa took first prize.

During the year we had regular Monday night swimming classes and Friday night wrestling classes, both of which were well attended and many of our boys learned a great deal about these two sports from our popular instructors, Messrs. Zollinger and Chappelle.

The bowling leagues at the club alleys and the Parkway alleys are both going great and seem to be developing into stronger leagues each year. The club also entered teams in several of the large tournaments given by the various bowling associations. A match between our club team and the 77th Street Team was won by our bunch and was enjoyed by all who saw it.

The president, officers and directors for 1924 are to be congratulated for the successful year enjoyed by the club. Three cheers for them.

Bouquets for the Boys

The Courtesy Desk of the Surface Lines has been literally buried in bouquets during the last thirty days and it is impossible for SURFACE SERVICE to find space for the presentation of all of the commendatory letters in full.

The best we can do, therefore, is to present a sort of an honor roll, at the same time bearing in mind that all original letters of commendation are filed with the employes' records in the Transportation Department.

Emanuel Skoluck, 4939 North Kedzie Avenue thanks Conductor E. Froehlig, badge No. 4932, of North Avenue for holding his car at a transfer point long enough to let transferring passengers get aboard.

Mrs. Elizabeth Manningly, 6223 South Vernon Avenue thanks Motorman Gier and Conductor Malloy of 69th Street for helping her on the car and warning her to look out for automobiles as she got off.

C. A. Snyder, of 1414 South Michigan Avenue evidently had been saving up a list of Conductors and Motormen who had attracted his attention. These included Motormen Watterson, Zimmerman, Hackathorn and Samson of 77th Street, and Conductors Elder, Garnaey, Ritter and Wankel of Limits, Conductors Gaffen, McCourt, Micetic and Flynn of 77th and Rafters of Cottage Grove.

Conductor Stewart of Devon was commended by J. W. Baker of 969 Edgecourt Place for his general courtesy to passengers.

Conductor Grant of Cottage Grove was particularly commended by J. R. Bowers of the Postal Telegraph Company for keeping his temper under very trying conditions.

Motorman Carlson of Burnside was complimented on his skill in handling his car particularly in the smoothness with which he started and stopped. This letter came from Mr. C. C. Rolfe of the Hotel Warner.

Mrs. Keeney, 7730 Merrill Avenue transmitted her thanks for the consideration shown her by Motorman McPhail of Burnside.

Supervisor Robert Simpson was complimented by Mr. F. H. Foster of 39 North La Salle Street for his consistent courtesy and general efficiency in handling transferring passengers at Division and Clark Street.

Motorman Cronin of North Avenue is commended for his habit of verbally acknowledging the passenger's request for a stop. Mr. Charles Broad, 807 North Kedzie Avenue wrote the letter and says this practice always relieves the passenger of any anxiety as to whether his request has been understood.

Motorman De LaBarre of Lincoln Avenue is congratulated on his coolness and quickness in avoiding a collision with another car at Wells and Chicago Avenue. Mr. A. J. Wertheimer of 3839 Lincoln Avenue had high praise for him.

Motorman George Brown of Kedzie is thanked by Mr. Dverk of 3006 South Kildare Avenue for stopping his car in such a position as to be of the greatest convenience for entering passengers.

The courtesy and pleasant disposition of Motorman Ford of Kedzie Avenue is the subject of favorable comment by Miss Martha Bennet of 2546 Central Park Avenue.

Motorman Modrich of North Avenue receives the grateful thanks of Mrs. C. W. Stevenson of River Grove, Illinois for special courtesy shown her while a passenger on his Grand Avenue car.

Conductor Curtin of 77th earned the gratitude of Miss Vivian Noll for giving her an opportunity to board his car when she had been cut off by an intercepting automobile.

Conductor Heffernan of Cottage Grove earned the warm praise of Frank L. Werner of 1520 East 65th Place by his kind and courteous treatment of handicapped passengers and women and children.

Conductor Dahlgren of Armitage is thanked for his consideration to women and children by J. C. Sill of 6228 Greenwood Avenue.

Conductor Reginald Helgesen of Armitage receives the thanks of Dr. C. A. Earle of Des Plaines, Illinois for calling his attention to the fact that when he gave the conductor a quarter and two pennies in error the conductor followed him into the car and returned 20 cents calling his attention to the mistake.

Conductor Arthur Jacobsen of North Avenue makes a practice of not only calling the street name, but giving the number at that intersection. This brought a letter of special commendation from W. A. Woodbury of 717 Belmont Avenue.

Conductor John Naughton of 77th Street attracted the attention of Mr. O. L. Pearson, 56 E. Randolph Street by the kindness to a frightened little girl on his car who had become separated from her mother.

Conductor Fred Hessling of Devon is com-

mended for his neatness, pleasant attitude toward his passengers and discharging his duties efficiently. Mr. W. B. Force of the Electric Appliance Company wrote us about it.

Conductor William Voss of North Avenue receives the thanks of Mrs. H. A. Coudrey of 5938 Waveland Avenue for unusual consideration in waiting for her at a transfer point.

Conductor Milton is congratulated by Mr. T. Loomer of 1138 South Keeler Avenue for preventing an accident to a lady and two children who were leaving his car at Van Buren and Ogden Avenue.

Conductor Vandeburg of Limits is commended by Mr. C. N. Converse of 720 Cass Street for his neatness and for keeping his platform clean.

Conductor Amsterdam of Kedzie earned a letter of appreciation from Roy E. Piel of 4818 Quincy Street through his patience in answering questions and his solicitude of the safety and comfort for children and elderly people who were escorted safely to the curb.

Conductor John Collins No. 2 of Lincoln received the grateful thanks of Miss Adele Renberg of 4752 Forestville Avenue for the return of a memorandum book. His courtesy and politeness coupled with the clearness with which he calls the streets was also the subject of comment.

Conductor Charles E. Raff of Kedzie was thanked for his courtesy by Mr. L. T. Bowman of 2901 Logan Boulevard.

The smiling face of Conductor Malone of Devon and his manner of answering questions addressed to him earned the appreciation of Mr. H. E. Roberts of 1458 Devon Avenue.

Conductor Scot and Motorman Harper of the Limits Station were the subjects of a letter of thanks from Miss Roseline Abplanalp of 1720 Vine Street commending them for going through to the Howard Avenue terminal with their passengers although they were due to pull in at Devon. There was no other through car in sight.

The tact and courtesy of Conductor E. P. Trully of Devon were commented upon by Miss Helen R. Beebe of 1043 Rush Street.

The neatness, helpfulness and courtesy of Conductor Cullen of Division Street brought a letter from C. J. Hughes of 749 West North Avenue who was also favorably impressed by the assistance rendered to a crippled passenger by Conductor Cullen.

Waiting at a transfer point late at night brought a letter of thanks to Conductor John Kuby and Motorman Koblenz of Elston from Mr. E. C. Walton of 4743 Parker Avenue.

Conductor O'Neill of Cottage Grove tactfully met an emergency when Mr. James Braden of the Editorial Staff of the Daily News found himself with only a telephone slug and two pennies in his pocket. Before Conductor O'Neill knew who the passenger was, he had offered to loan him enough to get him back to the loop. Mr. Braden was both astonished and pleased.

Conductor Ferry of 69th Street turned in a bag containing articles of value in excess of \$300 and thereby earned the sincere thanks of Helen F. Zurawski of 6520 Woodlawn Avenue

who believes that "an honest man is the noblest work of God."

Conductor Larsen of 77th whose cheerful service seems to be chronic is made the subject of a complimentary letter of Mr. J. A. Madden of 6448 Drexel Avenue.

Conductor Joseph M. Hunter of North Avenue helped Mrs. D. Striker of 2553 McVicker Avenue aboard his car and as she had a 40 pound child in her arms, she appreciated his assistance.

Conductor Kelter of 69th Street earns the thanks of Mr. J. B. Becker by holding his car at 73rd and Ashland Avenue long enough to enable Mr. Becker and his wife and children to board it although they were nearly 100 feet away when the car reached the intersection.

Conductor Alfred Bennett of Devon Avenue returned a quarter dropped by Mr. George J. Charlton, Passenger Traffic Manager of the Alton Road. The coin had been dropped on the rear platform and had not been missed by Mr. Charlton. Conductor Bennett's general efficiency was also commended upon by Mr. Charlton.

Conductor Coffey and Motorman Mohrs of Cottage Grove were particularly considerate in dealing with a deaf crippled woman and this earned the enthusiastic praise of Miss A. M. Collins of 5000 Harper Avenue.

Conductor John Podraza at Elston who had a deaf and dumb passenger, resorted to pen and pencil and spent considerable time making sure that the passenger was on the proper car to reach his destination. Not only that, but he gave him a note to the Crawford Avenue conductor which would make the continuance of his journey easy. This brought a letter of commendation from Mrs. Victoria Kincaid an out of town visitor from New Salem, Mass. Incidentally, Mrs. Kincaid was complimentary to our force of conductors and motormen generally.

Conductor Broder of the Limits Station maintained his temper and pleasant manner even when being unjustly "bawled out" by a woman passenger. Mr. R. D. Stevens of 607 East Fulton Street, Grand Rapids, Michigan, an observer of the incident had some nice things to say about the conductor.



Back in World's Fair Times

This is the way the little cars were loaded on Chicago Day, Oct. 9, 1893, when three quarters of a million people visited the great exposition.

Departments and Divisions

Transportation

Mr. W. C. Pearce received so much "joshing" by Josh Burgee about the quantity (not quality) of Transportation items in the magazine that he has given up his post as Department Editor.

"Bill" Hall, Division Superintendent of North Avenue Depot, came to the General Office one day last week so agreeable to all suggestions that it prompted inquiries as to his health.

A few seconds after midnight, December 31st, the first outgoing call on the switchboard for the year 1925 was one from Dispatcher Moore to Evenson, regarding the shooting of a passenger on a street car, apparently by hilarious merrymakers. At the same instant, the first incoming call was from Mr. Wilkie, wishing the dispatcher a Happy New Year.

Do you know that in the Transportation Department, where we have some 12,500 employees, only five of them are girls?

From many different sources comes the following comment: "I have been with this company so and so many years but this is the first time I have been honored with a Christmas card from the 'Boss.'"

Electrical

A son was born on Jan. 4th to Mr. and Mrs. B. G. Noah, and a daughter on Jan. 15th to Mr. and Mrs. John Mertz. The mothers are doing well and the dads think the little newcomers are just about the finest that ever happened. Congratulations!

At last Harry Lauer has been smitten by the demon radio germ. Harry will now discourse at great length on inductances, wave lengths, and thermionic valves, as well as the unparalleled performance of a certain radio hook-up. The bug bit hard.

The writer was all wrong about the raffle of Charlie Sullivan's Hudson. The bonds of friendship were finally severed and with the passing of the last cardboard ticket, the faithful old bus steadily but plaintively made its way to the peaceful confines of Tom Callahan's garage. Many times the capabilities and amabilities of this car have been heralded and we trust that Tom will bestow upon it that constant and careful attention that it so justly deserves.

Bert Noah says that all one needs to do to make a fortune these days is to stuff a bundle of wire and a few binding posts into a small cardboard box bearing a name beginning with N and ending with dyne, and set it loose upon the market.

Charlie Schwertfeger, who has been confined to his home for some time with an injured foot, is steadily recovering, but will not be able to resume his duties for a while yet.

Accounting Downtown

During the week ended January 17th, Mr. P. W. Sears was serving on DuPage County Grand Jury.

Mr. Wm. Wilcox is no longer at his desk. Mr. Robert L. Hill has taken over the work of checking trainmen's schedules.

Since the announcement of the checker tournament, a checker game has been in progress during the noon hour. The boys are getting ready.

Mr. L. Heckendorf resigned Jan. 3 to enter the University of Illinois.

If you are having any trouble solving the cross-word puzzles appearing in the daily papers, kindly consult Miss Agnes Helein.

Clark and Division Streets

Miss Mary Domin is the proud possessor of a diamond ring which she received shortly after the New Year.

Mr. A. E. Johnson is so fond of darkness that one night he just naturally forgot to turn on the lights on his car and then along came Mr. Officer of the Law. He appeared in court Thursday.

Ethel Swanson returned to work after a siege of illness. Glad to see you back, Ethel.

Mr. Fick has once more been stricken with the "moving bug." He holds the record for occupying more space at different times than any other person in this department.

The employees of the Department wish to congratulate Mr. Buckley on the receipt of his new Dodge. We hope it will receive more oil and grease than his Ford.

Material & Supplies

It is our sad duty to record the passing of Edward Rooks, Sr., on January 23rd, 1925. He was one of the pioneers of the company, having entered the service Sept. 1st, 1886 as a carpenter at 20th & Dearborn Sts., and was later promoted to Foreman at 39th & Halsted Yd. He was the fourth oldest employee, in length of service, in the M. & S. Department, and will long be remembered by those who knew him. We extend our sincere sympathy to the bereaved family and friends.

Cupid has been at work at Clark & Division as the following girls are all wearing diamond rings: Erna Karge, Grace Wright, Mae Hederman and Clara Ristau.

Bessie Cameron believes in Safety-first. She had four husky escorts from this office with her on her first attempt at ice skating, and from all reports she needed them.

Tom Mitchell had decided to follow the style set by Valentino, and raise a mustache, but since the young ladies did not seem to approve of it, he gave up the idea.

It has been noticed that Eva Pastoff, who has to pass by the Dunning Asylum every evening on her way home, always has an escort. Company or protection?

Mike Fiorita and Eddie Jacobsen seemed to be very much interested in the young ladies at the last dance. Why not give the other fellows a chance, boys?

Legal Department and Department of Accident Investigation

Lew Altemus is kept busy these days accepting the congratulations of his friends. Lew is deserting the ranks of Single Blessedness. According to the announcement in the Daily News and the Sunday Tribune, he is engaged

to Miss Mary K. Kellenberger, of Riverside, Illinois.

Charles Boness, the Nurmi of the department, representing the Lloyd Playground in the Chicago City Council races for skaters, was first in the semi-finals Saturday, January 11th, and was just cutting loose with a hot sprint for first place in the finals, held in Grant Park on January 18th, when he spilled over one of the slower ones who happened to be in front. However, he pulled his team into second place in the relay race. More races to come, so keep your eye on this "flash." Charlie trains regularly on the steps from the first to the third floor—as our elevator is not running.

Jules Lellinger is treasurer for the City Tournament bowling championships. His team, the Birk Brothers, have placed high and often during the season in the many tournaments which they have entered.

Wm. J. Henderson is now one of our grand dads. "Bill" always was a "grand" dad.

They tell me our girls are planning a bob party and anxiously awaiting a bit of snow. It seems, from observation, that our girls are unanimous on anything pertaining to "boys."

They say that when Mrs. Kelly floated out onto the waxen boards at the Club House on Saturday, January 18th, in a silver and gold creation, a la Paree, that C. R. Kelly found it necessary to vociferously identify himself to retain the first and last numbers usually accorded the better half's satellite.

Captain Amundsen recently lectured at Orchestra Hall, largely through the efforts of Olaf Schau of this department. Capt. Wistig of the Fram was a boyhood friend of Mr. Schau, and a fraternal and beneficial organization of which he is treasurer arranged the lecture.

The sincere sympathy of the members of our department is extended to Mr. and Mrs. George Fredenburg and their sons in the loss of their daughter and sister, Marie, formerly a member of our department.

Mrs. Florence Hoskins Tremel retired the first of the year to enhance her ability to make flaky pie crust, etc.

Engineering

We don't all pretend to be able to raise violets in December, but can raise Cain whenever necessary.

If you need a radio set see Ray Ambler. He specializes in the "Squawkodine."

We have a very enthusiastic ski fan in the Building Department. Fred Acker practices every morning before breakfast.

Did you hear anything on Dave Robinson's new radio? Neither has he.

Cross-word puzzles solved. See Wreck Wagon Driver, John Olson.

Shops & Equipment—North & West Division

Mr. E. J. Sigwalt's family had a narrow escape recently, when the chimney on his neighbor's house crashed through the kitchen window. The accident was caused by a radio aerial strung from a tree to the chimney. The weight of the aerial combined with a strong wind pulled the chimney down.—Warning—use a spring in the aerial when fastening to tree.

Mr. James Canavan, and Mr. Joseph Flannery, our inspectors at St. Paul, Minn., where some of the new cars are being built, enjoyed

a Christmas vacation of one week spent in their homes and with friends in Chicago.

The Shops & Equipment Bowling Team "cleaned up" on the Engineering Team on Thursday night, January 22nd. The winners gathered in three straight games.

The sympathy of the entire department is extended to Mr. George Turton of the Paint Shop, whose wife was killed by an automobile on Christmas eve.

Miss Lydia Anderson has joined the ranks of the radio fans with a three-tube Ambassador set, which has already proved a great success. Miss Anderson claims she got Elgin last Monday night "on all three tubes."

The ladies of the Shops & Equipment Department were given a "Juvenile Party" at the Club House. The girls were having the time of their lives, when an unsuspecting male, in quest of the Checker Tournament, wandered in. Tableau.

Mr. Thomas Hoey, Repairman at Kedzie Carhouse, has been promoted to Assistant Night Foreman at Armitage Carhouse. He takes with him all the best wishes for success.

We are glad to announce that Mr. Robert White, Craneman at Kedzie Carhouse, has returned to work after a long illness.

Shops & Equipment—South Division

Mr. F. Scholidan, Car Repairman, 69th street, died on January 4, 1925, the result of an attack of heart disease.

Our timekeeper in the Motor Repair Department, Mr. C. Westcott, was asphyxiated on December 28, 1924, while he was working on his machine, with engine running in a closed garage. He was revived by the Fire Department's pull-motor.

Mr. A. Ziegelmeier, Machine Department, is the proud owner of a new car—it is a Ford.

Mr. Frank Bramik recently entertained with his fiddle from station W. B. C. N. We are told that the call letters for this station represent the World's Best Community Newspaper.

Mr. N. Rolfes, machinist, southern shops, who spends his spare hours in the manufacture of radio sets, claims he has perfected something new in a hook-up. He calls it the Berthadyne.

Cottage Grove

Chalk up a record for the No. 1 Division. There were 100 runs picked and all trainmen on their way rejoicing by six o'clock. Entering the office at two o'clock it reminded one of the Board of Trade amid a busy session. Now there are always a few on the street and in the office that will lag when their turn comes to pick, but good management eliminated this condition and all the boys were on their way to their respective homes not very much later than their usual time.

Terry says he never saw so many blue prints since he had the measles. And when he applies a sponge or cloth to the same his mind goes back to that little Canadian hamlet; he is a boy again, and the blue laws are in effect, and the curfew sounded at 9 o'clock and then home and probably the wood shed.

It was encouraging to see and meet a few of the old guard that have been on the sick list, all in the train room yesterday, M. O'Brien, P. Fittell, M. Gannan and T. Hughes. May they

recover all of their former vigor and health soon.

Burnside

"Do you remember" when the Burnside Division was known as the Calumet & South Chicago Ry. Co. and there were approximately 54 runs operating from this depot, and these were scattered throughout the South Chicago, Hegewisch, Burnside—and Pullman region which was more country like then than at present. We will skip the past years since the consolidation of this division with the Chicago Surface Lines, to the present period, and we find Burnside, Division No. 2 has twice doubled this number of runs.

New time tables on Cottage Grove Ave., No. 4 and No. 5 route, and Stoney Island Ave., which included 23 additional runs, went into effect the first of February, 1925, giving Burnside a total of 215 runs.

"Good Luck" and "Success" to the boys who have transferred from 38th St. Depot to Burnside Depot.

Conductor Jack L. Cosgrove who is convalescing in the County hospital, sends his regards to all the boys and would like to hear from his many friends at Burnside. Even a letter or card would be greatly appreciated.

We all sympathize with motorman L. C. Denby and family of this division whose baby boy died the first part of January.

Seventy-Seventh

The club has a change in its officers. W. W. Burke has been elected president, and Owen Duncan secretary. The officers have a great card for the coming year. Get behind them with a little push. Cooperation goes a long ways.

If you wear a cross-word puzzle shirt, and the fans persist on figuring it, don't use cross words, use kind words. Ask Daly he knows.

The checker tournament is in full blast. A large number have signed the application blanks and under the guidance of our expert instructor F. J. Anderson, we surly will hear from 77th Street.

The bowlers are at it again. The Cubs trimmed the Pirates three straight games the other evening. The Pirates being the Cubs' nearest rival, it makes the victory all the sweeter.

R. A. Fowler made a regular babe Ruth home run the other day, rushing down to 63rd and State to make a relief, arrived just one hour ahead of time.

We are pleased to mention at this time that C. L. Curtin and L. Gaffien joined the ranks of the stay at homes, both these boys have taken brides this month. Best wishes and good luck.

W. L. Dougherty and J. L. Williams have become proud daddies. Don't forget to drop a smooth dime in the kiddies' bank occasionally.

Talking about bag punching, have you seen Louie Steffell in action? This is a real treat. Stroll upstairs boys, when Louie is having a work-out, it is sure worth the time.

We regret to say that Patrick Wilson has passed on. To his sorrowing relatives we extend our heartfelt sympathy. Paddy Wilson was one of our oldest conductors and was work-

ing on 75th street where he was well known, having made a host of friends.

Sixty-Ninth

Conductor L. E. Segers has been at the Washington Park Hospital, and feels very much improved.

Did you ever try to get as close as possible to a moving auto? Well, that seems to be the rage just now. H. F. Raddatz, A. Klaesi, J. Schmitt, trainmen, and John Moskus of the repair dept. have each done a little experimenting, and they all say don't try it.

Speaking of experiments reminds us of one A. O. Emmerick tried when he was called for jury service last month. Some one advised him to "play deaf" if he didn't wish to serve, and not being overly eager for the job, he thought he'd try it. To all questions he merely returned a non-comprehensive shake of the head until his questioners were fairly frantic with rage. Finally, in utter despair, the lawyer put this last question, "Well, you know right from wrong, don't you?" "Sure," replied Emmerick, and that settled it. He too, says "don't try it."

Conductor W. J. Quinn, whose finger was injured, is reported improved at this time.

We read something recently to the effect that Chicago is bound for a population mark of 4,000,000. And here is something to lend weight to that statement:

A 9½-lb. son, born to the E. Cupits' on Dec. 29th.

A 9½-lb. son, born to the O. H. Anders' on December 29th.

A 9½-lb. son born to the Wm. Schindlers' on Dec. 29th.

An 8-lb. son, born to the F. P. O'Reillys' on Jan. 2nd.

A 6½-lb. son, born to the F. C. Smiths' on Jan. 5th.

An 8-lb. girl, born to R. J. Millers' at 12:00 a. m. Jan. 1st.

And last but not least, a pair of twins, (a boy and a girl weighing 6 lbs. 7 oz., and 5 lbs. and 12 ozs. respectively,) born to the H. G. Hubbards' on January 9th. CONGRATULATIONS ALL.

We are very sorry to have to report the death of two of our motormen, Mr. J. E. Lutton, who died Jan. 1st, and Mr. T. Kelly, who died Jan. 4th. The sympathy of the men at this depot is extended to the families and relatives of these men.

Motorman J. C. Becker broke his wrist Dec. 31st, when he attempted to crank his Ford, and a short time before this he struck a match to find out how much alcohol was in the radiator and now Mr. Becker has the cutest singed eyebrows. Better luck next time Joe.

Those who have visited the new South Side "Capitol theatre" tell us about its marvelous moving clouds and blue sky scenery, and that of course, will be a treat for the eyes, besides a big business boom on the "South side."

Archer

Supervisor A. E. Wessel's wife died suddenly on the day before Christmas. Mrs. Wessel had been sick in the hospital for some time and expressed a wish that she be brought home to spend Christmas day with her family. She passed away suddenly the same day.

The sympathy of all the Surface Lines employees at the Archer Depot is extended to the sorrowing husband and family in their bereavement.

Motorman Wm. J. Philpott, also lost his wife. She died on Jan. 9th, 1925. His fellow employees extend their sympathy to him and his family in their bereavement.

Conductor F. T. Brennan's wife passed away suddenly on Jan. 9th, 1925. We extend our sympathy to him and his family in their bereavement.

Motorman W. H. Spear has been off nearly two months. He is suffering from an acute attack of rheumatism. He had just returned to work for a few weeks from a previous attack.

We are glad to see Charlie Heller around again. He has just got out of the hospital after an operation and expects to be ready for work again in a couple of weeks.

John Harolovich, our starter at Archer & Western is going to the hospital today for an operation. Our best wishes go with John for his speedy recovery.

Quite a few of the old timers are on the sick list at present, among them, Conductor D. C. O'Connell, Robt. Fyffe, and Motorman C. Smith, and William Blakley.

We hope to see them all back to work again feeling fit. Our bowling team is going strong. They are now tied for first place with the Link Belt Machinery Co. team. In the Central Mfg. District League. If you are at all interested in the game, it would be well worth your while to drop in at Peterson's Alleys, 35th & Archer on Tuesday evenings at 8:30 p. m. and see them perform. Get out and root for your team. Lawrence F. King has donated a fine loving cup for the winning team, and the Archer team is fighting to add it to the collection of five baseball cups now at the station.

Mrs. J. Kent is so enthusiastic over bowling that she has her sister-in-law look after the kiddies while she is up at "Peterson's Bowling Alley" which is every Tuesday night, routing for the Archer Ave. bowlers. She certainly makes it her business to get right behind the five men to see just what they are doing.

North Avenue

We present a bit of information unique in itself and which we feel cannot be equalled in numbers at least by any other depot in the system. We have within our ranks no less than eleven sets of fathers and sons on the job every day, giving service with a smile. We list them below:

Mot. Henry Erese and his two sons, William and Harry.

Con. Jerry O'Connor and his two boys, William and Michael

Mot. Thomas McMahon and his son John.

Con. Thomas Conlin and his son Tom, Jr.

Mot. John Schultz and his boy, William.

Con. Henry Fossum and his boy, William.

Mot. William Cordes and his son, Fred.

Mot. T. McNamara and his boy, John.

Mot. John Simons and his boy, Fred.

Mot. Fred Fennama and his son, Supervisor Frank Fennama.

Receiver Henry Schwabe and his boy Arthur, Clerk No. 6.

The sympathy of the North Avenue men is extended to Mot. Fred Schilke in the loss of his daughter, also to Mot. Matt Maximinni in the loss of his wife.

Smiling Tommy Eigelsbach—school car instructor, left a wonderful impression on the trainmen at his last visit. Many old timers were heard to remark that they had learned some things that they did not know before. Mr. Eigelsbach's concise method of presenting his points will surely bear fruit in better operation.

Well, the motormen came through in great style this month. See below Mot. E. Schultz, 7-lb. boy—Jan. 13th. Mot. P. Gaurino, 8-lb. boy—Jan. 10th. Con. Geo. Graco, baby girl, 7-lb., Jan. 8th. Con. E. Kremiski, baby girl, Dec. 28th. Starter M. Bane announces a 10-lb. boy arrived at his house Dec. 27th. A pair of twins, a boy and a girl, were born to Mot. P. Tieser and wife Jan. 9th, but we are sorry to say that the boy passed away.

And then Con. P. McNally started the new year right by taking unto himself a charming bride. The ceremony took place January 10th. Congratulations!

An 1804 silver dollar recently sold for \$3,600. Grand avenue men keep your eyes open.

Lincoln

On. Jan. 4th, Motorman W. J. De LaBarre came rushing into the depot and asked the clerk to get off. The clerk asked the reason. De LaBarre said he wanted to go home, scrub the floor and clean the house as he expected his wife and a little stranger, an eight-pound baby girl, born at the Deaconess hospital Jan. 4th. Well, he got off.

We want to congratulate two of our boys of our depot, Edward C. Zage and Andrew Van Dee, for the promotion they have received of late. Edward Zage, who was supervisor, was promoted to assistant division superintendent, and Van Dee, from conductor to supervisor.

F. L. King, conductor of run No. 7, is taking a vacation for three months to visit his son in California, who is a minister.

The following names have decided to enter the checker contest and we think they will make a good showing: Thos. Greenfeld, A. Sommers, Henry Myer, Henry Frantz, Geo. Gleason, Edw. S. Hednik, R. C. Miller, Anthony Golden, Michael Curran, P. Thill, J. Tenney, Thos. Kavanaugh, A. Lietzan, John Michie, Wm. Sickenger and P. Soch.

Elston

Harry Beck says no more fishing and hunting for him, give him a cross-word puzzle and a cup of java.

The proud fathers at Elston since the last issue, A. Kadow, 7-lb. boy; R. Versema, 9-lb. boy; C. Fliegel, 8-lb. boy; and J. Mueller, 9-lb. boy. Babies and mothers doing fine.

The witness per cent for the first fifteen days of January are as follows: Belmont Ave. 5.68%; Elston Ave., 5.00%; Montrose Ave., 3.90%; Irving Park, 3.73%.

Conductor H. Cooper No. 9122, and J. McWhiney No. 5249 heads the list with 25 wit-

nesses for a single report. Keep up the good work, and watch it grow.

Receiver G. Neuhaus claims he has the only radio set because he can get three or four stations at one time.

We wish to extend our sympathy to J. Gebhardt, L. Ossler, Wm. Loewe, M. Zielinski and J. Hartowicz, all of whom had a death in their family.

The wedding bells rang out for Motorman A. Anderson, No. 4377. Good luck and don't forget the cigars.

Motorman Stanley H. Nelson claims he saw an ape on the east end of Irving Park. . . . Talk to him about it.

Glad to see Motorman A. Cubycheck back on the job. He has been laid up with a dislocated shoulder.

On our sick list we find Wm. Mylen, P. Wegner and Wm. Schmidt. Hope they will be back on the job in the near future.

For some reason or other our correspondents all seem to go on a hunting trip or else they are in the sick book when they should be getting some real interesting news for the SURFACE SERVICE magazine.

If it were not for our poet, Jno. Clark, No. 2, the magazine would never know that there was such a place as Devon.

Well, since I am 3rd assistant correspondent and they are both having a vacation, I will have to step or lose my job.

This is station D-E-V-O-N broadcasting from our regular SURFACE SERVICE Station.

Lost, strayed or stolen one chief calling clerk, answers to the name of O'Niell. Has anybody seen him?

While standing in the lobby of our depot the other day, I overheard this: "Say, Pete, did you know that my brother had a wooden leg?" Pete replies to Al: "You ain't heard nothing yet, my wife has a cedar chest."

Conductor W. L. Loftus is back to work again, after being united in matrimony. Good luck and best wishes.

Have you noticed the big smile on Motorman John Chambers' good looking face? He reports that it is a big boy.

Conductor A. Wenzel tells us that all is fine at his home after receiving an eight-pound baby girl.

Shorty Boeller is wearing glasses again, since Cond. VanDese Eden interested him in cross-word puzzles.

It looks funny for a fellow to have his aunt call him up when he works, and then he all smiles about it. Come on Naegle, tell us about it and pass the cigars.

We have found out why our baseball players pick runs on Lawrence Ave. It is for no other reason than to get the exercise in running the railroad crossings.

SAFETY HINT FOR 1925

ALMOST
ALL
ACCIDENTS
RE
VOIDABLE

CLUB SPARKS

A glance at the line of automobiles on Dearborn Avenue for several blocks on the evening of January 17th foretold that some extraordinary social affair was on hand in the Club House of the Surface Lines Club.

The occasion was the Annual Reception of the Woman's Auxiliary tendered to the Men's Club and it was universally voted by the 400 guests present to be the most successful social event of the season. Every detail seemed to have been ably handled by President Miss Mildred Humes and her able Chairman, Miss Grace Wright. The guests were greeted upon entering the Club House by a group of charming girls gaily gowned for the auspicious event and decorated with beautiful wrist bouquets of sweet peas and ferns. Every one was made happy with the welcoming smile of the Committee and a glance at the floral decorations and the softly colored lights gave evidence that the party was to be a success and it was.

The music by Elger Syncopators was all that could be desired, and the grand march led by Miss Humes and Mr. J. V. Sullivan followed by President Malmquist and wife, revealed the fact that our membership was out in full force including most of Executive row. It was one of those social functions where everybody danced all the dances and stayed until the strains of "Home Sweet Home" sounded through our Cozy Club.

The Committee who so ably handled the affair and to whom much credit is due was composed of:

Lydia Anderson	Gizella Lachata
Beatrice Buehler	Jane Mitchell
Frances Canny	Mildred Moir
Grace Dean	Clara Munkvold
Josephine Dooley	Jane McCarthy
Henrietta D. Fisler	Lulu McCormick
Agnes Helein	Wardine Sheldon
Mildred Humes	Virginia Tabb
Florence Janke	Mary J. Thierkauf
Maude F. Jeffrey	Mary Topolinski
Josephine Egan Kelly	Betty Williamson
Marie Krausman	Agnes V. McCormick
Grace Wright	

Reception and Dance

Members of the Women's Auxiliary had the pleasure of entertaining a large gathering of members of the Surface Lines Club and their guests at the Annual Reception and Dance Saturday evening, January 17, at the Clubhouse. We had been looking forward to this event for some time, planning that it should be one of outstanding enjoyment, and the outcome reflected much credit on Miss Grace Wright, chairman of arrangements.

Juvenile Party

"Between the dark and the daylight,
When the night is beginning to lower,
Comes a pause in the day's occupation
Which is known as the Children's Hour."
Longfellow.

In response to the invitation extended by the Shops and Equipment Department, the members of the Women's Auxiliary assumed the role of juveniles and were entertained as such after the regular monthly meeting on Thursday evening, January 15, at the Clubhouse. Every "child" was given a balloon and a lollypop in the grand march which started the party. Children's games followed and the prize winners were Helen Baar, Hildur Carlson and Margaret Rake. Prizes for the most appropriate costumes were won by Bessie Cameron and Mrs. Virginia S. Tabb. Doughnuts, animal crackers and coffee were served.

Announcements

Annual bowling contest for members began Thursday evening, January 29, and will last for ten weeks. A most interesting period of rivalry is expected to see who will be the winners. Prizes will be awarded at the Annual Banquet in April.

Resumption of gymnasium and swimming classes on Thursday evening, February 5, Mr. Zollinger, instructor of swimming of the Surface Lines Club, having been secured as our instructor. Come and enjoy some exercise, girls, and a dip in the tank afterwards. If you do not know how to swim, come and learn.

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

Regular monthly meeting Thursday evening, February 19. The program will be an "Entertainment De Luxe" given by the Accident Investigation and Legal Departments.

Regular monthly meeting Thursday evening, March 19. The Executive Department will entertain with a "Travelogue" after the meeting.

The Man Inside

There's a man inside of the man that you are,
And he's bigger than you, yes, bigger by far;
And he's checking you up in every way,
And for each transgression he makes you pay;

And for each good deed he will pay to you
A reward beyond the price that is due.
So be good to him and respect this man,
Believe in his judgment, nor fear his ban.

There's a man inside of the man that you are;

If you listen to him you will travel far;
So listen and heed; don't be a fool
And do what you do by the Golden Rule,
And build the man as you would a ship,
Sturdy and true for life's service trip;
And trust him well, he's your compass and guide,

And ever respond to the man inside.

—Jamie Heron.

Slightly Twisted

"Say, Bill, I was held up by the coffee trap today."

"The what?"

"The trappie coff—the coffee trap—the tropic coff—the—oh, hang it, you know what I mean!"
—Boston Transcript.

Getting Back at Him

Doctor (after removing his barber's appendix): "And now, my dear sir, how about a little liver or thyroid operation? And your tonsils need trimming terribly!"

—Judge.

Good Advice

Never lose your temper. Many men have an idea that display of temper is a sign of strength, of the power to direct other men. The truth is, of course, that temper comes from a lack of self-control, and is, therefore, an indication of weakness. Moreover, it causes some disarrangement of the nerves of the blood system, which, not being a medical man, I cannot explain. I simply know from my own experience and observation that ninety-nine times out of a hundred it lessens a man's mental ability and usually makes a fool out of him.—Henry L. Doherty.

Making It Attractive

"Tommy," said a young woman visitor at his home, "Why not come to our Sunday School? Several of your little friends have joined us lately."

Tommy hesitated a moment. Then suddenly: "Does a red-headed kid by the name of Jimmy Brown go to your school?"

"Yes, indeed," replied the new teacher.

"Well, then," replied Tommy, with an air of interest, "I'll be there next Sunday, you bet. I've been looking for that guy for three weeks, and never knew where to find him."—Cassell's Saturday Night Journal (London).

A Kind Conductor

"When you found you hadn't your fare did the conductor make you get off and walk?" asked the inquisitive man.

"Only get off," was the sad reply. "He didn't seem to care whether I walked or sat down."

Meeting an Emergency

The doctor was examining Bosworth, a hospital corps man, for advancement in rating. "What would you do if the captain fainted on the bridge?"

"Bring him to," warbled the aspiring corps man.

"Then what?" asked the doctor.

"Bring him two more," returned the gob.—Naval Weekly.

Is It Instinct?

Mrs. Mahr: "You kept baby out in his carriage longer than I told you to, Norah."

Norah: "But he wanted a long ride, ma'am. Every time I came to a corner he had his arm out signaling for a turn."

An Economical Son

Tom: "Pa, you remember you promised me \$5.00 if I passed in school this year."

Pa: "Yes."

Tom: "Well, you ain't gonna have that expense."

Signs

"What makes you think they're engaged?"

"She has a ring and he's broke."—Mount Union Dynamo.

*Do You Realize That Without
The Purchasing and Supplies
Departments*

*The Surface Lines
Would Not Have Been Possible?*

That is one of the things
to be made clear to you
on the next :: :: ::

“Know Your Own Company Night”

At the Club House

Tuesday

February 24

At Eight O'clock

There will be a fine program, too,

But——

We Are Keeping That Dark!

You will be surprised!