SURFACE SERVICE MAGAZINE

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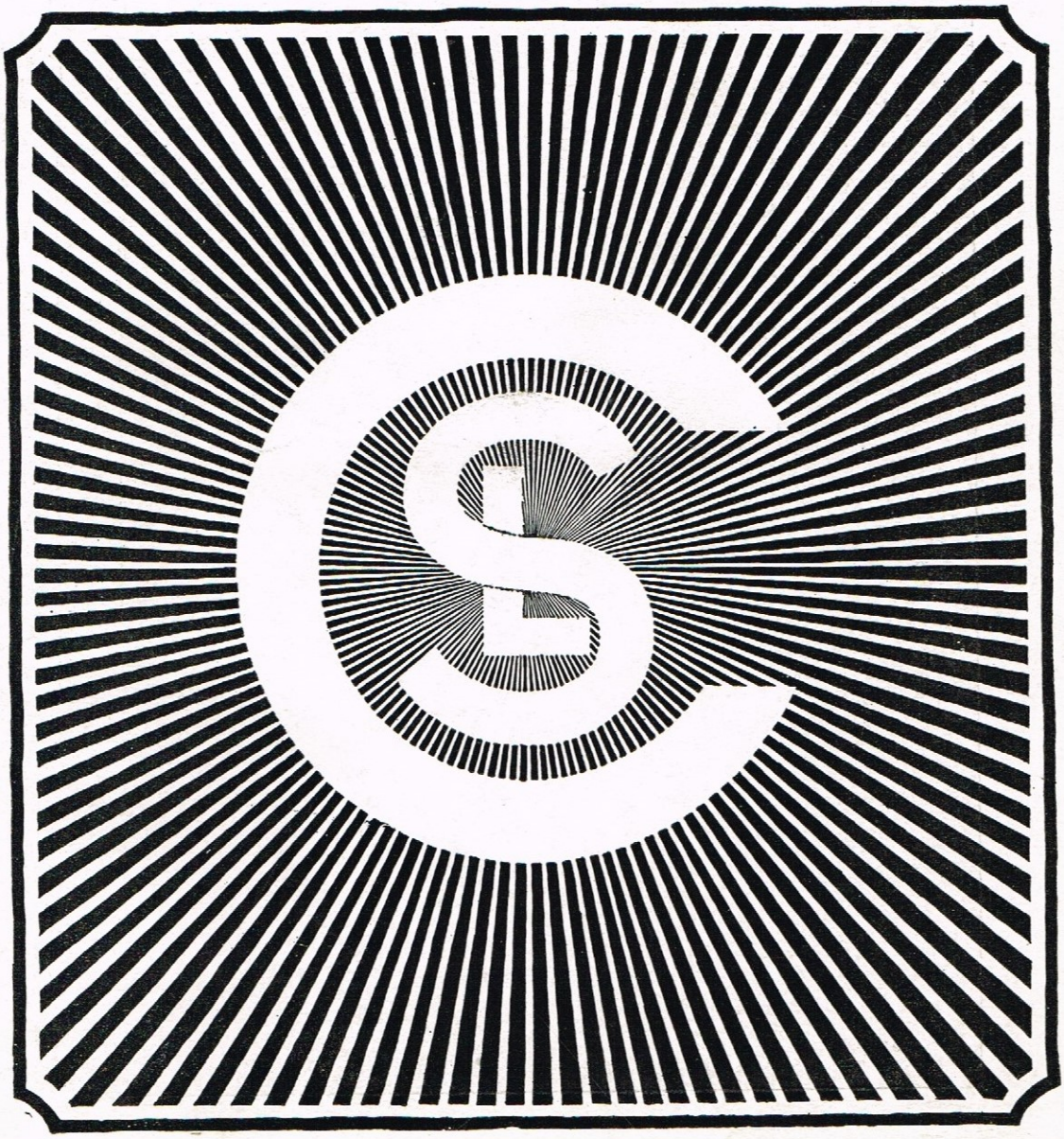




Photo by Kaufmann & Fabry Company.

Just Before Starting the Program at the Trophy Night Dinner—(*Story on Page 2.*)

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 2 MAY, 1925 No. 2



FRANK L. HUPP

Secretary Chicago Surface Lines

Frank L. Hupp, Assistant to the President and Secretary of the Chicago Surface Lines, came to Chicago from Long Point, Illinois, his birthplace, and began his business career as a stenographer. In 1901 and 1902 he worked for a lumber firm in Eau Claire, Wisconsin. Returning to Chicago in the Fall of 1902, he entered the law office of Mr. W. W. Gurley, then General Counsel of the Chicago Union Traction Company, and began an evening course at Chicago Kent College of Law; graduating and being admitted to the bar in 1905. In 1903, Mr. Hupp became Secretary for the Receivers of the Chicago Union Traction Company and its underlying Companies; later, in 1907, becoming Secretary of the Chicago Railways Company. He was made Secretary of the Surface Lines in 1920, and Assistant to the President in 1923.

Trophy Night Dinner

Gov. Morrow the Star of a Great Night at the Hamilton Club

Enthusiastic appreciation of the spirit of service manifested by the men who operate the street cars was expressed by former Governor Edwin P. Morrow, of Kentucky, at the annual dinner of the Surface Lines Club, held at the Hamilton Club on the evening of April 30th. The 400 members present cheered lustily the eloquent plea of the speaker for better understanding between the great service corporations and the public they serve as a means of settling transportation and other utilities problems.

It is no easy task to keep a smiling countenance in the face of abuse by irritable passengers who are never satisfied and to keep the cars running on schedule requires ability and close application to detail, the former governor declared. If the public comprehended the city-wide transportation problem there would be less irritability and more patience and co-operation.

As a story teller the former governor of the Bluegrass state has no equal. Those who heard his stories on this occasion will readily agree to this statement.

The Governor was the principal speaker of the evening and his address was easily the big event, but there were a number of other interesting features on the program.

The main dining room of the Hamilton Club where the dinner was served, was attractively decorated with the Surface Lines colors. The tables were arranged for seating four, eight or twelve, and there were no reservations. All seated themselves as they pleased.

At the speakers' table were President Henry A. Blair, Governor Morrow, A. W. Malmquist, president of the Club, Major W. H. Clark, Jess Pugh, one of the speakers, and John E. Wilkie, toastmaster.

Music was furnished during the serving of the dinner by an orchestra under the direction of L. A. Francouer and preceding and following the dinner there was community singing under the leadership of O. J. Kloer, a professional song leader. Mr. Kloer also sang "How-do-you-do" introducing President Blair, Vice-President Richardson, Mr. Weston, Mr. Allen, Mr. Adams, Mr. Evenson, and Mr. Fleming and others.

An event of considerable interest was the introduction of the prize winners of the bowling tournament. They were called to the front and given a hearty cheer.

Ralph Seabury, a singing and talking cartoonist, did some funny stunts with chalk and paper and said some funny things while he was doing it. His character sketches of members of the audience were highly appreciated.

D. Cordelis the North avenue conductor, again proved his ability in handling the accordion.

Mr. Pugh, a chautauqua lecturer of considerable reputation, closed the program with several well selected stories which convulsed the audience.

Mr. Wilkie as toastmaster added much to the enjoyment of the evening by his pertinent introductions. There is also a suspicion based upon more or less well-founded reports that the songs written to be sung during the evening were composed by him.

There was a song about the buses that are

Thumping! bumping!
Tying up traffic and blocking the streets.

And another about the trials and tribulations of every fellow on the C. S. L. with the job

Anxious to excell.
We seek to charm the folks who ride,
And everyone's doing quite well.
When things go right it's all "O. K."
And when they don't it's Hell.

The closing number to the tune of "America," perhaps, was the best. It follows:

Old Sur-face Lines some say
You're out of date—pas-sé
All shot to hell.
Four million rides a day
Don't look much like de-cay
We're sure you're here to stay
For quite a spell.

Dear Sur-face Lines, to thee
We pledge our loyal-ty
Thy praise we'll swell.
We've read the yards of bunk
Claim-ing you're on-ly junk
We'll say such talk is punk
Our C. S. L.

Old Sur-face Lines, tonight
We take a keen de-light
Wishing you well.
May future years be bright
May all your plans go right
Win ev-'ry franchise fight
Dear C. S. L.

This is the first Surface Lines Club dinner in several years but it is safe to predict that it will in the future be an annual event.

H. O. CREWS.

FIFTY-ONE YEARS OF SERVICE

George Bell Still Active and Very Much on the Job

Born in England in 1853, George Bell went to work in a planing mill as a boy at the time of the Civil War. On April 14, 1874, when he reached his majority, he took up employment as a conductor with the company operating the Blue Island Avenue barn, the Superintendent being George L. Webb, earning $1.62 per day, on a 12 hour and 20 minute run.



GEORGE BELL

After a few years at this, he was promoted to barn foreman, but the worries and cares of a position requiring, as he says, 24 hours a day, were too much for George, even though the position paid $75.00 per month and George went back to the cars, where has been ever since, and where, when he finishes a day's work, his worries cease until the following morning.

When taking back his car and being questioned by the then Superintendent, Mr. Lake, as to whether he was still thoroughly familiar with all the rules, George informed him that he knew them all because he had broken all but two and when asked what those were, he replied: "Intoxication and failing to register fares." Superintendent Lake advised him that he could excuse almost any violation with the exception of those two.

At that time there were eight runs on Blue Island Avenue, the western terminus being 15th street and the barn at 12th and Blue Island.

One day in May, 1881, on Blue Island Avenue, going north at 11th street, a team of horses hitched to a brick wagon, ran away and were coming at a high rate of speed towards the little horse car on which George Bell was a conductor. Seeing that a bad collision was unavoidable, George displayed his quick thinking and good judgment by clearing the car of all passengers, unhitching the team from the street car and setting the brake before the impact, with the result that no passengers were hurt and the horses saved.

During George Bell's fifty-one years of service he had missed his call only three times.

FORTY-FOUR YEARS FOR McLAUGHLIN

On the thirteenth day of October, 1881, Michael McLaughlin, Badge 8375 No. 1 Motorman at Blue Island Depot, made an application for the position of horse car driver which was accepted by Jas. K. Lake, then Superintendent. He was assigned to the Halsted and O'Neil street barn. From that day until 1896, fifteen years, he drove horses on Canalport street line. When electricity was installed he was transferred to the Blue Island Depot.



MICHAEL MCLAUGHLIN

Speaking of old times, Mr. McLaughlin states that they had straphangers in those early days the same as now. He claims that it is a great deal harder to run cars now than it was then on account of the automobiles. In those days no transfers were issued.

Here is his working philosophy: "Be agreeable with your passengers and as a general rule they will be agreeable with you." "It seems like a long time to have held one job, but I believe I could have done worse." "The man that takes a cheerful outlook on life will get the most out of it." "There is always a chance to learn more about street car railroading." "Let your mistakes teach you."

Mr. McLaughlin never thought that he would live to see such great progress as he has during the last forty years.

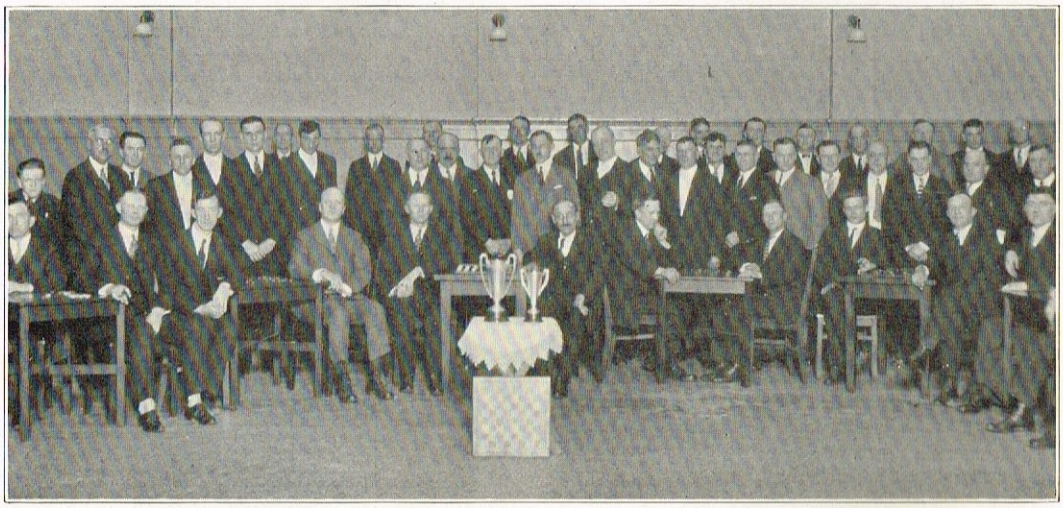
"Anybody hurt in the wreck?"
"One gentleman, I believe."
"Bones broken?"
"I think it was his heart. He sat down by a leaking suitcase and cried."

A maid entered a suburban bus,
And firmly grasped a strap.
And every time they hit a hole
She sat in a different lap.
The holes grew deeper, the jerking worse,
Till at last she gasped with a smile:
"Will some one kindly tell me please,
How many laps to a mile?"

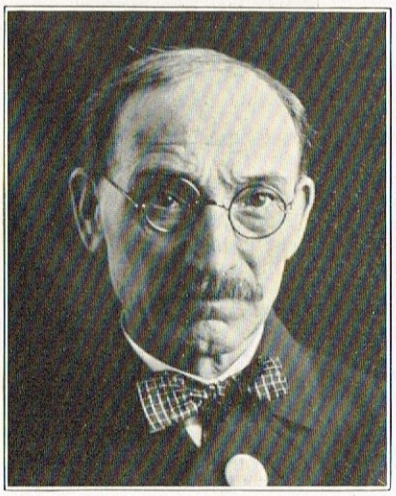
—Retail Grocers' Advocate.

John Howe Checker Champion

Peter Engelund Gives Him a Hard Battle in the Wind-up



The Checker Tournament was played at the Surface Lines Hall, Saturday, April 25th, to determine the championship of the surface lines.



CHAMPION JOHN HOWE

If the sentiment expressed by every one present is a fair gauge with which to measure its success, then we are safe in saying that the contest was run entirely satisfactorily to contestants and spectators alike.

Mr. Bert Hall, chairman of the Committee of Arrangements, called the players to order promptly at 4 o'clock Saturday afternoon. After a few simple rules were drafted, Mr. Hall introduced Mr. John H. Olson, a former city champion, who acted as judge. At exactly 2:47 Sunday morning, after a remarkable, hard fought battle with Mr. Peter Engelund, Motorman at Armitage Depot, Mr. John Howe, Motorman at Archer Depot, won the championship.

They played twelve draws before Mr. Engelund was eliminated.

Mr. Thos. McEvoy of Lawndale-Blue Island,



PETER ENGELUND WINNER OF SECOND PRIZE

played well, winning third place. Mr. C. N. Schumpp of 69th Street Depot, surprised his friends by winning fourth place. Each of the thirteen Divisional winners was awarded an inlaid checker board bearing a plate appropriately inscribed.

A tear for the girl in the Lincoln,
Who swore she could drive without think-
coln,
While indulging in talk
She steered off the dock,
And the ferry men claim she's still sinkcoin.

—Penn. Punch Bowl.

Women's Auxiliary Banquet

A Particularly Successful Evening—New Officers Elected

It was the evening of April 16th, and our girls gathered in the parlors of our Club House chatting merrily about this, that and t'other thing, anxiously awaiting the welcome invitation to dinner, to celebrate the election of President and Directors, from the different departments of the Company, for the coming year. The election and annual banquet is one of the most important occasions of the season and is looked forward to with great expectation as an evening of pleasure for everyone.

Suddenly a whisper in one corner of the room swelled to "Ah's" and "Oh's." Dinner was announced, and the groups formed a procession going toward the banquet hall. At last all were seated and the fun began. The photographers took a picture of the party, and the smiling and attractive faces of the members all together will make a fine souvenir of the event.



A delicious dinner was served by Mr. Olsen, Caterer, who has been engaged at two of our previous banquets, and surely tickled their palates on this occasion. The arrangement of the table in the form of the letter "H" in honor of our President, the profusion and fragrance of the beautiful roses and the favors in pastel colors all added to our pleasure.

Community singing of popular songs followed, to the able accompaniment of Mr. Louis Bohlin's Orchestra, which as usual, added greatly to the festive spirit, and a surprise "How Do You Do" song, contributed by Mr. Wilkie, was sung by all the members.

Prizes for the bowling tournament were awarded as follows:

First prize—Mrs. Grace Wright Ruby; average, 124.

Second prize—Miss Viola Stanger; average, 119.2.

Third prize—Miss Mary Wiley; average, 117.1.

Fourth prize—Miss Josephine Sigwalt; average, 110.8.

Beginners' prizes were awarded to Misses Viola Ficks, Edna Karus, Henrietta Fisler, Annabelle Saundley and Florence Wolke.

Highest score prize awarded to Miss Mary Wiley, 187.

After a short talk by our President, the meeting was adjourned to go on with the entertaining program that had been arranged by Miss Lulu McCormick, Chairman of the Program Committee.

Two delightful readings were rendered by Mrs. Sylvia Carstens. It was quite a treat to listen to one as clever and talented as Mrs. Carstens.

Miss Dorothy Fitzgerald, who entertained us with several numbers of fancy dancing, was a picture in her dainty costumes, and danced herself into the hearts of all the members present.

When the banquet was over, the regular monthly meeting was held, at which annual reports of officers and chairmen of the various committees were read. Ballots for president and the board of directors for the ensuing year were counted and announced, as follows:

President Miss Mildred Humes, re-elected.

Directors, Accounting, North Side, Miss Marie Sullivan; Auditing, Miss Linnea Carlson and Miss Emma Miller; Car Meter, Miss Grace Dean; Accident Investigation and Legal, Miss Margaret Meagher; Executive, Miss Henrietta Fisler; Material and Supply, Miss Mary Topolinski; Purchasing, Miss Aileen Andresen; Schedule and Traffic, Miss Esther Sandstrom; South Shops, Miss May Price; Track and Roadway, Miss Beatrice Buehler; Transportation, Mrs. Myrtle Kinney; Secretary and Treasury, Miss Maude Jeffrey; West Shops, Miss Alice Hardy.

Everybody seemed well pleased and happy over the results.

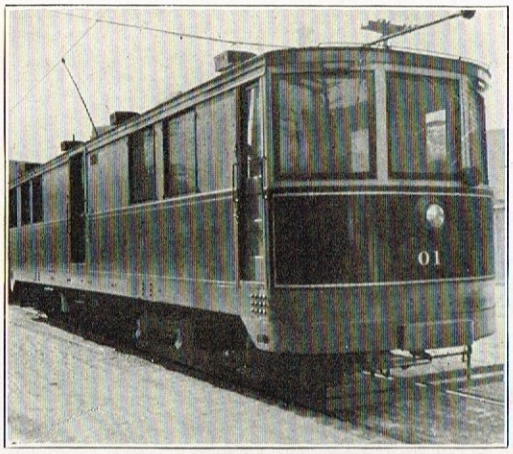
Installation of officers will take place Thursday evening, May 21st. It is hoped that every member of the Women's Auxiliary will be present to welcome the new officers and board members.

Preventing Power Waste

Surface Lines Laboratory Car for Testing and Maintenance

Every passenger car of the Chicago Surface Lines system is equipped with a Kilowatt Hour Meter connected in the electrical circuit so as to record the electrical energy that is applied through the controller to the motor equipment.

The application and the use of this energy is solely within the control of our motormen. The meter records the energy so used, registering it as accurately as any known commercial instrument of this kind, in fact it is considered the highest and most perfect development of the art pertaining to the measurement of electrical energy.

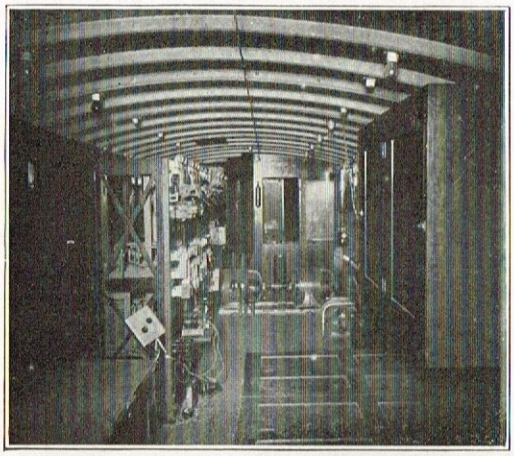


METER TEST CAR

With the knowledge and full understanding that all electrical and mechanical instruments and apparatus require systematic and careful attention in order to keep them working properly, this Company has prepared a meter testing laboratory fully equipped with the latest instruments, apparatus, and tools for the correct maintenance of these meters. This laboratory is installed in a car, in the arrangement of which a great deal of thought and genius was displayed not only that the work may be done efficiently, but that the safety, health, comfort, and convenience of the Car Meter Repairmen was also necessary in order that a high standard of accuracy may be maintained.

The laboratory is moved from depot to depot by regular train crews when all the meters at each depot are thoroughly cleaned, calibrated, and repaired.

It will be of interest to our motormen, as well as all other employees of the Company, to inspect the laboratory and witness its operation. The following pictures will, in a small way, serve to acquaint those who are unable to visit it personally.



GENERATOR—POWER ROOM

The motormen can feel assured that when he personally reads the meter, placing the figures on his card, that he is always getting a true record of the power consumed.



TESTING ROOM

W. Neiman Leader at Limits Depot for March



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

Line	Run No.	Name	Badge No.
Entire Division	176	W. Neiman	1607
Halsted Street	176	W. Neiman	1607
State Street	37	G. Gustafson	8497
Broadway	310	F. W. Stickter	1747
Extra Man		W. J. Harper	6945

HELP FROM HEADQUARTERS

How Supt. Evenson Was Able to Assist a Conductor in Trouble

"Some months ago Conductor Martin Hennessy, Lincoln Avenue Depot, came in to see me" said Superintendent Evenson, "and stated that he remembered my talk before the trainmen at his depot a little over a year ago, when I had invited trainmen to come down to see me and not wait to be called down to the General Office, that frequently we could assist them by helping them solve their problems, particularly legal matters.

"Conductor Hennessy said that he now had a very complicated legal affair and wished to talk to me about it. His two little children had been killed by a motor vehicle. He turned the case over to a reputable lawyer but had received no satisfaction whatever. The accident happened in August, 1921.

"I referred Conductor Hennessy to Mr. Kriete with the request that the matter be investigated with the result that Mr. Kriete has finally secured a note signed by the attorney, payable to Martin Hennessy on or before the 15th day of May, 1925, in the sum of $4,000.

"Many trainmen come in to see me seeking advice and if we are not able to take care of them at this office, we send them to the Legal Department. Conductor Hennessy's case, however, is outstanding and I believe should be given as much publicity as possible among our employes."

C. H. E.

OVER A HALF CENTURY AGO

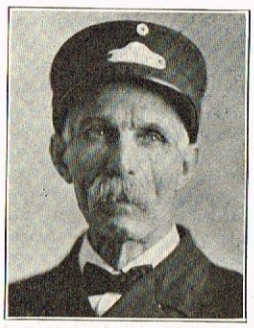
Motorman Nicholas Moore Recalls Incidents of the Long Ago

I started driving at what was known in those days as a horse car on Madison street in the year 1872. At that time the rolling stock of the West Side company comprised 81 cars; they operated on the following streets: Blue Island, Clinton, Jefferson, Madison, Milwaukee avenue, and Randolph street. The starting point of the cars was from State and Lake streets.

The car barns were located at Augusta and Milwaukee—Blue Island and 13th street and Western and Park. I call them barns but they were only sheds. The lighting system was very crude in those days. The kerosene lamp was used and when the foreman was calling and assigning men to runs in the morning he would use the lamps from the cars to light up his station. The car man's hours in those days was 12 to 17 hours per day. The day's work started any time from 3:00 a. m. to 11:00 p. m.

The inclement weather and snow storms of old days were vicious and every employee of the old West Division was considered a soldier subject to call at all hours, as they realized that a clear highway made for the best welfare of the traveling public of those days.

No morning was too early and no night too late to help carry on when the occasion demanded that things had to be done. May I say that the loyalty of the car men of that day was unparalleled.



Twenty-one cars ran out of the Western avenue barn, 11 cars on Madison street and 10 cars on Randolph street. Each driver and conductor every Sunday morning washed his own car. With only five buckets and five brushes to use, the battle was on as to who got them first. I might say in this connection we vied with one another as to the appearance of our car and with the primitive utensils at our disposal we did the best that we could.

Allow me to digress for a moment and take issue with the writer of article in reference to the length or period of time lost in transportation from certain definite points. We, in the old days prior to the development of steam or electricity, depending largely on horse power, operated on the basis of 10 minutes to the mile and allowing for the interruption such as blockades, breakdowns, fires, and old-time swinging bridges and so forth. I am foolish enough to believe that we achieved wonders in the transportation system under such conditions and equipment as was available in those cradle days of Chicago.

This I submit to you as some of my recollections of the days of 53 years ago.

NICHOLAS MOORE,
Badge No. 6537, Kedzie Depot.

Two Looks—"Did you notice that conductor looking at you as if you hadn't paid your fare?"

"Yes, and did you notice me looking at him as if I had?"—Le Rire (Paris).

Traction's 37th Birthday

Interesting High Points in the Development of a Great Industry

May 4 marked the 37th birthday of continuous electric railway operation in the United States. On that date in 1888, Frank J. Sprague started in Richmond, Va., the first complete overhead trolley electric railway system which still is operating.

Sprague's accomplishment was the climax of fifty years of experimenting by scientists with electric lines. When the Richmond company was organized, there were 19 electric lines in the world which were making more or less futile attempts to operate. Ten of them were in the United States. Their total trackage amounted to about sixty miles. So successful was the Richmond line, however, that one year after its organization, fifty companies were operating in the United States, and at the end of the second year, in 1890, there were 200 companies with 1,200 miles of track.

There are today 880 electric lines in the United States. They operate 42,000 miles of track, with 100,000 cars, and carry 16 billion passengers annually. This is eleven times as many riders as either the steam road or independent bus common carriers carry. No accurate common carrier bus figures exist, but the most reliable statistics available, gathered jointly by automotive and electric railway sources, indicate there are about 25,000 such buses in the United States carrying approximately only one and one-half billion passengers a year—less than one-tenth the number carried by electric cars.

Electric railways are rapidly absorbing scattering bus lines and creating new bus routes. Bus service rendered by electric lines has grown 129 per cent in the last year. More than 3,000 buses now are being operated in conjunction with electric cars.

Despite the 25,000 common carrier buses operated, and the 18 million automobiles in the United States, federal census figures show car riding is increasing. The average number of rides per person taken on electric railways has gradually grown ever since their inception. In 1890 the average number of rides per person in the United States was 32. In 1902 it was 61; in 1907 it was 85; in 1912 it was 100; in 1917 it was 109; and in 1923, the last year for which census figures are given, it was 145. Although the business of many industries in 1924 was off from ten to twelve per cent, electric railways carried practically the same number of passengers that they did during the previous year.

One person out of every 100 persons in the country is in the employ, either in whole or in part, of an electric railway company, or has an investment in it. There are 300,000 whole time employes, approximately the same number of part time employes, who make electric railway supplies, and 550,000 investors. About $6,000,000,000 is invested in electric railway securities and more than $4,000,000,000 additional in plants for the manufacture of electric railway supplies, making a total of $10,000,000,000 for the industry.

The first practical electric line in America began operation in Cleveland in 1884. The track was two miles long, and the cars were run by the sliding of an underground trolley in a slotted wooden box.

The second practical line was built the same year in Kansas City by J. Henry, who deserves a place in the hall of street railway fame right next to Sprague. Henry's line is said to have given us the trolley rope and the word "trolley." This was a corruption of "troller," the little four-wheeled carriage that ran on the wire and transmitted current through a flexible cable to the car. Before the introduction of the trolley rope it was necessary to have a small boy ride on top of each car.

Henry also overcame other obstacles. He had to use horseshoe nails in bonding the rails, and copper wire for the trolley supply was then to be had only in 60-foot lengths.

These practical demonstrations were the results of Michael Faraday's discovery, in 1821, of the fact electricity can be made to produce mechanical motion. Eleven years later, 1832, Henry developed the first motor; and three years after, Thomas Davenport, of Brandon, Vt., showed the world that electricity can be made to drive a car along the rails. To Davenport, a poor, uneducated, country blacksmith belongs the honor of originating electric traction. In six years of hard labor he made a hundred motors, and at last saw his model roll forward on its circular track. His principle was wrong, however, and his work gave the world a big idea, but no direct results.

Next came Robert Davidson of Aberdeen, a Scotchman, and took from America the honor of producing the first electric car to run on a standard gauge track. This was in 1838, only three years after Davenport's work became known. The car made several successful runs over a steam road. In 1861 Pacinnoti, in Europe, invented the reversible continuous current dynamo upon which all modern generators and motors are founded.

It was the invention of the dynamo that brought an end to the first period and made final success possible. The 26 long years of effort between Davenport and Pacinnoti had been wasted. They in themselves constitute one of the tragedies of industry. Prior to the dynamo, the primary battery system used was not commercially practical.

It was 1879 before the first practical electric line was operated, and, as said before, 1888 had come before the construction of electric roads on a commercial scale became possible. But the length of time elapsed is the measure of the difficulty of the problem.

It was in Germany, that the first practical line was operated. In the late '70's Werner Siemens, a German, and Edison and Stephen D. Field, Americans, filed claims for patents within three months of one another. Field, having been the first to enter preliminary papers, was given the honor. But Field did not get his line into operation before 1880,

whereas the German began carrying passengers at the Berlin exposition in 1879. Siemens' motor could haul 18 persons in three small trailers along a one-third mile track at the rate of nearly eight miles an hour. He used the third rail method.

The first line operated outside an exhibition ground was also in Germany. This was at Lichterfelde, near Berlin, in 1881. It was one and a half miles long and its motor could carry 36 passengers at the rate of 30 miles an hour. The line is still in existence. It was in the same year, also, that between Charlottenburg and Spandau, the first effort was made to offer competition to the street car horse.

The first exehibitions of electric traction in the American western states were by Charles J. Van Depoele, a Belgian sculptor and inventor, who is said to have been the first to actually draw current from an overhead wire, and by Edison and Field, who operated a line in the gallery of the American Railway exposition in 1882 and 1883. Van Depoele made experimental installations in a number of western towns.

The electric motor is the result of a discovery made by Michael Faraday. Faraday noticed that when current was forced through a wire it would move a neighboring magnet sideways; and that when the position of the magnet was changed to the other side of the wire, the movement of the bagnet was in the opposite direction. He then arranged the magnet so that it moved around and around about a shaft; next he added more wires and more magnets and produced the rotating motor, which, though very intricate, is so compact that it can be built into the truck of a car.

MAN'S FAITHFUL FRIEND

Senator Vest's Famous Tribute to the Dog

Every normal man loves a dog, and the story of the occasion of Senator Vest's classic will be of general interest:

Senator Vest, of Missouri, was attending court in a country town, and while waiting for the trial of a case in which he was interested, he was urged by the attorneys in a dog case to help them. He was paid a fee of $250 by the plaintiff. Voluminous evidence was introduced to show that the defendant had shot the dog in malice, while the other evidence went to show that the dog had attacked the defendant. Vest took no part in the trial and was not disposed to speak. The attorneys, however, urged him to make a speech, else their client would not think he had earned his fee. Being thus urged, he arose, scanned the face of each juryman for a moment, and said:

"Gentlemen of the Jury—The best friend a man has in the world may turn against him and become his enemy. His son or daughter that he has reared with loving care may prove ungrateful. Those who are nearest and dearest to us, those whom we trust with our happiness and our good name, may become traitors to their faith. The money that a man has he may lose. It flies away from him, perhaps, when he needs it most. A man's reputation may be sacrificed in a moment of ill-considered action. The people who are prone to fall on their knees to do us honor when success is with us may be the first to throw the stone of malice when failure settles its cloud upon our heads. The one absolutely unselfish friend that man can have in this selfish world, the one that never deserts him, the one that never proves ungrateful or treacherous, is his dog. A man's dog stands by him in prosperity and poverty, in health and in sickness. He will sleep on the cold ground where the wintry winds blow, and the snow drives fiercely, if only he may be near his master's side. He will kiss the hand that has no food to offer; he will lick the wounds and sores that come in encounter with the roughness of the world. He guards the sleep of his pauper master as if he were a prince. When all other friends desert he remains. When riches take wings and reputation falls to pieces, he is as constant in his love as the sun in its journeys through the heavens.

"If fortune drives the master forth an outcast in the world, friendless and homeless, the faithful dog asks no higher privilege than that of accompanying him, to guard against danger, to fight against his enemies, and when the last scene of all comes, and death takes the master in its embrace, and his body is laid away in the cold ground, no matter if all other friends pursue their way, there by the graveside will the noble dog be found, his head between his paws, his eyes sad, but open in alert watchfulness, faithful and true even in death."

Senator Vest sat down. He had spoken in a low voice, without any gesture. He made no reference to the evidence or the merits of the case. When he finished, judge and jury were wiping their eyes. The jury returned a verdict in favor of the plaintiff for $500. He had sued for $200.

The Careful Scot

He was a typical Scotsman, and when he was asked his opinion of the troubles which had arisen between a couple who began to find the yoke of Hymen a burden, he was not slow in giving it. "It's all along o' these hasty marriages. They didna understand one anither, they'd only knowed each ither a matter o' seven years."

"Well, that seems long enough," said an interested listener.

"Long eno'? Bah, ye're wrong! When a body's coortin' he canna be too careful. Why, my courtship lasted nineteen years!"

"You certainly were careful. And did you find your plan successful when you married?"

"Ye jump to conclusion," said the old man impatiently. "I understood her then, so I didna marry her."—The Argonaut.

Progressive

"How do you find marriage?"

"During courtship I talked and she listened. After marriage she talked and I listened. Now we both talk and the neighbors listen."—Dorfbarbler (Berlin).

The Pull-in Race

Division Street Recovers First Place With Remarkable Record



Division & Western Carhouse Employes

The line-up in the Pull-In Contest between car house crews for the month of March showed several interesting changes. Division came back into the lead with the smashing record of 14,925 miles per car pulled in. Blue Island moved up from sixth place to second and other changes are apparent in the accompanying tabulation:

Rank Mar.	Rank Feb.	Rank Jan.	Carhouse	Miles Operated Per Car Pulled in Chargeable to Equipm't Failure
1	3	1	Division	14,925
2	6	7	Blue Island	9,615
3	1	2	Armitage	8,475
4	4	3	North	6,757
5	2	4	Limits	6,667
6	5	6	Devon	6,173
7	9	5	Elston	5,376
8	7	10	Kedzie	4,651
9	12	16	Lincoln	4,587
10	8	11	Rockwell	4,329
11	15	12	Lawndale	3,584
12	10	9	77th	3,311
13	11	13	69th	3,268
14	13	14	Burnside	2,924
15	14	15	Cottage Grove	2,809
16	16	8	Noble	1,355

69TH STREET STATION IN 1891



This picture belonging to Conductor E. J. Lynk of the 77th St. Depot was taken May, 1891. It is the old 69th St. Depot in horse car time. The only one in this picture still in service of this company is Conductor Lynk, who is sitting at the extreme left of the picture. The only supervisor then in service, Tom Ryan, sits with his coat in his hands next to the chief clerk, Charley Healy, on his right.

MOTOR ARMATURE TROUBLE

Some of the Causes for Open Circuits or Broken Leads

This article was written for the special attention of Motormen on the Chicago Surface Lines by J. L. Crouse, manager, Railway Department, Development and Supply Division, Westinghouse Electric and Manufacturing Company, and is commended to careful study:

From various observations on a large number of properties over the country, it has been very apparent to me that there are two distinct causes for open circuits or broken leads in the armature windings, at or near the commutators.

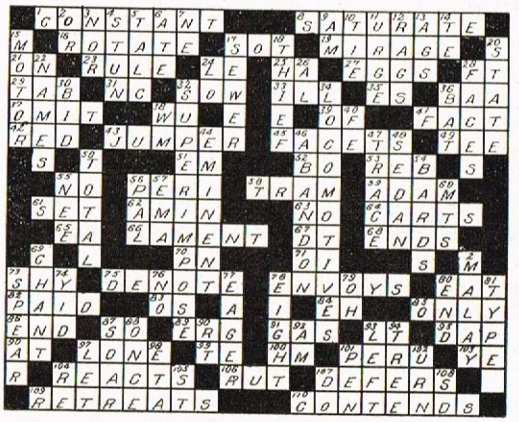
1. Where motor cars are operated hauling trail cars with unlimited power, rapid acceleration will cause heavy surges of current through the conductors, which will cause a very severe movement of the armature leads, the strain naturally coming on the shorter leads first, which tend to take the strain of the entire mass. This being repeated frequently has been known in the course of a very short time to cause broken leads. Certain operating companies have reported that with the same equipment running over their properties, one division hauling trail cars, broken armature leads are experienced, while with the same type equipment on another division where they do not haul trailers, no trouble has been experienced. It is therefore suggested that broken leads can be very materially reduced by greater care of the motormen in accelerating the car.

2. The second cause is what is commonly known as reversing the motors, in order to make a quick stop. It must be realized that on any four motor equipment with the K type control, as soon as the reverse switch is thrown, a closed circuit is obtained through two motors in series as generators. The results obtained by reversing the motors depend entirely upon the speed of the motors at the time the reverse switch is thrown. At a speed of from twelve to fifteen miles per hour, the strain will be equal to twenty to twenty-five times full torque load of the motor. In other words, the strain on the shaft, windings, gears and pinions, would probably be from fifteen to twenty times that which the motor is designed for. The experience in the field has shown that reversing at from ten to twenty miles an hour will result in bent or broken shaft, broken gears and pinions, and has been known on new motors to actually throw the windings out of the slots.

While it is impossible to make service tests to definitely determine that reversing will actually break the leads in the armature winding, yet there is pretty conclusive proof that when it will actually throw the windings out of the slots, that broken leads will follow, due to the movement of the coils from heavy surges of current. Observations throughout the country indicate that reversing unnecessarily is a large contributor to broken armature leads. A number of tests which have been made, have proved beyond all doubt that reversing at the speeds referred to above, will bend and break shafts, as well as gears and pinions, and also throw the windings from the core.

It has been realized by the operating companies, that using the motors for dynamic braking will cause trouble to motors. It is also generally understood by the operating companies in general, that it is necessary to have the advantage of using the motors in case of extreme accidents. However, it should be understood by all motormen that they are not to use the reverse except in extreme necessity to prevent accidents. It is good practice for all motormen to turn in a report when it is found necessary to reverse in case of accident.

Solution of Last Month's Puzzle



SURFACE SERVICE MAGAZINE

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

AN INSPIRING ADDRESS

None of the four hundred Surface Lines men at the Trophy Night dinner at the Hamilton Club will ever forget Governor Morrow the honored guest of the evening. Everyone, of course, enjoyed his fund of Kentucky stories told in his inimitable way, but the impressive feature of his talk was presented during his final ten minutes.

Inspired by the spirit of fellowship, democracy and company solidarity that was so much in evidence he dwelt upon the importance of loyalty and effective team-work in carrying on the great work of a utility like ours.

Our responsibility to the hundreds of thousands who look to us for safe transportation to their work and to their homes; our duty in safeguarding those who entrust themselves to our care; the demand upon us to bear our burden of discomfort and meet the annoyances of the daily round with unfaltering good nature; to serve with a smile, doing well all that is given us to do; to give the best that is in us to the public that provides our daily revenue and pays our wages—all of these were presented so eloquently and forcefully as to stir the ambition and stimulate the determination of every man in the audience.

Gov. Morrow predicted that a consistent adherence to the policy of fair dealing and fair play that characterizes the operation of the Surface Lines both with reference to the public and the army of employes would win the car-riding patrons and gain for the Lines a measure of appreciation, understanding and reciprocal fair-dealing greater than had ever been known in the past. His incidental tribute to the employes who answered their Country's call during the World War was received with cheers.

It was a great speech carrying a great lesson.

AN ODE TO THE LINEMAN

They're ready for any old kind of venture—
Heroic, all right, but their deeds are unsung;
They're cock-full o' grit and dead keen to adventure
Whenever there's 'lectrical wires to be strung.

Just give 'em the word an' they're off in a twinkle,
With pliers and climbers—alert, wide awake.
You don't have to show 'em; they know every wrinkle,
And don't give a rap the chances they take.

Just point out the job to be done, an' they'll do it—
A job that takes deftness an' courage an' grit;
They'll laugh at the hardships an' stick till they're through it,
Or die on the job, for they'll never say "Quit."

You'll find 'em up north, where the blizzards are ragin',
You'll find 'em down south, where it's hotter than sin;
They're perched up on poles where the clouds are rampagin',
Good-natured an' cheerful, but drenched to the skin.

Their job is to string up the wires, and they string 'em,
Regardless of where they have to be hung;
The rain it can pelt 'em, the hailstones can sting 'em,
But just the same, mister, those wires will be strung.

—James Edward Hungerford.

Street-Carology

The street car moves like the winter snows—
First it comes and then it goes.

It has a schedule like a train,
And has to make it, shine or rain.

But if obstructions block the track,
The whole caboodle's out of whack.

The motorman's got to answer "Why?"
And finds it hard, poor harassed guy.

Pinchback Speeder and Hiram Hodge
Insist the street car ought to dodge.

Madam Delay, with the blue-black hair,
Is slow but sure to pay her fare.

And Dick Deadbeat, with manner bold,
Will use a transfer, oh, so old.

The big fat guy with the dead cigar
Makes folks uncomfortable in the car.

Will you, dear reader, if you please,
Try not to be like one of these?

—Ross Murphy.

Accident Prevention

Gratifying Results in the Suggestion Plan—Schedule of Spring Meeting

Mr. Victor T. Noonan, Supervisor of Accident Prevention and Chairman of the General Advisory Council on Accident Prevention has the following announcement to make regarding the new Accident Prevention Suggestion system:

"Since the new accident prevention suggestion boxes were put up in all departments more than two hundred suggestions have been received. The largest number have come from the trainmen representing every car house and all divisions on the system.

"I am delighted with the splendid way in which trainmen and other of our fellow workers have responded in sending in suggestions. In past years I have handled thousands of suggestions on the prevention of accidents. In all my experience I have never read a cleaner or more thoughtful group of suggestions from any body of men than the suggestions that have come to me from more than two hundred trainmen and other employees in the Shops, Engineering, Electrical and other departments. All the suggestions have come into my office within two short weeks.

"Each and every suggestion is being given the most serious and careful study. No suggestion, no matter how small it may seem to the man who has sent it in, will be overlooked. I want to say that in a short time we will be able to put many of the most practical suggestions into effect.

"Every suggestion sent in is some one man's earnest thought on how some accident may be prevented.

"Just a final reminder: Don't forget to put your badge number, or your payroll number and your Station or Department on the suggestion card and always sign your name. Names and badge numbers are kept confidential. Therefore, use the Suggestion Box in your own department. It is for you. Your thought may save a life."

Dinner for Accident Prevention Councils

The first Get-Together Dinner for the members of all Accident Prevention Councils will take place in the Florentine Room of the Congress Hotel, Tuesday evening, May 12 at 7:15 p. m. sharp. All members of councils in all departments will be the guests of the Chicago Surface Lines at this dinner at which time Mr. Noonan will explain the work of the Accident Prevention Councils. President Henry A. Blair, Vice-President G. A. Richardson and other company officials will be among the invited guests. There will be music.

Schedule of the Meetings to Be Held During May and June

Accident Prevention Meetings will be held at all Car Stations beginning May 11th. Please read the schedule and note the date and hour of the meetings at your own Car Station.

This will be the third series of Mr. Noonan's talks. His first talk was on "The Value of Life." His second talk was "The Man Himself and His Life." His message beginning May 11th will be: "The Man Himself and His Job."

These talks are not critical. They are helpful, sympathetic, friendly, constructive and profitable.

Men! These are your meetings—they are intended to help you in your daily work. Therefore, make a special effort to attend one of the two meetings at your own Station.

Following is the schedule of meetings which will be held at 2:30 and 8 o'clock on each date indicated:

Div.	Depot	Date	Div.	Depot	Date
1	Cottage Gr.	May 11	8	North Ave.	May 22
2	Burnside	May 13	9	Armitage	May 25
3	77th	May 14	9	Division	May 26
4	69th	May 15	10	Elston	May 27
5	Archer	May 18	10	Noble	May 28
6	Blue Island	May 19	11	Lincoln	May 29
6	Lawndale	May 20	12	Limits	June 1
7	Kedzie	May 21	12	Devon	June 2

Prevented an Accident

In connection with a recent accident, the Accident Investigation Department communicated with Mr. Charles J. Pearson of 8147 Dante Avenue whose automobile had been slightly injured. In response to the inquiry, the following letter was received from Mr. Pearson and as it is a tribute to the efficiency of the motorman of car No. 2859, John M. Gertzem of Burnside, we are very glad to print it.

"Wish to state the accident you are investigating was not caused by any negligence on your Company's part or employes, in fact, I owe my life to the quick thinking and stopping of the car by the motorman of No. 2859. If you will send me a release, I will sign same and return to you by mail without further expense to your Company."

Respectfully yours,
Charles J. Pearson,
8147 Dante Avenue,
Chicago, Illinois.

Son: "Say Dad, why do people cry at weddings?

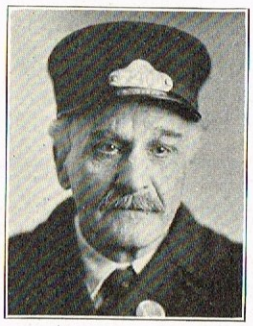
Dad: Because most of them are married themselves.—Philadelphia Bulletin.

MORE WEST SIDE HISTORY

Conductor Tifft Speaks of the Early Eighties—Some Tough Runs

Went to work for the old West Division Company Feb. 2, 1882, at the Western avenue barns and was assigned to Madison street. In those days Lake street, Randolph, Van Buren and Madison street cars all went out of that barn, corner Washington and Western avenue.

All extra men had to be on the first call 5:25 a. m. or a miss was called; when you missed you had to serve the balance of the month on the bottom of the extra list.



The Madison street cars were 12 minutes apart from California avenue and 3 minutes east of Western avenue. They ran 2 cars from Western to Crawford avenues and they were 30 minutes apart. Men on those runs worked 16 hours per day at 17c per hour. Other runs were from 11 to 13 hours a day. While I was on the extra list I used to catch a nice swing run on the Van Buren street line. This run was called at 5:25 a. m. and pulled in the barn at 9:00 a. m., pulled out of the barn again on the second half at 4:00 p. m., and got in the depot at 2:00 a. m. the next morning. Most of the men that caught this run would work it for two or three days, then they would miss, but I used to stick to the end of the month. I have often wondered why I did not miss also. Whether it was the nice working hours or the nice-looking girls that rode on that street that kept me there I leave for you to decide.

They had 6 or 7 Robey street runs on the Madison street line. They made one Robey street trip in the morning, then came out again in the afternoon and made one Western and one Robey street trip. That completed the day's work. The extra men were called to make the above trips and they were paid sixty cents a day for making them. After working on the extra list for 18 months I was assigned to an afternoon and night run; the run was called at 11:00 a. m. and arrived in the depot at 2:00 a. m. the next morning. On the last trip of this run we had to lay over at Western avenue for 30 minutes; no pay time was allowed for the 30 minutes.

It was the current report that Mr. Jones had said that the men that would run that run would be pensioned off in their old age, but as he sold out and has gone to the land beyond I have given up all hope of ever attaining that pension.

In those days, when you missed, you lost your run for the month. After being there for a year and 10 months I missed and was assigned to that nice Van Buren street run described above. That was on the 20th day of the month and on the 29th of the month I missed again and on the 30th day of the month I caught the same old run again.

I could write about quite a number of things that have happened and the changes that have taken place, but will leave something for the rest of the oldtimers to write about.

EMERSON A. TIFFT,
Badge No. 7200, Kedzie depot.

"LOVELY GWEEDORE"

(Mr. Bob McKinney, Mr. Bob Simpson and Bill Calderwood of Devon Depot came from this beautiful spot in Donegal.)

My thoughts go wandering far away
To a place where I'd like to be—
To a golden strand
In a lovely land
Of boyhood's memory;
Where the granite rocks
Resist the shocks
Of the waves that crash and roar.
Before I die
Dear Lord on high
Let me see dear old Gweedore.

I'd build a cosy cabin small
Near the ocean wild and free—
Each morn I'd hail
The Yankee mail
Bound homeward o'er the sea,
And I would wave
Old Glory brave
To the sailors at the fore,
And that noble ship
Would proudly dip
Old Glory to Gweedore.

I'd stroll along by Ardun's stream
And climb the mountain high;
I'd read a book
In a quiet nook
Till the stars peeped from the sky.
Then I would gaze
Through the twilight haze
And my heart would thrill with joy
Then I'd throw a kiss
With joyous bliss
To dear old "Illinoy."

JOHN CLARK No. 2.

Why He Was Paid

"What do you make a week?" asked a judge of an Italian organ grinder.

"Twenty dollars, sare."

"What! Twenty dollars for grinding an organ?"

"No, sare; not for da grind, but for da shut up and go away."

Look Under the Hood

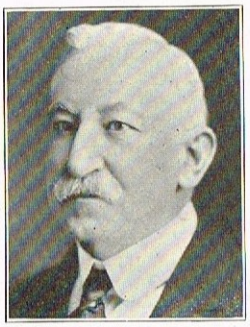
"Say!" yelled the cop, "what do you mean by speeding like a madman? You'll kill somebody. Why in blazes don't you use your noodle?"

"Noodle!" gasped the driver. "Where in heck is the noodle? I pushed and pulled and jiggered every darn thing on the dashboard, but I couldn't stop it."

Looking Backward

Receiver G. C. Henry's Story of Thirty-Five Years Service

I came to Chicago in the Spring of 1890 from Keithsburg, Ill., a town in Mercer Co. on the Mississippi River, where I had been employed for a number of years as bookkeeper and cashier for the Keithsburg Lumber Co.



RECEIVER HENRY

I was, as you may say, a stranger in a strange city looking for a position or work by which to support myself and family. Having no particular friends or "pull" to help me, I relied solely on letters of recommendation from my former employers. On my daily rounds looking for employment one day, I happened to be at the corner of Washington and Jefferson St. and noticed "W. C. St. Ry. Co." on a building at the northwest corner, the General Office of the Company located on the second floor.

Ignorant as to how to apply for work with a Street Car Co. I asked for the General Manager's Office and was shown to a small room in which I found a pleasant appearing youth who by the way was none other than the now esteemed gentleman Mr. Morton of the Treasury Dept. He handed me a card on which to sign my name and state my desire. This he sent to the General Manager, the late Mr. John B. Parsons, who after hearing my statements and looking over my recommendation called in his Chief Clerk and told him to take my application. This was on a Thursday and the following Monday a messenger came to my home and told me to report to Mr. C. F. Nagl, Superintendent.

After considerable questioning he sent me out to the car barns at Lake St. near 40th as assistant to the late Mr. James Langer, the barn foreman as "Caller." After filling this position for a couple of weeks (while the regular caller was away) I was sent out as register inspector from the old Ogden Ave. barns.

At that time the register statements were taken after the cars were run in the barns for the night by an inspector who drove in horse and buggy from barn to barn in his Division. The horse and buggy for the Division I was working was kept at Ogden Ave. and 12th St. I would go there about 11:00 P. M., get my rig and drive to O'Neil and Halsted, by the time I got there the cars were all in would go through each car, get the register number and statement, from there drove to Blue Island and 22nd St., go through the same work and then drive back to Ogden Ave., put up the rig, get the register number and statements and make out my reports for the day.

After working at this for a couple of weeks I was told to report to Mr. R. C. Crawford, who at that time was Secretary and Treasurer of the Company, who informed me that Mr. Parsons had requested that I be made a Receiver. He put me on as student with Mr. Harry Dubia, receiver at the Western Ave. barns, on a Monday night. On the following Wednesday the new station was opened at the Loop House, Madison and Springfield. Mr. Dubia was sent there as receiver and I was continued at Western Ave. as permanent receiver.

In those days we had three pay days each week, conductors being paid on Wednesday, drivers on Thursday and Station employees on Saturday, the receiver being the paymaster. Consequently the first day of receiving alone I had the added work of paying off the conductors—some job for a "green horn."

I think this was about the last of May when the service was changed on Madison St. from horse cars to cable. Everything being new the cable caused considerable trouble for a long time, especially in the tunnel. I well remember of their keeping a wagon at Western Ave. barns loaded with double-trees, harness, etc, and a waiting list of drivers to be ready for the call: "Get down to the tunnel, the rope is broke." This usually happened during the rush trip in the evening.

I practically saw the first cable run on Madison St. and was receiving there when the last train was run in or what was left of it when the change was made to electric service. The last train run in was badly battered up by passengers and hoodlums securing pieces from the car as souvenirs.

I was transferred from Western Ave. to Indiana (now Grand Ave.) and Leavitt St. barns, was there during World's Fair year, when our receipts averaged from $600 to $800 per day. "Chicago Day" at the Fair our receipts were about $1,000, which we thought was enormous.

In the fall of 1894 I was transferred to Lawndale Station, which at that time was practically new. Ogden Ave. from Douglas Park west to the barns was sparsely settled and during the winter of 1894-5 was almost impossible to keep open for traffic on account of the severe storms and drifting snow.

North of the barns to 12th Street was nearly all prairie, about the only thing to be seen being the brick yards. I was living at that time on Gladys Ave., near Crawford, and the only way to get to and from work was to "hoof it" which was some task facing the north winds and snow and near zero weather at 3 o'clock in the morning.

On a Saturday night in June, 1895, the Armitage Ave. barn was held up by two armed bandits who shot and killed the Receiver, Mr. C. B. Birch, but did not succeed in getting

much money as they were in a hurry to make their escape. They were both afterwards apprehended and got the rope. I was sent there the next night (Sunday) as receiver and remained there about 2 years when I was transferred to Madison St. and remained there until the Station was closed and "emigrated" to our present location, Kedzie Station.

The duties of a receiver in the early days were far different from what they are now. While we handled less money we had more clerical work to do, and had to report every day at the Treasurer's office to see that our work of the day before checked O. K.; and to get our supply of commutation tickets to replace those we sold in order to keep a full bank supply. In those days all the money went to the treasurer's office and was counted and checked against us there. When we were through work we would put the day's receipts in a leather bag and lock it in the safe, the Barn Foreman would take this bag down to the Treasurer's Office about the first thing in the morning, using the street car for his conveyance.

In looking back over the short space of time it seems almost impossible that such wonderful progress could have been made in bringing transportation up to the high standard it has attained at the present time.

G. C. HENRY.

THE FIRST SOUTH SIDE COMPANY BALL TEAM



This picture, owned by Conductor E. J. Lynk of the 77th St. Depot, represents the first baseball team of the Chicago City Railway Company. This picture was taken in April, 1898. Three men in the picture are still in service of this company. They are Conductor W. D. Carroll No. 1 of the 77th St. Depot, standing second from the left in the last row; Conductor E. J. Lynk of 77th St., sitting in the second row extreme right with straw hat, and Motorman E. Lonnegren of the 77th St. Depot, sitting in front row at the left. E. J. Lynk was then president of this club and Mike McDonnell treasurer. Jim Fish, the rather plump man in civilian clothes, was then manager of the team.

Departments and Divisions

Transportation

The deep, dark, mysterious episode of the early vacation has at last been explained. The change in the various postal cards received from the first person singular to "we" began to arouse suspicion sometime before the mystery was solved, but when the young lady arrived back on the job with a smile that wouldn't come off, no ordinary explanation would suffice so she found herself obliged to tell the truth—something very unusual for a telephone operator. Myrtle Luck may now be addressed as Mrs. Kinney. Congratulations are in order.

L. E. Bohlin was out riding the other evening in his Chevrolet and almost had a collision but this will not occur again as he now wears a bright red necktie which can be seen fully 100 yards away even if the headlights are dim.

The "Beauty Squad" may be seen polishing up their badges and uniform buttons any morning on the 14th Floor of the Illinois Merchants Bank Building before going out for the day. No wonder they always look so spic and span.

Dispatcher Melbye is seen carrying a black hand grip two or three times a week. Looks suspicious. At the fire at Archer and Halsted the other day the officer said: "What are you doing?" "Taking pictures" says Melbye.

Lady filed a complaint at one of the depots and later called back the General Office. Tom Moore said: "Moore talking." Lady said: "I don't want more talking. I want action."

Supervisor F. Sundmacher has been purchasing all newspapers, evidently looking for his photo. ? happened.

Supervisor R. Duffy, in taking care of a crowd of school children at the circus, was mistaken by the teacher for one of her pupils and she tried to push him on the car. His badge was all that saved him.

X.

Electrical

A son was born on March 28th to Mr. and Mrs. William Hart. The mother and babe are doing fine and Bill has passed the cigars. Congratulations from every one!

A report is in circulation that one of the members of Mr. Thelin's Department is soon to be married. The exact identity of the brave but unfortunate youth has not been definitely disclosed but the possibilities have narrowed down to two, for Paul Schwab and Frank Jones are, so far as is known, the only eligibles. (The others having already gone into bondage.) Is it Paul or is it Frank is therefore the question of the hour and the reporter is sparing no efforts to solve the problem. Any word shedding light upon this mystery will be eagerly pounced upon by the staff of special investigators detailed upon this case.

Frank Biggott has purchased one of the latest model Crosley radio sets. We wish Frank great success in his new venture.

Signs of Springs at the Office: Gene Miley buying a doggie car (we understand it's a wow)! Charlie Watson doing his house cleaning on his Downers Grove estate. Miss Sheldon wearing her fur coat. Thos. E. Walsh driving in every morning from his summer home in Palos Park. Miss Hogan planting potatoes on her Rogers Park farm. Dave Clohesy coming to work in his new car. (It's the latest model double decked speedster and Dave is no piker for he brings a crowd in with him every morning.) Bert Noah shining up the old golf clubs. (We understand Bert has ordered an additional set of extra small clubs, too.)

H. ESSINGTON.

Legal and Accident Investigation

Joe Marshall again attains the light of publicity. His bungalow "lit up" the whole neighborhood recently and all the satisfaction Joe derived was from the insurance—which we hope was almost enough to even up.

William O. Holton has joined our "grand dad" association. "Bill" Holton, graduate of the University of Chicago and of the College de Vault (600 Washington Boul.) is the happy father of a little girl.

This department furnishes a good percentage of the membership of the class taking calisthenics and "crawl" swimming instruction at the Club House on Tuesday evenings. At present they have acquired great proficiency in crawling—on the bottom of the tank. Joking aside, Zollinger is a real instructor and the bunch are greatly pleased with his work and will miss the night when the season closes.

Hubert Smith has not entered any checker tournaments but after he has sharpened his brain on Tuesday evenings at the Club House with calisthenics and swimming he ploughs through Russians, Polish, Spanish and Chinese defenses with nonchalance.

Frank R. Campbell is back at work after a hard tussle with "flu" followed by various complications.

We will be well represented at the Surface Lines Club Annual Stag Dinner and every man will be prepared to do his duty—up to $2.00 worth.

Florence Hoskins Tremel, formerly of this department, is entertaining a little girl—a newcomer in Chicago. When she arrived she weighed less than ten pounds, but is picking up rapidly.

BLACKSTONE.

Engineering

Teamster Edward Stringham died on April 7, 1925. Ed started to work for the Chicago City Railway Company 38 years ago. We extend our heartfelt sympathy to his wife and family.

We are glad to hear that A. H. Dagness, who has been laid up for the past 3 weeks with the "flu" is improving. He hopes to be out soon.

Wreck Wagon Driver John Olson, who is taking a vacation, is painting the town of Villa Park.

We have a talented singer in Trolley Tender Dave Ferguson. You should hear him sing the "Mopping Blues."

Gus Rhode claims he got China on his new radio set, but we don't think that is so won-

derful because he lives a half mile from 22d and Archer.

We are pleased to report that all the grandmothers survived the opening day, April 14, 1925.

STATIC.

Schedule and Time Table Department

At the present time the Schedule Department is busy revising and preparing new schedules on the following lines:

22nd	Ogden	Milwaukee
Kedzie	Indiana	Armitage-Center
Elston	67th-69th	Cicero
Taylor-Sedgwick-Sheffield		

We now have a real golf fan, a prospective amateur champion, in this department. Mr. Brandes says we are all missing half of our lives by not getting in the game. He is right. We would miss from 2:00 a. m. to 9:00 a. m. every Sunday morning, but most of us seem to prefer missing that part of our lives. We like to sleep.

When Gus Lohse walked into the office several days ago with a nursery under his arm (young trees, you know), it looked as though a new sub-division was to be laid out. They are all now planted on his farm up in Mayfair.

Far, far away in a distant land,
He turns the fragrant scented loam,
Digs and plants with tireless hand,
To beautify his hermit home.

Carrots, turnips, beets and peas,
In rows and hills and trenches sprout.
Miles and miles of apple trees, and,
Peach trees, too, have been set out.

Spring, Summer, and then the Fall,
Fred's garden yet is here,
His beet bush and corn trees grown so tall
They hold all records for the year.

The beautiful weather last week brought all the Shieks of the department out in their new Spring TOGS. We noticed, especially, Mr. Barney in an up-to-date gray top-coat and ditto hat.

We all welcome our new and very charming Director, Miss Sandstrom, and wish her great success for the coming year.

GEORGE WEIDENFELLER.

Shops and Equipment Department—North and West

Joseph Gamen, night foreman at Kedzie carhouse, is home from the hospital after undergoing an operation. Although he lost 40 lbs. in weight, he is feeling fine, and expects to be back on the job in a short time.

Jim Canavan of the Drafting Room returned on April 18th after spending 10 months in St. Paul, Minn., inspecting the 50 Multiple Unit Cars which were built by the Light Weight Noiseless Electric Street Car Company.

Elmer La Pierre, day watchman, was struck by an automobile on April 6th as he was alighting from a street car at Lake St. and Kilpatrick Ave., on his way home from work. After a short stay at the hospital, he has been recuperating at home, and we will all be happy to see him back.

Mike Sladak, car cleaner at Kedzie carhouse, died on April 19th, having been in the employ of the company for the past 8 years. The boys at Kedzie, and the entire department unite in extending their sympathy to his family.

O. H. JORGENSEN.

Shops and Equipment—South

C. Gurgel, one of the famous Gurgel Brothers of the Printing Department has completely lost his heart, and the diamond is now on the hand of Miss Viola Landeck. Wedding announcement later.

W. Harders and T. Ferguson of the Truck Shops have returned to work after a long illness. We are glad to see them back on the job.

R. H. Hartman, Mill Machine Hand at the South Shops, returned on March 31, 1925.

In a hotly contested ball game, the coil department defeated the armature winders, on April 18, 1925, by the score of 5 to 3. There were no particular high spots in the game except that it was necessary to change umpires.

Swan Morrison, Car Repairer, Rockwell Carhouse, died on March 26, 1925, and was buried at Oakhill Cemetery on March 28, 1925. He was in the employ of the Company since February, 1895, and first started to work at the Old Archer Avenue Carhouse. His first job was cleaning horses, and he was subsequently promoted to car placer and car repairer. When the Old Archer Carhouse was abandoned he was transferred to the new carhouse. He is survived by one son and two daughters. His many friends mourn his loss.

J. MCCAULEY.

As evening glows warm in the Western sky tonight, many thousands of faithful workers will turn from their desks toward happy homes and loving hearts awaiting them. And behind that happiness will be the knowledge of a day's work well done—the satisfaction that comes to those free from harassing debt and needless care. There is the real secret of Chicago Surface Lines success.

P. BROWER.

Material and Supplies

Miss Erna Karge was married on March 25 to Mr. Philip Schaefer. We wish to extend our best wishes to the couple.

Anyone desiring any information on "Free Shingles" see Marion Rogers.

Bessie Cameron is a very observing young lady. It is rumored that she has observed more important accessories on a new Ford in ten minutes than the owner had in two weeks.

If you have any money to put where your mouth is see Frank Peters.

Gene Kwasigroch claims the Automobile Guessing Contest of the world. He can tell the make of any car by the shadow it casts.

Catherine Reinhardt has finally joined the "Bobs." There are only three left now who cannot decide whether to "Bob or not to Bob."

An epidemic of red ties broke out in the Ledger Room lately. Latest reports are that the plague has abated somewhat.

Miss Jane Mitchell attended church Easter Sunday. We believe the reason for this unusual event was a brand new Ensemble suit.

R. E. BUCKLEY.

Accounting—Downtown

Eileen and Jimmy's birthday parties were a success, one cake had four (4) candles and the

other cake had one (1) candle. For particulars ask Bert Hall and Correspondent Coan.

Mrs. James T. Sweeney, formerly Della Farris of the Stenographic Department, is the mother of a baby boy weighing 8½ pounds, March 25.

Mr. George E. Baumann, the board representative, has finally fallen and joined the ranks of benedicts. Mr. Baumann was married Saturday, April 11. Congratulations and good luck, George.

Mrs. Rose Hacker of the Receipts Department, has been ill at her home since April 2. We are glad to know she is recovering and expects to be at her desk soon.

Many of the girls of the department appeared at work Thursday, April 16, robed in much finery prepared to partake of their annual club banquet in the evening.

John Ruberry has been gaining much prominence on the South Side of the city as an organizer in ball room activities. Success seems to be with him.

Miss Magdalen Leon, who has worked with the tabulating force since March, 1920, resigned her position the latter part of March to take up her home duties. We wish her happiness.

Mr. P. W. Sears was confined at his home with a severe cold for a few days. He is back again with his usual "snap into it."

Boss Agnes Griffin is getting on well supervising the checking in relieving Mrs. R. Hacker while on the sick list.

Mr. John J. Beatty has become very proficient as a punch press operator in addition to his other duties.

Accounting—Clark and Division

Miss Helen Crowley's mother has been seriously sick at the Mercy Hospital. We hope by this time that she is well on the road to recovery.

We have two new members, Esther Henum and Merle Dubois, working in the file room. Welcome to our midst.

After attending a Bunco Party held at the Club House and seeing how beautiful Mrs. Malmquist's bobbed hair looked, Hulda Youngstrom had locks shorn and a few days afterward Miss Olga Wagner did the same. Ninety-nine per cent of the girls of this department have bobbed hair and we are anxiously waiting for Miss McCabe to make it 100 per cent.

Congratulations are now in order for Miss Edna Karus, who received a diamond ring.

The calisthenics that Mr. Zollinger put the boys through from this department must have been very strenuous according to the way these boys limped around here the following morning, some of them were even heard to groan, in fact, Eddie Volland was laid up for two days.

We were pleasantly surprised when Margaret Griffin and Sylvia Miller attended the banquet. Come again, girls.

Mrs. M. Kane, A. Alaburday and R. T. Fick are now enjoying their vacations. We hope to have a more thorough report on where they spent their vacations at a later date.

Mr. Frank Miller would like to be Rip Van Winkle for about two weeks so that he can catch up on his lost sleep.

A foggy, damp morning in a northern Minnesota City. People boarding the car for his or her destination, each one looking gloomier than the last, even a man in ministerial garb not looking any more cheerful than the rest.

The car stops at a corner and a lady with a little girl steps on. As the latter enters she sings out "Hello." Every one looks around at the cheering little face and immediately the whole atmosphere changes. Let us take our own lesson from this slight incident.

THOMAS F. COAN,

Around the Car Stations

Cottage Grove

Bro. John Holmberg is gradually recovering from injuries received in a recent accident, a brief visit from one of his old chums would be the very best medicine the doctor could prescribe.

By the time our next magazine is published the Base Ball season will be in full swing, let all that can attend the games to encourage our boys to excel in the best game on earth, if our division wins fine, if we lose its all in the game.

Michael Gannon will probably resume work in the near future, in the meantime an hour spent with Mr. Gannon gives him relief and pleasure and you come away well repaid as he has a wonderful memory and can recall incidents of the past that are instructive and with his native wit and humor can make all sound mighty pleasant to the ear.

Interest far beyond the ordinary is being manifested in the coming wrestling match between Ronan the Celtic, Hercules and Barrett the bronze Apollo. Young Donnelly the pride of Kildare will train Ronan. While Kennedy the Oakland Flash will look after the Apollo's interest.

Lest we forget: Conductor A. P. Hovmoller, who has been in the night car service for several years has been very sick. With courage, confidence and grit second to none he will win back health, and strength and will be back in the service in the near future.

If the Chief could step over to look when the traffic is at its Peak and observe two of the finest in action Namely Harry Hooper and R. Duffy he would be well repaid for his visit. These boys sure get results.

JAMES CALDER.

Seventy-Seventh

Motorman M. L. Kane is enjoying a thirty day leave of absence, which he is spending on his fathers farm in Northern Michigan.

The ball season has opened again. Practice started April 20th in Hamilton park. We have to date 37 players listed and expect some great results. Get behind your team and help them win from the Side Lines (Root boys Root).

Conductor G. E. Merrick escaped a serious accident at Lake and Wells street. His head coming in contact with one of the Elevated

Road supports. Glad to say he is back on the job again.

Chas. Hanesworth is now convalescing at home after a serious operation.

Chas. Autenreith was operated on for appendicitis and is expected back to work shortly.

Bob. Graham is now able to be about after suffering with a broken rib.

Jim Shaw is also home after a prolonged attack of the flu and is reported as doing nicely.

The following trainmen have become proud fathers, namely R. T. Price, Chas. Walters and G. T. Breen. We will have to take our hats off to Mr. Breen, as his child weighed 16 pounds and was born at St. Bernard hospital.

C. A. GYLLING.

Sixty-ninth

Mr. J. J. Ehlert has been elected baseball manager for the coming year. Mr. Ehlert is being looked upon with much favor and confidence as being the proper person to carry on the good work of our retiring manager, Mr. Graffy.

Former Motorman Frank Drendel, after a long leave of absence, made his resignation April 16th, and has located permanently at Azura, California.

Some more babies presented to proud daddies as follows: To R. J. Slowinski an 8-pound girl, A. B. Gunnoe, a 7-pound girl, J. F. Doubek, an 8-pound and 1 ounce boy, H. E. Raatz, a 9-pound boy. F. T. Regan an 8½-pound boy and J. H. McAllister, a 7-pound and 11-ounce boy. Mothers and babies all well and the papas all smiles.

We have a request from L. Alheim, of Medford, Massachusetts, for a copy of Surface Service. As a reward for several years of hard work and wise investments, Mr. Alheim has been able to retire, upon which state of good fortune we congratulate him. Mr. D. Ford likewise retired recently and is to be praised for his long and continuous good record.

Mr. Quinn our Superintendent takes his hat off to Mr. Irvine. In an attempt to praise his car Mr. Quinn said to Mr. Irvine, "The other day I left the barn at 12 o'clock and arrived at the Windemere Hotel at 12:15." Mr. Irvine's comment was "What detained you?"

Mr. L. Stoldt, for ten days a patient at the Auburn Park hospital, underwent a successful operation for appendicitis.

On April 19th, 1925, Mr. A. H. Vreeland passed away at the Roseland hospital. For many years prior to his retirement Mr. Vreeland was employed as a receiver at this station. His funeral services were held Wednesday, April 22nd, at the home of his daughter, Mrs. Roberts, with whom he had resided in Morgan Park. Interment was in Mount Hope. Among those who attended his funeral were Messrs. S. G. Irvine, M. B. Quinn, F. J. Frank, J. Norton, G. McGonigle, T. H. Calkins, B. R. Connolly, P. J. Flynn, C. H. Luebeck and W. L. Pence. His many friends at this depot desire to express their sympathies to his family in their bereavement.

Our sympathies are extended to Motorman H. F. Lancaster whose brother recently passed away at Libertyville, Ill.

The Ashland Ave. bridge at 26th street is undergoing repairs scheduled to continue for about three months. We have two tables, one for when the bridge is up and the other one for when it is down and can be used by the cars. On Saturday, April 18th, at 11.13 A. M. the bridge was opened without warning and things began to look gloomy for Ashland avenue trying to operate the street on the old table which was in effect when the crews reported for work. A few telephones buzzed and our Supt. and his Assistant aided by a few Supervisors were on the job switching cars, sending them all the way South and so forth. The incident was taken care of so promptly that there was scarcely any difference noted by the riders North of 69th street, while those South of 69th street wondered why they were getting so much service. On Sunday when we went to work on the new table everything progressed very nicely—but the CITY unexpectedly lowered the bridge on us. That meant another change from the bridge up to the bridge down table but our executive forces had become accustomed to sudden alterations in schedules and this was taken care of very easily, in fact every car on the street was in place within an hour. The bridge has been down ever since so we single track over it, but that doesn't alter tables.

W. L. PENCE.

Archer

Swan Morrison, one of the oldest barnmen in respect of service at the Archer Depot, died on March 26, 1925. He had 37 years' service with the Surface Lines. Swan was a fine character, and was universally well liked by all his fellow workmen. You will read more of him in another column. We extend our sympathy to his bereaved family.

Motorman Chas. Smith passed away on April 10, 1925, after a long lingering illness. Charlie had been in the service of the Surface Lines for about 37 years and was respected by all his fellow workmen. We extend our sympathy to his bereaved wife and family.

Conductors D. C. O'Connell, Frank Sullivan, Frank Marciniak, and Motorman Wm. Reibow are still on the sick list. A visit from any of their old pals would be appreciated. Their addresses can be obtained from the depot clerk.

One of our old retired motormen, Thos. Flaherty, was around the barn recently. He is looking well. It seems good to see the old men call around once in a while to see the boss, after they quit the service.

The stork visited the home of Motorman Thos. J. Lynch, otherwise known as Red, about a couple of weeks ago, and left a bouncing baby BOY, and GIRL. Mother and babies are doing fine. EXTRA men take notice, this is one run you can not expect to work very often.

It is reported that Conductor Patrick Nagle is about to join the ranks of the benedicts. Good luck to you, Pat.

Our bowling team won the championship of the Central Mfg. District League, Mr. D. F. Bowles, has a new show case ready for the trophy, as our old one was too small to hold our collection of trophies. The team closed its season on Tuesday evening, April 14, 1925, with

three wins over the American Foundry team.

Ed Hurley reports as follows:

Archer won 70 and lost 20 games for a percentage of 777. They had high three games of the season, getting 2,992. Kent led the league in individual averages, having 194. Krajicek had 183, Holland 178, Hurley 175, Potraz 174. Kent also had second high three games of the season, getting 725.

Two teams from Archer bowl in the Industrial Tournament, now being held at Bensinger's Randolph Alleys.

SAM MENARY.

Blue Island

Conductor R. Laughlin is the proud father of a 9-pound baby boy, born April 23rd.

Claude Hayes, our College Boy Conductor, took a life partner on April 2nd. Good luck and success to you, Claude.

George Sobota has been hired by Charles Mikrut to keep him company and instruct him about the base ball doings at the Sox park.

George Washack is still kicking because he did not have as good a seat at the Sox opening game as the superintendents had. Get your tickets in advance after this, George.

One of our popular Conductors, J. Finnegan, took unto himself a life partner on March the 18th. We all wish you both the best of luck and success in married life.

The members of the baseball team will be very proud in their new uniforms this season. Manager Mikulecky urges the boys who can play to come out and help put it over this year.

Motorman J. Walker resigned his position as Motorman at this depot to become a driver for the Borden Dairy Comapny. We wish him success in his new position.

Motorman R. Struwe has been ill for the past three months and would appreciate the visit of some of the boys.

Harry Keller, repair foreman, left us on April 1 to become foreman of the Armitage car house. The repair men of Blue Island Depot gave Henry a farewell surprise and presented him with an expensive white gold watch. The repair men as well as the trainmen and transportation department of Blue Island Depot were sorry to lose Harry who was well liked by them all, but they wish him the best of luck and success in his new position.

Mr. Harry Hale was welcomed at Blue Island Depot on April 1 as repair foreman in place of Harry Keller, who was transferred to Armitage Depot. We know Mr. Hale will like Blue Island Depot and the co-operation of the men.

Morrissey is back with Johnny Gray and the Teameos on Fulton street again. He said he is sorry he went back, as the Teameos are up to their old game with him and always break down when they see him coming.

Motorman J. Sika is the proud father of a ten pound baby boy, born April 17.

C. P. STARR.

Kedzie

Mr. Wm. Rowland had a very enjoyable trip to Culver, Indiana, the other day, when he rode 15 miles on a flat tire going there and likewise on return trip. Says the people down there didn't know what a repair shop was and rather than let the rain soak him, he finally blew himself for $29 for a new tire and tube.

Supervisor Wm. Toomey in his new style uniform while standing across the street of the car barns was approached by a lady who had just opened up a grocery store in the block and asked him if he was the night watchman that she would like to have her store watched.

Conductor D. D. Robinson rather shocked the boys the other day when he came to work, as he was not the same old Dave, for it seems he was transformed over night his hair was no longer that of a grey but of a bright red lustre.

The Kedzie baseball team has not yet arrived back from their training quarters in the south but from all reports they are going strong and Kedzie fans expect to see a winning team this year under the management of Tom Walsh and J. Blessing.

Geo. O'Dell is running in competition with Mary and her little lamb, for the other night he was seen coming into depot with a white duck trailing after him.

Mrs. James Steik says you can't beat the shoemaker's dummy line. How about that Jim?

A. J. Sullivan worked 410 Harrison, Monday, and was taken suddenly ill. Reason first day car in 18 months.

Talk about baseball fans, a straw vote was taken on who are Cub fans and who are Sox fans. It seems as though Sox fans are in the majority; but while we are rooting for either team let's don't forget our own team and put them over strong this year.

Wm. Mahoney bought a canary bird from Herda and thought it could live on water like a gold fish. It died.

C. SONDERS.

Division

April Fool—Looking for accident reports at Division Depot.

April 1st was a banner day for Division Depot, this means that all the thousands of Car Riders were carried safely without the slightest mishap or accident to passengers, car or interruption by collision with the heavy traffic on these lines. Credit is due to all Trainmen of the Division Depot.

Congratulations to Lambert Milz on his promotion from Supervisor to Asst. Sup't. of Div. No. 9.

The marriage of Margaret Brunswick to Rodger Ward, the "Handsome, Dashing" Clerk of Div. No. 9, took place April 18, 1925. Good luck to you Margaret and Rodger.

Watch the Red Arrow Men on the Kilowatt Hours per Car Mile Record.

Elston

Sure sign of spring: The horseshoe players at practice.

Motorman T. Fitzgerald told P. Hagerty the reason that he sold his Ford is that there are too many steps to work up and down to keep it going.

Fishermen P. Wegner, P. Krueger, W. Wierig, L. Wegener and J. Southwell went fishing at the Fox river dam, but came back empty handed after spending the day playing cards.

Did you notice the new faces operating the night cars on Elston Ave.? S. Smith and Harry Anderson No. 1.

The Elston Ave. line was the leader as witness getter for the month of March.

Receiver G. Neuhaus was seen buying a new ring. Gus, tell us who the lucky girl is?

The trainmen at Elston wish to extend their sympathy to Conductor E. Weber whose father passed away. Mr. Weber was a member of No. 308, and at one time was a trainman at Elston Depot.

The following will represent Elston Depot as baseball players this season: E. Jacobson, lf.; H. Tansor, cf.; M. Tezak, rf.; F. Eulberg, 1b.; H. Erickson, 2b.; B. Mylen, ss. M. Szudarski, 3b.; E. Reindl, c.; S. Bejrowski, p.; W. Michaels, 2b.; W. Wedell, H. Klizke and J. Pizinger, subs. L. Quetchke, mgr.

The employees at Elston depot extend their heartfelt sympathy to the family of John Kemp who passed away and also to L. Schultz, whose uncle died.

E. L. BROOKMAN.

Noble

On March 21, 1925, Conductor G. Blum and Motorman G. Bottcher had 25 witnesses for one accident. Come on, boys, and see if you can beat their record.

We were sorry to hear of the death of Motorman J. Gorski's wife, who died on April 11, 1925.

Conductor J. Rohr has a wonderful crystal set. He claims he could hear the base hit being made at the opening game of the Cubs.

Conductor T. Corkle slipped it over on us and got married on April 18. Don't forget the cigars, Tommy.

Conductor T. Blaige also put it over us. He got married on April 20. Don't you forget the cigars, Tommy.

ALBERT J. ASP.

Lincoln

Another increase to our population is two young ladies, one born to Mr. and Mrs. M. Albinger, an 8-lb. baby girl at Columbus Hospital, Feb. 18, and to Mr. and Mrs. J. W. Collins, Mar. 20, a baby girl, 7½ lbs. All are doing well.

The bridge tender, after opening the Fullerton Ave. bridge, Mar. 25th, was unable to close it and needed assistance. Supervisors Harry Goodison and Gene Sullivan discovered a small flat boat which they successfully launched and got the bridgetender safely ashore.

The lineup of our baseball team: Sullivan, Kannally, Klein, Anderson, Elie, Schaller, Johnson, Dunne, Plock, Gaughan, Hamburg, Gardner and Scheun. C. Reinmiller is managing the team and as he is an old time ball player and knows his business the team looks promising this year and its up to the fans to get out and encourage the boys; that's half of the game.

April 12th was unlucky for Fullerton Ave. traffic when the ship Kersage, loaded with twine, ran aground and compelled the public to take different routes for several days. It caused a great inconvenience to the Fullerton car riders but a mishap of this kind will maybe cause the riders to appreciate the regular service.

H. SPETHMAN.

Limits

The wife of E. Baehrend had a baby girl, born at the Swedish Covenant Hospital, April 21st. Both doing fine.

Our old friend Bismark, the car placer, got married recently and while Bismark tried to keep it quiet, it leaked out.

Bob Southern, the chief clerk, is the manager of the bowling teams and has been kept pretty busy arranging matches for the same.

Motorman Stichner informs us that the ball teams of Devon and the Limits have consolidated into one to represent the Division as a whole. The preliminary practice brought out 45 players from the two barns, with enthusiasm running very high and every promise of a very good team this year. Mr. Stichner expressed himself as very pleased with results to date and urges the boys to report.

The boys have approached Mr. Kiobassi relative to organizing a practice base ball team and he is now taking the matter under advisement.

Motorman Tingler had an accident at 66th and Halsted Sts., April 22nd, an automobile cutting him off without any possible chance of stopping. Conductor Joe Conners with the keen presence of mind, tact and diplomacy for which he is noted, secured six witnesses in record time. This is characteristic of Cond. Conners to cooperate, aid and assist at all times in case of an emergency, and Motorman Tingler wishes to thank Joe for the kindly assistance at that time. It is this kind of co-operation that builds up the Division. More power to Joe.

ELMER G. RODGERS.

Devon

We wish to make correction regarding the death of A. Lubner, printed in last month's magazine. It was his brother who passed away.

We will hear the wedding bells ring out in the near future for Miss Trixie Peterson and Conductor E. Thatcher. Congratulations and best wishes "Thatch" and don't forget we all smoke.

We wish to announce the engagement of another one of our fine young men, Mr. A. Frederiksen to Miss Lillian McQuinn. Congratulations and best wishes "Fred,"

John Flasz, a mechanic at this station, came to work last week with an uncontrollable smile. The boys all thought it was on account of the fine weather but John said no, it was not the weather, but twin boys at home. Keep on smiling John. Mother and babies doing nicely. Now pass the cigars John.

This station again can boast of another smiling face. No other than our Superintendent, Mr. R. J. McKinny, for which we have looked very anxiously during the past few weeks of his illness.

A. H. KLEIN.

Old Fisherman (scathingly to neighbor who has shifted his foot twice in the last five hours): "Now, now! Did ye come out here t' fish er t' make a non-stop dancing record?"—Exchange.

Bouquets for the Boys

On the morning of April 15th Conductor A. L. Hansen, badge No. 11084, of North avenue depot, on his way to report for duty, noticed a man attempting to open the safe in the real estate office of Mr. M. James Flynn, 2414 N. Cicero avenue. He immediately hunted up some police officers, who surprised the burglar at work, but after an exchange of shots, the thief made his escape. Mr. Flynn, the owner of the premises, sent a nice letter of appreciation and a check for $10.00 to Conductor Hansen.

Mr. Joe I. Woodruff, who unfortunately lost his leg some eighteen months ago, is a constant user of our Through Route No. 3, sends in a letter expressing his appreciation of the kindness and courtesy of all the crews, but particularly referring to Conductor James Robinson, badge No. 9588, of Cottage Grove station.

Conductor Peter Mitchell, badge No. 3217, of the Armitage avenue station, won the admiration of Mr. J. A. McMahon, 5511 Leland avenue, by discovering that what was thought by both passenger and conductor at first to be a $1.00 bill turned out to be a $5.00 bill. The return to Mr. McMahon of the $4.00 a few minutes later was the first intimation that the passenger had of the denomination of his bill.

Conductor Raymond H. Clarke, badge No. 762, on the Kedzie avenue line, through his assistance rendered to an elderly crippled lady who boarded the car at Foster avenue, attracted the favorable attention and comment of Mr. J. T. Donohue of the Continental & Commercial National Bank of Chicago.

Conductor William J. Hurley, badge No. 1508, of Archer avenue station, was made the subject of a highly complimentary letter by Mr. A. Hassell Barron of 2934 Wentworth avenue. Particular reference was made to the natty appearance of this conductor, due to the condition of his uniform and his general spick and spanness.

Conductor Jeremiah O'Brien, badge No. 13768 of 77th street, when handed a 25-cent piece and two pennies for seven cents fare, followed Mr. L. G. Bergeron of 7701 South Union avenue into the car and gave him his change. Mr. Bergeron writes a highly complimentary letter.

Mr. Robert S. Slawson, 6334 N. Francisco avenue, expresses gratification over the return of a fountain pen which he had lost, and which had been picked up by a lady passenger, who refused to turn it over to Conductor Samuel Fleming, badge No. 1892, who took the trouble to go through the car and inquire who had lost a pen and found Mr. Slawson, who identified the article.

Conductor John Furlong, badge No. 1970, of Devon avenue, was complimented by Mr. Otto Kney of 417 South Dearborn street, because of his ability to understand a Chinese passenger who asked if the car went to "Grain" avenue. Mr. Kney commends Conductor Furlong for being able to interpret this as Grand avenue, and particularly admired the conductor's treatment of the foreigner.

Mr. John A. Metz of 8233 Kenwood avenue wishes that all conductors were as gentlemanly and considerate in the treatment of their passengers as Conductor Harry W. Leach, badge No. 2048, of 77th street. He thinks men like Conductor Leach make daily work in the world brighter.

Mr. J. Ruping, 717 S. Taylor avenue, Oak Park, Illinois, dropped his spectacle case as he was boarding a Chicago avenue car, and though he failed to notice it, Conductor Christ H. Helm, badge No. 2234, saw the article fall, jumped off, recovered it, and on identification returned it to Mr. Ruping, who was on his way to the railroad station to leave town. Mr. Ruping was very complimentary in his letter.

Conductor Richard J. Scanlon, badge No. 2784, of the Archer avenue station, found and returned a purse containing several articles and $11.95 in money belonging to Mrs. A. J. Hanson, 1427 N. Harding avenue, and the recovery of the property was made the subject of a letter of warm appreciation.

Conductor William J. P. Hempel, badge No. 2956, of 77th street, in the treatment of his passengers and in the clear enunciation of street names, earned the grateful and complimentary attention of Mrs. Mary Little Brown, 528 W. 61st street.

Mr. H. J. Johnston, 24 W. Huron street, congratulates the Surface Lines on having in its employ Conductor John Glynn, badge No. 3248, of North avenue, specifying that the writer, who is crippled, had received the kindest and most considerate treatment from this employe.

Conductor Oliver P. Wright, badge No. 3674, of Devon avenue, in replying to an inquiry relating to a street number, went to so much trouble to furnish correct and detailed instructions to Attorney Ferre C. Watkins, 108 South LaSalle street. Mr. Watkins was very much impressed and sent us a rather unusual letter of appreciation.

Miss Clara L. Lehmann, 6911 East End avenue, compliments Conductor Edward C. Schlick, badge No. 4740, of Cottage Grove avenue for warning autos and foot passengers of the approach of a train at Stoney Island avenue and 71st street when the tower man had failed to lower the gates.

Conductor James Fanlon, badge No. 4792, of Archer avenue, is commended by Mr. E. Euphrat, 1124 S. 54th place, for his courtesy and consideration.

Conductor Gustar Parbst, badge No. 6682, of Noble street, was commended by Miss Esther G. Kirk, public school teacher, and Miss Emma M. Groebe, employe of the War Department, for his courtesy and gentlemanly treatment of all of his passengers.

Conductor John Whalen, badge No. 7362, of Devon avenue, was so explicit in furnishing information to Mr. F. R. Carney, 10 South LaSalle street, following it up by going into the car and informing Mr. Carney individually when they were approaching his destination, that the passenger expressed the wish that the other cities in the middle west might have conductors of that type.

Conductor Cornelius F. Molloy, badge No.

7446, of Cottage Grove avenue, by his assistance to a blind passenger, Mr. George B. Evans, 5444 Woodlawn avenue, earned a letter of deep appreciation.

The courtesy and thoughtfulness of Conductor John O'Keefe, badge No. 7764, of Armitage avenue, was the subject of a letter of commendation from Mrs. John Gundestrup, 4944 Milwaukee avenue. His assistance to women and children was particularly noted.

Conductor O'Keefe is also complimented by Mr. Otto Svergel, 175 W. Jackson Blvd., for this same kindness and consideration to lady passengers who are accompanied by children. Mr. Svergel cited ten instances between North avenue and Chicago avenue where assistance of this kind was rendered.

Conductor Henry A. Tansor, badge No. 7990, of Elston avenue, received a dime, a nickel and a penny from Mr. James B. Murphy of the Eisendrath Glove Company, 2201 Elston avenue, instead of a nickel and two pennies, and the return of the nine cents brought a very fine commendatory letter from the passenger.

Conductor Emil L. Petry, badge No. 10216, of Devon avenue, is specially commended by Mrs. M. W. Wells, 837 Eastwood avenue, who has noticed his universal courtesy to his passengers.

Mr. Erwin O. Freund, 4534 Drexel Blvd., described the assistance rendered by Conductor Edward J. Hefferman, badge No. 11330, of Cottage Grove avenue, to a blind passenger who was helped from the car and escorted safely to the curb, and thought it worthy of commendation.

Mr. Francis J. Walsh, 1240 Massasoit avenue, found himself aboard a car without the necessary fare. The conductor, Ernest B. Teska, badge No. 12368, of North avenue, advanced the fare and rang it up. In remitting the amount on the following day, Mr. Walsh expressed his appreciation of the consideration received.

Rev. Joseph B. Rogers of the Moody Church wrote a very pleasant letter complimenting Conductor William E. Christopher, badge No. 12682, of North avenue, for his willingness to inconvenience himself for the benefit of his passengers.

Conductor Rudolph F. Pogansee, badge No. 13134, of North avenue, rendered such prompt and kindly assistance to Mrs. Lillian Morrow and her two children, 15 West Chicago avenue, that she could not resist expressing her gratitude to the company.

Mr. Stephen J. Gaspar of St. Luke's Hospital congratulates the Surface Lines upon having in its employ Conductor Francis A. Young, badge No. 13152, of Limits station. It was the constant courtesy of this conductor to all of his passengers at all times that aroused Mr. Gaspar's enthusiasm.

Mrs. J. E. O'Neill of 4922 Kammerling avenue, congratulates Conductor Howard L. Yates, badge No. 13352, of Burnside station, for his evenness of temper and his universal courtesy to his passengers, particularly during the rush hours. Comment on the neatness of his appearance was an incidental feature of her letter.

Conductor Charles F. Carson, badge No. 13864, of Lincoln avenue, attracted the favorable attention of Mr. Harry H. Pratley of 2011 Indiana avenue and other passengers by the clearness with which he called the streets, and of his individual courtesy to every passenger.

Conductor Wilbert M. Johnston, badge No. 14480, of Archer avenue, by restoring a forgotten hand bag to Mr. William Michel of 5131 Barry avenue, received a highly complimentary letter from the passenger.

Conductors James Noonan, badge No. 504; Fred Berg, badge No. 528, and Motorman George Quetschenbach, badge No. 503, and Motorman George Rochester, badge No. 579, of the Burnside station, are commended by Miss Elizabeth Z. Ault, 7653 Eberhart avenue, for the consideration they show passengers using the 103rd street line; particularly in waiting a few seconds for those who are running for the car.

Motorman John Brennan, badge No. 1243, of 77th street, is praised for his patience and consideration when a very old lady passenger questioned him a dozen or more times with reference to her destination. Mr. Joseph Schwartz, of 175 West Jackson Blvd., noticed how considerate the motorman was when 45th street was reached and was gratified to see the motorman assist the old lady from the car and accompany her safely to the curb.

Conductor Samuel Fagan, badge No. 3728, and Thomas F. Brennan, badge No. 3527, of Archer avenue, through their interest in seeing that passengers are accommodated, became the subjects of commendation from Miss Lenore Barron of The Perolin Company of America, 1112 West 37th street.

Assistance rendered to a blind man who was helped safely across Kedzie avenue at 36th street, made Motorman Francis E. Amidon, badge No. 4689, of Kedzie avenue, the subject of a letter of appreciation from Mr. C. M. Huet of 3722 West 59th place.

Conductor Elmer J. McCarthy, badge No. 12276, of the Burnside depot, received the grateful appreciation of Mrs. A. G. Lester of 5521 Cornell avenue. She discovered after she had boarded his car that her shopping bag had been opened and her purse stolen, the conductor paid her fare and issued a transfer which enabled her to reach her destination. Mrs. Lester was grateful for the kindness extended to her.

Conductor Francis A. Young, badge No. 13152, and Motorman Walter G. Roberts, badge No. 11033, of the Limits station, are commended for their courtesy and helpfulness by Mr. A. L. Bekker of 317 West 108th place.

Miss Nona Goodwin, in charge of the Winchell Continuation School at 1250 West Lake street, repeats her appreciation of the kindness given by Lake street conductors to the pupils leaving her school in the afternoon. Particular reference is made to Conductor Fred Richter, badge No. 5448, of 77th street.

Conductor Gustar Pulaski, badge No. 1836, of 77th street, found and returned a pocket book to Mr. Joseph Engler, 7548 Calumet avenue, who complimented the Surface Lines on having an honest employe, who made a prompt return of the lost property.

CLUB SPARKS

ELECTRIC NIGHT

Instructive and Entertaining Program of the G. E. Company

A group of employes of the General Electric Company provided an interesting musical program at the Club House on the evening of April 22. There was a mixed quartet made up of the Misses Nellie Benson Seidner and Marie Kreuser, and Messrs. H. D. Sanborn and C. L. Browning; a skilled pianist, Miss Erna Hansen, and a Baritone soloist, Mr. James Fiske, who has one of the finest voices ever heard by Surface Lines audiences. In addition to the musical program there were two moving pictures, "The King of the Rails" and the "Wizardry of Wireless," which carried a lot of information to everyone interested in electrical development. Mr. A. P. Jenks of the G. E. sales force incidentally presented an illustrated talk on G. E. activities that gave an insight into the magnitude of this great organization.

"500" and Bunco Party

On Saturday, March 28, 1925, the first card and bunco party of the year was held at the Club House. That this affair was a success can be judged from the tremendous amount of yelling the Bunco artists did. At least 120 people participated at rolling the dice and all seemed to enjoy themselves very much. First prize for the ladies was won by Miss Margaret Burita and for the men by Mr. C. A. Larsen. The "500" branch of the party was just as successful as the bunco, although not quite as large a crowd was present, seven tables being in use. However a very enjoyable evening was spent by all present and the first prizes were carried home by Mr. and Mrs. A. W. Malmquist. Last, but not least, the ice cream and cookies were delicious. Congratulations to Mr. Martin and his competent committee.

Second Annual College Meet

Saturday, May 23rd, the Second Annual College Meet will be held at the Club House. All who attended this event last year will remember the good time we had. This year's meet will in no way be a duplication of last year's affair, but each event will offer some new feature. The committee assures us of an exceptionally lively afternoon and evening with a good feed at 6 o'clock. The first event of the afternoon will be run off at 3 p. m. and will be a real funmaker, so be sure and be on time. Admission will be by Club Membership Card only, each card entitling you to bring one guest. In addition to Club Card each person must have a ticket in order to enable us to estimate our attendance for supper. Tickets will be furnished by your director. See him right now, as only a limited number of tickets (600) are available.

Post Season Handicap Bowling

This event seems to be creating more interest each year, 24 teams taking part in the doubles this year, and 49 men in the singles. All the prizes were won by Club House bowlers, the following winners enriching themselves by the specified amount:

DOUBLES

	Pins	
1st Flood, Lewis	1,181	$ 25.00
2nd Hoskins, Crump	1,151	17.50
3rd Volland, Dillon	1,138	10.00
4th Hewitt, Sprenger	1,135	7.50

SINGLES

	Pins	
1st Fisher	621	$ 12.50
2nd Hewitt	601	8.75
3rd Klatte	600	5.00
4th Malmquist	592	3.75
Doubles high game: Flood & Lewis	410	6.50
Singles high game: Fisher	248	350
Grand total prize money		$100.00

Club Calendar

May 11—Swimming Class.
May 12—Men's Physical Culture & Swimming Class.
May 15—Wrestling Class.
May 16—Open night.
May 18—Swimming Class.
May 19—Men's Physical Culture & Swimming Class.
May 22—Wrestling Class.
May 23—College Meet—save this date.
May 25—Swimming Class.
May 26—Men's Physical Culture & Swimming Class.
May 29—Wrestling Class.
May 30—Open night.
June 5—Wrestling Class.
June 6—Open night.

SERVICE

A Glimpse Back of the Scenes

In winter the nights are cold and dreary, but the public rides comfortably in the cars. How many realize the hardships that are met to keep the cars moving on the street.

A call arrives at the dispatcher's office: "Wires down, cars delayed. Rush repair wagon." They don't complain. They're on the job, and in no time the job's done. That's the repair crew.

When things run smoothly something has to break. Sleet is the enemy of Surface Service, and on top of that some snow—a fine combination. The plows and sweepers go to work, so that the cars can brake. That's the snow-plow gang.

A truck heavily loaded snaps an axle on the track. The wreck wagon quickly arrives, to clear the way. The public at all costs must not be delayed. The track is cleared and they are back on their way. That's the wrecking crew.

This is a bit "back of the scenes" of "SURFACE SERVICE" of "THE CHICAGO SURFACE LINES."

P. A. KESLIN, Devon.

The Ill Wind

A couple of darkies were discussing an accident to a mutual friend.

"Suttinly am too bad Jefferson lost his laigs when de en-gine come along," siged Sam.

"Mought be wuss," consoled the other. "Jeff had pow'ful bad rheumatism in dem laigs."

O, You Base Ball Fans!

Vice-President Richardson has put up a Cup to go to the winners of the 1925 series. Full details in the June issue.



Half Century Base Ball Team

The attached picture taken in June, 1910, represents the 50-year-old (in age) baseball team of the 77th street depot, who defeated the 69th street depot (same age) by a score of 19 to 12.

Many oldtimers are recognizable in this picture. The batteries for the 77th street team that day were John Moriarity, catcher, and W. M. Gardner and E. J. Lynk, pitchers. John Moriarity is the father of George Moriarity, third baseman of the Detroit Tigers for years and now umpire in the American League.

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