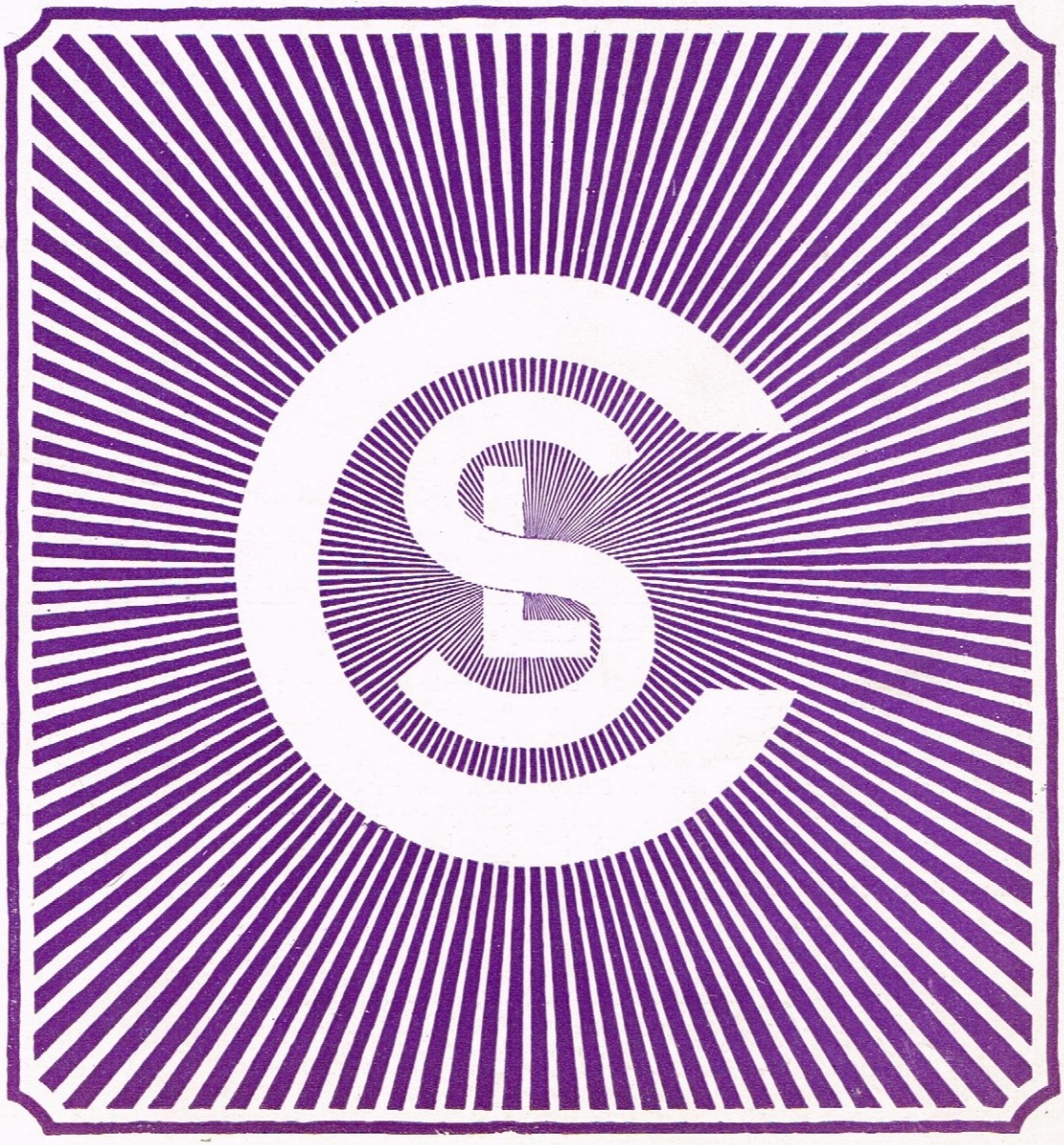
SURFACE SERVICE MAGAZINE

VOLUME 2 OCTOBER, 1925 NUMBER 7





Baseball Champions of 1903

Here is what the champions of the Surface Lines League looked like twenty-two years ago, in a picture owned by Conductor L. J. Miller of 77th street. They represented the car station then located at 61st and State street and they are identified as follows:

Top row standing from left to right: Charlie Winsdorfer, now on the City Fire Dept.; Gus. Elmer, deceased; Frank Balyntine, present whereabouts unknown; Francis W. Orton, now a Supervisor at Division No. 3.

Second row sitting from left to right: Joe Altermatt, now with telephone company; Henry Hagen, now in business for himself; Jack Gillard, now on Police Dept.; Jim Campbell, deceased; Mike Grizanno, now a wholesale fruit dealer.

Sitting in front row: Steve Hogan, (Cal Hogan), (The boy) now a mail carrier; Lou Miller, still in service at the 77th street Depot.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 2 OCTOBER, 1925 No. 7

North Avenue 1925 Champions

Two Straight From Seventy-Seventh Wins the Richardson Trophy



Division Superintendent Hall and His North Avenue Champions

Left to right—E. Gnech, manager; T. Cooney, outfield; F. Lindroth, outfield; H. Daisy, pitcher; G. North, catcher; W. A. Hall, Supt.; E. Peterson, scorer; W. Pasche, asst. supt.; J. Hickey, 1st base; E. DeLave, 3rd base; H. Umlauf, outfield; R. Reiter, 2nd base; H. Wankel, short stop.

To the surprise of many fans, Archer Avenue team went down in defeat before the prowess of the 77th Street team in a hard fought game, deciding the supremacy of the South Division. As the North Avenue team had won the North Division championship, it was up to one of these two teams, in the best out of three games, to capture the G. A. Richardson trophy. On Wednesday, September 16, at the White Sox ball park (through the courtesy of Thos. Reidy) the two teams, pretty evenly matched, came together. The preliminaries arranged by Mr. Wm. T. Ewers, President of the league, included the introduction of Vice-President Richardson and Superintendent Evenson, who received a hearty round of applause from the boosters of both sides. Mr. Richardson formally opened the game by pitching the first ball over the home plate to Mr. Evenson. Many other officials of the Company also were present. The 77th Street battery was Holford, pitcher, and Price, catcher; for North Avenue, Daisy, pitcher, and North, catcher. Daisy struck out seven men, Holford five. Daisy walked two, Holford three. The hitting and fielding of Umlauf, R. F., of North Avenue, and Gilhooly, 2nd B. of 77th Street, also the spectacular catch of Hannan, L. F. of 77th, deserve honorable mention. Cooney of North Avenue, Gilhooly of 77th, and Hannan of 77th, each got a two-bagger, while Welty and Price of 77th each made a three-base hit. North Avenue took this game by a score of 9 to 7. Then on Wednesday, September 23, at the Logan Square Grounds, the second battle was fought. The batteries being the same as in the first game. George North of North Avenue, made the only home run made in either game. Daisy of North Avenue struck out seven men; Holford of 77th Street, three. Daisy walked two, Holford five.

Score of First Game, Sept. 16

North Ave.	AB.	R.	H.	C.	E.
Hickey, 1b.	5	0	1	3	1
Cooney, cf.	4	2	2	1	0
Gnech, ss.	6	1	2	4	0
North, c.	5	1	3	3	0
DeLave, 3b.	3	2	0	3	2
Balla, 2b.	6	1	1	4	0
Lindroth, lf.	6	2	1	1	0
Umlauf, rf.	5	0	4	3	0
Daisy, p.	5	0	0	1	0
77th St.	AB.	R.	H.	C.	E.
Giloohy, 2b.	5	2	2	2	1
Welty, rf.	4	0	1	0	0
Price, c.	5	1	2	1	0
Richter, 3b.	1	0	0	0	0
Knapp, 3b.	5	1	0	4	1
Nevin, cf.	4	2	0	2	0
Hannan, lf.	5	0	3	4	0
Boland, 1b.	5	0	1	3	1
Katter, ss.	4	0	0	5	1
Holford, p.	5	1	0	4	0
*Beggen	1	0	0	0	0

*Batted for Katter.

Two-base hits—Cooney, Giloohy, Hannan.

Three-base bits—Welty, Price.

	1	2	3	4	5	6	7	8	9	10	
North Ave.	1	0	0	1	0	0	2	3	0	2	—9
77th St.	0	0	0	3	1	0	0	1	2	0	—7

Second Game, Sept. 23

North Ave.	AB.	R.	H.	C.	E.
Hickey, 1b.	5	0	2	2	0
Cooney, cf.	2	2	0	1	0
Balla, 2b.	5	1	1	3	0
North, c.	5	2	3	1	1
LeLave, 3b.	4	0	2	0	0
Lindroth, lf.	2	0	0	0	0
Reiter, ss.	4	1	0	2	0
Umlauf, rf.	3	1	1	3	0
Daisy, p.	4	1	0	2	1
77th St.	AB.	R.	H.	C.	E.
Welty, rf.	4	1	0	0	1
Price, c.	4	0	2	3	0
Knapp, 3b.	3	0	0	2	0
Giloohy, 2b.	3	1	0	2	1
W. Hannan, lf.	4	0	0	2	0
Boland, 1b.	4	0	2	0	0
Nevin, cf.	3	0	1	0	0
Katter, ss.	1	0	1	0	2
Reichter, ss.	2	0	0	0	0
Holford, p.	4	0	1	3	1
*Scanlon	0	0	0	0	0
**Beggen	0	0	0	0	0

*Batted for Richter.
**Batted for Nevin.
Three-base hits—DeLave, Umlauf.

	1	2	3	4	5	6	7	8	9	
North Ave.	2	1	1	1	0	0	2	1	0	—8
77th St.	0	0	0	0	1	1	0	0	0	—2



Individual Championship Sterling Fobs

CAPT. HOGAN'S CHAMPIONS WIN

Beat North Avenue Twice—Too Good With the Club

Capt. Hogan's "Beauty Squad" boys swing a mean club—both the regular police model and the base ball type. Not long ago, while the North and South Division teams of the Street Car Men's League were battling for supremacy in the Surface Lines championship struggle, the Captain suggested to Vice-President Richardson, who is also a base ball "fan," that a game between the Police Department champions and one of the leading Surface Lines teams would be interesting. Such a game was staged between North Avenue and the Coppers on September 10, and a home run wallop by Officer John Feely in the ninth inning gave the Traffic Squad the victory.

When the championship series was being played by the Surface Lines teams Captain Hogan, who was an interested spectator, challenged the winner, and North Avenue having won the Richardson trophy, again went up against the bluecoats. This game was played Oct. 1 at Logan Square park and resulted in another win for Captain Hogan's boys.

It was an exciting see-saw struggle up to the fatal eighth when the Traffic Squad piled up four runs, obtaining a lead which our boys could not overcome.

	1	2	3	4	5	6	7	8	9	
North Ave.	0	3	0	2	0	1	0	0	1	— 7
Traffic Squad	2	0	2	0	2	0	1	4	0	—11

Making It Plain

Professor Brown (at telephone): "What's that? You can't catch my name? Spell it? Certainly. B. for Brontosaurus; R for Rhizophroracae; O for Opisthothelae; W for Willugbaeya, and N for Nucifraga."—Telephone News.

Old Ed Howe Tells the World

"How the big corporations try to give satisfaction, and how we abuse them! How we lie about them!" exclaims Ed Howe, of Kansas, in his magazine.

"How we grumble at the telephone companies, the electric lighting companies, the gas companies.

"We'll finally boycott all these, as we have the Japanese, because they are so polite, well managed and work so cheap.

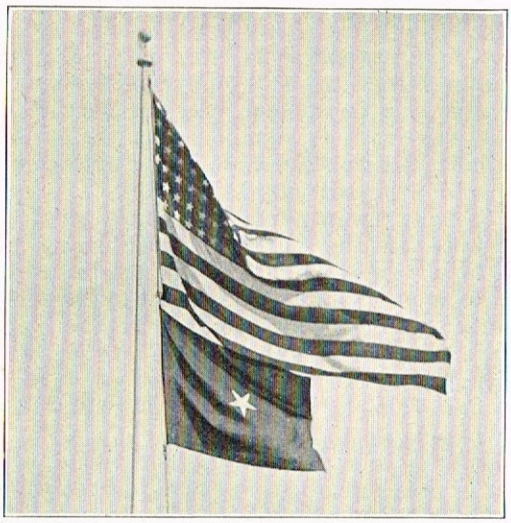
"Don't growl at the corporation; try to be as useful, polite and efficient as they are. The corporation men are the best we have. They actually make the progress we are so proud of; we in the herd really have little to do with it.

"This is not paid piffle in the interest of dangerous, dishonest men; it is God's honest truth."

"You may succeed when others do not believe in you but never when you do not believe in yourself."—Success.

Keeping 'Em Rolling

Armitage Wins Blue Pennant, Taking First Place—29,854 Miles



The Famous Blue Pennant

Armitage Avenue Carhouse has won the blue pennant for the best record for pull-ins for the month of August. Their record shows an average of 29,854 miles per pull-in chargeable to equipment failures. This was an increase of 34.3 per cent in mileage over their July record. Full co-operation between the Transportation Department and the Shops & Equipment Department is responsible for this very fine showing.

The blue pennants, one flying in the Transporation Department and one flying in the Shops & Equipment Department, are now on display at the Armitage Carhouse.

Blue Island Carhouse is pressing the leader for first place, with a record of 29,373 miles per pull-in, showing 41 per cent improvement over their July record.

Elston Carhouse shows the biggest improvement for the month, having increased from 8,475 to 20,437 miles per pull-in, which is 137.3 per cent increase. The next best record was made by Lawndale, which shows an increase of 63.1 per cent, with Lincoln following with 60.6 per cent increase.

There are now 4 carhouses in the 20,000 or better record and it looks very much as though the next month's record would carry some of these carhouses into the 30,000 miles group. There are 7 carhouses in the group from 10,000 to 20,000 miles.

The average miles made per pull-in for the system during the month of July was 9,095, and for August 10,771, or an increase of 18.5 per cent. The figures for the miles per pull-in chargeable to equipment for the different carhouses are shown on the following statement:

Rank	Carhouse	Miles operated per car pulled in August	Percent increase over July
1	Armitage	29,854	34.3
2	Blue Island....	29,373	41.0
3	North	27,107	13.8
4	Elston	20,437	137.3
5	Limits	18,699	40.2
6	Division	18,684	38.3
7	Lincoln	18,458	60.6
8	Rockwell	15,105	51.1
9	Kedzie	13,882	11.1
10	Cottage Grove.	13,161	17.1Dec.
11	Devon	10,801	24.4Dec.
12	Lawndale	9,267	63.1
13	69th	7,348	4.4
14	77th	6,860	18.7
15	Noble	4,508	5.5
16	Burnside	3,616	7.7

The relative rank of the different carhouses by months, is shown in the following table:

Carhouse	Aug.	July	June	May	Apr.	Mar.	Feb.
Armitage .	1	2	2	1	1	3	1
Bl. Island..	2	3	3	2	3	2	6
North	3	1	1	4	6	4	4
Elston	4	11	10	9	7	7	9
Limits	5	7	5	3	4	5	2
Division ...	6	6	6	5	2	1	3
Lincoln ...	7	9	4	7	9	9	12
Rockwell ..	8	10	7	10	10	10	8
Kedzie ...	9	8	9	8	8	8	7
Cot. Grve..	10	4	12	11	11	15	14
Devon	11	5	8	6	5	6	5
Lawndale .	12	14	14	12	12	11	15
69th	13	12	11	13	13	13	11
77th	14	13	13	14	14	12	10
Noble	15	15	16	16	16	16	16
Burnside ..	16	16	15	15	15	14	13



Andrew, Jr., Albert A., Raymond, Robert and LeRoy Enzenbacher, sons of Conductor Enzenbacher of the Division street car station. A husky looking bunch.

Fifty Years of Service

Cashier J. P. Burke Congratulated on Completing His First Half Century

October 2, 1925 marked the fiftieth mile stone in the path of faithful service rendered by one who through his quiet, considerate and courteous manner is known to a large number of street car employes of Chicago—John P. Burke.



Cashier John P. Burke

Only a few of our personnel can boast of fifty years continuous connection with the traction properties. Not that John P. Burke is given to boasting. Just the reverse, he modestly accepts the congratulations of his friends and acquaintances, admitting that no doubt the first fifty years will be the hardest, but that the years have sped on apace and only in the vast number of changes do they mean a half century. Just imagine trying to conduct the business of a street car general office without the convenience of telephones. When Mr. Burke entered the transportation department of the Chicago City Railway Company in the year 1875 the method of communication was by printing, telegraph devices and the United States mail.

At that time the general superintendent, Mr. C. B. Holmes, not only had charge of the operation but handled all the purchasing of supplies, including horses. After five years of experience as assistant to Mr. Holmes, Mr. Burke went into the Treasury Department as a receiver. At that time all the lines turned in to one receiver. His next position included that of mileage clerk, bookkeeper, and the checking of trip sheets as well as posting payrolls. In the year 1882 he entered the Cashier's office, and for many years was paymaster. In the year 1907 he was made Assistant Treasurer of the Chicago City Railway Company, which position he still holds.

About twenty-five associates of Mr. Burke, in the Surface Lines, many of whom knew him before unification, arranged an informal banquet at the Belmont Hotel, Friday evening, October 2nd, and presented him with a watch and chain, appropriately engraved.

Mr. John E. Wilkie, who unfortunately was unable to be present, sent a tribute in rhyme half jocular, half serious, which was read effectively by Mr. A. F. Andresen as the presentation of the watch was made. It was as follows:

JOHN PUNCTUALITY BURKE

1875-1925

Long years ago when just a kid
John joined the South Side lines—he did,
And as the business larger grew
Why, Johnny Burke grew larger, too.
His job kept Johnny mighty busy—
Sometimes, indeed, it made him dizzy,
But faithful service year by year
Made him at last our own "Cashier."
There was a time he filled that place
With gorgeous whiskers on his face.
(They called 'em "Burnsides," did they not,
And oiled 'em up with bergamot?)
Today such whiskers never'd do
Except in far-off Timbuctoo.
So John today shaves mornings so
That only his moustache may grow,
But with his whiskers or moustache
Our Johnny guarded well the cash.
He sold our tickets by the mile
And with each sale he gave a smile—
Those smiles placed end to end would reach
From here to Coronado Beach.
The friends those smiles have made I know
Will be our friends till Hell's all snow.
You don't need me to tell you why
This guest of honor stands so high.
He's modest and efficient, too,
His faults, if any, mighty few;
He's faithful, steady, always **there**—
Whate'er he does he does with care.
No troubles of his job could down him
And so with honor now we crown him.

(Mr. Burke was here requested to stand up, and Mr. Andresen addressing him directly proceeded:)

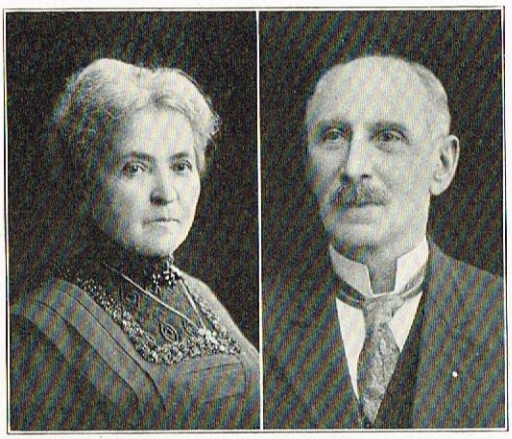
Now just to end this simple rhyme
(This ought to win a snicker)
Perhaps 'twill help you be on time
If you'll accept this ticker.

Its face we hope will oft recall
Our faces to your sight,
Its hands the friendly clasp of all
Who greet you here tonight.
"Good luck to you, Friend Johnny Burke,
We're glad that you're alive.
May joy be yours at rest, at work
'Til Nineteen Seventy-five."

GOLDEN WEDDING

Mr. and Mrs. Klatcher Celebrate Their Fiftieth Anniversary

On October 2, 1925, Mr. and Mrs. B. Klatcher of 4248 North Albany avenue, celebrated their golden wedding anniversary in the presence of their children and grand-children. They came to Chicago in 1875, the year of their marriage, and have lived here ever since.



Mr. and Mrs. Klatcher

In 1877 Mr. Klatcher entered the service of the Chicago West Division Street Railway Co., starting as a conductor. He was appointed Division Superintendent in 1884; in 1888 he was made head timekeeper in the Transportation Department; in 1896 he was placed in charge of preparing time tables, which he carried on alone for some years, and where he is still employed. He has the distinction of preparing the first schedules used on Madison street and Milwaukee avenue cable lines.

But for an accident to his foot several years ago, he would still be seen at the C. S. L. Club dances and at Lincoln Park during the winter skating season, where he kept the younger generations busy. Even now the top notch billiard players expect a handicap when they play with him.

Mr. Klatcher served as a Lieutenant in the Austrian Army during the War with Italy in 1866. Owing to his ability, he did the clerical work for the Captain of his Company.

A turning point in Mr. Klatcher's career likely was when he found the laws of Austria were such that he could not get married because he was not making as much as the law required; hence his first trip to America.

Retiring? According to his own statement he has not thought of this eventuality as yet, but may give it some consideration after having passed the century mark. He is close to 82 now.

"WHY NOT SMILE?"

Conductor Robert Monroe, Badge No. 4224, Tells Us in Rhyme

Why not smile, whene'er you get the chance?
As did our noble heroes out in France,
When with a song they rose and fought a mighty foe
That the world from bondage should forever go.

Why not smile, for life's too short to grumble?
Make an effort, be it great or humble,
Or give your vocal organs to a joyous song,
'Twill while away the hours that seem so long.

Why not smile and teach young folks the fashion?
'Twill ease their sorrows—cure their fits of passion,
And turn their sadness into shouts of glee.
Take this advice and this result you'll see.

Why not smile? It heals the sorest heart,
When, like the proverb, "Best of friends must part."
You'll meet again—enjoy a sweet reunion,
And share your thoughts in mutual communion.

Why not smile? The optimist doth call you.
Try to bear whatever may befall you.
It helps to drown your grief, erase your sorrow,
And with the future brings a glad tomorrow.

Why not smile? The pessimist is falling,
And ever will be should he keep that calling.
For months to him will be as long as years,
And in a bed of woe he'll shed his tears.

Why not smile and make the world go round?
It is not meet that one should wear a frown;
But each and all should own that joy sincere
Which soothes the wound and wipes away the tear.

Why not smile? The clouds so dark will brighten;
The sunshine will their blackest spots enlighten.
The shadows overhanging will but fly away,
And midnight will be turned to—Perfect Day.

Robert Monroe, 77th.

Lining Up the Witnesses

Elston-Noble Still in the Lead—Lawndale-Blue Island Shows Greatest Improvement

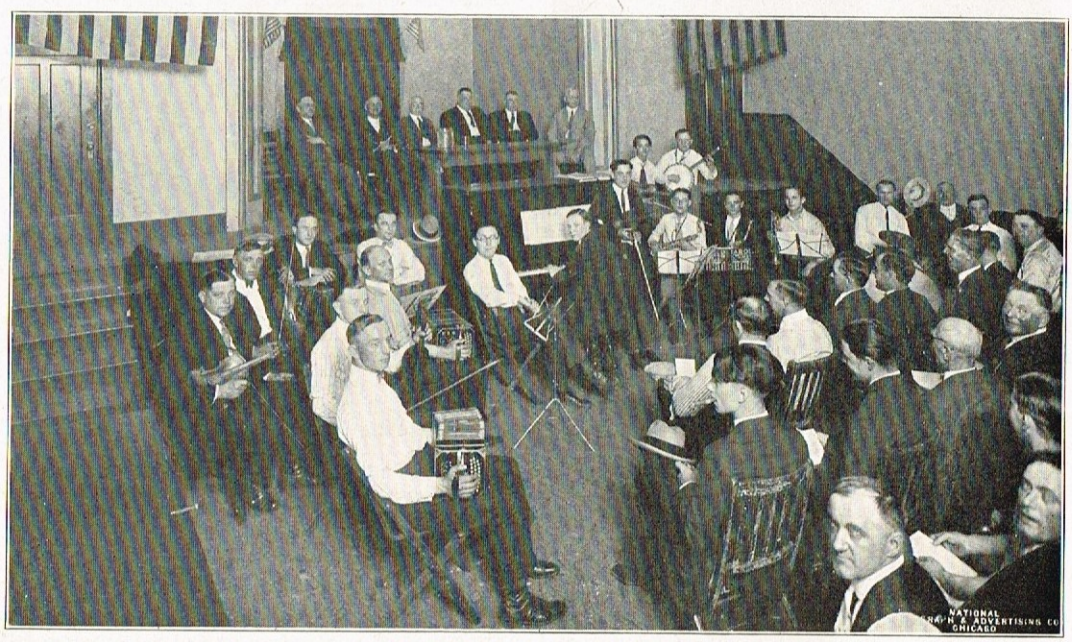
The August record of witnesses per accident turned in by trainmen with their reports is beginning to show the effect of a keener interest on the part of our crews on this very important subject, the average for the system having been raised from 3.23 to 3.54.

An examination of the details by divisions indicates that some of them have not yet struck their stride, but at the same time it is clear that a number of them have determined to do their best to raise the average of the system to 4.00 or better.

Elston-Noble still holds No. 1 position with 4.88 witnesses per accident. Burnside moved up from third to second place with 4.16, and North avenue from fourth to third place with 4.06. Lawndale-Blue Island moved up from twelfth to fourth place with 4.00, showed an improvement of nearly 100%.

The following shows the witnesses per accident by divisions in the order of their standing for August and July:

		July	August
(1)	Elston-Noble	4.31 (1)	4.88
(2)	Burnside	3.60 (3)	4.16
(3)	North Avenue	3.56 (4)	4.06
(4)	Lawndale-Blue Island	2.07 (12)	4.00
(5)	77th Street	3.65 (2)	3.82
(6)	Archer	3.48 (5)	3.58
(7)	Cottage Grove	3.30 (6)	3.23
(8)	69th Street	3.19 (8)	3.17
(9)	Devon Limits	2.99 (9)	3.12
(10)	Armitage-Division	3.20 (7)	3.04
(11)	Kedzie	2.93 (10)	2.82
(12)	Lincoln	2.69 (11)	2.72



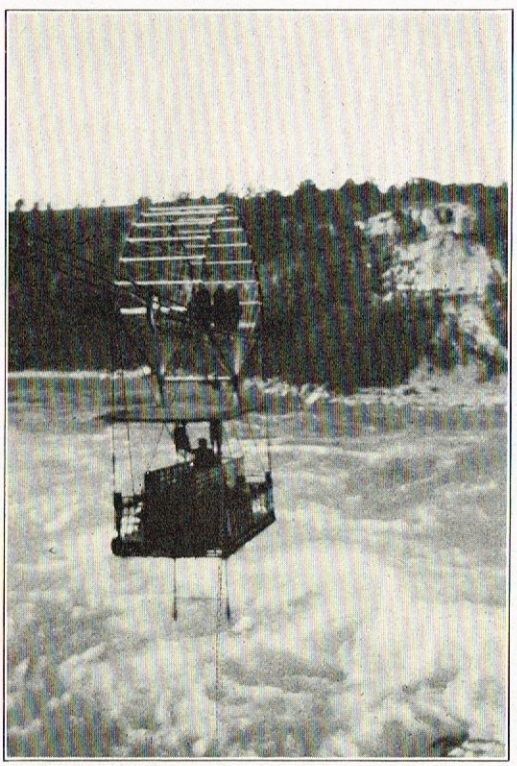
They Furnish the Music

Fifteen piece orchestra, composed of trainmen, playing at Accident Prevention meeting at Lawndale Station. The new band is composed of the following home talent: W. Hackbarth, concertina; A. Zahlman, concertina; C. Zielke, concertina; E. Novak, concertina; O. Nesladek, drummer; L. Duffee, singer; G. Harrington, pianist and singer; Jas. Mangan, saxophone; Irvin Punchacar, saxophone; E. Schradel, violin; F. Czarnecki, violin; E. Hessler, violin; E. Tamilla, violin; W. Schmidt, drummer; T. Brady, singer; Geo. Vesley, pianist; Chas. Kluiber, cornet; R. Kluiber, violin; Jas. Krecek, pianist.

AT THE A. E. R. A. CONVENTION

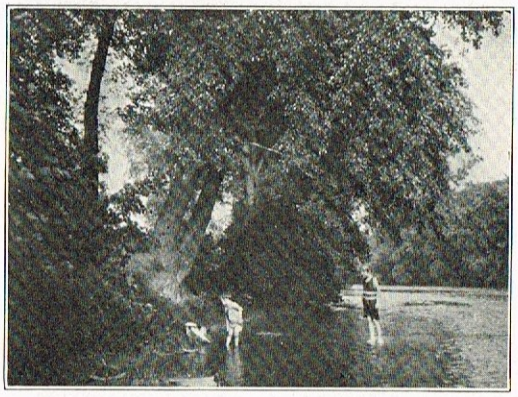
Surface Lines Representatives Looking for New Ideas

The Chicago Surface Lines were well represented at the A. E. R. A. Convention, which opened on October 5th and closed on the 9th at Atlantic City. Mr. J. V. Sullivan had a number of committee meetings to attend. Messrs. Adams and McGill, of Shops and Equipment, were giving car construction the once over to see how nearly the specialists in that line had approached the up-to-the-minute cars that have been turned out



This interesting picture gives an idea of the Spanish Aero car over the whirlpool in the Niagara River. It was supplied by Miss Agnes Griffin of the Accounting Department. What if the rope broke?

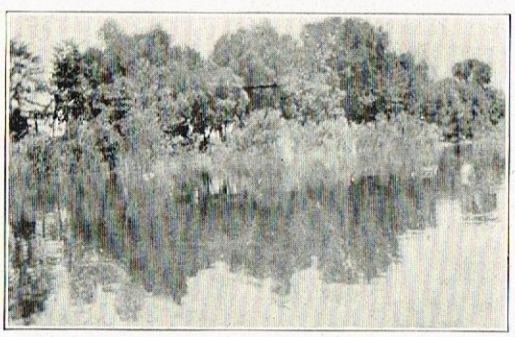
of C. S. L. shops. Auditor J. J. Duck, whose experience as an accountant makes his presence at the sessions of the Accounting Section imperative, helped to clear up some of the knotty questions involved in perfecting the standard classification of accounts. Mr. F. M. Hamilton, Supervisor of Purchases, made a study of material of every description and Walter Becker, Assistant Superintendent of Utilities found internal combustion engines and various types of busses affording a fine field for study. Assistant Superintendent W. A. Hall, of



Miss Mildred Humes of the executive offices snapped this picturesque view on the Tippecanoe River near Winamac, Indiana.

the Transportation Department, whose administration of the affairs of the Eighth Division while Division Superintendent, had demonstrated his fitness for his new responsibilities and John Gillen, foreman of Car Repairers at North avenue, who had worked so hard to put his crew at the top in efficiency were designated as the transportation and car repair delegates. Mr. H. C. Kelly was on the lookout for any track construction novelties that might be used by his department in speeding up its work.

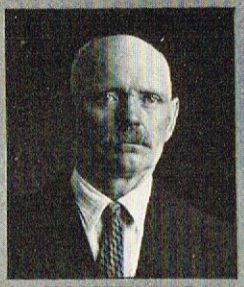
The results of the studies of this representative crowd of practical men will be distinctly to the advantage of their several departments and the car riders will be the gainers.



Sand slough near Thompson, Illinois. A picturesque spot visited by Miss Irene Kamradt of the South Shops.

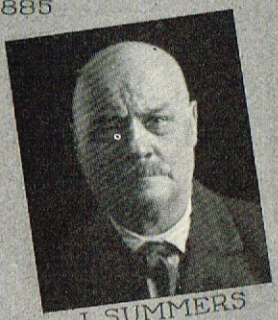
SURFACE LINES 40 YEAR CLUB
SHOPS & EQUIPMENT


M. POLKOWSKI
1885


W. KEENAN
1885


G. OLSEN
1881


J. C. FARROW
1881

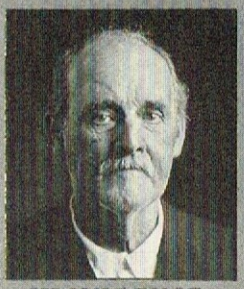

J. SUMMERS
1885


F. MARTIN
1884


F. CARLSON
1882


W. NOON
1883


H. HANSEN
1882


W. WIGGINS
1872


C. V. JOHNSON
1882


R. HILDEMAN
1882


J. ANDERSON
1882


J. GIBSON
1880

OVER FORTY YEARS' SERVICE

Honor Roll of Veterans in the Shops and Equipment Department

There is cause for pride in the knowledge that one has been continuously employed for nearly a half of a century in the same organization. The Surface Lines is proud of the men who have achieved places on the Forty-Year Honor Roll of the Companies. Generally speaking the story of these men is one devoid of great sensations; it is a record of tasks well and faithfully performed; hardships faced and overcome.

They have the satisfaction of knowing that they won the approval of their superiors in the long stretch of years, and some of them are still holding their own in competition with hustling youngsters of only twenty or twenty-five years' service.

Gustav Olsen

Born March 11, 1858, at Oslo, Norway (formerly Christiana). Started to work for West Division Railway Company, Western Avenue and Washington Street, as a painter, April 14, 1881. Later transferred to West Shops of the Union Traction Company as a paint mixer. Now employed at the West Shops as a painter.

Frank Carlson

Started to work for the West Chicago Railway Company May 1, 1882. He was born in Sweden, February 20, 1856, emigrating to this country March 15, 1882. He started to work cleaning horses and was later assigned to changing off horses on the street. The carhouse was then located at Roosevelt Road and Ogden Avenue. He was then transferred to Lawndale Carhouse at 22d and Harding Avenue in 1902, and worked as car placer from then on until 1920, when he was assigned to the work of carhouse cleaner, which work he still is engaged in. After 43 years continuous service he is still hale and hearty and can always be found on the job one hour before starting time every morning with his ever-ready cheery "good morning" to all he meets.

William Noon

Born March 28, 1856, in Logboy, Ireland, and started to work for the West Division Street Railway Company in January, 1883, at Western Avenue Carhouse, under Mike McCarthy, taking care of horses. After three months was transferred to the car shed sweeping and switching cars nights, and worked at this for about 33 years—all night work. When Western Avenue Carhouse was closed was transferred to Kedzie Carhouse, as a car placer and shifter, and held this job up to 1914, when he went on as a car placer days and up to the present date holds this job. He has worked for the Street Railways Company nearly 43 years, never was sick in this time. Only once was off for about 15 days with a sprained ankle, but never missed a pay-day.

M. Polkowski

Born in Germany in 1857 and came to America in the year 1880. Started to work at Clybourn Avenue in 1885, cleaning horses and station. Worked about 16½ years putting on new shoes on cable grips and repairing same. Transferred to Kedzie Carhouse in 1905 and worked on trucks until 1914. Transferred to North Avenue Carhouse February 1, 1914, and has been working on trucks at this station ever since.

Wm. Wiggins

Born near Toronto, Canada, May 27, 1846. Employed March 14, 1872, to drive a horse car on Madison Street. He later worked in the shops, had charge of haycutters on the system for several years, repaired cars and trucks, was a conductor on the cable cars, ran a supply car and later was made a watchman at the West Shops, where he is employed at the present time.

W. Keenan

Born in Ireland on February 14, 1862. Employed by the Chicago City Railway Company in October, 1885, and his first job was taking care of horses at the 39th and State Street carhouse. He has been employed at the 69th and Ashland carhouse as car placer for the past nineteen years. Prior to that he was at the 69th and Emerald Avenue carhouse for a number of years.

John Gibson

Born in Sweden on December 13, 1858, he was employed in April, 1880, and worked on track on State Street for about six months. He was then transferred to the 20th Street shops as machinist. He was later promoted to Grip Shop foreman, which position he held for about 20 years. When the shops were moved to 78th street, he was placed in the Blacksmith Department and was later transferred to the Machine Shop. For the past thirteen years he has been a watchman. His first job was with the Chicago City Railway Company.

Rudolph Hildeman

He was born in Germany on March 17, 1858, and was employed by the Chicago City Railway Company on May 6, 1882, as a carpenter. He remained at that work for about 13 years. He was then transferred into the Motor Repair Department as controllerman, which position he still holds. He started working at the 20th Street Shops.

John Anderson

Born in Sweden on June 20, 1856. He was employed by the Chicago City Railway Company in October, 1882, as a babbittman in the brass foundry. He was transferred into the woodmill after about three months, and has been employed as Mill Machine Hand since that time. His first job was at the 20th Street Shops.

C. V. Johnson

Born in Sweden on September 10, 1858, he was employed by the Chicago City Railway Company in April, 1882, as a band saw operator at the 20th Street Shops. He continued in that capacity until about a year ago, when he

was transferred to his present position in the Car Repair Department.

Fred Martin

Born in Finland on March 3, 1857, he was employed by the Chicago City Railway Company in May, 1884, as a carpenter at the 20th Street Shops. After about one year he was transferred into the wood mill as a mill machine hand and has since been employed in that capacity at the South Shops.

John C. Farrow

Born in New Brunswick on June 14, 1853, he was employed by the Chicago City Railway Company in June, 1881, as a mill machine hand at the 20th Street Shops. He was foreman of the woodworking department at 20th Street and at the South Shops for about twenty years. For the past 10 years he has been Car Inspector at the South Shops.

James Summers

Born in Scotland on October 24, 1863, he was employed by the Chicago City Railway Company in March, 1885, as an Engineer at the 20th Street Cable Power House. He remained at that location for 23 years when he was transferred to the Power House at 47th and Oakley Streets. He later worked at the 64th and Wentworth Avenue Substation. For the past seventeen years he has been a fireman at the 78th Street power house.

H. Hansen

Was born in Norway on April 17, 1861 and employed by the Chicago City Railway Company in March, 1882, as a carpenter at the 20th Street Shops. He worked in that capacity for about three years. He was Truck Shop Foreman at 20th Street and 78th Street for ten years, after which he was transferred to Cottage Grove.



This young student of Evolution is Joseph Godfrey Mellander, the year-old son of Mr. and Mrs. J. W. Mellander. Mr. Mellander is at Archer avenue.

A Conductor's Observations

Every conductor and motorman comes in contact with hundreds of customers every day. How many times does the average person ride on a car each day? Then the ordinary customer deals with only two or three conductors every day.

It seems to me that the workingman is more considerate of the carmen than the shoppers, pleasure seekers, etc., but however that may be there are certain little things that I, as a conductor, cannot help noticing and it is of these I wish to write on the simple theory that "It is better to have fruit when you are sick than flowers when you are dead."

I feel like shaking the hand of the fellow who has the right change;

The lady who waits until I am not busy to ask questions;

The crowd that, when practical, gets on or off at both doors;

The fellow who presents a bill for change AFTER the crowd has gone in;

The passenger who asks for transfer when fare is paid;

The pedestrian who does not let car stop if he does not want to get on;

The customer of the surface lines who realizes that the conductor and motorman are human and not mere machines for public use and acts accordingly.

J. C. Williamson, No. 4720.

Keep Boosting

Boost, and the world boosts with you,
Knock and you're on the shelf,
For the world get's sick
Of the one who'll kick,
And wishes he'd kicked himself.

Boost when the sun is shining,
Boost when it starts to rain,
If you happen to fall,
Don't lie there and bawl,
But get up and boost again.

Boost if your cause is lively,
Boost if it's as dead as sin,
No battle is won
By the one who will run,
So stick to your job and win!

Boost for your team's advantage,
Boost for the thing's sublime;
For the chap that's found,
On the top most round,
Is the booster every time.

G. K. M.

"I have always been unlucky in life."
"I, too."
"Yet you are very successful."
"Well, you see, as soon as I got the idea that luck would do nothing for me, I began to hustle."

To the Public You Are the Company

A Public Utility Is Judged Favorably or Unfavorably by the Acts of Its Employes

What's all this talk about employes developing good relations with the public? Why should employes of public utility companies have to take more pains to cultivate public goodwill than do employes of competing firms who also depend on the patronage of the public for their existence?

The need of public goodwill to a public utility company is fairly self-evident, but employes may often lose sight of how vital this feeling of goodwill is when things are not going right and when, perhaps, they are being subjected to verbal abuse from individuals of a seemingly unreasonable public.

In considering why an employe of a public utility company has to go out of his way to cultivate public goodwill more than any other kind of an employee, the attitude of mind of the individual toward the utility company must be first considered.

Without knowing why, the average individual has faith in competition and regards anything that looks like monopoly control with suspicion. In a sense a public utility company enjoys a monopoly, although any student of economics knows that there is no such thing as a complete monopoly under the present competitive scheme of existence, and that any company that is granted a privilege that protects it from competition, such as a public utility company, must pay for that privilege in some other way.

Going out of its way to cultivate the goodwill of the public is part of the price that a public utility company has to pay for its protection from cut-throat competition.

The goodwill of the public must be cultivated not only by means of the service given, but also by the courtesy and friendliness of its employes toward the public. The officers and employes of a public utility company should regard every customer of the company as one of the employers of the company. While the security holders have invested their money and made possible the building up of the business, the customers pay for the service rendered and make it possible for the company to operate and to pay costs, including payrolls and costs of money invested.

With that portion of the public with whom they come in contact, the employes ARE the company. A public utility is more often judged favorably or unfavorably by the character of its employes and by their attitude toward the publoc than by any other single thing.

In dealing with the public, courtesy is of paramount importance. There are many opportunities for employes to be courteous when their daily duties bring them face to face with the customer. This gives the employe a chance to do good work for the company. The more unfair the attitude of the individual customer, the greater the service rendered by the employe in changing his or her dissatisfaction to friendliness and satisfaction.

Only too frequently the expression, "You can't please the public" is used to cover up people's own shortcomings and their own unsuccessful attempts to please the public. Errors will happen, and then there is some temporary delay in the service, the customers naturally feel that they have a just grievance. At that moment an impertinent answer or a showing of lack of interest will cause resentment against the company rather than the individual; a feeling of resentment which sometimes has far-reaching effects.

On the other hand a bit of courtesy and tact, and a careful explanation of how the error or mishap occurred, frequently can smooth out a difficulty and leave a good impression both of the company and the individual. It is trite, but true, that "a soft answer turneth away wrath."

An unguarded or thoughtless word may mean the loss of much goodwill toward the company and perhaps a considerable monetary loss. Conductors, motormen and those in contact with the public are the company's diplomatic corps.

For that reason it is of greatest importance that each one strive to create a favorable impression with the public. Aside from the satisafction that will be theirs in having handled a difficult situation with tact, it will be of material advantage to the employes, for their own progress is gauged by the company's favorable progress. A favorable, gratifying progress is possible only where everybody, employes and public alike, pull together for broader service.

"If a man has been, or thinks he has been, wronged by his grocer," said a prominent public utility man recently, "he goes to some other grocer; but if he thinks he has been robbed by a utility his anger sinks in and sours, so to speak, and that is mighty bad for the company."

Public utility people therefore must be more polite, more kind, more considerate and more reasonable than other kinds of officers and employes, because they have prejudices and erroneous opinions to overcome. Before these erroneous opinions can be corrected it is necessary to find out what those opinions are and how they came into being. In other words, patience must be exercised as well as tolerance, broadmindedness and appreciation of the other fellow's viewpoint.—*British Columbia Electric Employes' Magazine.*

Not Always to Blame

Getting wrong numbers over the telephone is not always the fault of the operator. Faulty enunciation is more often to blame. This incident, illustrates one of the difficulties an operator has to overcome in answering calls:

An Englishman speaks over the telephone:

"Yes, this is Mr. 'Arrison. What, you can't 'ear? This is Mr. 'Arrison—haitch, hay, two hars, a hi, a hess, a ho and an hen—'Arrison."
—Telephone Review.

SURFACE SERVICE MAGAZINE

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

GENERAL ORDER NO. 8-25

Careful study of Superintendent Evenson's order of October 1st will disclose a readjustment of forces quite in line with the changes which have been made in other branches of the organization in the last two years. There have been transfers in the nature of experiments, the actuating motive in every case being the desire to form a smooth-running administrative machine in which every unit had its properly adjusted load factor, and was found to fit perfectly as a part of an harmonious whole. Men have been given a chance to acquire experience in territory with which they had not been familiar and under conditions which were strange to them. This has broadened them in their knowledge of the service requirements of the system, and has taught them how the insistent pressure from our patrons can be relieved by timely and adequate service adjustments.

They will all be able to carry on more effectively under the new order of things. There will be new territory to be conquered for some of those affected by the order; there will be a welcome home in familiar surroundings for those who have been gaining a knowledge of routine in other Divisions. The net result of the various adjustments doubtless will be a further increase in the efficient operation of a transportation organization already famous for its excellence.

A SHOWROOM OF IDEAS

The A. E. R. A. Convention at Atlantic City, Oct. 5-9 was one of the largest and most important in the history of the Association. The development of the automobile and the tremendous increase in congestion of thoroughfares in the larger cities have produced problems whose satisfactory solution is of the utmost importance to the industry as a whole.

Students of transportation everywhere are given intensive study to the possibilities of co-ordinated surface, subway and elevated service as the principal factor in meeting the newer conditions; and while operating specialists are thus engaged the engineering branches are striving for improvement in equipment in every direction. Refinements in construction that were not dreamed of a decade ago are considered essential today. Better lighting, easier riding trucks, more comfortable seats, additional safety devices—everything that will appeal to the car-rider is being adopted with a view to retaining his approval and support.

The Convention at Atlantic City as a showroom of ideas offered an opportunity for the display of the most up-to-date features in car construction and equipment and manufacturers took advantage of it as never before. Our representatives who were sent there will come home with their heads packed full of new wrinkles to be applied in perfecting our methods in all departments.

FIRST OF THE COMPANY NIGHTS

Transportation to Open Season on November 18

The 1925-1926 season of Company nights will be opened by the Transportation Department on Wednesday, November 18. There have been rumors that Mr. Evenson and his associates, with the talent available in his department, will provide a program which will be both instructive and interesting. Further details will be forthcoming in the November issue of the magazine.

Wanted a Change

Auto Salesman—What type of car do you like?

"None of 'em. I just came in here to enjoy being among a few that I don't hafta jump from."

"I never knew till I got a car," said Bishop Everton, "that profanity was so prevalent."

"Do you hear much of it on the road?"

"Why," said the Bishop, "nearly everybody I bump into swears dreadfully."

GENERAL ORDER No. 8-25

Brief Facts About Some of the Men Moved Up October 1

W. A. Hall and M. B. Quinn, appointed Assistant Superintendents of Transportation of the Chicago Surface Lines, will be at the general offices with Superintendent of Transportation C. H. Evenson.



Assistant Superintendent Hall

Mr. Hall started his railway career as a conductor for the old Chicago General Railway in 1899, and worked up to the position of Assistant Superintendent. During the receivership of that Company in 1902, Mr. Hall went with the Chicago Union Traction Company as a motorman and later was appointed starter, supervisor and assistant division superintendent. He became division superintendent on October 1, 1923.



Assistant Superintendent Quinn

Mr. Quinn entered the service of the Chicago City Railway Company as conductor in 1887, and was appointed supervisor in 1905. He rose to the position of assistant division superintendent in 1906 and in 1920 was appointed division superintendent.



Division Superintendent Pasche

William Pasche, appointed Division Superintendent at North avenue, entered the service of the Chicago Union Traction Company in 1904 as conductor and continued in that capacity until 1919, when he was appointed supervisor. In 1923 he became assistant division superintendent.



Division Superintendent Smith

F. J. Smith, appointed Division Superintendent at Limits-Devon, entered the service of the Chicago Union Traction Company as motorman in 1904 and, except during his war service, he continued at that work until he was appointed supervisor in 1919. He rose to the position of assistant division superintendent in 1923.

Too Fast

An employer, noted for his energy and lack of tolerance for loafing in any form, visited his stock room and found a boy leaning idly against a packing case, whistling cheerily and with nothing at all on his mind. The chief stopped and stared. The thing was unheard of in his establishment.

"How much are you getting a week?" he demanded, with characteristic abruptness.

"Twelve dollars."

"Here's your twelve. Now get out. You are through."

As the boy philosophically pocketed the money and departed, the boss turned to the chief clerk and demanded:

"Since when has that fellow been with us?"

"Never, that I know of," was the response. "He just brought over a note for us from Binx & Jinx."—*Mountain States Monitor.*

Surface Lines Legion Post

Representatives Attend Convention—An Attractive New Home for Members

Chicago Surface Lines Post, Number 146, was represented at the American Legion State Convention in Quincy last month by George F. Thornton, post adjutant, as delegate, Raymond W. Ambler,



senior vice-commander, as alternate delegate and Walter Krull and Carl Gerlach of the shops division. They report a very cordial welcome of the representatives of the new post by all state officers of the Legion and especially by representatives of the various utility posts.

One of the principal speakers at the meeting, Mr. Thornton says, was John H. Walker, president of the Illinois Federation of Labor, who praised the work of the Legion very highly.

"In our State," Mr. Walker declared, "there has been the friendliest sort of relationship between the officers of the American Legion and the officers of the Illinois Federation of Labor and the labor movement of Illinois generally."

Like other Legion units formed by employes of public untilities, the Surface Lines Post takes the name of the company. Other utility posts in Chicago include: Chicago Elevated Post, No. 184, Commonwealth Post, No. 118, Bell Post, No. 242, and Peoples Gas Post, No. 336.

The Surface Lines Post secured a temporary charter on February 4, 1925, and a permanent charter will be applied for on October 15. The temporary organization includes the following:

U. G. Lee, commander; Raymond W. Ambler, senior vice-commander; George F. Thornton, Adjutant; Walter Krull, first senior vice-commander; Leon Salisbury, chaplain; Carl Gerlach, sergeant-at-arms; Will H. Clark, service officer; J. Bortkvitch, historian and the following junior vice-commanders to represent the various departments and depots throughout the Surface Lines system: Lowell J. Page, George Schima, R. J. Rumatz, Thomas E. McCarthy, Bryan H. Maloney, Ben Lindstrom, Dan O'Brien, H. E. Harner, Carl Carlson, T. McLaughlin, L. J. Haase, P. J. Curran, H. B. Brady, Otto E. Eddy, T. J. Nicholson and Clarence E. Heath.

Quarters have been secured on the Fourth Floor of 40 South Clark street, jointly with the Theodore Roosevelt Post No. 627. These quarters are now being fitted up for club use and arrangements have been made with the Adventurers Club which occupies the third floor of the building for dining service. Magazines and reading material will be available.

The organization of the post was undertaken by American Legion officials on their own initiative. The roster to date includes over 100 members, Mr. Lee states.

Prior to the inception of this organization-work on the part of the Legion and independently of it, the Chicago Surface Lines last year organized an ex-service men's bureau for the purpose of assisting Surface Lines employes in securing their amended compensation from the Federal Government and their state bonuses. Major W. H. Clark had charge of this bureau and it assisted over 1,100 men in securing compensation in bonus, hospitalization, insurance or hospital pay, securing for them a total of $1,250,000 in federal insurance and $28,000 in bonuses from Illinois and five other states.

At a Southern wedding, when the minister read the words: "Love, honor and obey," the groom interrupted him and said: "Read that again, sah, read it once mo' so de lady kin ketch de full solemnity ob de meaning. I've been married befo'.

Departments and Divisions

Electrical

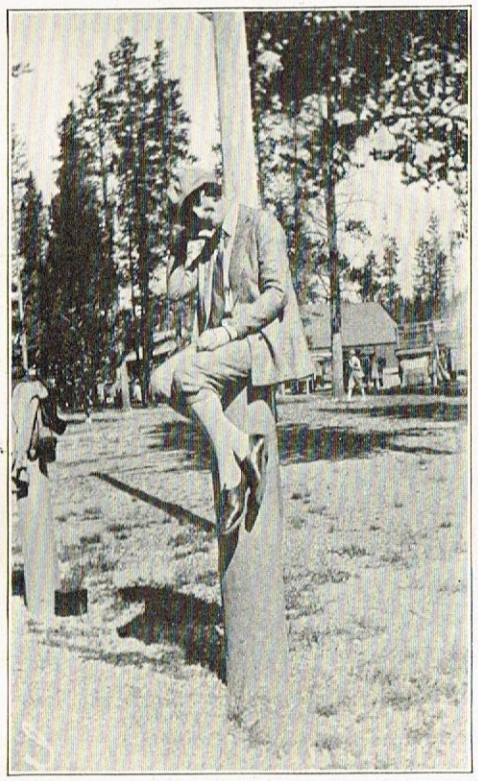
The sympathy of this department is extended to the family of Thomas Duffy, who died Saturday, Sept. 8th. He is the brother of Patrick Duffy of the Transportation Dept.

Leo Davis recently returned from an automobile trip through Minnesota. He did considerable fishing and reports that he had excellent luck.

Rotary converter No. 2 at Broadway Substation was put back in service several weeks ago and is in first class condition again. This machine was shut down while its armature was being rewound.

The feeder cables to the trolley in the loop district from Illinois St. Substation, which formerly distributed over South Water St., have been transferred to Lake St. account of the South Water St. improvement. A new shaft was built to La Salle St. tunnel at Lake St.

H. Essington.



Miss Frances Straka of the Accounting Department looks as if she were "up a tree" in Yellowstone Park.

Engineering

Hugo Schmidt enjoyed a boat trip with his family on Lake Michigan. He says the weather was fine and the lake perfectly smooth, as they only had to tie the piano down once.

Fred Avery is the proud father of a baby boy, born August 27th. He is named Bobby Fred and his dad says he is going to be an aviator. Mother and child are both doing well.

Clarence Kelly spent his vacation touring the East by auto, with Mrs. Kelly and a party of friends.

Miss Margaret Rake has returned from her two weeks vacation enjoyed with relatives at Rice Lake, Wisconsin.

Dugal Lamont is visiting relatives at Colorado Springs. We thank him for the scenic cards but the mail man groaned under the load.



Miss Agnes Helein of the Accounting Department and her sister at Bear Lake, Colorado.

Frank Bgesch was married on Labor Day, September 7th. Frank received a Ford coupe as a wedding present and he has promised to give all the boys a ride as soon as he is able to run it.

Wreck Wagon Driver Ed O'Brien's big fish may be seen at the Field Museum.

Chauffeur P. Rechs, who had an operation for appendicitis, has returned from the hospital and expects to be back to work soon.

The sympathy of the department is extended to Motorman Chas. Olson in the loss of his father who died recently.

Transit.

Treasury

Everybody is glad when vacations start in a department and glad when the last one is over. It is interesting to observe the transformation that a two weeks vacation makes in an individual. The variety of vacation tastes is amusing. For instance, Fred Sohm is the star fisherman of the Office and each year he goes to Northern Wisconsin and is content to sit and wait for the fish to bite—sometimes they do. M. V. Morton's idea of a wonderful time consists of traveling over interurban electric systems. This year he started out from Archer Avenue, went to Joliet, from there to Peoria and then over the McKinley system to Springfield, the ride to Peoria Heights affording a wonderful view up the Illinois River for many miles. From Springfield he went to Champaign to witness the graduation of his son, Merville.

Mr. Orde, the Treasurer, has been at his desk all through the summer, but expects to go to Florida in March.

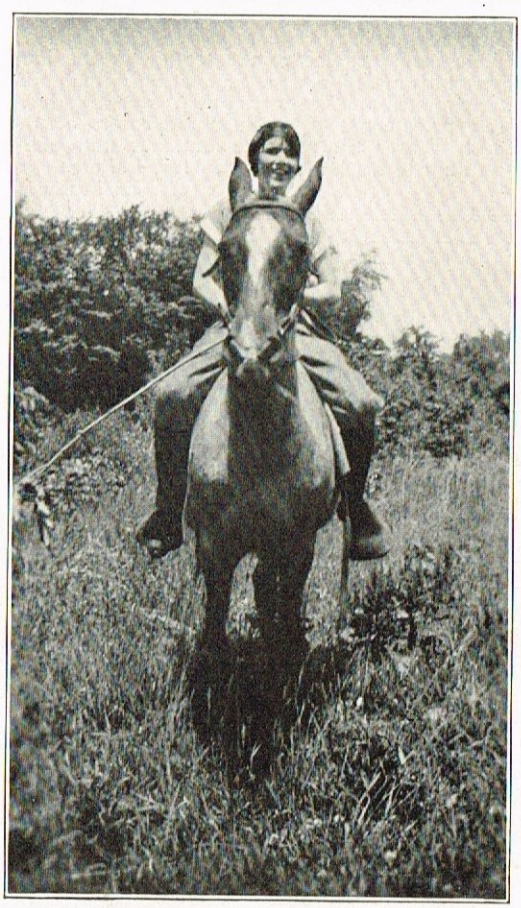


A prize of a nickel plated doughnut will be given to the SURFACE SERVICE reader who will correctly identify the animal in Miss Irene Kamradt's arms.

Repeating his annual pilgrimage to the State of Maine, Mr. Fred D. Hoffman this year developed his game of golf considerably. But he is emphatic in his assertion that he is not out for the mid-west championship yet. Jimmy Norton has a soft spot for Dayton, Ohio, because his mother-in-law and a flock of nephews and nieces are always glad to see him and show him a good time.

This year for a genuine rest, with magnificent views of innumerable wooded islands, Mrs. Agnes V. McCormick pronounced the trip up the St. Lawrence River to Montreal and Quebec ideal. Harry Byrne, with his son Whitmer drove down to Decatur, visited relatives and oldtime friends and became a golf enthusiast.

Capt. Lee usually favors the excitement and pleasure of the seaside resorts. This year, with Mrs. Lee, he went as far north in Wisconsin as he could by train and then took a bus to an out-of-the-way lake. Log cabin life in the wilds, without even a daily paper, just filled the bill for him. For years past if Clarence Altemus could have two weeks of dry weather to putter around the house and garden he was happy. This year, with his son Lee, who has just entered Illinois University, he drove through the beautiful lake regions west of Milwaukee, visited the Dells of Wisconsin, toured to Fond du Lac, Oshkosh, Green Bay City and north to Crevitz Jct. They camped out one night upon a plateau covered with pine trees, overlooking the Wisconsin River, within a stone's throw of a camp of Winnebago Indians.



Miss Olga Giesler on her pet vacation saddle horse.

Carl Cook and family drove to Fox Point, Wisconsin, to Princeton, Illinois, and to Marshall, Michigan, enjoying excellent weather and roads. Wm. Edman and family had an enjoyable time touring to the beauty spots of Wisconsin and Michigan. James Heckman revived old acquaintances by returning to Hillsdale College, the seat of his learning, for the commencement exercises. He said that fifty years was a long time to be away from a place

but some two hundred still recognized him. Eddie O'Connor took his usual trip to Saugatuck, Michigan. Swimming, boating and fishing occupied the time of George Fisher at Paw Paw Lake. James Ryan spent part of his vacation moving to Ravenswood. The balance of his time was used in taking in the sights there.

Rover.

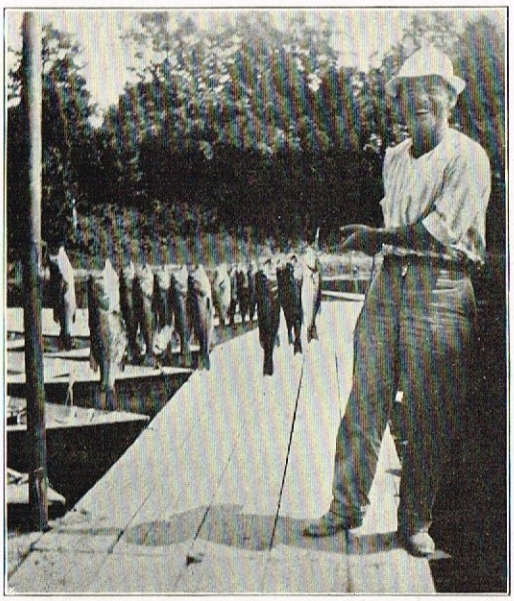
Accounting—Downtown

We have another new member in our department, Mr. Walter Garstka started August 24th. Welcome to our midst.

Mr. Wm. Bennett resigned Saturday, August 22nd to attend High School.

Miss Ruth Busse has joined the "Bobs."

Have you seen Miss M. Magnuson's "Shingle?"



This is a string of black and rock bass brought in by A. J. Stockley of the M. & S. Department.

The sympathy of the department is extended to Miss J. Peletrin in the loss of her niece who died recently.

The following returned from their vacations and report they had a wonderful time: Miss E. Huskey, Miss O. Tidler, Miss A. Simek, Miss C. Rostron, Miss K. Gardei, Miss M. Magnuson, Miss S. Novotny, Miss D. Killham, Miss R. Wohlford, Miss A. Kniffin, Miss L. Rigoni, Mrs. L. Hagberg, Mr. E. Cerven, Mr. A. Knobbe, Mr. B. Hall, Mr. J. Ruberry.

Clark and Division

Al Remack was rushed to the hospital and operated on for appendicitis. We all hope for a speedy recovery.

Gizella Lachta's mother has undergone a serious operation. We hope by this time that she is well on the road to recovery.

Vacationists returned:

Mr. A. W. Malmquist went so far away on his vacation that his postal cards have not reached us yet.

L. Salisbury spent his vacation in Michigan where they held a watermelon contest. As Leon's right there when it comes to eating watermelons, he entered the contest and won it.

Hulda Youngstrom motored up to the Dells and also visited her home in La Porte, Indiana.

A. Bresin and M. H. Reiter returned with a good many fish stories.

Mrs. A. Daley enjoyed the trip on the lakes to Mackinac Islands.

Misses C. Samek, Helen Crowley, Marie McCabe and S. Miller spent their vacations in Chicago.

Thomas F. Coan.

Material and Supplies

We are glad to report that Eng. Jensen is now convalescent after a very serious illness.

One morning Jerry Page came to work sporting a new suit and a boyish-bob haircut. He claimed that the reason for the fancy scenery was an American Legion meeting. Must have been some meeting. How about those 40-D spikes, Jerry?

The Halsted Yard Fishing Club at their last meeting voted not to divulge the location of their new fishing hole. What do you think of the string our President, A. J. Stockley, is proudly exhibiting?

Several months ago a visitor came to Halsted Yard—a beautiful cat; and a few weeks after her arrival she became the mother of four kittens. Burt Howard claims ownership of the family, but it is proving expensive. They consume about 16c worth of Carnation milk and sardines daily. If anyone has a good home to offer any members of this family, see Mr. Howard.

Sam Kubicek of Halsted Yard has left the employ of the Company to spend about a year fishing. Good luck, Sam.

Fred Getz and "Shorty" VanWiele have just returned after spending their vacations on the shores of Lake Michigan.

Girls! Have you noticed the beautiful marcel wave in Frank Hopkinson's hair? Funny how it's straight one day and curly the next, and still he claims it is natural.

R. E. Buckley.

Shops and Equipment—North and West

Mrs. Florence Johnston, daughter of Mr. and Mrs. Louis Conrad, passed away on Sunday, September 13th, after a lingering illness. Deep sympathy is felt for the family in their loss.

Congratulations and best wishes are extended to A. Manthey, Armature Winder at the West Shops, who was married on September 5th.

J. Gamen, Night Foreman at Kedzie Carhouse, is on the job again after touring through Canada to Niagara Falls. He reports a most enjoyable vacation. From the amount of rain we are having since his return, he must have brought the falls back with him. Joe says, "the folks look 4½ per cent better on the Canadian side."

O. H. Jorgensen.

South Shops

John Landeck, printing department, is the proud daddy of a baby girl born September 15, 1925.

Another new daddy—Clayton Roberts—Motor Repair Department, baby boy born August 25, 1925.

Don't forget the suggestion boxes which are placed in the various departments to receive accident prevention suggestions.

J. P. McCauley.

Around the Car Stations

Burnside

Conductor G. J. Quinn was seen in South Chicago recently standing on the sidewalk seriously looking at some fancy furniture in the show window. We wonder if he really means business.

Here is a case of where the wedding bells did ring. Motorman T. Rodey, one of our young and promising bachelors, married Miss Irene Bardwell of Cheltenham. We wish them a most pleasant journey on their matrimonial career.

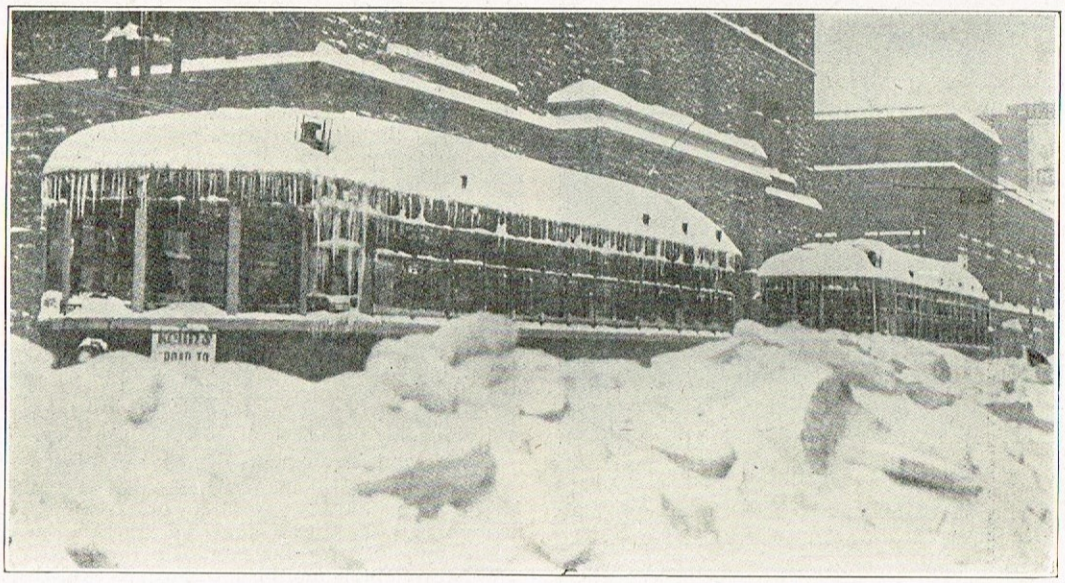
Motorman P. Linkowski and Conductor R. H. Underwood went fishing the other day. Results were as follows: Speechless and fishless.

came to the Burnside office marked "Conductor 8290." Enclosed was the following note: "I thank you very much for your kind offer and aid last week." Attached to the note was a brand new dime. It pays to be polite and courteous to the public. Good luck to you, Jake. V. L. Sawyer.

77th Street

Conductor S. A. Webster has been operated upon and am pleased to say is improving, but to date has not returned to work.

The club on Friday, September 11th, held its annual election and the following officers were elected and installed, namely, C. A. Gylling, President; W. W. Burke, Vice President; W. McConnell, Treasurer; Owen Duncan, Secretary, and these directors: H. J. Gleason, P. Nevin, F. G. Campaigne, J. E. Burke, E. J. Willette, G. M. Miller, C. L. Demars, Lou Miller and A. C. Kattar. Preceding the meeting our old friend Lou Steffel gave the boys an exhibition in fancy bag punching, also handed out a little instruction as to how to



Let us hope that we won't have anything like this this winter.

We regret the passing away of Motorman George Quetschenback, who died on August 5, 1925. Brother George will be missed by all who knew him. Although he was of a quiet disposition, he was well known and liked by all. During the Calumet days he held the position of trainmaster. He leaves a widow and daughter to mourn his loss and our heartfelt sympathy is extended to them.

We are in receipt of cards from the following trainmen all registering good times: C. J. Swanson from Los Angeles, H. P. Wulff from Manitowoc, Wis., J. Barber and A. J. Jacobson from Canada.

A lady boarded the car of which Conductor J. D. Potts, badge No. 8290, was in charge the other day. After examining her pocket book for some time she found that she had left her money at home. Jake played the part of a real gentleman. A few days later a letter

punch a bag. John Burke rendered a few selections on the baby grand. John is some pianist, you should be there.

With winter approaching we are going to try to get our expert wrestling instructor, Ed Willette, to take over a class for instruction. Keep your eyes on Ed, boys.

The bowling league is on its way. Bill Leske, chairman, has secured Tuesday evenings at Marinoes alleys for the teams. For further information see Bill. Some chairman, boys. Oh you Bill.

The baseball players brought home the bacon in the form of champions of the South Division, defeating Archer Depot by the score of 8 to 7 in as real a game as ever graced Comiskey Park. To the Archer boys and all the other teams we take off our hats. After the Archer game the Archer team presented our pitcher, Lefty Holford, with a duck which

exemplifies the sportsmanship and good fellowship of the Archer boys, good luck and best wishes.

The following conductors, J. C. Taylor, No. 1, and C. L. Curtin, have become proud fathers. Accept our congratulations, boys.

We wish to beg the pardon of Conductor J. J. Kennedy for the mistake in last month's issue which should have read "mother of Conductor J. J. Kenny."

The following relations of trainmen of this division have passed away: Father of Motorman W. A. B. Hentschel, wife of Conductor J. L. Haynes and mother of Conductor C. V. Hunter, No. 1. To the bereaved relatives of these trainmen this division wishes to express its profound sympathy.

Motorman J. R. Roll's untimely death removes from our presence a very dear friend and one of our old motormen. His host of friends will sadly miss him and his smiling face from his accustomed place on the bench. To Mrs. Roll and family we extend our sincere sympathy.

C. A. Gylling.



Motorman Richard Hartung of Armitage Station in an unconventional pose with his two sons.

Sixty-ninth

We used to think we had to carry home all the left-over copies of SURFACE SERVICE, but we're spared the responsibility for September. Perhaps you noticed that picture of Supervisor Priebe on page 3.

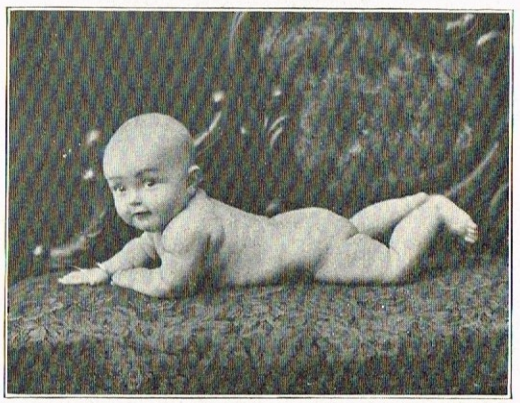
May we venture to opine that in the case of emergency Archer depot can supply a whole page of first class copy.

P. D. Gavin, after having been in the service of this company since June 22, 1888, resigned September 22, 1925, at the age of eighty-three years. Patty's many friends will miss him here.

While on his vacation recently A. V. Johnson motored to Watertown, South Dakota, with a friend.

J. A. Jeffers took an auto trip to Cadillac, Michigan, in September to visit relatives, but reports weather conditions were bad for a late vacation.

T. King left September 24th for a trip to Plankinton, South Dakota.



Little Miss LaVane Lasky, daughter of Conductor Lasky of Archer Depot. Miss Lasky is taking her first swimming lesson.

More smiles around the depot, R. F. Mackie has a new son born Sept. 15th, weight 5½ lbs. S. W. Jensen is daddy to a 7½ lb. boy, who arrived during the latter part of August. M. A. O'Connor reports an 8-lb. daughter born August 19th. S. A. McKibbin reports an 8½-lb. daughter born September 17th and J. B. Liebforth reports an 8-lb. girl born September 15th.

J. Wach has returned from Peacock, Michigan, where he spent the summer.

Motorman S. Watson fell August 21st, hurting his head so seriously as to make necessary an operation.

We wish to extend sincerest sympathies to T. F. Madden, whose mother passed away recently.

L. Brichta on his vacation motored over 3500 miles and was in Canada, Michigan, Wisconsin, Illinois and Missouri.

The bachelor boys, H. McDermott and T. J. Maloney, have gone on their annual trip to Antioch, Illinois, to hunt—what?

W. L. Pence.

Archer

Motorman Tom Schaefer, one of our old-time veterans, and his good wife and family toured the northern part of Wisconsin.

Our sympathy is extended to Motorman George Lemon, who was called to Cincinnati, Ohio, to lay his beloved mother at rest. George's mother has been ailing for some time

and while death was expected it was a shock to the family.

The paving of Springfield Avenue north of Archer Avenue is due to the new track recently put in on Archer Avenue, for which the Surface Lines should have credit for improving a run-down section of our city.

Motorman A. J. O'Brien and family motored through upper Michigan on a fishing tour.

Several postals have been received during the month from Supervisor Sam Menary, our correspondent for SURFACE SERVICE, who reports a wonderful trip across the pond. Last card from Belfast.



George Scalamara, the eight-months-old son of Joseph Scalamara, Shops and Equipment Department, Rockwell car house, would like to get his hands on that funny little box with the glass hole in it. Bet he would have a good time.

Motorman C. Ulbus (known as "U" boat) has been off on a furlough to rebuild his house. Charlie is very ambitious.

Conductor J. F. Howard left on a vacation trip to Hartford, Mich., to join his wife, who has been visiting her people for several weeks.

Joe Barnicle, starter, has returned from his vacation which was spent with his relatives at Indianapolis, Ind.

Conductor A. J. Hurt, commonly known as "Gust," is back on the job after a thirty-day outing with his family.

Motorman James Grogan has been confined to his home for several weeks. Mrs. Grogan reports him improving. A visit from his coworkers would be acceptable.

Motorman John Sullivan, known as "Black Jack," sent us a postal of greetings from Fox Lake, reporting good results of a fishing trip.

Supervisor A. E. Wessel has returned from Spooner, Wis., where he and his family spent their vacation.

Motorman H. M. Pressnoll motored to Nashville, Tenn., on a seventeen-day furlough where he was visiting relatives.

Conductor J. Kleidon motored to the Dells, Kilborn, Wis., where he is spending his vacation. Did not get much news of his fishing trip.

Motorman Frank Ellis and family have returned from their summer home at Benton Harbor, Mich., where he has been recuperating from the effects of our long and hot summer.

Conductor F. J. Brozozowski is in the Midwest Hospital suffering from the after effect of a serious operation. Here's wishing him well.

A baby girl has been added to the family of Conductor T. J. Duggan, now the daddy of four girls. Nuff said.

Motorman George Falsburt is visiting his granddaughter at Bell Lake, Canada. You would never take George to be a grandpa.

Motorman Charles Hager reports the arrival of a baby girl (Sherley), 9½ pounds. Congratulations.

Conductor R. V. Cullen and his family motored to Canada where they spent the month of August, 1925, with relatives.

Motorman F. Thatcher motored 283 miles to Mt. Pleasant, Mich., where he visited his mother.

George J. Kreith, conductor, and his wife have recently returned from the summer cottage at Mill Lake, Gobles, Mich.

Let it be the duty of every trainman to see that his car is fully equipped with light globes when pulling out, making his relief on street and when on being relieved or placing car in car house. This will aid to overcome the big item in the loss of light globes and place Div. No. 5 on a better standing on our car house monthly report.

Conductor Joseph J. Conlon, our star pitcher, after the game of August 26, 1925, with 77th Street team, arrived home and found a bouncing baby girl weighing eight pounds and fourteen ounces awaiting him. Joe is now the proud father of a boy and a girl. Says the stork did well. Again we congratulate the happy parents.

August 26, 1925, was a lucky day. Motorman J. F. Seeman wears a smile that won't come off. He is now the proud daddy of a baby girl—seven pounds.

Supervisor Christ Zeiher, the last of Archer's official force to have a vacation, has just returned home from Flint Lake, Ind.

Conductor A. E. Miller was married September 2, 1925. Our congratulations are extended to the happy couple.

They're off! Myles P. Callahan, Patrick F. Crinnion, our Executive Board members, and John J. O'Brien No. 1—Hamilton Murdock via Convention Special, followed up by Jas. M. Powers, P. J. Fleming and F. J. Conway to attend the Nineteenth International Convention.

Quick starting is contrary to our operating rules. While Archer has had but a few complaints of this nature, let us as individuals make a special effort and help minimize our discrepancies and boost Archer to the top of Divisional monthly report.

Our new quarterly pick will soon be in progress. The new schedules from 26th Street-Archer Avenue and Western Avenue are humdingers. Let's all pick the best run. They're all best when it comes our turn.

Archer's bowling teams are made up of the following:

Archer Depot (original team): J. F. Kent, A. C. Potraz, E. Hurley, F. Holland, P. Krayicek.

Chicago Surface Lines (new team): W. B. Kunstman, A. Kunstman, G. Calhoun, W. O. Muller.

Both teams bowling with the Central Manufacturing District. Archer team has won eight out of nine games, Chicago Surface Lines team has won five out of nine games. Watch our finals.

Blue Island

The stork is still busy at Blue Island Depot presenting the following: A 9-lb. boy to Conductor J. Vujtech on August 26th; an 8-lb. girl to Conductor W. Kenealy on August 29th; an 8-lb. girl to Conductor H. McGowan on September 11th; an 8-lb. girl to Motorman B. Tatro on September 17th and a 9-lb. boy to Motorman J. Prokop on September 20th. Congratulations, boys, and don't forget the smokes.

The sympathy of the boys at Blue Island Depot is extended Conductor E. Berg in the death of his father who passed away on September 16th.



Little Charles J. Starr, son of Chief Clerk Starr of Blue Island Depot. Looks as if he were hiding the cookie he had gotten hold of in some way.

An all-star team picked from Lawndale and Blue Island Depots this month (September) traveled to Grand Crossing and defeated 77th St. Depot 11 to 5. The features of the game were the battery work of the All-Stars: Zielke, pitching; Lemke, catching, with long distance hitting by Cook, Gilhooley and Sparkey Vujtech.

Messrs. Hale and Krueger wish to be advised how they can wash out adding machine ribbons so that they can be used again. Starr and Quaid informed them that gasoline or benzine was good, so they tried it and are still washing the same ribbon.

Chief Clerk Starr has returned from his vacation feeling like a new man. Through the courtesy of Motorman M. Brown, who allowed him and his family to use his bungalow at Ingleside, Illinois, Starr was able to enjoy the country. He visited Gray's Lake, Fox Lake, Long Lake, Duck Lake, Petite Lake and the fish hatcheries at Spring Grove, Illinois. At all these resorts he enjoyed fishing, boating and bathing.

Sherman Norman is back from his vacation and although he had several rainy days, he says he enjoyed himself and we are glad to have him back with us.

Bauer, Dobesh, Donikowske and Jacobs went out hunting at Grass Lake the other day and first shot they broke the camera as they were posing in their outfits.

The chief broadcaster of Blue Island Depot, Mr. George Washack, will now broadcast from Station F-U-L-T-O-N on 21st St. one man car.

C. P. Starr.

Kedzie

Mr. Rowland is back with us again after having spent several weeks in Colorado Springs nursing a bad case of hay fever. Says it was a wonderful climate for hay fever victims and enjoyed a good time up in the mountains. The only mishap encountered was on his return trip when he lost his old faithful friend, his pipe, while riding on the observation car. Wonder if he sneezed it away.

J. P. Ryan is the proud father of an eight-pound bouncing baby boy, while Frank Hajecek is the proud daddy of a baby girl.

The boys extend their deepest sympathy to Adam Raidiger in the loss of his mother-in-law who made her home with him.

Memories of the Four Horsemen and Red Grange, Rockne or Zuppke in their palmiest days never developed a passer and receiver like our friend John Rumney, No. 7607. A young rookie of only forty years' service, on Monday last while waiting for a south bound car at Kedzie and Madison streets saw a lady with an infant in her arms alighting from the car and stepped back to allow her to get off, as he did so, the lady tripped on the step, as she tripped she executed a perfect forward pass with the youngster, and as usual in all well-regulated stories, our hero was at the right place at the right time, so the pass was successful for a touchdown. We think the lady was French for she made a mad rush for friend Rumney to bestow the usual salutation of that nation, but he was somewhat shy and managed to escape. Anyway we can say that she was determined for she held up traffic for four minutes in her efforts. The writer asked why the sudden shyness, "Well," said the old boy slowly, as he eyed two young flappers passing by in the usual short skirts, "she was at least thirty and that was too old for me; there goes my style," as he kept his eyes on the two just passing.

C. Sonders.

North Avenue

We have nine babies to announce this month apportioned as follows: Conductor N. Moran, boy 8½ lbs. born Sept. 7th; Leo Herring, boy born Sept. 16th, weight 7 lbs.; A. Moore, a girl, born Sept. 16th, weighing 6 lbs.; A. W. Merker, a girl, born Sept. 12th, weight 6½ lbs.; T. Heggerty, boy, born Aug. 23rd, weight 8 lbs.; A. Hudson, a boy born Sept. 6th, weight 9 lbs.; Otto Falk, a girl born Aug. 25th, weight 8 lbs.—that makes five girls for Otto; Motorman W. Cavanaugh, a girl born Sept. 1st, and Motorman A. Moe, a boy born Sept. 5th. Moe says not to forgot to state that his boy is a red head and so we are so stating. Mothers and babies doing well.

Conductor J. Czarnecki was married Sept. 26th and Conductor J. E. Henning was married Sept. 21st. Accept our congratulations.

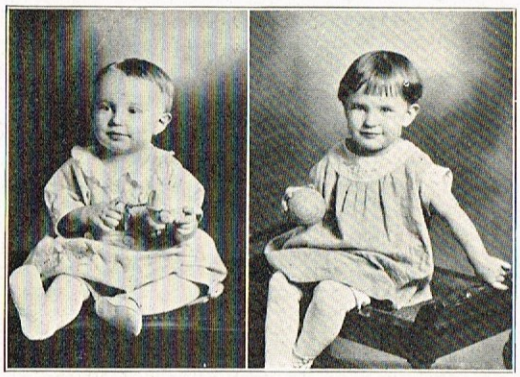
Conductor J. Ratzman's wife was seriously injured in an auto collision September 10th.

The "Four Trampeteers," L. Heintz, Joe Singer, G. Stanley and H. Wankel, arrived home the other day from a two weeks camping trip. They Forded through Wisconsin and most of Michigan.

Conductor H. Herring's father passed away Sept. 6th at the ripe old age of ninety. We extend our sympathy.

Conductor E. Durkin was injured Sept. 12th and is in St. Mary's hospital. Conductor J. Maxwell is in Alexian Brothers hospital as the result of an injury received by sticking his head out of the car on Lake St.

Relief Clerk Joe Griffen was operated on for appendicitis Sept. 8th.



Joseph and Mary Scannell, the attractive children of Conductor Jerry and Mrs. Scannell of 3429 North Kedzie avenue. A mighty nice looking pair.

Conductor Leo Beers is in the Speedway hospital and would appreciate a visit from some of the boys.

The blue light seen in the northern sky during the past month was not the aurora borealis or any other natural phenomenon, but was the result of the fervid expletives with which our Assistant Superintendent William Pasche punctured the atmosphere while vacationing in northern Wisconsin. The direct cause was the fact that no matter how much fatherly care you bestow on some tires they will insist on their little blowouts and again it seems that every time he dropped around to interview the black bass and muskies they were "in conference." But altogether Bill says he had a whale of a time. Charles A. Knautz.

Armitage

For the sixth time the Blue Pennant, the symbol of victory, flies over the Ninth Division, this time at Armitage Depot. Whereas it may be said typical of the Ninth Division, leadership tends to spur others on and we must fight to hold our place as leaders. Each and every man of the personnel of the Shops Equipment and Transportation may be justly proud, for it is the combined efforts of the individual. The shops and equipment contribute by their efficient overhauling and inspection and the train crews by the proper operation of cars on the street. That's what keeps 'em rolling and cuts the pull-ins. So take a look at her, boys, and say, "You're going to stay there."

All aboard for Montreal! Olsen and McHale, committeemen, will be accompanied by Tom Finn, the globe trotter, and Ted Smith, poet, writer and candidate for alderman, who will cover the doings with front page stuff. We'll leave it to Tom to cover Canada.

A new straight line four has been added to the motor fleet at Armitage. Page Gagler for gas saving, Milz.

An old painting, "The Lighthouse in the Storm," now adorns the walls of the superintendent's office. Done up in oil it lends an artistic touch to the recently remodeled office.

Scribe.

Elston

If you are bald headed and happened to be foolish enough to go fishing with your hat off and get sunburned, see Conductor R. Hennelly. He went through it.

Bruno Jagla received word from Conductor C. Hannemann and Motorman P. Erickson, who are at Sturgon Bay, Wisconsin, spending their vacation with a minister, whose doormat reads: "Welcome—No Snuff Chewing Allowed." Some rest for both.

Tell us the truth, Mr. D. F. Van Antwerp. Do they grow corn in Bloomington, Ill., as large as the picture of the ear on the postal that you sent? Some of us are in doubt.

Don't let the register clerk, E. Lindberg, tell you that on August 30th he was fishing at Fishcreek, Wis. We know different, as he got married to Miss Henrietta Pesch of the Token Department. The employees at Elston and the Main Office wish them both good luck and so forth.

Sure, that was Frank Arnier's Ford machine propped up by 2x4's in front of the depot.

How did you hurt your leg, Barney Mulligan? We understand you hurt it at your son's wedding, but don't know how.

Some class to the janitor at Elston. He has been seen sporting a new machine.

Steve Derinski is looking forward to Halloween.

Conductor J. Fitzgerald, badge 13064, is the proud daddy of a 9-lb. boy. Mother and baby doing nicely.

E. L. Brookman.

Noble

We wish to extend our sympathy to Conductor E. Bleck in the loss of his mother, who died Sept. 13, 1925.

We understand that Supervisor W. Whitney burned up two gallons of gas in order to get away from the girls on tag day. How about it, Bill?

The boys of Noble Depot would like to know from Max Davidson why his mail comes addressed Dr. Max Davidson. Let's hear from you Max.

Well, boys, Div. 10, is still leading in the witness contest, so all together, and let us make this the banner month.

Our leaders in witnesses for the month of Setember are: L. Kotowski, 18; A. Peterson and F. Hrdlicka, 16; A. Krueger and C. Leighton, 16; G. Deckert and M. Kennedy, 16.

Albert J. Asp.

Lincoln Station

Conductor R. Burk, who made a trip to Ireland with P. O'Malley, has returned. He reports having had a wonderful time and although his trip cost him quite a bit, he does not regret the financial part, as it was a trip that was well worth taking. His friend, P. O'Malley did not return with him, but extended his furlough.

Motormen! Safety first! Stop, look and listen, when you see our Supervisor Van Dee coming along with his new Chevrolet car, come to a stop and let him pass. A word to the wise is sufficient. Men with new cars need lots of room.

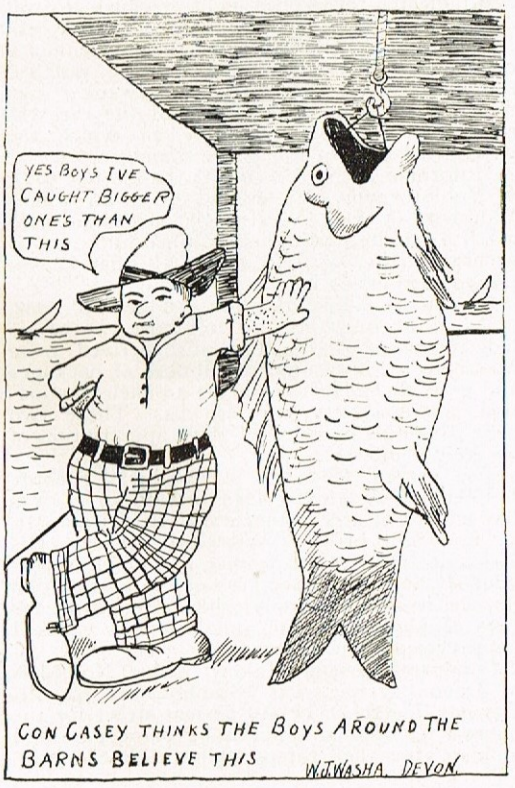
Sept. 2nd was a great day for our extra conductor, J. E. Jacobs, that being his wedding day. He and his bride took a short trip to Wisconsin on their honeymoon.

Two more babies arrived, one to Mr. and Mrs. P. Joyce and a 9-pound son to Mr. and Mrs. Proctor.

The boys in Lincoln Station are all very sorry to hear of the accidental death of our fellow workman, Conductor P. J. Mission, who was crushed between two cars at the Lincoln Avenue Terminal Saturday, Sept. 19, and was laid to rest in St. Joseph's cemetery Sept. 23.

Lincoln Station shops report two deaths: Henry Furey, who had been with the company a great many years, was buried Aug. 11th from St. Vincent's church to All Saints cemetery and J. Scholtus, who was buried Wednesday, Sept. 16th, from St. Mathias' church to St. Henry cemetery. Sympathy to the families.

H. Spethman.



Bouquets for the Boys

One of the interesting letters received during the month was particularly complimentary to Conductor George P. Merk, badge No. 13980, of 77th street, and as it came from a steam railroad man, we are reproducing it in full:

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
Freight Traffic Department
Room 927 La Salle Street Station
Chicago, Ill., September 14, 1925.

Mr. G. A. Richardson,
Vice President in Charge of Operation,
Chicago Surface Lines,
Chicago, Illinois.
Dear Sir:

I wish to bring to your personal attention what appealed to me as unusual, yet desirable, commendable service.

Returning from a line trip over our division, Friday evening, September 4th, I used your car service from 63rd and Wentworth, leaving that point about 9:25 P. M., Central Standard Time, going south. The car was No. 5256 and the Conductor's tag No. 13980. This conductor was exceptionally courteous to the passengers and especially so toward an elderly lady who he noticed in the crowd, waiting to get on. This conductor left his post and assisted the old lady on and in the car and provided a seat for her, returning to take care of the other passengers waiting.

As I now recall, this lady wished to get off at 69th Street and the conductor assisted her from her seat, out of the car and over to the sidewalk. It was quite noticeable and attracted some attention and favorable comment.

It has occurred to me that you might be interested in receiving this information and while the conductor is not known to me, I deem it proper to bring the matter to your attention.

Yours truly,

H. E. DUVAL.
Division Freight Agent.

Here's another case where a particularly meritorious action was observed and reported by an appreciative passenger. Conductor James W. Ryan of Seventy-Seventh is the man whose honesty is commended:

October 1, 1925.

Mr. C. H. Evenson,
Supt. of Transportation,
Chicago Surface Lines.
Dear Sir:

I wish to call to your attention conductor—badge No. 9690. While going north on a State Street car yesterday, September 30th, at about the hour of 5:30 P. M., a lady dropped from her bag a large roll of bills. This was seen by no one but the conductor. I did not see the roll until he stooped to pick it up. He at once found the loser, whose bag was still open, and returned in a most gracious way her lost money. He was given a smile and thanks. To me it was a splendid example of the outer and

visible sign of inherent honesty, for there is no doubt that he could have kept all or part of the money without any one being the wiser.

Yours very truly,
Arthur A. Small, M.D.

Conductor Elmer H. Studt, badge No. 3716, of Devon avenue, was prompt and careful in turning in a brief case which had been left on his car by Mr. E. A. Crane of 1124 North Dearborn street. Mr. Crane sends a letter of appreciation, not only for the immediate return of his lost property due to the Conductor's promptness, but incidentally has something to say about the courtesy of the employes in the Lost and Found Department of the Devon avenue station.

Miss S. J. Robertson of 4221 Ellis avenue sent an interesting letter commending Conductor Ray T. Price, badge No. 922, of 77th street. Miss Robertson, who is a stranger on the north side, had been to the Municipal Pier and in returning found it necessary to ask for directions how to reach her home. Conductor Price was so explicit in furnishing the information that she had no difficulty and states that she will always remember his kindness. Incidentally, she mentioned the fact that the clearness with which he called the streets was a service appreciated by everybody on his car.

Conductor Ralph N. Little, badge No. 1942, of 77th street, was thanked by Mrs. Alice Haight of 6231 Kenwood avenue. She states in her letter that she is 73 years of age, and that while she has found most of our conductors considerate, she has been in receipt of special courtesy from Conductor Little.

Mr. John Becker of 1912 West 35th street accidentally dropped part of his change when paying his fare and did not know that any of the money had been lost until Conductor William A. Lion, badge No. 3212, of Archer avenue, restored it to him. He commends Conductor's honesty.

Conductor Howard D. Harris, badge No. 3766, of 69th street, was the subject of a complimentary letter from Mrs. H. C. Chadbourne of 1404 East 47th street. Mrs. Chadbourne, as a business woman, uses the surface lines daily and frequently each day. Speaking well of them as a class, she comments particularly on the information given her by Conductor Harris when she was on her way from Evanston and desired to reach a certain address on North Paulina street. The promptness and accuracy with which he gave her the necessary information so impressed her that she wanted the company to know of the efficiency of this employe.

Conductor Patrick J. Devany, badge No. 5962, of Devon avenue, through his interest in a helpless and apparently half blind lady passenger of advanced years, attracted the favorable attention of Mr. John N. Steadwell of 101 Marietta street, Atlanta, Georgia, who happened to be a passenger on his car. He was very much impressed by the assistance rendered by Conductor Devany and his general spirit of helpfulness to his passengers.

Conductor Michael J. Reilly, badge No. 6260, of Devon avenue, was particularly careful to see that one of his lady passengers, who was slightly lame, was safely aboard his car before giving the starting signal. The assistance he rendered to her when boarding and alighting brought a letter of gratitude from Mrs. H. Miller of 656 Gordon Terrace.

Conductor Peter Hopkins, badge No. 9146, of Kedzie avenue, had as a passenger Mr. George G. Floyd, Chief Mechanical Engineer of the American Steel Foundries of 410 North Michigan avenue. Mr. Floyd, whose arms were full of bundles, thought he was giving the conductor the exact change and walked into the car. Several minutes later Conductor Hopkins returned an overpayment which his passenger had inadvertently made. He makes this act the subject of a fine letter of commendation.

Conductor John C. Taylor, badge No. 11292, of 77th street, earned the gratitude of Mr. Leon Goodbout of 110 North Morgan street, by paying his fare when Mr. Goodbout discovered that he was short the change. Mr. Goodbout subsequently remitted the fare with thanks.

Conductor Hubert Bruks, badge No. 13732, of 77th street, during a heavy rainstorm, troubled to step off his car and help aboard a lady with a child in her arms and another one hanging to her skirt. Dr. Samuel L. Dalsey of 3839 Lincoln avenue, who observed the incident, sent us a letter and concluded: "I think it was fine of him. Tell him so."

Motorman Stanley J. Kuzius, badge No. 2055, of Armitage avenue, noticed an Italian woman with some children standing at the corner of Madison and Canal streets waiting for a west bound car. He took the trouble to inquire if she was waiting for a Madison street car and indicated the proper point at which to wait for it. Mr. M. F. Whittingham of 1620 North Meade avenue, who described the incident in a commendatory letter, added that he watched this motorman as far north as Milwaukee avenue and his smooth operation of the car was an evidence of his efficiency, of which the writer was glad to advise the management.

Motorman Richard Kempiak, badge No. 8217, of Noble avenue, was able to direct Mr. Louis Kaufman of 3434 West Polk street how to reach a remote destination so pleasantly and so accurately that Mr. Kaufman felt that he deserved commendation.

Conductor Louis Tomblin, badge No. 4232, of North avenue, was able to advise two of his lady passengers who had just arrived from Michigan, with an unusual number of packages and a small child, how to get to their destination, avoiding the loop crowds. These two lady passengers expressed their appreciation of his kindly interest.

The general efficiency of Conductor George J. Foertsch, badge No. 4948, of 69th street, was the subject of a complimentary letter from Mr. C. L. Willis of 1542 West 64th street. His assistance rendered to women and children particularly and the correctness of the information that he is able to supply with reference to the time of night cars, etc., made a very marked impression on the passengers.

Conductor Joseph Malone, badge No. 6348, of Devon avenue, was complimented by Mr. Herman Kutzback of 216 Locust street for the interest he showed in directing passengers and looking after their safety while in his charge.

CLUB SPARKS

Tennis Tournament

The Annual Surface Lines Club Tennis Tournament, which was played Sept. 26th and 27th ended with the following results:

In the singles, Wm. Umlandt won from Dr. Evans, 6-0, 6-3.

In the doubles Umlandt and Nattinger won from Sterling and Kaffenberger 6-1, 6-0.

S. L. C. Bowling

The Surface Lines Club Bowling League opened its season on Thursday, September 24th, at the Parkway Alleys. The following departments have entered teams this year: Electrical, Shops and Equipment, Accounting, Engineering, Time Table, Transportation.

Prospects are good for an exceptionally fine season and we hope that some of the new bowlers will develop into stars.

Some very good averages were rolled the opening night. Bill Fish got along swimmingly and led the bunch with 193 average. Elmer Brookman rolled a 183 average and Lou Dixon got 164. Both of the boys are former league bowlers whom we have missed for several seasons and who are welcomed back by the gang.



The Club put up bronze statuettes seven and one-half inches high as individual trophies for the members of the winning team in addition to the regular list of cash prizes. So, go to it, boys, and bring home the bacon.

Beach Party

During afternoon and evening of Saturday, August 15th, the second annual beach party of the Surface Lines Club was held at the Jackson Park beach. About 150 persons came out and spent a very enjoyable afternoon and evening. Mr. Bill Schenck was in charge and kept the crowd busy.

One of the features of the outing was the diving exhibition given by Misses Reinhardt, Paslof, Rake, Lachata and Carlson.

The chef from Bowman served "hot dogs" for supper which were artistically monogramed with mustard by Harold Holger. One of the features of the supper hour was the witty comments of Les Goldman, the assistant chef. Coffee, cooked by none other than the illustrious wife of the chief chef, was served with the hounds. Later marshmallows were roasted and cold watermelon was served. The success of the party is just one more feather in Billy's cap.

500 Party and Dance

Mr. A. E. Johnson has been appointed Chairman of a committee to give a 500 party and dance on Saturday evening, October 10th.

Halloween Party

The annual Halloween Party of the Club will be held at the club house Saturday, October 31st. Watch Bulletin for special announcement.

Swimming Class

On Tuesday, October 6th, the swimming and gymnastic class will open for a series of eight lessons with Mr. Zollinger in charge. The work will be planned with the idea of a fall carnival in mind. Let's make this a big success.

Wrestling

Al Chappelle is conducting his wrestling class each Friday night at the club house. Although he is having a large attendance each week, he says there is still room for more. Get in and get ready to win one of the medals to be awarded at the Fall Carnival.

Women's Auxiliary Novelty Party

The "Novelty Party" given after the regular monthly business meeting Thursday evening, September 17, at the Club House by the members of the Women's Auxiliary in the Accident Investigation and Legal Departments, might well be termed a "Musical Funfest." There was a wild scramble for a chair to music, a pan that raced madly around the ring of girls—to music, clattering noisily on the floor when the music ceased, and there was music for those who wanted to dance.

Contests of various kinds were held, and attractive, as well as useful, prizes were given to the winners. Delicious refreshments were served and every one received a favor.

This was the first party of the season, and all who attended agreed that Miss Alice Donegan, Chairman, and her committee had set a standard that would be difficult to beat.

Announcements

Regular monthly meeting Thursday evening, October 15, The Shops and Equipment Department will entertain with a Baby Doll party after the meeting.

Gymnasium and swimming classes under the direction of Mr. W. R. Zollinger every Thursday evening, except third Thursday in each month (open meeting and party night).

Bowling—come and try for the teams, something new being planned by our Chairman, Mrs. Grace Wright Rubey.

Near-Sighted Old Lady: "Is that the headcheese over there?"

Clerk: "No, ma'am—that's one of his assistants!"

MY LEADER

(Apologies to R. L. Stevenson, author of "My Shadow".)

I have a little leader
Who runs ahead of me.
But what can be the use of him
Is more than I can see.

The strangest thing about him
Is the way he likes to go.
If a "boss" should ever catch him
He would be pulled off I know.

He has a car like mine
But by the way he gets ahead,
I'm often forced to believe
He has an aeroplane instead.

When approaching supervisors
He will stall and stall and stall,
But the minute that he passes them
He can't be seen at all.

He hangs right on his leader's tail
With all his might and main.
When going down the street they look
Just like a two-car train.

One night a supervisor,
As he traveled up and down,
Chanced to ride with this "speed merchant"
Nearly all the way around.

He received an awful "soaking"
For he HAD to run on time,
And he wasn't used to hauling them
He said it was a crime.

He barely made his leaving time,
His temper was a fright,
He ripped and tore and cussed and swore,
And said it wasn't right.

Now in other cases like this
Nine times out of ten it's true,
That the "speed boys" are the slowest,
When they have REAL work to do.

'Tho my leader is the only one
I've mentioned in this yarn,
There are many others like him
To be found in every barn.

But if we all would stick to schedule
Two things would be gained, I trust,
Better service for the public,
And more pleasant work for us.

H. E. Harris,
Fourth Division.

Lack of Evidence

A youth seated himself in a dentist's chair. He wore a wonderful shirt of striped silk and an even more wonderful checked suit. He had the vacant stare that goes with both.

"I'm afraid to give him gas," the dentist said to his assistant.

"Why?" asked the assistant.

"Well," said the dentist, "how will I know when he is unconscious?"—Store Chat.

C. S. L.
in the
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