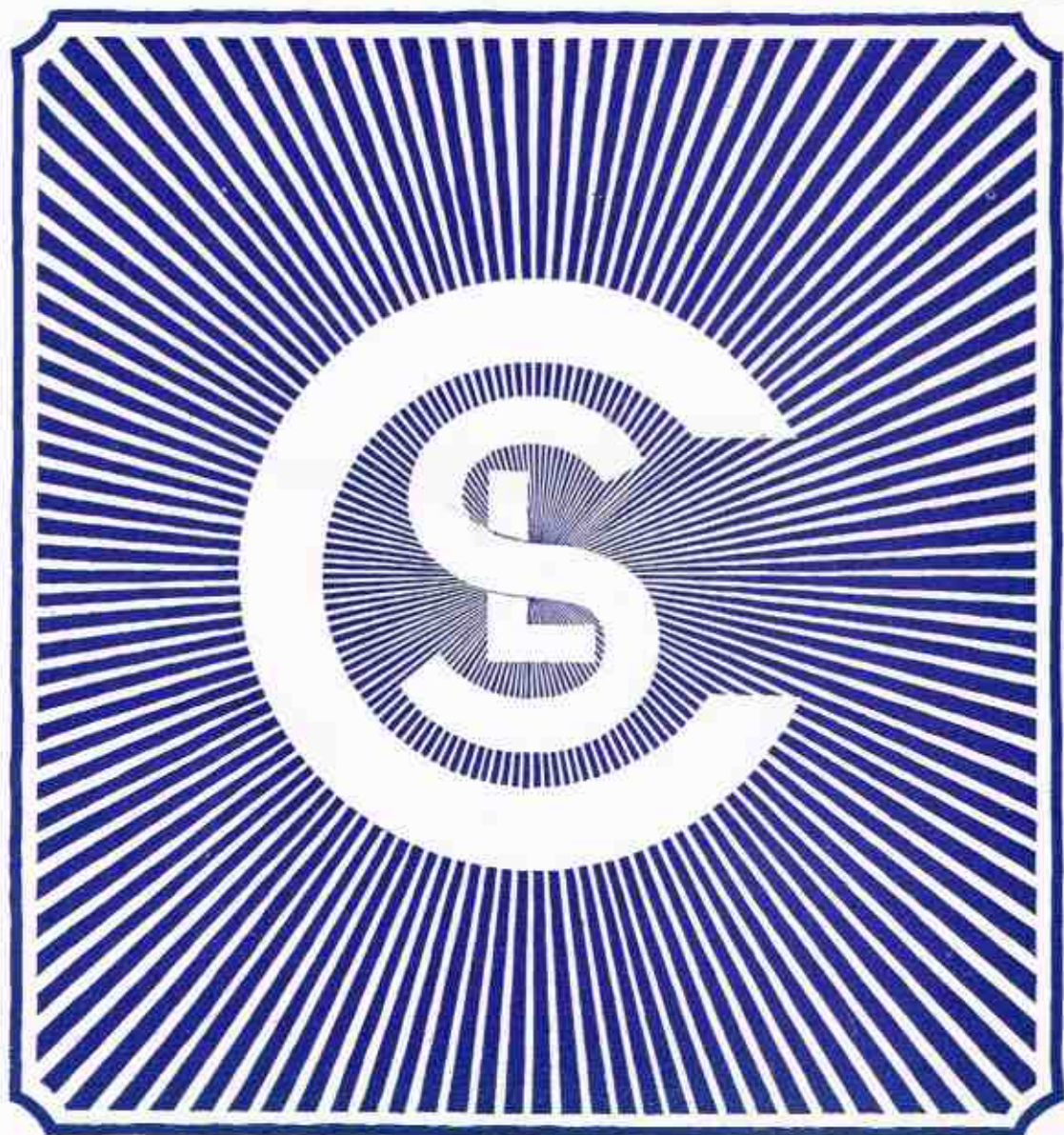


SURFACE SERVICE MAGAZINE

VOLUME 2

APRIL, 1925

NUMBER 1





Looking Back More Than 30 Years

Souvenirs of 1895 and 1894 from the collection of Division Superintendent Dan F. Bowles. Dan can be recognized in spite of the disguising effect of a large and luxuriant growth of shrubbery under his nose.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 2

APRIL, 1925

No. 1

FIFTEEN THOUSAND DOLLARS FOR TORNADO RELIEF



Photographer Millar of the Department of Accident Investigation was on hand at the offices of the Association of Commerce when Secretary Frank Hupp of the Surface Lines turned over to President William R. Dawes, of the Association the check representing the contribution of the Surface Lines employees.

The contributions of the employees plus the \$5,000 from the Surface Lines officially brought our total up to \$26,000 which was within \$5,000 of the quota fixed for all of the utilities in the Chicago district.

Trust the Surface Lines crowd to do the right thing in the right way and in a hurry!

“Know Your Own Company”

Shops and Equipment Department Shows it Can Repeat Without Duplicating



The Shops and Equipment Department presenting its second “Know Your Own Company Night” at the Club House on the night of March 25th, showed that it had profited by experience. As Mr. Adams stated in his introductory remarks, his Department had given the first of the series of Company Nights a year ago, and since then had been a cycle of programs provided by other Departments. This had resulted in a crop of new ideas and the program about to be presented was the result.

same pair appeared before the curtain, bowed to the applauding spectators and proceeded in true professional style to make the changes in the indicator cards on easels against the proscenium arches. Miss L. Anderson and Miss J. McCarthy, cast for the pages, worked beautifully in perfect unison and shared the honors of the evening with the others on the program.

Mr. E. J. Sigwalt, Chief Clerk of the Department, explained a series of statistical slides which gave a graphic idea



There was no division of opinion in the verdict given by the audience. It was a well-balanced program with specialties, statistics carefully prepared and clearly presented, and two movie films that were both educating and interesting.

The first surprise of the evening came when the big curtains parted disclosing two white-clad pages with a banner welcoming the audience on behalf of the Department, and a moment later the

of the magnitude of the work of the shops in construction and repair work with some significant comparative figures covering a series of years.

Three selections effectively rendered by the Shops Quartet—L. E. Mohrman, J. Hecht, J. H. Reid and J. R. Reid—were received with appreciative laughter and applause. “Al-ex-an-der”, perhaps, being the favorite of the numbers. Frank A. Bramic, with a violin solo, Tate’s “Some-

where a Voice Is Calling", accompanied on the piano by Mr. A. C. Lindquist, won an encore.

Mr. T. H. Shaughnessy then presented the Department's new movie, "Building a Modern Street Car", with appropriate explanatory comment as the busy scenes in the shops were unfolded. This very instructive reel, with a few additional feet of titles, ought to make a hit at any meeting where the activities of the Surface Lines can be presented.

With a perfectly good screen and a projector at his disposal, Mr. Shaughnessy naturally improved the opportunity



to say a few words about the tug-of-war champions of his Department with pictures of the team in action and at rest, with an invitation to any other Department to try to take the trophy away from them.

Mr. Francoeur, as director of the orchestra, not only contributed a series of snappy selections, but provided the incidental music during the showing of the movies. The orchestra's share in the program added a great deal to the evening's pleasure.

Mr. John Dimodica's solo on the alto horn showed that he was a real musician

with a complete understanding of his mellow-toned instrument, and a little later in the evening a trio of violin (Mr. Bramic); horn, (Mr. Dimodica); and piano, (Mr. Lindquist), was a special feature. Mr. James Flinn's baritone solo "Thora" by Weadley, brought the musical program to a close.

An industrial movie, "Turning Out Telephones," supplied through the courtesy of the Western Electric Company proved a revelation to the spectators; and the ingenious accomplishment of a patient camera man in perfecting an animated assembling of a transmitter and receiver was absorbingly interesting.

Don McGill, of the South Shops was the director of the entertainment, W. Schenck stage manager and electrical director, assisted by C. Naessens, and W. C. Krull as head usher, saw that his assistants, J. P. McCauley, J. F. Biehl, J. Gillen, S. B. Lucas and C. B. Heath found comfortable seats for everybody.

The programs distributed for the evening afforded a lot of amusement through the presentation of a series of "advertisements" featuring various executives and employes in good-natured take-offs on their activities in the organization. As a novelty the idea made a great hit.

Incidentally SURFACE SERVICE has received through confidential channels an "ad." which was prepared by their advertising agent, but which was inadvertently omitted from the program. Here it is:

Don Tom Harry
M'GILL—SHAUGHNESSY—ADAMS

WORLD'S GREATEST WHEEL ROLLERS

and Vaudeville Managers.

Expert Performers on Woods, Brasses,
A-Flat Wheels and Other Musical
Instruments.

Repairs While You Wait.

TWO MAIN OFFICES

Sixteen Branches—Always Open—

See Us NOW.

Any Phone. Ask for "Trouble."

SENIORITY LEADERS

Interesting Records of Old Times at Archer and Lawndale Depots

The following conductors and motormen head the lists in their respective depots for longest continuous service:



MOTORMAN WILLIAM SCHWEIGER

William Schweiger, Badge 5211, Lawndale Depot, entered the service April 28, 1885, and now has 39 years and 11 months to his credit. After trying the street-car business in Milwaukee for six months, and finding it unsatisfactory, Mr. Schweiger came to Chicago. Applying at the office of the old Chicago West Division Street Ry. Co. at State and Randolph streets, his recommendation from Milwaukee helped to put him to work immediately. Only small one-horse cars were operating on Ogden avenue from Western avenue to Albany avenue. It was to this line on April 28, 1885, that Mr. Schweiger was assigned for duty. Ogden avenue has always been a busy thoroughfare, being one of the principal southwest roads leading to the city. At this time from Twelfth street west it was lined on both sides with ditches. Operating street cars on unpaved streets lined with ditches presented difficult problems that only old-timers can appreciate. However, the modern Ogden avenue makes up for its earlier deficiencies. Mr. Schweiger was a horse-car driver on this street for ten years. It was during this period that Mr. Charles Nagl, now custodian of the Federal Building, was Superintendent of the West Side System. The old-timers have many good words to say for Mr. Nagl.

Mr. Schweiger believes that positive good results from working continuously on one line, for the reason that a motorman learns the more dangerous spots, and is always especially alert at these points. Certain neighborhoods always have heavy traffic. Some alleys are known for teams backing out unexpectedly.

In his precinct he has been judge of election for years. In speaking of his experience on the street cars, Mr. Schweiger says that the instructions given an election judge apply very satisfactorily on the cars, namely, "To keep one's eyes and ears open, but one's mouth shut."

Terrence Kennedy, Badge 7502, Lawndale Depot, entered the service January 6, 1883, and now has a service record 42 years and 2 months.



CONDUCTOR TERRENCE KENNEDY

It was during former Superintendent Lake's time that Mr. Kennedy "broke in" as a street car conductor. He was assigned to duty at the old Halsted and O'Neil Barn. There may be a street in some other large city that has a more diversified foreign population than Halsted street, but its reputation is yet to be made. It used to be said that if a conductor could handle the many different types on Halsted street, he could do his work successfully on any other line. Forty years ago the Halsted street line went from O'Neil street north on Halsted

to Randolph, east to the down-town district. Mr. Kennedy worked on this line for five years; was transferred to Blue Island Depot, and worked on the Eighteenth street line for twenty-five years. Twelve years ago he was transferred to the Lawndale Depot, and has been on Ogden avenue most of that time. As the car lines were extended, he has seen this section of the city develop gradually from stretches of farms to the enterprising districts of today. He had one narrow escape. This happened as he was passing a railroad yard. He intended to go through the car to the front, but something seemed to tell him not to. Somewhere from out the maze of freight cars a bullet crashed through the front of the car.

When asked to what he attributed his success as a conductor, Mr. Kennedy said, "Well, I don't know exactly; however, I will say that Mr. Maguire, our Division superintendent, was one of the conductors that broke me in."

William Maher, Badge 3385, Archer Depot, employed July 10, 1882, with a service record of 42 years and 8 months.

About the year 1857 Mr. Maher was born on a farm at Hartford, Wis. When a very young man he went to Milwaukee and was employed by the Cream City Ry. Co. For over four years he was a driver of a mule bob-tail car on East Water street.

Mr. Maher came to Chicago and on recommendation of the Cream City Ry. Co. was employed as a horse-car driver on the Chicago West Division Street Ry. Co. After working at that position for one year, he came to the Chicago City Ry. Co. July 10, 1882, where he has been in continuous service ever since.

For many years Mr. Maher has been working on the Argo line and has a host of friends among its patrons. He has been engaged in the street railroad business for nearly forty-eight years.

A Coolidge Story

The first salary check of Calvin Coolidge as President of the United States had just been brought to him. It was a great check—\$6,250 for a single month. It had taken his father years to earn so large a sum. It was more than six times as much as he himself had received

as vice-president. Compared with what he had earned in his earlier career, it seemed little less than a fortune.

Mr. Coolidge looked at the check for a considerable period, but, as is his custom, he said nothing. He continued to be silent until the messenger had passed out and was about to close the door. It was then that the President's emotions overpowered him. He could not remain silent. With warmth and loquacity quite unaffected, he uttered these words: "Come again."—Forbes Magazine, (N. Y.).

The Weaker Sex

Now is the time when men must cough
Who rashly left their heavies off,
Their noses run, their eyes are red,
They shiver, shake, and go to bed.

They are the ones who dared to freeze
In low-cut brogues and B. V. D's,
They sneezed at other cautious gents,
And swore the ladies had more sense.

They laughed at vests and woolen hose,
But now they wipe a fevered nose,
And view the world through bleary eyes—
These hardy, foolish, fresh air guys.

The girls may wear what'er they please
And never even stop to sneeze,
But men—if we take off our hats,
Lumbago hits us in the slats.

We cannot dress in garments thin
When winter's icy blasts begin,
But girls are made of sterner stuff—
They hide their ears, and that's enough.

—Exchange.

I Will

I will repair my friendships that show signs
of wearing out, not through use, but through
the abuse of neglect.

I will consign to the scrap heap my disap-
pointments and blasted hopes, just as a house-
keeper throws away a cracked vase.

I will air my smiles and good will instead of
my personal opinion, in the humble hope that
my neighborhood may be a bit better for my
so doing.

I will scrub the grimy footprints of fear from
my mind and put up a sign, "No trespassing."

—Los Angeles Two Bells.

TEN RULES FOR HEALTH

Eat less, chew more.
Ride less, walk more.
Clothe less, bathe more.
Worry less, work more.
Idle less, play more.
Talk less, think more.
Go less, sleep more.
Waste less, give more.
Scold less, laugh more.
Preach less, practice more.

—Anon.

Keeping 'Em Rolling

Armitage Takes the Lead in the February Line-Up—Other Changes

From second position in the January list, Armitage nosed out Division which had held the lead for two months and came under the wire the winner for February. Limits moved up from fourth to second position, Division taking third place. North, Devon and Blue Island each lost one point in standing while Kedzie climbed from tenth to seventh place and Rockwell advanced from eleventh to eighth. Here are the official figures:

Rank Feb. Jan.	Carhouse	Miles Operated Per Car Pulled in Chargeable to Equipment Failure
1 2	Armitage	7,092
2 4	Limits	6,944
3 1	Division	5,076
4 3	North	4,831
5 6	Devon	4,717
6 7	Blue Island	3,846
7 10	Kedzie	3,413
8 11	Rockwell	3,367
9 5	Elston	3,333
10 9	77th	2,907
11 13	69th	3,755
12 16	Lincoln	2,674
13 14	Burnside	2,242
14 15	Cottage Grove	2,123
15 12	Lawndale	1,984
16 8	Noble	1,980

In forging to the front Armitage increased the mileage operated per car pull-in from 5,814 to 7,092, a gain of 1,278 miles.

Car Repairer; T. Rygiel, Car Repairer; P. Reynolds, Car Cleaner; J. Golotki, Car Repairer; J. Connon, Car Cleaner; F. Platinski, Car Repairer; W. Zabenski, Oiler; L. Cairo, Car Repairer; M. Dominco, Car Repairer; J. Foster, Car Repairer; E. Poulouski, Car Repairer; T. Eustachian, Car Cleaner; Wm. Povi-lant, Car Cleaner; A. Pocius, Car Cleaner; J. Gerlick, Car Cleaner.

PREVENTING POWER WASTE

E. Egan Leader at Sixty-Ninth Street Depot for March

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

Line	Run No.	Name	Badge No.
Entire Division	40	E. Egan	3249
67-69 Street	40	E. Egan	3249
Ashland Avenue	412	C. P. Scanlon	10161
62 Street	139	S. Boal	6541
Wallace-Racine	206	C. L. Awbrey	3015
Robey Street	440	I. Noonan	3107
59-61 Street	171	A. H. Jones	3279
Extra Men		J. Szulczewski	10375

What Is a "B. T. U.?"

People have been mystified by those letters. They stand for "British Thermal Unit." A British thermal unit is a measure of heat, as



The Armitage Carhouse Crew

SURFACE SERVICE presents a picture of the February leaders with one of the new multiple unit Milwaukee Avenue trains as a background.

And here is a roster of the winning outfit:

P. Whelan, Day Foreman; L. Nystrand, Asst. Day Foreman; D. Striker, Night Foreman; T. Hoey, Asst. Night Foreman; C. Stobart, Clerk; J. Cairns, Car Cleaner; P. Storm, Car Placer; G. Wygand, Car Repairer; E. Bereck, Car Cleaner; L. Hoehn, Car Repairer; P. Jacobs, Car Repairer; J. Krumpa, Car Repairer; S. Dzien, Oiler; S. Solitore, Car Repairer; P. Yankus, Car Repairer; T. Keeney, Car Repairer; P. Shimkus, Car Repairer; T. O'Neil, Car Repairer; L. Rozic, Car Repairer; P. Sullivan, Car Repairer; J. Hudjieski, Car Cleaner; T. McTernan, Car Cleaner; F. Puck-linty, Car Cleaner; D. Hennessy, Car Repairman; F. Minter, Car Cleaner; H. Dennison, Car Cleaner; F. Stella, Car Repairer; H. Henry,

an inch is a measure of length and a pound is a measure of weight. For sake of illustration, if water, weighing just one pound and with a temperature of just 60 degrees, were put in the gas fire, the amount of heat required to bring the water to 61 degrees would be equivalent to just one "B. T. U." When the thermometer registered 62 degrees, heat equivalent to two "B. T. U.'s" would have been utilized, and so on.

Electric Railway Ownership

One person out of every 85 in the United States owns a part of an electric railway. The average holding of each person interested is about \$4,000. This does not include persons who are indirectly interested through their life insurance funds being invested. Many life insurance companies are heavy holders of electric railway securities.

Checker Contest

Division Winners Reported Up to Date—Arranging for Finals

After hearing from most all the divisions and learning how enthusiastic the ordinary player was in the contest, it surely is another proof that when the employees of the Chicago Surface Lines take hold of a proposition they see it through to a successful finish. Like any similar event, some one at each division had the details to look after. These deserve full credit for the success of the contest.

Now for the "big doings," the finals for the championship of the Chicago Surface Lines, and the next highest winner, both of which will be awarded prizes. Of course, there are some who think that they can name the champion in advance. But we defy any one to name the next highest winner.

The best time to hold the tournament seems to be the latter part of April, probably a Saturday afternoon and evening. A special bulletin will be sent out giving full particulars. Of course, the winners of each division will be present, but any others who would be interested in watching the match are cordially invited to be present and show your division winner by your presence that you back him to win. All the prizes will be awarded that night.

The following are the results by divisions received up to the time of going to press:

Cottage Grove: Under the leadership of J. E. Jones the contest went over big. The division winner is J. E. Jones, with the next highest being J. M. Walker, M. E. Parker and G. P. Hansen.

Burnside: C. E. Best directed the contest here. The division winner is C. E. Best, the next highest were E. M. Deegan, L. Chamberlain, J. W. Downey and A. J. Jacobson.

Sixty-ninth: Under the direction of James Buckley the contest was handled in a business like manner. Finding at the start that many would play if they had a better knowledge of the game, he was instrumental in having a motion put through for the purchase of a dozen checker manuals. Division winner was Chas. N. Schunpp, next highest were Jas. Buckley, P. McIntyre, C. W. Meir and J. W. Hartwig.

Lawndale—Blue Island: A most remarkable enthusiasm for checkers was shown at this division. Sometimes they were four deep around the four tables waiting for their turn. M. J. McGinnis and L. Slominski had their hands full. The five highest at Lawndale were T. McEvoy, M. Martin, L. Slominski, L. Martin and W. Bell. The five highest at Blue Island were S. Wilson, M. Wesniewski, B. Schroeder, E. Wickham and A. Kostalski. In the play-off between McEvoy and Wilson, T. McEvoy won, making him the division winner.

Archer: This depot, through the prowess of John Howe, has had the reputation as a winner when it came to checkers. E. C. Springer handled the contest. The division winner is John Howe and the next four high-

est being Wm. F. Hay, F. E. Murray, E. C. Springer and J. P. Lawler.

Lincoln: George Gleason's efforts made possible the high interest and the business like precision with which the contest was carried on at Lincoln. The division winner was George Gleason and the next four highest being, W. Dunne, Ed Hedrick, R. C. Mills and M. Curran.

Armitage-Division: Peter Englund, who has a very thorough knowledge of both checkers and chess, very successfully carried on the contest between these two depots. The division winner was Peter Englund, the next four highest being W. Steinkraus, M. Moriarity, J. J. Blair and P. Buckley.

South Shops: By utilizing the lunch period at the shops, J. P. McCauley was able to bring about a very good showing. The division winner was James R. Reid, with the next four highest being J. G. Heckt, W. Lowe, S. A. Keyser and J. E. Gasser.

Seventy-seventh: S. J. Anderson guided the contest at this large depot and awakened considerable interest. The division winner is J. A. Goodwin, the next four highest were W. T. O'Neil, J. K. Robinson, S. J. Anderson and A. Boettcher.

General Office:

Bert Hall had charge of rounding up the general office checker players. W. H. Figg carried off the honors.

The Voting Habit

"How are you going to vote this year, An-nabel?"

"In a georgette blouse with an underslip of crepe de chine, piped with monkey's fur."—Judge.

Scots Wha Hae—and How They Do It

"How did you screw up your courage to propose to the rich Mrs. MacTayish, Sandy?"

"Losh, mon, 'twas just awfu! I'd sworn I'd do it some Monday nicht, so I took her for a bit of a ride in a taxicab, and w' one eye on the wee meter tickin' awa', I had her won at the end o' sixty cents."

A novel guy

Is Jerry Black.

He borrowed five

And paid it back.

—Williams Purple Cow.

Wherever you find patience, fidelity, honor, kindness, truth, there you will find respectability, however obscure and lowly men may be.

—H. W. Beecher.

Bowling Season Results

Parkway and Club House League Winners and Complete Scores



The 1925 Winners and Bowling Enthusiasts

The above picture shows the bowling enthusiasts who represented the various departments throughout the season. The persons seated left to right, Messrs. Geo. Schroeder, Wm. Schenck, R. Rogers and the three standing immediately back of them, Messrs. W. Schick, Leo Davis and Wm. Hart, are the Winning Electrical Dept. Team.

The 10th Annual Tournament of the Major Surface Lines Bowling League came to a close on Thursday night, March 26th, 1925, after one of the most successful seasons it has ever enjoyed. For the second consecutive year Billy Schenck turned on the juice and pepped up his bowlers to such herculean effort as to land them in first place again. During the season just passed several new men came out and proved themselves to be worthy acquisitions to our league, foremost among them being Rogers of the Electrical Dept., Mike Rubey, one of the younger members who got his first bowling experience on our Club House Alleys, climbed to the top of the individual list and his sterling shooting was in a large measure responsible for the Shops Team copping second money.

The grand old man of the league, Smoke-Ball Alexander, finally was subdued by youth and was forced to relinquish first place to Mike Rubey. Alex held the honor of being the league's best bowler year after year and has been one of the men responsible for the successful seasons the league has been enjoying.

The Accident Investigation-Treasurer Team, or rather what was left of the original team, Jimmy Ryan deserves credit for the effort he made to finish the season with a full team.

Ed Platt again had a good season, averaging 171 in spite of his bum ankle.

Wilson's "sweep ball" was sweeping the alleys clean towards the end of the season.

Yoo! Hoo! Skinny Sigwalt had another good season.

The following list shows the standing of teams and individual players at the end of the season:

Teams	Standing of Teams					
	Games Won	Games Lost	Per Ct.	High	Total	Aver.
Electrical	53	22	.707	1002	62792	837
Shops	47	28	.627	984	61052	814
Engineering	41	34	.547	940	61382	818
Accounting	37	38	.493	944	60554	807
Ac. Inv.-						
Treas.	26	40	.347	932	56174	780
Time-Table	21	54	.280	872	57091	761

Individuals—15 Games or More

Class A

Bowler, Team	Games	High	Total	Aver.
*Rubey, Shops	72	245	13188	183.17
*Alexander, Eng.	72	227	12020	179.44
Eger, Ac. Inv.-Treas.	15	200	2644	176.27
Fish, Ac. Inv.-Treas.	36	217	6327	175.75
*Rogers, Electrical	62	235	10863	175.21
*Schick, Electrical	63	232	11001	174.02
*Davis, Electrical	75	241	12930	172.79
*Platt, Engineering	75	231	12847	171.29
*Sigwalt, Shops	72	243	12307	170.90
Stack, Ac. Inv.-Treas.	31	221	5275	170.16
*Neusel, Shops	75	258	12709	169.45
Fick, Accounting	51	224	3510	167.14
Bonhomme, Eng.	69	234	11502	166.69
Luebke, Acct.	73	221	11760	161.17

Class B

Bowler, Team	Games	High	Total	Aver.
*Hopke, Acct.	72	243	12377	171.90
*Pfans, Time-Table	75	214	12434	165.79
*Schroeder, Elec.	74	233	12242	165.43
*Ryan, Ac. Inv.-Treas.	72	221	11860	164.72
Altman, Ac. Inv.-Treas.	39	211	6374	163.44
*Boal, Time-Table	66	210	10729	162.56
*Scheneck, Elec.	74	213	11946	161.43
*Wilson, Acct.	69	222	11031	159.87
*Cammack, Time-Table	69	223	10928	158.38
Amble, Eng.	75	224	11870	158.27
Jann, Acct.	66	212	10354	156.83
Reiter, Acct.	63	207	9834	156.09
Wendt, Shops	72	201	10701	149.46
Lee, Ac. Inv.-Treas.	23	208	3432	149.21
Gibbs, Shops	57	187	8343	146.37
Sedlack, Time-Table	53	204	7646	144.26
Lindstrom, Eng.	66	192	9515	144.17
Excell, Time-Table	24	186	3407	141.96
Landeck, Shops	18	173	2493	138.50
Bell, Time-Table	57	190	7803	137.93
Pellicore, Ac. Inv.-Treas.	21	190	2868	136.57
High Team Average.....Electrical			923	
High Team Game.....Shops			984	
High Individual Game Class A—Neusel			258	
High Individual Aver. Class A—Rubey			213	
High Individual Game Class B—Hopke			343	
High Individual Aver. Class B—Ryan			202½	

*Prize winners.

Club House League

The Eighth Annual Tournament of the Club House Bowling League ended on March 18. This year the finish was very close. The three leading teams fought it out to the very end of the season, the Track Team finally winning out, with the Shops & General Office Teams running second and third. Below is the standing of the teams and individuals:

President Malmquist captained the Accounting Team this year. Art is a good president and he had some good bowlers on his team.

Frank Sears, of the General Office Team startled the bowling world by leading the league one week in the early part of the season.

Otto Fischer of the Engineers started slow, but came fast at the end of the season.

Nattinger of the Claim had his colts out for every series. Next year those babies are going to be higher up on the list.

Stob of the Shops led the league most of the season and finished first with lots of pins to spare. The "Big League" will be looking that boy if he don't watch out.

Harry Abbott of the Track Team says he is going to lead the league next year. Harry is a very good—photographer.

SEASON 1924-1925

CLUB HOUSE BOWLING LEAGUE
FINAL STANDING

Team	Games		Per- centage	High Game	Total Pins	Aver- ages
	W.	L.				
Track	33	22	707	881	55400	739
Shops	51	24	680	887	55919	745
Gen. Office	50	25	667	895	55956	733
Accounting	27	48	369	857	53209	709
Claim	25	50	333	843	52154	695
Engineers	19	56	253	916	52564	701

INDIVIDUALS—15 OR MORE GAMES

Name, Dept.	Games	High Game	Total Pins	Aver- ages
*Stob, Shops	56	211	8854	158.11
*Carr, Shops	61	214	9549	156.34
*Nattinger, Claim	69	210	10782	156.26
McCarthy, Engrs.	21	190	3273	155.71
*Volland, Acct.	75	227	11904	154.72
*Schlachter, Track	75	213	11580	154.44
*C. Gurgel, Shops	71	214	10935	154.01
*Dillon, Acct.	51	213	7835	153.63
*Flood, Gen. Office	75	198	11466	152.75
*Hewitt, Track	72	212	10885	151.18
*Vitale, Gen. Office	72	223	10802	150.00
*Fischer, Engrs.	75	211	11236	149.61
*Klatte, Gen. Office	75	198	11125	148.33
*Dimmen, Track	75	225	11044	147.24
McKenzie, Claim	60	209	8826	147.10
W. Gurgel, Shops	74	212	10882	147.05
Sears, Gen. Office	72	192	10552	146.56
Goldberg, Shops	71	204	10388	146.22
Wolfe, Track	69	215	10084	146.09
Abbott, Track	66	193	9640	146.06
Colgan, Claim	69	190	9697	140.54
Hoskins, Claim	69	201	9655	139.93
Isaacson, Engrs.	72	189	10054	139.64
Powers, Acct.	75	185	10397	138.65
Lewis, Gen. Office	75	220	10326	137.68
Chambers, Acct.	21	171	2878	137.05
Malmquist, Acct.	63	190	8494	134.83
Johnson, Acct.	69	191	9502	134.81
Bgesch, Engrs.	21	161	2828	134.66
Figg, Engrs.	72	222	9562	132.81
Corrigan, Shops	50	171	3814	127.13
Crump, Claim	63	165	7947	126.14
Barker, Claim	21	184	2431	115.76

High Team Average, 3 games—Track 853 1-3.

High Team Game—Engineers 916.

High Individual Average, 3 games—Wolfe-Track 193 1-3.

High Individual Game—Volland, Accounting, 227.

*Prize winners.

She: "Wouldn't it be wonderful, dearest?"

He: "Wouldn't it be wonderful?"

She: "If you were only as wonderful as you think you are."



SPRING IS COMING

A glance at this view of the North Avenue Depot will explain why this station has become famous for its picturesque appearance. Mr. John Gillen and his men of the North Ave. Mechanical Department are responsible for the embellishment. The trees were taken from the surrounding prairie and seeds purchased without one cent of expense to the Company. This is another result of personal interest and co-operation.

"ELECTRICAL WIZARDRY"

The General Electric Company Gives Us a Program April 22 at the Club House

Electrical apparatus is used to a very large extent by the Chicago Surface Lines in the operation of this system, ranging from the large turbo-generators in the Commonwealth Edison Co.'s power plants, to the railway motors on street cars.

As the General Electric Company has furnished a great deal of this equipment every department of the Surface Lines will be interested in hearing something about the General Electric Company, its products and the important part it has taken in the development of the electrical industry. It is a thrilling and entertaining story told through the magic of the films.

Through the courtesy of Mr. A. P. Jenks of their Chicago office, a program has been arranged for April 22, which will consist of two motion pictures—one entitled "The King of the Rails," showing the evolution of transportation on land, and the other, "Wizardry of Wireless", portraying the development of signal

communication, showing the beacon fire, heliograph, Indian smoke blanket, through the various stages to radio transmission and reception; a short illustrated talk entitled "A Few Facts About the General Electric Company"; and some music.

This is a subject that will appeal to technical and non-technical employes alike and will be particularly interesting to the ladies of our organization.

Remember the date—April 22, and help make it a red letter night.

A Rubber "Bouquet"

Our friend Harry Essington of the Electrical Department seems to be very fond of a certain brand of cigars. We don't know why but his wife has learned the secret. One evening after dinner he lit his favorite Stogie, and after smoking it a while, his wife said, "Harry, what are you smoking?" and in the same breath, "Oh, it must be the electric light wires burning—smells like rubber." Just about this time, Harry smelled the same odor, in fact, he tasted it. Upon investigation it was found that said cigar was packed full of rubber bands and pins. Ask Harry—he knows a good cigar.

S.

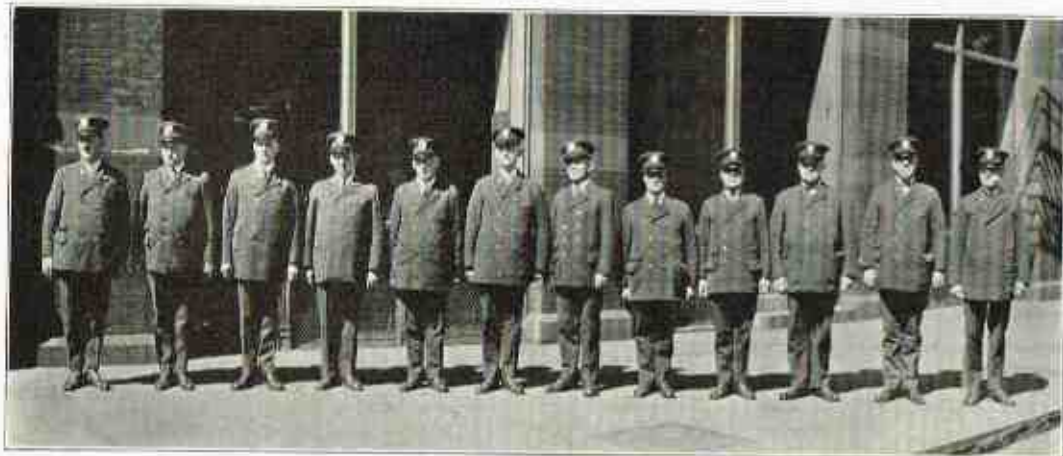
He Seizes Anything

"What is an Opportunist?"

"One who meets the wolf at the door, and appears the next day in a fur coat."—Gargoyle.

Splendiferous? Oh Boy!

Our Central Division Supervisors in Their New Uniforms



If you have noticed a brightening up of the scenery in the down-town territory lately the accompanying picture will supply the explanation. The Central Division Supervisors are now functioning in their snappy new uniforms. We will leave it to you to say how much of an improvement it is over the old one. And you ought to see the way truck drivers and other traffic specialists stop, back and turn when one of our "finest" holds up a

compelling finger. Their efficiency in the down-town territory has been more than doubled by the change and they are co-operating with the police in keeping things moving in a way that has never before been equaled. Reading from left to right in the picture we have E. E. Victorson, J. H. Rau, H. T. Hooper, J. L. Beyer, John Jauman, Albert Burk, Harry Hubbell, John Milton, R. T. Duffy, Fred Sundmacker, Louis Bartelheim and F. H. Walker.

"EVENTUALLY! WHY NOT NOW?"

Some Thoughts on Accident Prevention Methods

Automobile drivers will awake to the fact that it is for their highest good and for the safety of the passengers of street cars to co-operate with motormen:

First, by never trying to cut in directly in front of a moving car.

Second, when an auto is stopped at the curb, never to back up on the track without looking for the approach of a street car. The driver should always put out his left hand.

Women's clubs will inaugurate a campaign to instruct and encourage mothers to teach and warn their children to keep on the sidewalks, and not to play baseball on the streets or sidewalks where street cars run. This applies to use of roller skates also.

Passengers will help speed the loading in the congested districts during the rush hours by having the even change ready for fare, or their transfers unfolded.

A crowd of passengers will not all try to board the first car that comes along, but will divide the load.

It is generally conceded that the riding pub-

lic today is easier to get along with than the public of years ago. There is no doubt that one of the strongest contributing factors in bringing this about has been the slow but sure process of educating the public through the courtesy of the trainmen. This is one of the reasons why it pays conductors to answer patiently all the questions passengers ask, even though some of them seem unnecessary.

Another Rear-Seat Driver

It was a dear old lady's first ride in a taxi, and she watched with growing alarm the driver continually putting his hand outside the car as a signal to the following traffic. At last she became angry.

"Young man," she said, "you look after that cars of yours, and watch where you are going. I'll tell you when it starts raining."—The Christian Evangelist (St. Louis).

Unchanged

Mary: "Marriage must have made a great change in your life."

Alice: Not at all. I used to sit up half the night waiting for Alfred to go home, and now I sit up waiting for him to come home!"—Soulage Nisse, Stockholm.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 2 April, 1925 No. 1

John E. Wilkie Editor

C. L. Altemus Assistant Editor

APPRECIATION

The Management of the Surface Lines through SURFACE SERVICE MAGAZINE desire to extend to every employe of the organization appreciative thanks for the immediate and generous response to the call for help from the stricken cities of Illinois and her sister States. The notices that there would be an opportunity for donations were sent out on Saturday, March 21 and the forms on Monday the twenty-third. By Wednesday noon the returns were in the hands of the accounting officers and at a luncheon of the Relief Committee that day, Mr. Hupp, our Secretary, was able to announce that the rank and file of this organization had rolled up a total of \$15,000 and that of this amount the trainmen had contributed \$9,904. His report was received with cheers.

In the notice to the heads of departments informing them that contributions would be received there was an expression of confidence in the men of this organization with the prediction that the response would be immediate and creditable. It was. The amount turned over to the Red Cross for its relief work from the Surface Lines was the largest reported by any other utility and is an everlasting credit to the generous hearts of the men and women whose daily industry keeps the wheels going round.

THE NATIONAL RUSH HOUR

**Half of American Riders Moved in
Four Hours**

Half of all the 44,000,000 daily electric railway passengers in the United States

do their traveling during four "peak load" hours of the day, and how to handle them expeditiously is the outstanding local transportation problem, Lucius S. Storrs, president of the Connecticut Company told the New England Motor Conference in Boston.

A large operator of buses himself, as well as of electric railways, Mr. Storrs says that only electric cars can handle the great peak loads.

"This mass transportation period means that of the 44,000,000 passengers per day, at least 20,000,000 must be handled in four hours," he said. "It is the real problem and one that only large-capacity cars, or trains, operating over rails, can cope with. By far the best results are obtained in communities where all forms of transportation are co-ordinated and under one management. Only in this way can the maximum of benefit be obtained by the car rider."

"NOBLEMEN ALL"

"Service with courtesy"—
Let that our motto be;
March 'neath that banner and keep it
unfurled.
Each do the best he can,
Serve well his fellow-man,
Swift will our fame then resound o'er
the world.
Let old Chicago be
Proud of our chivalry—
"Look," she will proudly say, "they are
my sons."
Join in the great crusade,
Kind hearts and unafraid,
Noblemen all when we're out on our
runs.

John Clark, No. 2
Devon Station.

An Important Distinction

"There's a mighty difference," Lincoln once said, "between studying with the outside of your eyeballs, and studying with your eyes open clear to the bottom of your brain."

CHICAGO SURFACE LINES			
VOUCHER NO. 78942	CHICAGO, ILL.	DATE MARCH 26TH, 1925	TREASURER'S NO. 7877A
PAY TO THE ORDER OF	J. M. Dickinson, Jr. Treasurer of the Chicago Tornado Relief Fund, c/o Chicago Ass'n. of Commerce, Chicago		\$15,000.00
FIFTEEN THOUSAND			DOLLARS
<i>J. M. Dickinson</i> ASSETS		<i>F. B. Hoffmann</i> TREASURER	
WHEN PROPERLY ENDORSED THIS CHECK IS PAYABLE AT			
THE FIRST NATIONAL BANK, CHICAGO			

HOW YOUR MONEY GOT TO THE RELIEF COMMITTEE

Here in facsimile is the check turned over to President Dawes of the Association of Commerce. It represents the combined contribution of all of the employes in all of the Departments of the Surface Lines. It represents food and medical attention and shelter and clothes to stricken victims of the most destructive tornado that ever visited our State.

Here is the acknowledgment of President Dawes:

THE CHICAGO ASSOCIATION OF COMMERCE

Employes of Chicago Surface Lines,
250 S. Clark Street, Chicago.

March 28, 1925.

Gentlemen:

I acknowledge your check for \$15,000.00 as a contribution to the Chicago Tornado Relief Fund and can assure you of the warm appreciation of all who are identified with the work of raising funds.

Your contribution has been forwarded to the Chicago Chapter of the American Red Cross. Your prompt action means much to those in distress.

Very sincerely yours,

W. R. DAWES,

Chairman, Chicago Tornado Relief Committee.

THAT SURFACE LINES STAG

The Get-Together Annual Dinner to Be a Big Night

The committee in charge of the Get-together Stag dinner to be given by the Surface Lines club Thursday evening, April 30, announces that early reservations indicate an attendance of at least 400. The dinner will be served at 6:30 p. m., in the main dining room of the Hamilton Club, 18 South Dearborn street. It is the first event of the kind for four years.

President Blair, Vice-President Richardson and other officers will be present. A speaker of national reputation will give a talk. There will be some popular music, some entertaining stunts and a splendid menu.

One feature of the evening will be the awarding of the bowling prizes.

It is important that the committee know at the earliest possible moment just how many will attend and reservations should be made at once through your department director. Tickets can be obtained from department directors. The dinner is \$2 a plate.

Business suits will be the proper thing.

The Trainman's Dream

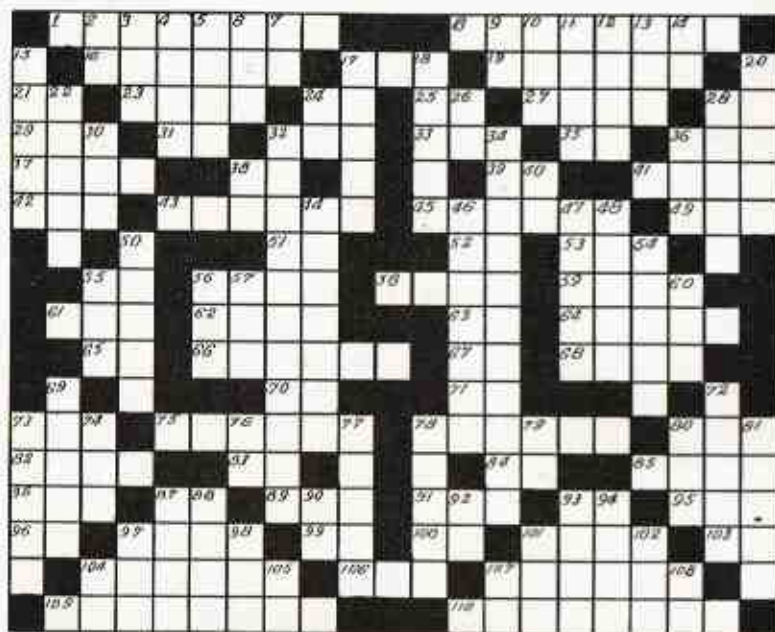
The applicants, impatient, wait
On Peter at the Pearly Gate.
"Come, now," says one, "I'm free from sin;
Unlock the door and let me in."
"Your record," says the aged saint,
"Is fairly clear of mortal taint;
But there's one item plainly booked,
Which cannot now be overlooked.
I find you never seemed to hear
Conductors when they called out clear:
'Move forward, please,' but, 'gainst all rule
Or reason, blocked the vestibule.
For twenty cons you must wait
Outside with me and meditate.
"Then," said the keeper of the keys,
"You'll long to hear, 'Move forward, please.'"
—Anon.

For the Cross Word Fans

A Tough One From the Electrical Departments—March Solution

Here's a very symmetrical design incorporating the initials of the Chicago Surface Lines

submitted by Mr. C. E. Watson. It is longer than usual but makes a very interesting study:



Horizontal

1. The kind of service given by the C. S. L.
8. Soak.
16. What trolley wheels do.
17. Stupid.
19. Optical illusion.
21. Adhering to.
23. Law.
24. Chinese Coin.
25. Exclamation of amusement.
27. Something street cars don't lay.
28. Measure of length (Abbr.).
29. Tag.
31. Southern State (Abbr.).
32. An oblong piece of cast metal.
33. Not well.
35. Suffix to denote plural.
36. What the sheep says.
37. Leave out.
38. Western Union (Abbr.).
39. Preposition.
41. An act or deed.
42. Color seen on street cars.
43. It closes a gap in an electric circuit.
45. Faces of a gem.
49. Golf term.
51. Measure of type.
52. This one likes a free ride. (Slang).
53. This one fought in the civil war (Abbr.).
55. What the con. says when we try to get a free ride.
56. Elf.
58. Street car.
59. The original man.
61. A group of instruments.
62. Trustee.
63. Negative.
64. What people used before street cars.
65. Each (Abbr.).
66. What we do when we miss the last car.
67. Chronic alcoholism abbreviated.
68. What your work does at 5:30.
70. Promissory note (Abbr.).
71. Old original American (Abbr.).
73. What some horses do when they see a street car.
75. Signify.
78. Diplomatic Agents.
80. What we all have to do.
82. What we get on pay day.
83. A bone.
84. Exclamation.
85. Singly.
86. Bring to a close.
87. In like manner.
89. Dyne-centimeter.
91. A product of combustion.
93. Football term (Abbr.).
95. Dip slightly in water.
96. Near by.
97. Solitary.
99. Telburium (Syn.).
100. His Majesty (Abbr.).
101. Country in South America.
102. You.
104. Acts upon.
106. What some people get into.
107. Puts off.
109. Retires.
110. Strives.

Vertical

2. Either.
3. Likewise not.
4. Deaden the senses temporarily.
5. A soft powder.
6. Consumed.
7. Not (obs.).
9. Part of verb to be.
10. Trolley rails rest on this.
11. Impel.
13. Agricultural Students (Abbr. for slang).
14. Topographical Engineer (Abbr.).
15. What drives the street car.
17. This drains the car track.
18. One who steals.
20. Commonwealth.
22. Cognomens.
24. Behold.
26. Man's nickname.
28. Fronts.
30. What we do at an auction sale.
32. Impose over something.
34. Steam engines for drawing cars.
36. A club.
38. Man's name (Abbr.).
40. Small livestock as distinguished from cattle in general.
44. Noted.
46. Unrestraint.
47. Track.

48. Closed vehicle.
50. Whole.
54. Poets.
55. Born.
56. Chum.
57. Girl's name.
60. Mountains.
69. Intone.
72. Member of race in Malakki.
73. Weapon used by savages.
74. Hebrew (slang).
76. What we should all learn to say.
77. Anxious.
78. A number.
79. Exclamation of wonder.
80. Finish.
81. Kinds.
87. Fly aloft.
88. Formerly.
90. Right (Abbr.).
92. When we all come to work (Abbr.).
93. What we get when we miss the last car.
94. A woody plant.
97. Permit.
98. Greek letter.
101. What Dad signs checks with.
102. Vase.
104. Prefix showing repetition.
105. Where trolley cars run (Abbr.).
107. Perform.
108. Western State (Abbr.).

Answer to March Puzzle



Good Appearances as an Asset

"No clever merchant attempts to sell fine wares when they are put up in shabby or unattractive packages," says the management of the Market Street Railway Company of San Francisco. "He knows only too well that the customer is greatly influenced by things pleasing to the eye. He has found out that it is 'good business' to dress up in attractive form all the articles that he wants to sell.

"The case of every man and woman is like that of the merchant, except that it is personal ability for sale instead of soap, and needles, and automobiles. It is 'good business' to take pains to be neat and clean; and particularly so in a public utility such as ours, where we have contacts every day with almost a million people. "Our patrons like to see us well-groomed. They respect us more. They are more reasonable in their demands. They are more willing to oblige us. Fortunately, they are not so much impressed by expensive clothes as they are by the care we take of the clothes we have. "Our friends like to see us look well. So do our business associates. In fact there is hardly anyone who is not favorably impressed with that general effect called 'good appearance.'

"In their own hearts most people—men as well as women—want to appear well, not only because it is 'good business,' but also because of a certain natural and wholesome pride. But some fail to achieve their desire because they think good appearance is wholly a gift and cannot be cultivated; or because they feel that it can be obtained only through considerable expense.

"As a matter of fact almost all persons can greatly improve their appearance by gradually acquiring the habit of attending to this, that, or the other little detail of dress and of toilet. And once having gained such a valuable habit, it is doubtful whether anyone would ever willingly drop it."

Dentist: What kind of a filling do you want in your tooth, son?

Boy: Chocolate.—N. Y. Medley.

"SOME TALK"

Mr. Noonan's Address to Furniture Movers' Association Highly Appreciated

Brother, did you, by any break of bad fortune, miss the February general meeting? If you did, then you can say that Friday, the thirteenth, is your unlucky day, for you missed a talk, the like of which you may never hear again!

Many firms heeded our earnest plea to send down their employes, for the large audience was filled with office men, drivers, helpers, warehousemen and packers. And the bosses, themselves, made a very creditable showing.

The speech of the evening was delivered by Mr. Victor T. Noonan, Supervisor of Accident Prevention, Chicago Surface Lines, who spoke on "The Prevention of Fatal Accidents." We had expected that he would tell us all about the way the Surface Lines were working to avoid accidents, but we were all wrong. He did not talk shop at all. He gave us the human side of the problem, picturing the pain and the sorrow and the misery that follows in the wake of every fatal accident. He made his subject live. Not a sound could be heard in the Crystal Room during all the time he talked. He held his audience spellbound and enthralled, and we venture to say that not a man went out of that meeting without pledging to himself to use greater care in the operation of his trucks, and to show greater consideration for the safety of others.

Mr. Noonan maintained that indifference was the great enemy of safety, rather than speed, and we are inclined to agree with him. But no man who heard his inspiring talk will ever again be guilty of indifference. We are grateful to Mr. Noonan and the people who loaned him to us. It is too bad that so many of you missed hearing him.—*Editorial: "Morning Craft," March 1925.*

LIFE SAVING ACTIVITIES

Get-Together Dinner for Accident Prevention Councils

The work of the Accident Prevention Councils in all departments will be

formally inaugurated with an informal dinner at one of the down-town hotels some evening about the middle of April. Victor T. Noonan, Chairman of the General Advisory Council on Accident Prevention, has this to say about the dinner.

"The dinner will be strictly an *informal* affair for all members of the Accident Prevention Councils representing the following departments: Transportation, Shops, Electrical, Engineering, Purchasing, Building & Supplies and the Accident Investigation. As soon as the date is fixed and the hotel selected members of all Councils will be properly notified and invitations sent them. The dinner will be complimentary from the company to the members of the Councils.

"It is very important that all members of these Councils shall be present, at which time I shall give definite and specific instruction on the purpose and function of the Accident Prevention Councils and how this work is to be carried on. In addition, the dinner is arranged to give all the members of the Councils an opportunity to get acquainted with one another. This dinner is not going to be a cut and dried affair—it is going to be a thoroughly enjoyable and happy occasion."

Remember Men—Your Thought and Your Good Effort May Save a Life

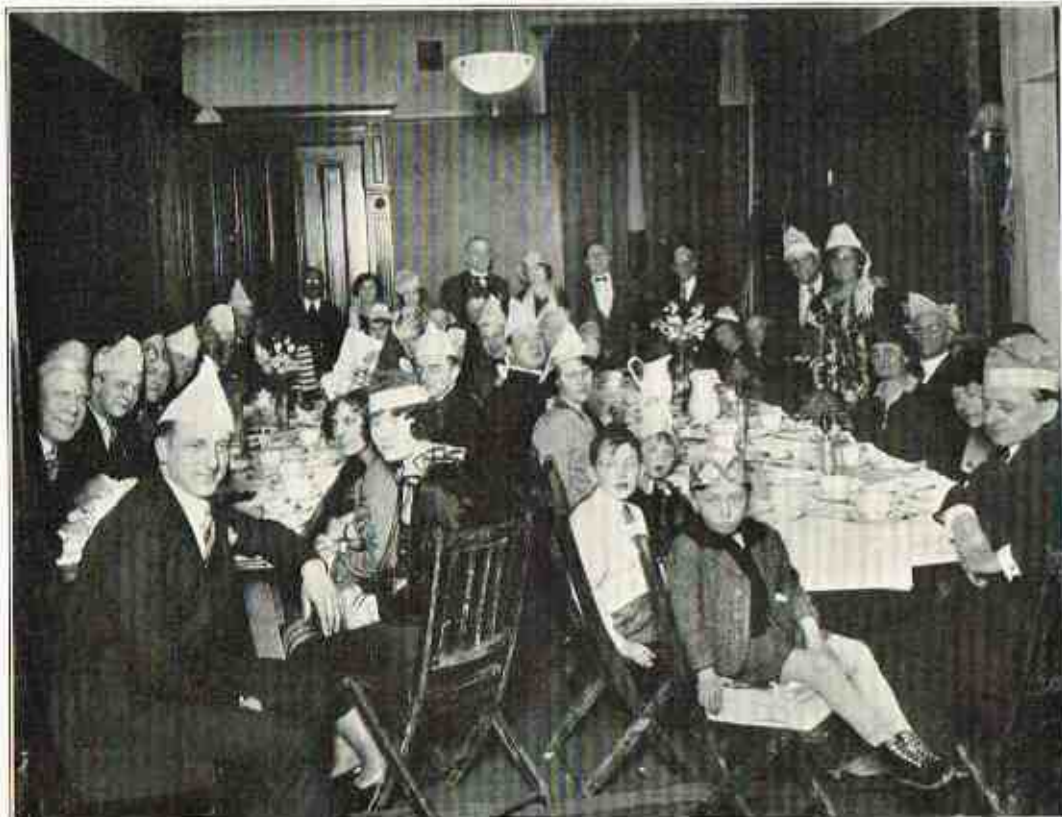
Do Not Neglect Them

Minor injuries, particularly cuts and abrasions, are common in the daily work of operating a street car system and our Company is no exception to this rule. Fortunately, such minor injuries are seldom of more than passing discomfort, but any cut or abrasion has within it the possibility of serious and sometimes, fatal effects.

Consequently, it will pay us to take those simple precautions which almost invariably prevent future infection. This means the use of common sense chiefly, and the recognition of the fact that cleanliness is next to godliness.

The Spirit of Sweet Sympathy

Something had gone wrong on a construction job and two Irishwomen were discussing the accident. One asked the other if any people were killed. The other replied: "Sure, twenty Oitahans and wan Irishman." At this report Mrs. Dooley gave a long sigh and with her face softened with sympathy, said: "Oh, the pore fellow."



SILVER WEDDING SURPRISE

Mr. and Mrs. Lovell Powers Honored by Associates

On Saturday, March 21st, the employees of the Clark and Division office of the accounting department and a few of the old timers gave a surprise party, at the clubhouse, on Mr. and Mrs. Lovell Powers in honor of their Silver Wedding. To say that they were surprised is putting it mildly.

At six-thirty they were ushered into the dining room where sixty people were seated at the tables waiting for them. After dinner, Toastmaster Johnny Hewitt called upon Mr. C. G. Powers and Mr. Frank Mitchell for speeches and both responded enthusiastically. Chief Seyferlich of the Fire Department told several very interesting stories and sang a few songs in the entertaining manner so characteristic of the Chief. Miss Florence Meister sang several solos which were enjoyed by all. The accompaniment for both was played by "Professor" Robinett.

Toastmaster Hewitt then became "Parson" Hewitt and remarried the couple. John is to be congratulated upon the wonderful way in which he handled this very important ceremony, his dry humorous remarks keeping the guests in a gale of laughter. Mr. Malmquist then presented the couple with a chest of silver, given to them by the co-workers and friends of Mr. Powers, who has been with the company thirty-one years.

Some of the guests bowled while others went up to the third floor and spent the rest of the evening dancing.

Misses L. Valentine, M. Sullivan and Mr. O. R. Luebkmann, the committee in charge of arrangements deserve a great deal of credit for the success of the evening.

R. T. Fick.

Some Well Known Mistakes

- When a doctor makes a mistake he buries it.
- When a garage man makes a mistake he adds it on your bill.
- When a carpenter makes a mistake it's just what he expected.
- When a lawyer makes a mistake it was just what he wanted, because he has a chance to try the case all over again.
- When a judge makes a mistake it becomes the law of the land.
- When a preacher makes a mistake nobody knows the difference.
- But when an EDITOR makes a mistake—GOOD NIGHT!

Correct Again

- Military Student: "Captain, I have neither pencil nor paper?"
- Captain: "What would you think of a soldier who went to battle without rifle and ammunition?"
- "I would think he was an officer, sir."

Bouquets for the Boys

On Saturday, March 7, a heavy auto truck became stalled on Grand Avenue at the Des-plaines Street viaduct and later, getting out of control of the driver, ran backward and crashed into the front of a standing Grand Avenue car. Conductor Frank J. Foley, Edward J. Simons and Motorman Carl J. Bjerregaard of North Avenue station, by their quick wit and prompt action on observing the impending collision managed to clear the vestibule of passengers so rapidly that all passengers were safely out of the way when the crash came. One of our wreck wagon drivers, George Potter, who assisted in clearing the platform, is also entitled to favorable mention.

Mr. L. Matthias, 3240 Thomas Street, who had been closely observing the manner in which Conductor Arthur Jacobsen of North Avenue station discharged his duties, wrote a letter specially commending him for the clearness with which he called the streets and his general courtesy to his passengers.

Conductor Martin J. Colbert of Burnside assisted a blind lady passenger on the car in getting off at Wabash and Monroe and escorted her to the sidewalk. This incident was noticed by Mr. F. W. Maynard of 608 South Dearborn Street, who had some nice things to say about Conductor Colbert.

Mr. Joseph Smith of 1608 North Kedzie Avenue was taken ill and fainted on one of our Elston Avenue cars and Conductor Henry Holzem of the Elston Avenue car station, who was off duty, but was on his way home, carried Mr. Smith to an adjacent drugstore and phoned to his parents. He remained with the invalid until his relatives arrived and for this Mr. Smith expresses his gratitude.

Conductor James J. Murphy of 77th was the means of restoring Mr. Loyal Gram of 10619 Avenue H a package left on a State Street car on Friday, March 13, and Mr. Gram writes a nice letter of appreciation.

Mrs. Meyer Blumenfeld of Rivergrove, Illinois, writes a letter expressing her grateful thanks for the assistance of Conductor Arnold L. Abel of North Avenue, who helped her on and off the car with her baby. It was a small courtesy, but made a great impression on the passenger.

Conductor George R. Dorney of Kedzie Avenue turned in a purse found on his car and Mrs. H. E. Johnson of 4633 Jackson Boulevard, the owner of the money and papers in the purse, wrote a special letter to President Blair congratulating him on having among his employes a man of the sturdy honesty of Conductor Dorney.

Mr. D. L. Regan of 1366 North Dearborn Street, who has lived in many large cities, including New York, says that he has never seen an employe of a utility company giving as courteous and pleasant service as Conductor William Curtin of Devon Avenue. Conductor Curtin assisted a number of passengers in vari-

ous little ways and thus earned this letter of commendation.

Mrs. W. L. Gerald of 930 American Furniture Mart after describing how she had dodged around the end of a car barely escaping being run down by an automobile in order to board a car which had already started to move writes in grateful acknowledgment of the fact that Conductor Arthur W. Dietz of the North Avenue station, who was in charge of the car, signaled a quick stop and took her safely on board. Instead of "bawling her out," she says he waited until she had recovered from her fright and then in a very courteous way pointed out to her the danger of attempting to board the car under those conditions. She appreciated the consideration shown her.

Conductor Joseph Hyde of the Kedzie Avenue station through his kindness and consideration for a lady with a small child attracted the favorable notice of F. R. Curry, an assistant engineer of the C. B. & Q. Railroad, who wrote that such courtesy deserved honorable mention. He also comments on the distinctness with which streets were called and the safety of the passengers was guarded at all points where they boarded and alighted.

Mrs. Alice M. Stollery of 1216 Astor Street boarded a Madison Street car in charge of Conductor Gibson of Kedzie and when asking him to let her off at No. 800 west, she attempted to stimulate his interest by tendering a 25-cent "tip." Conductor Gibson refused the gratuity very politely, she says, and informed her that it would be a pleasure to call the street. The writer, who comes from Canada, concluded her letter by saying that unfortunately the Canadian conductors were not half so courteous and tips when offered in Canada are not often refused.

Mr. C. H. Palmer of the Gage Hat Work- of 2241 Indiana Avenue had some particularly pleasant things to say about Conductor Francis A. Young of the Limits station for the manner in which the conductor's duties were generally performed.

Conductor Frank T. Gomolski and Motorman George Washack of Blue Island, who were operating a southbound Robey Street car noticed two ladies transferring from a Madison Street car just as the starting signal had been given. The Robey Street car waited, however, to give these transferring passengers an opportunity to board and Mrs. E. C. Ferris and her daughter made the incident the subject of a special letter of thanks.

Miss Isabelle Dustin of 419 Hill Avenue, Glen Ellyn, was unfortunate enough to fall while alighting from one of our northbound cars at Grand Avenue and Orleans Street. She writes us to say that while she does not believe that she is injured, she wants everybody to know that the crew of the car, Conductor Edward J. Curtis and Motorman Alfred W. Naxon of Lincoln Avenue gave her every care and helpful attention for which she is very grateful.

Motorman Michael Coyne of the Limits Station noticed that Mrs. Margaret E. Malcolmson of 522 Belmont Avenue dropped a small leather key container and although the lady had left the car, Motorman Coyne at considerable trouble to himself attracted her attention

and returned it to her. His courtesy and consideration were very much appreciated.

Motorman Frank J. McPolan of 69th Street on observing a lady passenger running for his car at 69th and South Park Avenue, instead of pulling away, waited a few seconds for her. The passenger, Miss Anna Noble, who had an important engagement that morning, wrote to us expressing her appreciation of the consideration shown and stated that she wanted the letter on record, although she had personally thanked the motorman on leaving the car.

Departments and Divisions

Transportation

Mr. B. W. Bolger, Division Superintendent of the Ninth Division, was taken ill the last week in February and was forced to go to a sanitarium to recuperate. "Barney" returned unexpectedly March 18th looking fit and feeling fine—a pleasant surprise to his many friends.

Too much praise cannot be given the trainmen at the Armitage Avenue Depot for the skillful way in which they handled the new two car train equipment. These cars are very complicated mechanically and differ radically from the "Old Pullman" cars formerly used exclusively on this street. The new service was installed March 1st and the boys at Armitage resolved to make it a success even though their popular leader, Mr. Bolger, was taken suddenly ill and forced to go away for his health just before the new service was inaugurated.

Our Central Division Supervisory Force, sometimes affectionately called the "Beauty Squad," seem to have come into their own with the adoption of the new supervisors' cap and badge. Everybody please have a look.

Loop sights are evidently hard on the eyes as Supervisor Hubbell was seen wearing a new pair of dark shell rimmed glasses.

From late information it seems as if Supervisor Bartelheim's flivver had a sudden summons to eternity. Please omit flowers.

Mr. P. J. Duffy, Central Division Superintendent, was at home sick a few days. The boys of Central sure missed the "Ambassador."

Supervisor Victorson can be seen these days in Washington Street tunnel preparing for future subways.

We extend our deepest sympathy to Supervisor Jauman in the death of his brother in Cleveland, Ohio.

Engineering

Marty McHale, the genial Tikekeeper on the North side, has had honors thrust upon him. He has been nominated a candidate for the office of Trustee of the Town of Brookfield, wherever that is. We all know Marty but no one knows Brookfield. The only Brookfield we ever met was Brookfield Sausages.

J. Wolfe sauntered into the Bowling Alleys at the Club House on the night of March 11th and casually slammed the pins for an average

of 193½. A little thing like that is nothing to Jay but it won three games for the Track Department Team. To show their appreciation the team is having a life sized bust of Jay, made of pure Lake Michigan sand, installed in one of the pits in the alleys.

Bill Figg stubbed his toe on mundane prose and got a poor 222 game. The next game, however, he fell into perfect poetic rhythm and got 96. Here's hoping he continues to stub his toe.

Tom McCarthy and John Murray are actively training for the Horse Shoe season which opens on April 1st. Tom is having his trusty right arm treated daily by a prominent veterinary, and John has purchased himself a new pair of plaid knickers. Those boys are going to break all records this season.

Clarence Kelly and Harry Safford attended the Railway Appliances Exhibition at the Coliseum. Clarence got some valuable information on welding, and Harry got his usual collection of souvenirs.

Miss Beatrice Buehler of the Track Department Office was confined to her home for the past two weeks on account of sickness. We are all glad to see her back again.

Charlie Gibson, one of the veteran Foremen of the Track Department, was a patient in St. Elizabeth's Hospital for a few days, during the early part of March, for an operation on his feet. He's back on his feet again.

Our own "Al Jolson," Trolley Tender Willie Harrison, recently entertained with his banjo from Station WBCN.

Trolley Tender James Taylor, Richard Goff and Harry Beckford are on the sick list.

We regret to say that Motorman Arthur Noble has passed away. We extend our heartfelt sympathy to his family. "Art" was sick just one week. He died February 22, 1925. He started to work for the Chicago City Railway Company in 1898 at Archer and Pitney as a Fire Boy.

Trolley Tender Norman Mackie's mother passed away suddenly on February 29, 1925. We extend our sympathy to him and his family in their bereavement.

The sympathy of the department is extended to Miss J. McGinnis in her bereavement over the death of her brother.

JOHN HEWITT.

Electrical

The department is justly proud of its Bowling Team. The Team finished the season's play in first place with honors and thereby holds the championship for another year. The Department takes this means of extending to each member of the Team its hearty congratulations.

If anyone needs the Sheriff, get in touch with Larry Frogner at 63rd Street Substation. Larry is commonly known as the Sheriff.

Mr. Henry Richter's headquarters and Mr. V. E. Thelin's Laboratory have been moved from the West Shops to Grand Avenue and Leavitt Street.

Mr. Martin Murray, Lineman's Helper, was instantly killed, and Walter Brown was injured in an accident between a street car and an emergency truck early on the morning of

March 11th. Walter Brown is improving rapidly and expects to be back at work in a short while.

H. Essington.

Accounting—Downtown

Good morning!

How much happier we would all be if we started the day with the above salutation either in the home or our place of business.

Instead of coming down to the breakfast table or the office as if we hated all the world and every one in it, try this cheery greeting to those you come in contact with. Then as you go home and time comes to close your eyes in sleep, you can say, "How much happier I feel tonight, this is the end of a perfect day."

As in our day's work, we come in contact with our fellow employees and the public in a business way, many things may rub the fur the wrong way, but if we start the day right and develop a kindly spirit things will go much smoother, than when an irritable reply is given.

I always feel like shaking hands with Orphan Annie each day for she gives us such a happy message.

Why quarrel with the weather which we cannot change one iota. Be happy when it rains because it is for the good of all things including ourselves. Laugh at the drops of rain which play tag with our feet.

Look up at the white snow as it falls, not down at the mud it makes. It kills many disease "bugs."

The cold invigorates us and the heat helps the crops, so rejoice in it all instead of complaining and see then how much better you feel and how much happier those you come in contact with will be.

Again I say start the day right. Take a good dose of this Spring Tonic. Good morning.

The Receipts Department have two new members in their force, Miss Lucille Allen, Comptometer Operator who comes from St. Paul, Minn., and Miss Edith Johnson, Clerk of Chicago.

Miss Anna Morton resigned her position on the Trip Sheet Checking force having been in that position only since February 9, 1925.

An epidemic of severe colds swept through the ranks, necessitating as high as 14 persons to be at home taking treatment and some are still confined at home convalescing.

Mr. Edgar Mahon of the Pay Roll Department resigned Saturday, February 28th.

Correspondent Coan served on the jury in Circuit Court Cases.

Accounting—North Side

The employees of the Accounting Department extend their heartfelt sympathy to Miss I. McGinnis, for the loss of her brother, who died Saturday, March 14, 1925.

Congratulations are now in order for Miss Mary Domin, who was married on February 21st to John Kane.

Ralph Luebkenmann, in a moment of optimism, purchased a fourth or fifth hand Maxwell. After the machine comes out of the repair shop, Roy Wilson will instruct him on the speed laws of Chicago.

Harry Hopke was in the market for an Oakland Sedan, and after much deliberation finally bought a 1910 Model. It is still in its infancy but the engine smokes considerably and we would advise that this machine be equipped with a fire extinguisher.

We were all astounded to see all the green D. Lamont wore on St. Patrick's Day.

Miss M. Winholt is very lonesome these days as her sheik is now in Cuba. We understand that she anxiously awaits the arrival of the mail.

Howard Dahl of this Department was one of the players on the Church Athletic Association that won the Basketball Championship of the City.

THOMAS F. COAN.

Material and Supplies

Grace Wright was married February 21st to Michael Ruby of the Shops and Equipment Department. Congratulations and good luck.

Another good man has gone wrong. Bill Kehoe of Grand and Leavitt also committed matrimony, February 21st, at Holy Name Cathedral. It looks as though Bill pulled a sneaker on the rest of the boys. Congratulations.

It is rumored that Jimmy Buchanan is taking up tight rope walking as a hobby. He has been discovered practicing at the office lately, without the rope, however.

Marion Rogers and Marion Micetic have at last fallen for the Cross Word Puzzle Craze, and are planning to buy their new Easter Outfits with the prize money earned.

Margaret Hennum, our well known Prima-donna has been very happy ever since a certain young man named "Leenie" called her up. Ain't love grand.

Andy Martin, the sheik of the West Shops was seen prancing up State Street recently. At first it was thought the exuberance was caused by the balmy spring air, but later reports are that Andy was chasing his Truly Warner which had been blown into a mud puddle.

Want Ad: Will exchange a one tube radio that don't work for a bicycle, overcoat, automobile or what have you? See J. Gillispie, South Shops.

Speaking of smoke violations, if Fred Nagel doesn't change the brand of cigarettes he has been smoking lately, Doc. Bundensen will be getting after him.

Mary Topolinski has been spending her lunch hours lately cutting out paper dolls. Oh! to be a child again.

Spring has come! Gene Kwasigroch has had his car washed.

R. E. BUCKLEY.

Shops and Equipment—North and West

Our sympathy is extended to Charles Longley, our switchboard operator at the West Shops, and the family, in the loss of their father, who died on March 7th, as the result of being struck by an automobile on March 4th.

Fred Spoerk, an employee of the Truck Shop, died on March 24th after an attack of heart disease. Mr. Spoerk is one of the veterans of the Shops and Equipment Department, having joined the ranks in 1890. His many friends

who associated with him during his 35 years' of service, and the entire department unite in extending their sympathy to his family.

Frank Abel, General Foreman at the West Shops, has purchased a new Sedan equipped with Balloon tires. Another convert to closed car comfort.

Joseph Gamen, night foreman at Kedzie carhouse, underwent an operation on March 23rd. The boys at Kedzie and the department extend their best wishes for a speedy recovery.

C. Holzschuh, Assistant Day Foreman at Lincoln Carhouse, was called home on February 26th, to settle a domestic trouble. His son resented the presence of a new arrival. The difficulty was settled by finding a temporary abode for the son until a reconciliation could be effected between brother and sister. Congratulations to Mr. and Mrs. Holzschuh.

Our congratulations to Louis Oliver, Supply Car Motorman at the West Shops, who is the proud daddy of a baby boy, born March 24th.

Dan Egan of the Drafting Room has joined the ranks of the "super" radio fans having recently changed from a crystal to a five tube neutrodyne set. The old alibi for being sleepy in the morning is now more reasonable.

John French, machinist, is the proud daddy of a baby boy, born February 23rd. Between the baby and a recently purchased automobile, John is having a pretty busy time.

Bill Donaldson of the Printing Department is trying to solve the cross-word puzzles which appear in the daily newspapers. We believe he is getting practice in order to be familiar with cross words when he gets married.

D. McGILL.

Around the Car Stations

A Veteran Passes On

Andrew Swanson, badge No. 511, Motorman of Burnside Depot, passed away Friday, March 13, 1925, at 9:00 p. m., at his home, 7801 Eberhardt Avenue. Andy, as he was called by his many friends, was born in Malmo, Sweden, in 1865.



ANDREW SWANSON

In January, 1892, he started as a track laborer with the Calumet Electric Street Railway Co. and in November, same year, started in

as a Motorman. Andy has been a Motorman continuously for 33 years.

I called at his home Saturday and one of his sons was looking through some of his papers. We found a book which contained the Run number and car number of each street that he ran on from the day he started until the last day he worked. Andy had been running on the Hegewisch Line for years and was known by almost every one along the line. He was the life of Burnside Depot and will be missed by all.

E. H. ALTMER.

Seventy-Seventh

It becomes our sad duty to state the following men who have passed on; namely, Messrs. Chas. Wright and Michael Gordon. A number of trainmen attended the Wright services which were held prior to departure for burial in Indiana, his childhood home. Mike Gordon died in the St. Bernard Hospital where he had been removed after an accident. Their once happy faces will be sadly missed by their many friends and relatives and to these and the bereaved families we extend our profound sympathy.

G. A. GYLLEN.

Sixty-ninth

Added to our cradle roll this month are the 6½-pound daughter of Mr. and Mrs. B. W. Dedmond, born March 12; a baby son born to the M. J. Kelly's on Feb. 28th; a 9-pound boy, born to Mr. and Mrs. P. F. Walsh on March 2nd; a 11-pound girl, born to Mr. and Mrs. T. Adams; a 6-pound girl, born to Mr. and Mrs. Wm. Burzloff on March 30th; the 7-pound girl born to Mr. and Mrs. W. H. Walsh, March 20th, and the son of Mr. J. J. Quaid, born March 18th.

The harbinger of sorrow entered the home of J. J. Quaid on March 18th, taking away the mother of the new born babe. We wish to proffer our sincerest sympathies to Mr. Quaid in his great loss.

On March 19th Mr. Brightmore was in for the first time since undergoing an operation for appendicitis at the Englewood Hospital.

The boys extend heartfelt sympathies to Mr. and Mrs. W. D. Munna, whose daughter passed away February 25th.

Introducing new men; Messrs. N. G. Meyer and T. Sheahan, transfer men from Division No. 1. Welcome. Also new clerks, J. B. O'Connell and D. W. Smith. Mr. O'Connell says he likes his new work fine, but would like to know where he might find some "spare time."

Mike Hennessy has just returned from Florida and he now sports around with a cane and shell rim glasses. What's the idea of the cane, Mike? M. J. Hogan and M. T. Ravane are back from Arizona. Glad to see you home, boys.

Mr. John Callinan didn't like his "Dainino" radio set because he could only get WBCN, so he took it back and exchanged it for the very best five-tube set so that he could get Charlie Erbstein's station with lots of "pep."

Mr. A. F. Reese, winner of first prize in our pocket billiard tournament, also winner of the Merry Widow cue donated by Brunswick-Balke-Collender Company, has been challenged by Mr. Leske, winner at 77th street. Second,

third and fourth prizes were won by Mr. N. B. Morien, Mr. J. Duffy and Mr. E. Phillips, respectively.

Motorman L. A. Domirese took third prize in the single event and Conductor P. W. Gier took sixth prize in the recently conducted bowling tournament by Division 243.

Picking being over Comedian Shortell was on hand to cheer the boys who had to take what was left. Nearing the finish O'Malley turned to ask "Tracy" if he was a good motorman, and as he said, "Yes," they picked together. Other combinations were J. Berry picked with J. Ferry, and C. Gillespie picked with J. Gillespie. That reminds us that not long ago the clerk called Gallagher and Sheahan for a run and that team just naturally worked well together.

Mrs. Davis and family desire to express their appreciation to the boys on the Racine Avenue line for the beautiful floral piece received on the occasion of the death of their daughter, Mrs. Leona Heflper.

W. L. Pease.

Archer

We are sorry to say that a great many more names have been added to the sick list during the past month.

Conductor F. Marciniak and Motorman J. Kelly, No. 1, are both in the Hospital undergoing treatment for stomach trouble.

Motorman N. Magee is grief stricken from the loss of his wife, who died on March 14, 1925, after a few days' sickness. Nat had been sick for about three weeks himself and she took care of him, and he just can not realize why he is still here and she is gone.

Motorman Charles and W. E. Schurwanz suffered the loss of their father. He died on March 13, 1925, after an unsuccessful operation.

Motorman Charles Simmons' father died during the past month after a long, lingering illness. We extend our heartfelt sympathy to all those men and their families in their bereavement.

Motorman Pat Flynn is the proud father of a bouncing baby boy who will be known as Patrick Flynn, Jr.

Conductor William P. Sorauf has joined the ranks of the benedicts. We wish you a long and happy married life, Bill.

Our bowling team is still in first place in the Central Manufacturing District League. Drop around to Peterson's, at 35th and Archer, on Tuesday evening at 8:30 p. m., and show them you appreciate their fine work.

Sam Menary.

Blue Island

Conductor J. Hoffman is the proud father of a 9½-pound boy born February 23rd.

We all extend our sympathy to Conductor J. Porozinski in the loss of his wife, and to Conductor P. Healion and Motorman M. Brown in the loss of their uncle.

Manager Mikulecky is getting his ball team in good shape. They are getting their training climbing the hills along the drainage canal every day until their tongues are sticking out. The next day after each workout half of the boys report sick, claiming they drank too much canal water. The manager is waiting with open arms for anyone wishing to make a tryout.

Sim Durnin and Jack Devine went to court the other day and got lost downtown. They were waiting for a Blue Island Avenue car on the northeast corner of Monroe and Clark, and no cars were coming west, all going east, so they decided to walk until they met one which they did.

Tom Hoffernan wished to get a haircut and a shave one day and walked into a beauty parlor instead of the barber shop. When Tom saw nothing but bobbed-hair girls in the place he blushed and ran out as fast as he could until he reached the depot.

Washack's assistant announcer, S. Gneda, will assist him in broadcasting over station ROBY for the next pick.

The Gold Dust Twins have separated once more. Don't you know who they are? They are the crew on old one-twenty-four.

Anyone having difficulty in solving crossword puzzles ought to consult Messrs. Camp and Stedron, crossword puzzle experts. They solve all Jones' puzzles.

Dennely hurries home every evening to listen to his crystal set. He tells the motorman on the Western Avenue car to speed up so he can get home and listen in on the radio. He claims no matter if the weather is foggy or fair he can always get Ireland on it, and they always have a good program.

Hook Powers finally decided to work and left Fulton-21st Street and picked on Robey Street. He thinks he will feel better, to which we agree.

A woman boarded Conductor T. Daniels' car one day and behind her was a billy goat. Daniels tried to put the goat off the car, but it started to butt him and chased him to the front of the car where he had to get the assistance of his motorman, E. Shaughnessy, to get the goat by the horns and pull him off the car. Tommy is very careful now, as he had a very good scare.

C. P. Starn.

Kedzie

Sure signs of Spring. Our genial Superintendent Mr. S. G. Irvine has been seen looking at new automobiles. More power to you.

Mr. William Rowland, assistant superintendent, was forced to abandon the old pipe for a new one, owing to the presence of William Laedtke and one of his big feet.

We are about to lose the valuable service of our Apollo of the receiving department, none other than the Honorable Rudolph Schultz, who is returning to train service.

Our clerk, Walter Peters, says he doesn't care about women, but oh, boy, how his face does flush up when speaks to them.

William Mangan is the proud father again of a 9-pound baby boy. Mother and baby doing nicely. For information, William, on the care of large families, see Supervisor C. Thompson, who is the proud father of seven healthy offsprings. He says, "It keeps father going some." Nevertheless he is still able to buy 5 cent cigars.

Conductor J. J. Brennan thinks the Chicago Tribune a mighty fine paper. His name appeared in the society column. When is it coming off, John.

Andy Gump hasn't anything on Motorman

Joe Schork who would be the alderman of the 19th ward, but for the fact that they forgot to put his name on the ballot in the last aldermanic election.

Kedzie had two teams entered in the bowling tournament of the Trainmen's bowling league under the auspices of Division No. 241. Reichhold and E. Gibbons won prize money in the double event and George Arndt won first prize in the single event.

Conductor E. S. Thornton is back with us again after spending three months among the palms of Florida. Says he had a very nice time, but, oh, the real estate men.

On St. Patrick's Day the trainmen were entertained by Brother Wohl and his pipe organ, assisted by Lui Geller with an Irish jig.

C. SONNERS.

North Avenue

The baseball candidates are showing considerable "pep" indoors and out. The season of charley horses and stiff arms is on, but our boys will be in good shape when the bell rings, ready to set the pace as usual.

Andy Larson started a new administration March 3rd. He became a benedict on that date. Congratulations.

Another old timer slipped it over about five months ago by becoming a happy husband. None other than our old friend Tommy Smith.

Conductor P. Gill is the daddy of a 11½-pound boy born March 4th, Inauguration Day.

A 7½-pound baby girl was born to Conductor R. Brown and wife on March 2nd.

"King" Tutt, popular Chicago Avenue conductor, is papa to a 11½-pound girl.

Conductor E. Billeck and Conductor J. Hickox, two new men, also announce a girl and boy respectively.

Motorman C. Healy became daddy to a 11-pound boy.

All mothers and children doing well.

We extend our heartfelt sympathy to Motorman K. Karlson in the loss of his mother.

Also to Conductor A. L. Hanson, who lost his mother.

Motorman S. Pettiford and Conductor Victor Malecki, the Harmony Twins, as bowlers, are the world's greatest toreadors. They enjoyed a great and spotless reputation as expert bowlers until they shot in the tournament and now they enjoy them not. The diamond medals walked out on the breast of better marksmen.

The checker tournament goes merrily on, Frank Ellis and Ed Fitzgerald leading at the present time, but they are hard pushed by the other players.

Supervisor Frank Walker of the "Beauty Squad" has been with us during the last month on account of the absence of Supervisors Gagger and Janman, who are at Armitage Depot temporarily. Frank was heartily welcomed into our midst.

Special notice to John Bretschneider: If you did not have such big dogs, perhaps you might yet turn out to be a bowler. John is also one of the "Toreador" bowlers.

CHARLES A. KNAUTE.

Elston

Motorman P. Hagerty just purchased a new Buick so that he can spend his weekends at Batavia, Ill.

Supervisor A. Neurauter's wife was operated on March 12th at the American Hospital. The operation was a success. Mrs. Neurauter is getting along fine.

Two signs of Spring—First, Conductor H. Tansor had his moustache taken off. Second, Supervisor A. Reiners discarded his overcoat on March 17th. Sure, he had a green shirt on.

Notice to baseball players: Don't forget to report to Manager Stanley Bejrowski. He is in need of a few good players.

The writer omitted in the last issue to tell you about B. Jagla's new vest. It was made with an elastic back to be used at banquets, etc.

Motorman P. Kolkau, No. 2597, is the proud daddy of a 9-pound boy. Mother and baby getting along fine.

We wish to extend our sympathy to the following: A. Semple, in the loss of his stepfather; B. Riemer, the loss of his mother, and W. Weisen, the loss of his wife.

E. L. BROOKMAN.

Lincoln

Motorman Otto Larson, after a long illness, passed away at his home, 2237 Montana street, and was buried March 3 at Montrose cemetery.

The stork was a little late in notifying me that another little conductor had arrived. A. R. Hanson is the proud father of an 8½-pound boy born Feb. 23rd.

Our chief clerk, Sam Roberts, who has been with the company since 1894, is away on a furlough visiting his son in Peoria. He has been a faithful worker and is deserving of a vacation. Tom Bartlett, who is taking his place, is a young, ambitious fellow and well liked by all the boys.

The neighborhood was in an uproar and a crowd gathered when two of our young sheiks, A. O. Ploch and R. F. O'Malley, had an argument as to which was the fastest on their feet. A race was decided upon and they ran around the block. J. Frawley acted as referee and P. Arnott watched so there were no short turns made. R. F. O'Malley was the victor.

Ball players, shake your overcoats and put on your baseball spirit. Get out early in the season and practice for the coming games. We have a great many athletic looking young fellows at our station that would make a winning team if they would only show some of their "pep" and get out and practice.

H. SPETHMAN.

Devon

Born to Mr. and Mrs. B. Weiss a 7-pound baby boy. Congratulations. Mother and child are doing nicely.

Born to Mr. and Mrs. J. J. Ranker a baby girl weighing 5 pounds, named La Verne. Mother and baby doing fine.

A very pretty wedding was held at the home of Miss Ruth Russel of No. 2702 Magnolia avenue, to R. Sheffamiller on Tuesday evening, Feb. 24, at 8 p. m. Congratulations, "Sheff"; you know we all smoke.

We were sorry to hear of the death of Bro. Lubner on Monday, March 9. We extend our sympathy to the family.

We were sorry to hear of the death of Mrs.

McCarthy, mother of J. McCarthy. We extend our sympathy.

We were sorry to hear of the misfortune of A. Wenzel, who had a fire at his home and lost all his possessions.

Born to Mr. and Mrs. George Beiderman a baby girl, and to Mr. and Mrs. J. Kenny a baby boy. Mothers and children are doing nicely.

It is hoped that by the time this is printed our division superintendent, Mr. R. J. McKinney, will have recovered from his present illness and will be out of the hospital and on the road to a speedy recovery.

We are sorry to announce the death of an old-time motorman, Ed King. He passed away March 19, 1935. There will be many who will long remember his genial smile. He had worked for the company twenty-five years.

Motorman Michael Gill, No. 2, also passed away. He had been with the company four years.

A. H. KLEIN.

Limits

The wife of Conductor Wellhausen had a baby boy born March 5th. Conductor Moran's wife also had a baby boy born about the same time. Both babies and mothers are doing well.

The 5-man bowling team of the Limits, composed of Fred Stichter, J. Goyke, Bill Guntleman, Rudy Micklic and the well-known Conductor Tommy Lanigan of Hinsdale fame, by dint of hard work, patience and perseverance, have won tenth place in the 5-man teams and a \$5.00 cash prize.

Conductor Eddie Wilbershire and John Schreiber have been distinguishing themselves in the doubles, having made spectacular and dashing victories over Devon, Lincoln, North Avenue and the Grove. In fact, the boys have called them the "cleaners and dyers" because they "clean 'em up 'brown'." Tommy Lanigan, manager of this double, challenges any team of the Surface Lines.

E. G. ROGERS.

CLUB SPARKS

Mr. W. R. Zollinger Honored

Our Swimming Director, Mr. W. R. Zollinger, has just been awarded a medal by the Red Cross for distinguished services rendered. Mr. Zollinger has been in charge of our classes for several seasons and has been very successful. This year he has a Young Men's Swimming Class on Monday nights, a Men's Physical Culture and Swimming Class on Tuesday nights and a Girls' Physical Culture and Swimming Class on Thursday nights. It isn't very often that a person has the opportunity to take instruction from so efficient a teacher free of charge, and as many members of both clubs as possibly can should avail themselves of the chance, by attending the classes. Ask any of the members who are now regular attendants of one class or the other and you will see how

pleased both girls and boys are with the expert advice and instruction given by this excellent instructor.

Our Opening Dance

The dance given on March 7th at the Club House was a very enjoyable affair, attended by about two hundred couples.

There were eight of the Club Directors present and that sets a new record for attendance by Directors. The music was good, the refreshments were palatable and the crowd was just right for a good time.

The Club House was thrown open and a number of the guests took advantage of the opportunity and bowled a few games. It is the intention of the management to have an open house at all Saturday night affairs at the Club in the future, so if you do not care to dance, come up and bowl or play a game of billiards with your wife or sweetheart.

Miss Margaret Rake of the Building Department was presented with a birthday cake at the party (it being her birthday) and she was so surprised and delighted that she threw her arms around the venerable gentleman who made the presentation. Taken altogether, it was one of the best affairs we have had at the Club House for some time and Chairman Cammack and his committee are to be congratulated upon the successful manner in which they handled the affair.

John Hewitt.

Club Calendar

April 13	Swimming Class.
" 14	Men's Physical Culture and Swimming Class.
" 17	Wrestling Class.
" 18	Open Night.
" 20	Swimming Class.
" 21	Men's Physical Culture and Swimming Class.
" 24	Wrestling Class.
" 25	Open Night.
" 27	Swimming Class.
" 28	Men's Physical Culture and Swimming Class.
" 30	Banquet—Hamilton Club. The fact that the following committee: Mr. J. V. Sullivan, Chairman, Mr. J. E. Wilkie, Mr. H. O. Crews, Mr. L. Boldin and Mr. J. Hewitt, are in charge assures us all an excellent time. Save this date.
May 1	Wrestling Class.
" 4	Swimming Class.
" 5	Men's Physical Culture and Swimming Class.
" 8	Wrestling Class.
" 9	Open Night.
" 11	Swimming Class.
" 12	Men's Physical Culture and Swimming Class.
" 15	Wrestling Class.

Women's Auxiliary

The Women's Auxiliary does not often enjoy such a delightful evening's entertainment as was given by the Executive Department, March 19th, at the Clubhouse.

The usual business meeting came first with its "get together" spirit, after which we stepped onto the Magic Carpet and were transported not to Bagdad but to the mighty Amazon River with Mr. Frank V. Tabb, a most interesting speaker. Mr. Tabb has a fund of first hand information about South America and he can take you right with him into the homes along the Amazon and let you in on the secrets of the inner life of that wonderful country and its, to us, odd customs so different from ours.

Between our Southern and Western tours, Mrs. Rhodes of the Eleanor Club, a finished artist, sang a group of delightful songs. Her rich contralto voice, powerful yet very sweet, filled the hall with ease.

Next on the program came one of our own members of whom our Club is justly proud, Miss Edna V. McClelland. Looking a picture, dainty and attractive, Miss McClelland, who is winning laurels on the lecture platform, sketched for us her trip of last summer as leader of the Prairie Club's western outing. The high spots of that tour were the six-day camping trip into the Cascade Mountains from Lake Chelan; a week's stay on Mt. Rainier; and the blazing of a new trail across glaciers on Mt. Rainier which has been officially named the "Prairie Club Trail"; later motoring along the Columbia River Highway from Portland to the Hood River Valley. The entire tour was illustrated by a set of beautiful, colored slides—Nature at her loveliest in waterfall, gorge and mountain.

Thanks are due our indispensable Mr. Schenck who so kindly ran the slides and gave much valuable assistance.

The evening closed with delicious refreshments and most attractive souvenirs.

An Important Date—Save It

The annual meeting and banquet of the Women's Auxiliary will be held at the clubhouse on Thursday evening, April 16th. This is the most important event of our club year and every member should make an effort to be present. An interesting program is being planned and extra good "cats" are promised, after which the new president and board of directors will be elected and annual reports of committees heard.

Please make early reservations for your dinner with the director of your department. Watch for bulletin.

Say It With Safety and Save the Flowers

"Say it with safety and save the flowers."

A mighty good slogan for this company of ours.

Good for the ones who work with us,

Good for the soul of the careless cuss;
It's good for you and it's good for me,
A jim dandy crack of a fine idee.

"Say it with safety and save the flowers."

Good for employees as well as the powers;
Good for the speeder who goes whizzing by

With a sneerful snort and a hell-bound cry.
Good for this careless-made sad world of ours.
Say it with safety and save the flowers.

—H. E. Mashburn, in Bell Telephone News.

In a Friendly Sort O'Way

When a man ain't got a cent, and he's feeling
kind of blue,
An' the clouds hang dark an' heavy an' won't
let the sun shine through,
It's a great thing, O my brethren, for a feller
just to lay
His hand upon your shoulder in a friendly sort
o' way!

It makes a man feel curious; it makes the tear
drops start,
An' you sort o' feel a flutter in the region of
the heart.
You can't look up and meet his eyes; you don't
know what to say,
When his hand is on your shoulder in a friendly
sort o' way.

Oh, the world's a curious compound, with its
honey and its gall,
With its care an' bitter crosses; but a good
world, after all,
An' a good God must have made it—leastways
that's what I say,
When a hand rests on my shoulder in a friendly
sort o' way.

—James Whitcomb Riley.

AMBITIOUS?



DON'T JOIN NUTHIN';
DON'T GIVE NUTHIN';
DON'T OWE NUTHIN';
DON'T KNOW NUTHIN';
AIN'T GOT NUTHIN';
DON'T WANT NUTHIN'—
SO, I'M PERFECTLY SATISFIED

KEEP THIS IN MIND!

Magicians

of the

General Electric Laboratories

will demonstrate in

Two Wonderful Moving Pictures

what Science has accomplished
in the development of

**Transportation and
Communication**

From Oxcart to Monster Electric Engines
From Smoke Signals to Modern Wireless

An interesting musical program included

Wednesday, April 22, 8 o'clock

SURFACE LINES HALL

