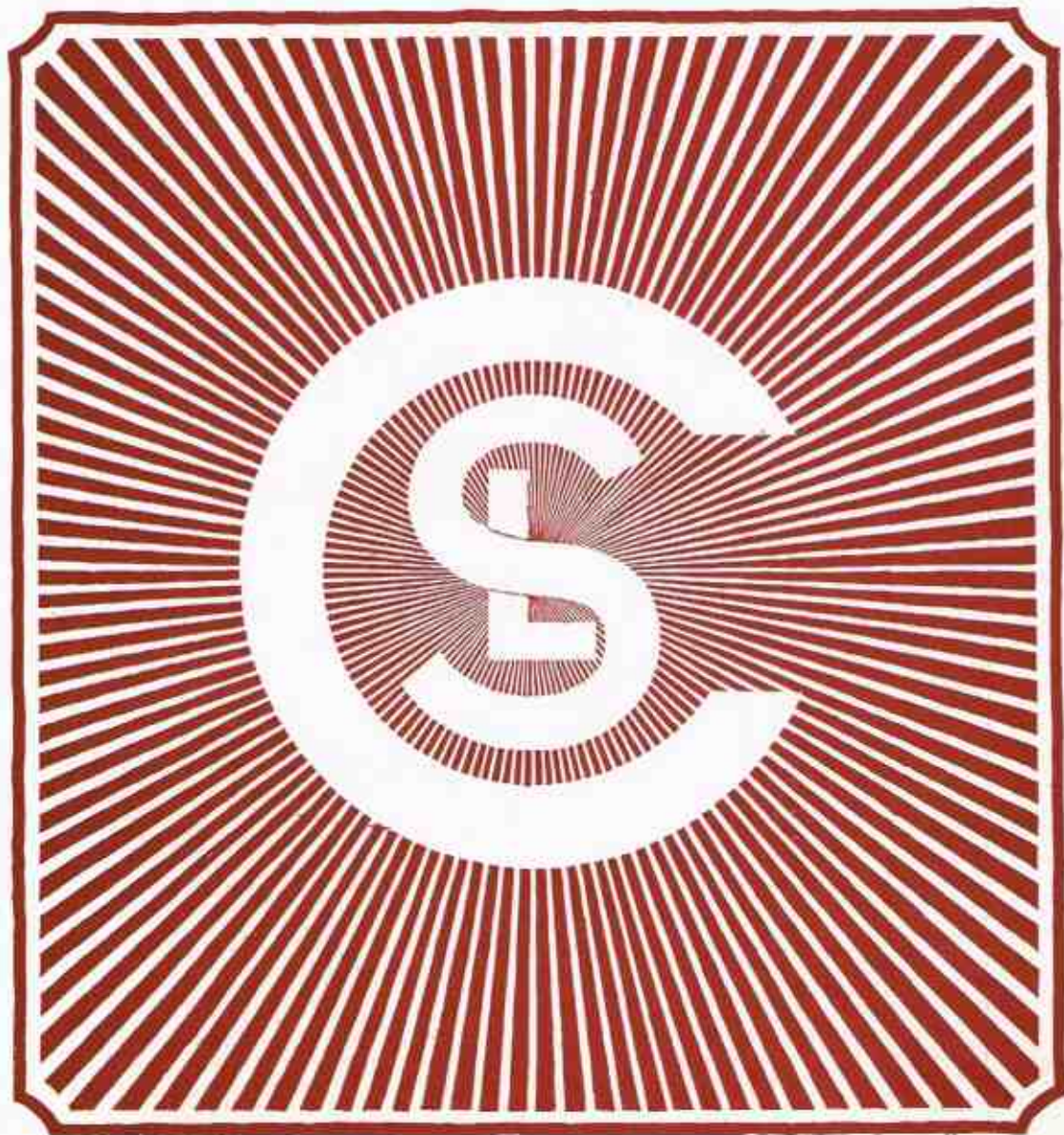


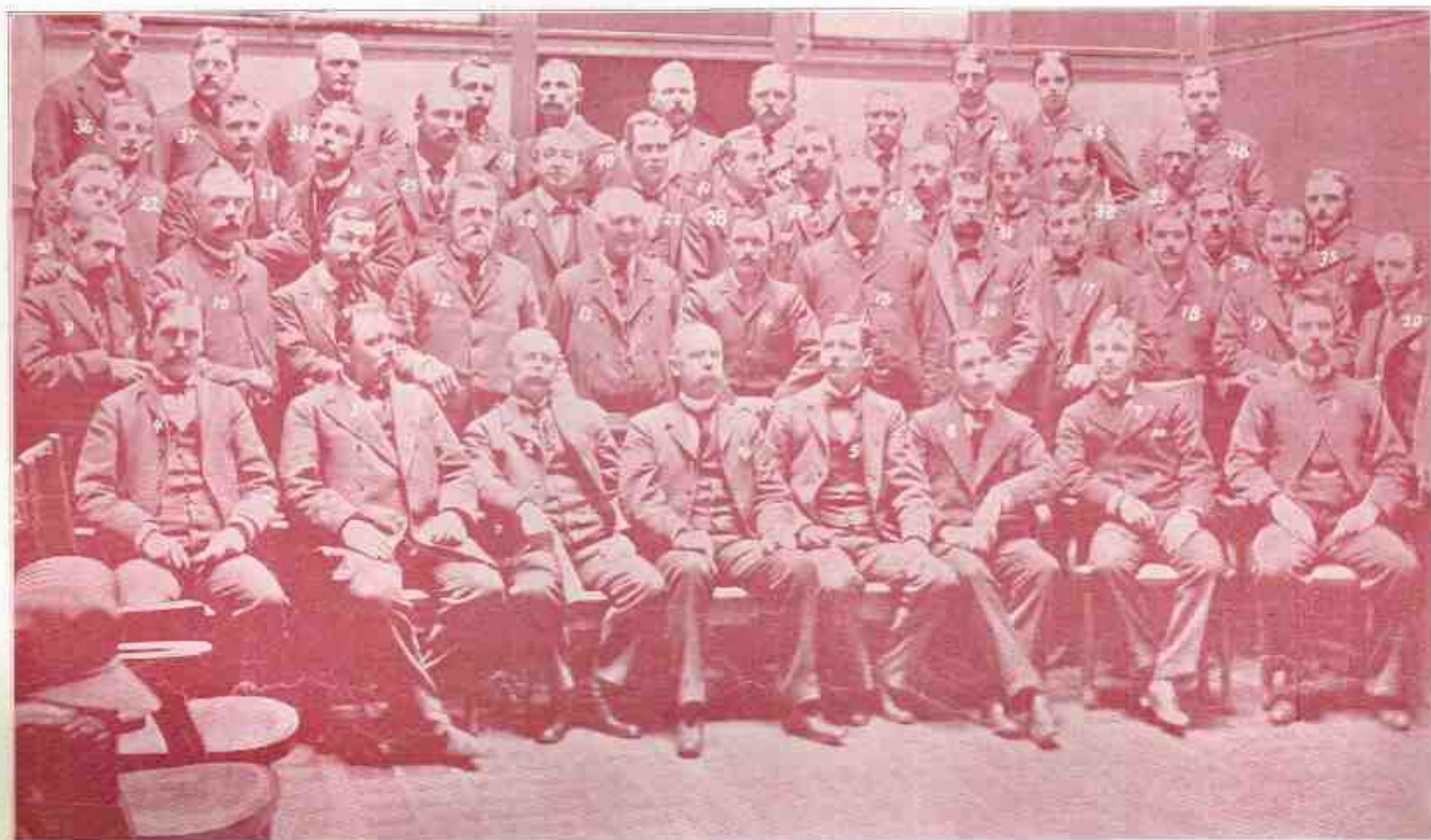
SURFACE SERVICE MAGAZINE

VOLUME 2

JUNE, 1925

NUMBER 3





Thirty-Two Years Ago

Officers, Clerks, Inspectors and Foremen Chicago City Railway—See Page 24.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 2

JUNE, 1925

No. 3

Now Will You Get Out and Root?

*Here Is the Beautiful Richardson Trophy to Be Awarded the
Champion Baseball Team*



SURFACE SERVICE presents above an excellent photograph of the trophy contributed by Vice President Richardson to the Chicago Street Car Men's Baseball League to be awarded to the champions of the 1925 season. The cup is from the studios of the famous International Silver Company and is a beautiful example of the silversmith's art, standing 22 inches high upon an ebony base 7 inches in height.

It is Mr. Richardson's idea in offering this prize to have it become the absolute property of the winning team this season—in other words, that it is to be won once and not three times before ownership is established.

Here is a prize worth fighting for and the knowledge that this year's championship will carry with it the custody of the cup for all time should inspire every member of every competing team to do

his utmost to capture the season's championship.

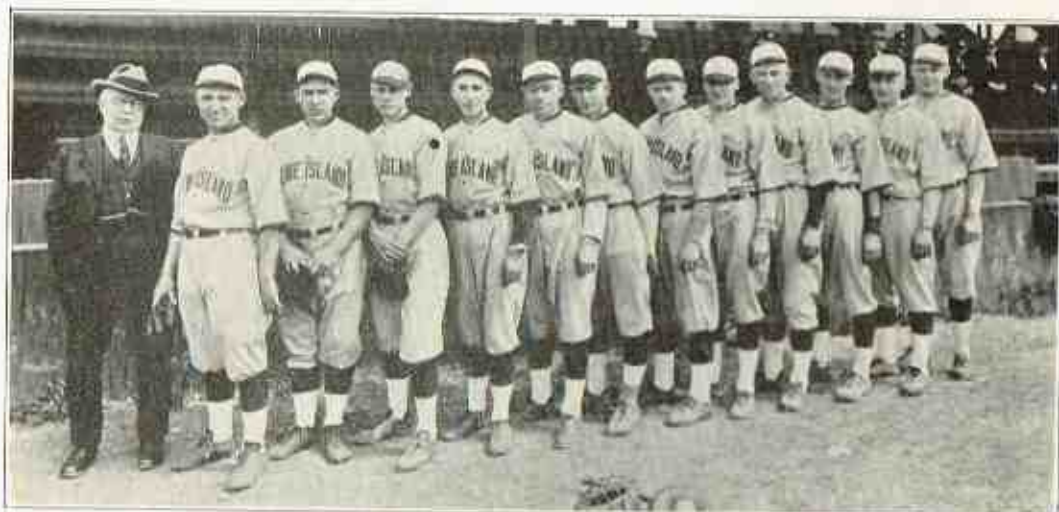
Inasmuch as there is inspiration in the attendance and appreciative applause of the fans and rooters, all teams should have the support of their fellow-motormen and conductors. The season has opened successfully and everybody down the line is showing a keen interest in the

the following were elected: Wm. T. Ewers, President; J. Rau, Vice-President; A. Reiners, Treasurer, and A. J. Neurauder, Secretary.

Everything taken into consideration the outlook for a successful baseball season is brighter than ever. This year the teams are divided as follows:

North Division: Lawndale, Lincoln, Devon-Limits, North Ave., Armitage-Division, Noble and Elston.

South Division: Burnside, Blue Island, Cot-



MAGUIRES MASTADONS

Blue Island Bunch of Husky Championship Contenders

Div. Sup'r E. L. Maguire, president; S. Gueda, utility; W. Sanow, utility; J. Lindensmith, short-stop; E. Mikulecky, manager; J. Erbel, right field; F. Cook, second base; J. Barta, center field; P. Stieb, pitcher; G. Sobota, catcher; J. Vujitech, captain and third base; J. Kopshever, left field; O. Koru, first base.

results. So, you fans, get out and root for your favorites!

There is no doubt that the officers of the Car Men's League will arrange to have the Richardson Trophy placed on exhibition for a day or two at each of the car stations.

STANDING OF TEAMS MAY 27.

South Division				
	P	W	L	Pct.
77th St.	4	4	0	1.000
Archer	4	3	1	.750
Blue Island	4	2	2	.500
69th St.	4	2	2	.500
Burnside	4	2	2	.500
Cottage Grove	4	1	3	.250
North Division				
	P	W	L	Pct.
Armitage-Division	4	4	0	1.000
North Ave.	2	2	0	1.000
Elston Ave.	4	3	1	.750
Lawndale	3	2	1	.666
Kedzie	3	1	2	.333
Devon-Limits	4	1	3	.250
Noble St.	2	0	2	.000
Lincoln	3	0	3	.000

At the annual election of officers of the league

tage Grove, 69th St., 77th St. and Archer Ave.

South Division Results

May 6th—Blue Island 12, 69th St. 6; 77th St. 15, Burnside 2; Cottage Grove 13, Archer 7.

May 13th—Blue Island 10, Cottage Grove 6; 77th St. 4, 69th St. 2; Archer 8, Burnside 0.

May 20th—Archer 0, Blue Island 7; 77th St. 15, Cottage Grove 7; 69th St. 9, Burnside 7.

May 27th—77th St. 14, Blue Island 7; Burnside 9, Cottage Grove 7; Archer 11, 69th St. 4.

North Division

May 6th—Armitage-Division 13, Devon-Limits 9.

May 13th—Devon-Limits 12, Kedzie 8; Elston 10, Lincoln 2; Armitage-Division 12, Lawndale 4.

May 20th—Lawndale 12, Kedzie 8; Elston 6, Devon-Limits 5; Armitage-Division 14, Noble 6; North 9, Lincoln 3.

May 27th—Lawndale 10, Elston 4; Armitage-Division 12, Lincoln 7; Kedzie 11, Noble 7; North 13, Devon-Limits 6.

SCHEDULE

South Division

June 17th

69th Street	at	Blue Island
Burnside	at	77th Street
Cottage Grove	at	Archer

June 24th

Blue Islandat.....Cottage Grove
 77th Streetat.....69th Street
 Archerat.....Burnside

July 8

Blue Islandat.....Archer
 Cottage Groveat.....77th Street
 Burnsideat.....69th Street

July 15th

77th Streetat.....Blue Island
 69th Streetat.....Archer
 Burnsideat.....Cottage Grove

July 22nd

Blue Islandat.....Burnside
 Cottage Groveat.....69th Street
 Archerat.....77th Street

July 29th

Blue Islandat.....69th Street
 77th Streetat.....Burnside
 Archerat.....Cottage Grove

August 5th

Cottage Groveat.....Blue Island
 69th Streetat.....77th Street
 Burnsideat.....Archer

August 12th

Archerat.....Blue Island
 77th Streetat.....Cottage Grove
 69th Streetat.....Burnside

August 19th

Blue Islandat.....77th Street
 Archerat.....69th Street
 Cottage Groveat.....Burnside

August 26th

Burnsideat.....Blue Island
 69th Streetat.....Cottage Grove
 77th Streetat.....Archer

June 17th

Division 12at.....Lincoln
 North Avenueat.....Division 9
 Kedzieat.....Elston
 Nobleat.....Lawndale

June 24th

Kedzieat.....North Avenue
 Elstonat.....Division 9
 Lincolnat.....Lawndale
 Nobleat.....Division 12

July 1st

Lawndaleat.....North Avenue
 Division 12at.....Division 9
 Lincolnat.....Kedzie
 Nobleat.....Elston

July 15th

Kedzieat.....Division 12
 Elstonat.....Lincoln
 Division 9at.....Lawndale
 North Avenueat.....Noble

July 22nd

Lawndaleat.....Kedzie
 Division 12at.....Elston
 Lincolnat.....North Avenue
 Nobleat.....Division 9

July 29th

Elstonat.....Lawndale
 Division 9at.....Lincoln
 North Avenueat.....Division 12
 Kedzieat.....Noble

August 5th

North Avenueat.....Elston
 Division 12at.....Lawndale
 Kedzieat.....Division 9
 Nobleat.....Lincoln

August 12th

Lincolnat.....Division 12
 Division 9at.....North Avenue
 Elstonat.....Kedzie
 Lawndaleat.....Noble

August 19th

North Avenueat.....Kedzie
 Division 9at.....Elston
 Lawndaleat.....Lincoln
 Division 12at.....Noble

"PLAY BALL"

Come, every Motorman! Come, every Con!
 Cheer for your comrades! Cheer for Devon!
 You office aristocrats, you may come too
 And shout Devon's war cry, "Hip-hip-hurroo!"

You ladies, come also and shout "Atta boy,"
 And they'll fight like the Greeks fought for
 Helen of Troy.

Like Horatio fought, 'gainst the turbulent
 stream,
 Come out altogether and root for your team.

When our boys send the ball whizzing fast
 through the air

We will laugh at our toes as they groan in
 despair.

We will soon see the flag with our triumphs
 thereon

Waving high from the ramparts of brave Old
 Devon.

JOHN CLARK, No. 2,
 Devon Station.

"NINE WARRIORS OF KEDZIE"

Nine warriors of Kedzie came out of the
 West—

Nine warriors of Kedzie their finest and best—
 Each strong-limbed and muscled, all fleet as
 the fawn.

Determined to conquer brave-hearted Devon.

Brave warriors of Kedzie, we tasted your steel;
 You pressed us so hard that we backward did
 reel.

But the thought of defeat with our friends look-
 ing on

Nerved the hearts of our fighters—our men of
 Devon.

Then swift as the eagle sweeps down from the
 pine

We struck at the foe and we crashed through
 his line.

And the bright morning star looking down at
 the dawn

Saw the flag was still flying o'er dear Old
 Devon.

JOHN CLARK, No. 2,
 Devon Station.

Repartee

Conductor—"Madam, you'll have to pay for
 that boy."

Old Lady—"But I never have before."

Conductor (hotly)—"That don't matter to
 me. He's over 12 years old and you'll have to
 pay his fare or I'll put him off the car."

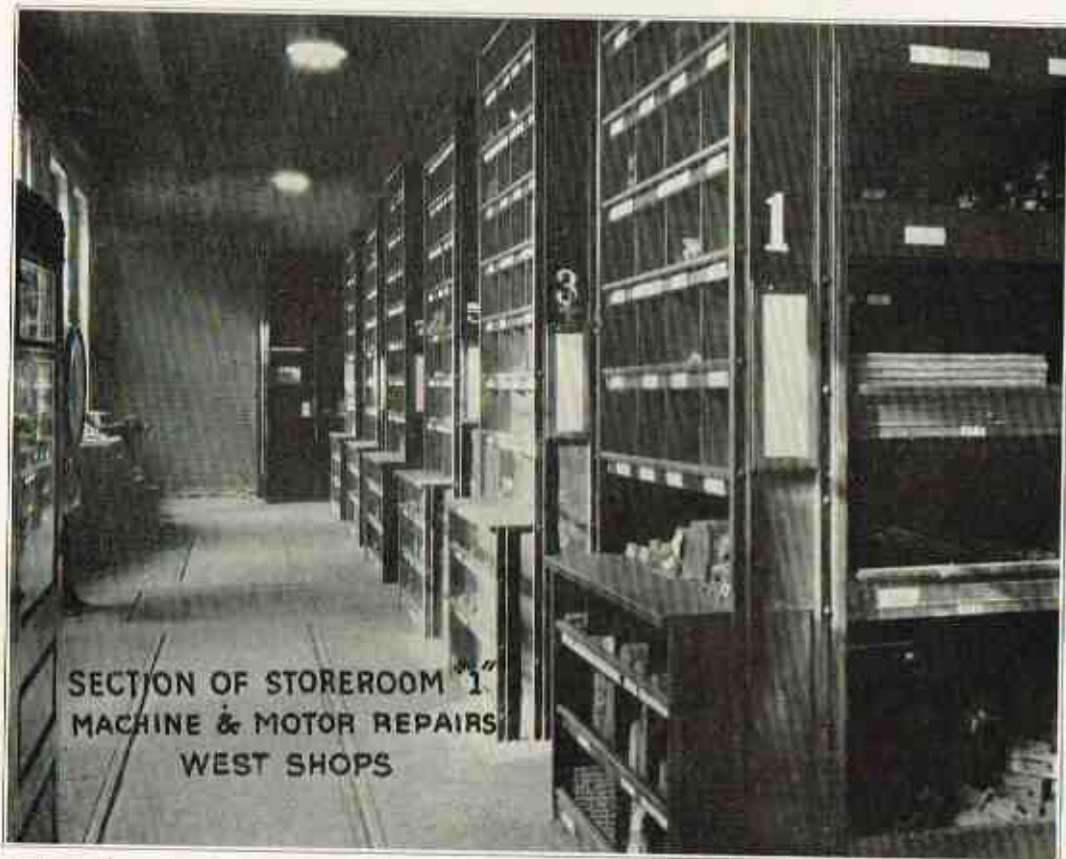
Old Lady—"Put him off. What do I care.
 I never saw him before."

Material Is Money

*Storekeeper Wuster Has Some Interesting Things to Say
About an Important Department*

Many people, even some of our own Employees, fail to realize the magnitude and importance of this department in a modern Railway Organization. Only a few years ago it would have been folly to refer to the Stores Department as an essential part of a Railway Organization.

using the materials ordered and handled them as a side issue. In many cases upon receipt of purchased materials the entire lot was charged out and if any was left over from a job the material was stored in some out-of-the-way corner of a shop or abandoned building for future use.



SECTION OF STOREROOM "1"
MACHINE & MOTOR REPAIRS
WEST SHOPS

Today the then existing conditions and practices would be disastrous and would no doubt be the subject of many investigations.

For many years it was the theory that the users of materials were the ones best qualified to determine the amount which would be needed for future use and to care and account for materials and supplies.

Prior to the time of organizing the Stores Department in many large properties in the United States the departments

Records were few and in many cases when the material was again required another supply would be ordered through the purchasing agent, forgetting all about the stuff they had stored away.

To meet the supply situation of today for the maintenance of a property like ours it is necessary to have a large number of storerooms and storeyards located all over the system. It may be interesting to know that we have a total of twenty-nine storerooms and storeyards under the supervision of this department

throughout the system which are conveniently located for economical distribution of all materials.

Just to bear out the statement that this department is an important one we refer to the fact that approximately 800,000 purchases are made from this great store by the Employees of the Company annually.

In order to meet the great demand for materials promptly, the total of approximately \$5,000,000 is used annually with a \$2,900,000 stock on our shelves to fill the orders. Thus it is readily observed that it has a very important part in all the Company's undertaking from driving a nail to building track, cars, substations, and serving the public.

manufacture and repair materials. We also checked and adjusted 82,339 items in inventories and made out 38,957 received reports of materials received which were purchased.

It might also be of interest to know that during the past year we handled 2,885 freight carloads of materials at the various storeyards. Of this amount 600 cars of bank sand which is solely used by the Transportation Department in the operation of the cars were received. Before this sand can be used it is dried by the stores department in the dryer located at 78th and Vincennes Storeyard and during the fiscal year 1924 approximately 37,625 yards were dried.

In addition to the regular duties of the



Storekeeper in maintaining sufficient stock on hand for the operation of the road he is also confronted with the problem of protecting materials stored in the open by applying a rust preventative paint to prevent corrosion and also salvaging and economically disposing of all waste, scrap, worn out and obsolete materials.

Accurate records are kept of stock conditions at the various locations as to the quantity on hand, due on previously placed orders and receipts and disbursements in order properly to maintain stocks and order materials to meet future requirements.

A vast amount of clerical work is carried on in connection with the maintenance of stores, pricing of manifests, checking minimum notices, stock cards and inventories.

During the past year a total of 4,375 requisitions were made on the purchasing agent and 12,852 Orders on the Shops to

Storekeeper in maintaining sufficient stock on hand for the operation of the road he is also confronted with the problem of protecting materials stored in the open by applying a rust preventative paint to prevent corrosion and also salvaging and economically disposing of all waste, scrap, worn out and obsolete materials.

In the foregoing brief outline of the duties pertaining to Storekeeping and the results it aims to accomplish it is readily seen that it must have whole-hearted cooperation in order that it function for the benefit of all. So don't swear at us—Swear for Us.

An Eager Customer

Motorist (who has crashed into milliner's window)—"My wife wishes to buy that hat there in the corner."—Boston Transcript.

Accident Prevention Dinner

Successful "Get Together" Session of the Advisory Council

Enthusiastic support of the accident prevention program of the Surface Lines was voiced at the first annual get-together banquet of the General Advisory Council and the Accident Prevention Councils at the Congress Hotel on Tuesday evening, May 12. The meeting was attended by 200 members. *

Victor T. Noonan presided and made the principal address of the evening. He called on Vice-President Richardson and other officers of the company for brief expressions relative to accident prevention work.

Mr. Richardson complimented the General Advisory Council and the Accident Prevention Councils, and through them, all employes of the Surface Lines for the splendid way in which they have worked in the interest of safety.

He pointed out that during the fiscal year 1924-5 it was more than seven times safer to ride on the Chicago Surface Lines than on the steam railroads of the country. On the Surface Lines there was only one fatality for every 46,467,000 passengers, while on the steam railroads during the same period there was one fatality for every 6,314,000 passengers.

He expressed the hope that the good work would continue and that even greater results in the interest of safety would be obtained during the present year.

This sentiment was heartily seconded by the other officers who spoke.

In his earnest appeal for the saving of life and the prevention of accidents, Mr. Noonan pointed out that during the past year the number of fatal accidents among Surface Lines employes had been reduced 50 per cent and that all fatal accidents had been reduced more than 23 per cent. He called attention to the fact that during the year not a single track worker had been killed and that no one in that department had lost an eye, due to the greater care in wearing goggles.

During this year, Mr. Noonan said, only one trainman had lost his life as compared with ten or twelve fatalities

which usually have occurred in the past during the corresponding period.

He emphasized the need of closer organization, the more frequent attendance of accident prevention meetings, more attention to elimination of accident hazards and increased feeling of personal responsibility for the welfare of others. He praised the organization, declaring it capable of big things and stated that he never had found a group of men more earnest or more conscientious.

Community singing and a splendid orchestra added much to the pleasure of the evening.

The General Advisory Council is composed of the following:

Victor T. Noonan, supervisor of accident prevention, chairman; H. H. Adams, superintendent shops; C. H. Evenson, superintendent transportation; H. B. Fleming, chief engineer; F. M. Hamilton, supervisor purchases and supplies; A. J. Klatte, assistant electrical engineer; and F. L. Kriete, general attorney.

To Day

Sure, this world is full of trouble,
I ain't said it ain't
Lord! I've had enough, and double,
Reason for complaint,
Rain and storm have come to fret me,
Skies were often gray;
Thorns and brambles have beset me
On the road—but say,
Ain't it fine today?

What's the use of always weepin',
Makin' trouble last?
What's the use of always keepin'
Thinkin' of the past?
Each must have his tribulation,
Water with his wine,
Life, it ain't no celebration
Trouble? I've had mine—
But today is fine.

It's today that I am livin'
Not a month ago;
Havin', losin', takin', givin';
As time wills it so
Yesterday a cloud of sorrow
Fell across the way,
It may rain again tomorrow,
It may rain—but
Ain't it fine today?

—DOUGLAS MALLBACH,



THE FIRST GET TOGETHER DINNER
ACCIDENT PREVENTION COUNCIL
CHICAGO SURFACE LINES MAY 12-1923

PHOTO BY COMMERCIAL PHOTO CO.
CHICAGO

The Story of the Evening Will Be Found on the Opposite Page.

Second Annual "College Meet"

*A Hectic Time with Professional Radio Artists
in the Bill*

The Club House resounded with the cheers of many healthy voices as the various Colleges represented urged their contestants to greater effort in the various events and for two hours it would have been rather difficult for anyone to make himself heard without yelling

loud applause and the lusty cheers given for them. Mrs. Rhoades sang three songs in her usually good style and her rich contralto voice was admired by all. Billy Schenck broadcasted several reels of moving pictures, this being the first actual demonstration of Billy's new in-



rather loud. Messrs. Dixon & Landeck gave the girls a practical demonstration of how to use rouge and proved to the audience that they are qualified to enter the Cosmetic Contest at the next picnic. The Relay Race brought to light several very capable eaters and whistlers among the ladies and some very fine bottle-fed boys among the men, Dodo Grell being the champion in this line. Several other events were contested during the afternoon and after all scores were in it developed that Chicago, captained by Mr. C. Heath, had landed on top. The Cheer Leaders, Misses Sullivan, Lachata, Cameron, Johns, Krausman, and Topolinski, kept their teams yelling at the top of their voices and would be welcome additions to the cheer leading staff of any school.

The main program was started with the official opening of the S. L. C. Radio Broadcasting Station and we were fortunate to have such stars as Ford & Glen, Mrs. Rhoades, Francoeur's Orchestra and Billy Schenck with us at our opening. Ford & Glen broadcasted some of their delightful harmony, which we are sure was enjoyed by all, as was proven by the

vention, with which he intends to broadcast pictures, so we may stay at home for our movies.

"How Do You Do" songs were sung by Ford & Glen to a dozen members of the Club, the following giving an idea of the line of good natured "joshing":

How do you do, Art W. Malmquist, How do you do?

How do you do, Mr. Malmquist, How are you?

They say you're overweight and cute,
We'll bet you were a beaut,
In your one-piece bathing suit—
How do you do?

How do you do, Mildred Humes, How do you do?

How do you do, Miss Humes, How are you?

Different from William Jennings Bryan,
To be elected he was just dyin',
But you win without half tryin';
How do you do?

There were verses to John Hewitt, Marie Sullivan, L. Dixon, Betty Williamson, Jimmy Smith, Billy Schenck, and R. T. Fick.

At six-thirty supper was served and everyone seemed to enjoy themselves at this rather essential occupation. The menu was made up of potato salad, hot dogs, ham, rolls, olives, pickles, coffee and pie a la mode. It keeps the girls, who served, busy keeping the crowd moving, but they were very successful and all were taken care of in short order.

The half hour of community singing made a big hit with the crowd and it kept the Chairman on his toes trying to catch the numbers requested. The first request was made by Floyd Franks, who wanted to sing "I want a Girl." (Must be rather tough to be a lonesome bachelor.)

Then they danced and danced and danced until the orchestra finally played the Home Sweet Home number, and when the crowd left all agreed that it was an afternoon and evening of action, fun and good entertainment. All the music was furnished by an orchestra under the directorship of Mr. Lawrence Francoeur.

RAH FOR THE PICNIC

July Eighteenth the Date, Riverview Park Picnic Grounds the Place

Each year the Surface Lines Club sends out a committee to secure the very best available and most convenient grounds for our Annual Picnic. In previous years the aim has been to get out of town, away from the noise and bustle of the city, but this has been a handicap for those who had to travel by interurban car lines and were not fortunate enough to own an automobile. The journey of some folks in many cases took from four to five hours to reach the grounds and to travel with a basket on one arm and a child or two on the other made it rather discouraging trip for ma and dad. We have selected a place within the city limits, Riverview Park Picnic Grounds. It may not be the most beautiful spot on earth, but it is the most thoroughly equipped grounds in the city of Chicago or in the vicinity. It is not an open park, but is enclosed with a high fence and can only be entered through the gate. It is also independent and completely separated from the amusement part. There is a large dance pavilion which contains space for at least 500, the athletic field and race courses with its modern shower baths and grandstand with a capacity of 4,000 and other numerous buildings. Regardless of the weather, a good time can be had by all and in case of rain, there is plenty of shelter.

Do not forget the date—Saturday, July 18, 1925.

J. W. LANSBCK,

Chairman

Women's Auxiliary Installation

Thursday evening, May 21, 1925, the Women's Auxiliary met at the Club House to celebrate

the installation of officers and directors, from the different departments of the company, for the club year 1925-1926.

After a short business meeting, Miss Marie Krausman, Vice-President, installed Miss Mildred Humes, our re-elected president, Miss Humes, in turn installing the other officers for the year. The new directors were called up on the stage and presented to the club amid enthusiastic hand-clapping.

Roses, the most beautiful pink ones, in profusion adorned our hall, vying hardily with the pretty girls on the platform.

It was a treat worth waiting for to see our gracious, modest president receive the annual floral basket—and such a wonderful basket it was, of many dozen pink roses with purple blooms on the handle. Accompanying the basket was a very handsome aquamarine dinner ring, a gift from the outgoing board of directors.

The program for the evening was next in order, which consisted of several numbers of fancy dancing by the little pupils of the Hoffmann School of Dancing, recitations by Miss Virginia Rexroth (a child electionist), and last but not least, Mrs. Ethel Rhodes, from the Eleanor Club, who rendered a pleasing group of songs in a rich contralto. They all are capable artists and their performances at the club afforded a real treat.

Dainty refreshments concluded our program for installation night, with all looking forward to a most successful and happy club year.

M.

D-a-n-c-e

President A. W. Malmquist headed the committee which put over the dance at the Club House on Saturday evening, May 9th. It was a very enjoyable affair attended by about 300 persons who danced to their hearts' content to exceptionally good music furnished by Bohlin's Orchestra. The grand march was led by Miss Bessie Cameron and Mr. Dave Tweedie and we must say that they were a mighty fine looking couple, well qualified to lead. During the evening delicious frappe was served and it surely hit the spot. I am sure all present had a most enjoyable evening and are hoping that Mr. Malmquist and his committee might put on another dance in the near future.

Country School Clipping

(This composition turned in to a teacher by a pupil in a rural school has not been altered.)

CASABIANCA

A boy was on boat. It was burning and there wasn't no fire engine on it to put it out. Boy hollered for his old man to tell him to go from there in little boat so he kept on yelling but his old man didn't do no talking because he was dead already. So the boy stayed and he got burned up on boat. Lesson it teaches you is you should all the time mind your old man.

"Why do you want limburger cheese packed in your lunch?" asked the grocer.

"Because, papa," answered his truthful little son, "I want the teacher to send me home."—The Progressive Grocer.

Trolley Cars for Mass Transportation

English Experts Point Out Impossibility of Substituting Busses for Trolleys

The utter impossibility of busses ever wholly supplanting electric cars, unless the streets are widened greatly and fares raised, was clearly demonstrated at a recent transportation meeting in London. Transportation men from all parts of the United Kingdom, in which busses are being operated much more extensively than they are in the United States, gathered and discussed experiences.

The situation was summarized by C. J. Spencer, General Manager, the Metropolitan Electric Tramways, Ltd., as follows:

The 3,000 electric cars and 5,000 busses now operating in London streets are carrying approximately one billion persons each year.

If electric cars were dispensed with, at least five thousand, and possibly six thousand, more busses would have to be placed in the streets.

The streets at present are so greatly congested by the 5,000 busses which are now operating, that to add another 5,000 without widening the streets at an enormous expense, would be utterly impossible.

It is a fair assumption, Mr. Spencer said, that the cost of running a double-decked bus per car mile is about the same as the cost of running an electric car. Therefore, if it were necessary to substitute five busses for every three cars, the increased cost would be just two-thirds.

"I am perfectly certain," he said, "that if you would take the revenue that is now earned by 3,000 tram cars and place it against the expenditure necessary to run 5,000 busses, even an accountant would have difficulty in making things fit. Thus the commercial difficulty and the inevitable result of such a policy would be a considerable increase in fares, because nobody is going to run omnibusses or anything else for the love of it. They must be run as a commercial venture, and fares would have to be sufficient to pay the expenses of the service, or the service would ultimately cease. Therefore, the answer purely on the ground of the commercial possibilities to the man

who suggests that trams ought to be scrapped or could be scrapped, is that the first result of that scrapping would be that you would have to pay a great deal more in fares than you do today."

Alderman R. A. Smithson, of Leeds, England, reported to the meeting that the Tramways Committee of Leeds, after visiting cities throughout the Kingdom, and observing both busses and electric cars in operation, had decided to recommend the expenditure of another \$2,500,000 on the city's electric car equipment.

"We feel," he said, "fully justified in starting an account to get the latest and most up-to-date equipment showing thereby our confidence that electric cars are still an absolute necessity where you have large bulk traffic to deal with."

The general opinion expressed at the meeting was that there should be co-ordination between busses and electric cars, the electric cars handling the heavy part of the traffic.

A Cooling Thought



In these days of high temperature, a glimpse at scenes of only a few weeks ago in Utica and Syracuse, New York, may help everybody to keep cool. It does look rather nice and chilly, doesn't it?

Doctor (noticing squalling picanniny on the floor)—"Mrs. Johnson, that baby is spoiled, isn't he?"

Mrs. Johnson—"No, sah, Doctah, all cuffed babies smells dat way."—Exchange.

Keeping 'Em Rolling

Armitage Sets Up a High Figure for Other Crews to Shoot At



The Armitage Leaders for April

Armitage established a record in the Pull-In Contest that is going to bother the other car house crews to equal. Division was passed although their record for April exceeded the 14,925 miles that gave them the lead in March. Over 21,000 miles operated per car pulled in is pretty nearly a record for the country so far as we are advised of the figures. The standing on the April figures follows:

Rank				Carhouse	Equipm.	Failure
Apl.	Mar.	Feb.	Jan.			
1	3	1	2	Armitage	21,277	
2	1	2	1	Division	15,152	
3	2	6	7	Blue Island	10,101	
4	5	2	4	Limits	9,804	
5	6	5	6	Devon	9,709	
6	4	4	3	North	9,345	
7	7	9	5	Elston	8,621	
8	8	7	10	Kedzie	7,519	
9	9	12	16	Lincoln	6,452	
10	10	8	11	Rockwell	5,882	
11	15	14	15	Cot. Grove	5,050	
12	11	15	12	Lawndale	4,898	
13	13	11	13	69th	4,739	
14	12	10	9	77th	4,484	
15	14	13	14	Burnside	3,356	
16	16	16	8	Noble	2,208	

PREVENTING POWER WASTE

Motorman A. Jones, Leader at Devon Depot for May

The top average motormen at the Devon



A. JONES.

Depot for the month of May, 1925, in the order

named are as follows, the same method being applied to determine the record as heretofore:

Line	Run	Name	Badge No.
Entire Division	378	A. Jones	985
Broadway	278	A. Jones	985
Lawrence Ave.	305	H. McCorry	7059
Devon Extension	329	H. Johnson	7438
Clark-Wentworth	129	W. T. Ravenhill	12599
Extra Men		F. C. Holz	14498

An Accusation, a Mistake and An Apology

A Mrs. Broderick living at 7932 South Elizabeth Street, telephoned to our 69th Street station that one of our 63rd Street motormen had taken a fountain pen from the pocket of her son, who was a passenger on the front platform of the car, and she demanded an investigation with the punishment of the offending employe and the return of her son's property. She was able to furnish no identifying numbers, but she did supply a description of the motorman, who was subsequently identified as Martin Geary, badge No. 489. When Motorman Geary was questioned, he remembered that there were some boys on the platform, but he knew nothing about the loss of the pen; but inasmuch as the complaint made a specific charge against him, he started in on an investigation of his own. He called at the residence of Mrs. Broderick and interviewed her son and some of his companions. As a result, it was disclosed that the pen had been taken by one of the other boys as a joke and they had told young Broderick that the motorman had taken it. The pen was returned to its owner with an apology from the boy who played the "joke" and subsequently Mrs. Broderick, the boy's mother, under date of May 22nd, wrote a letter to Division Superintendent Quinn apologizing for her hasty action and stating that the pen was a keep-sake which was highly valued. She expressed the hope that the motorman involved would experience no embarrassment because of her mistake and admitted that there was no foundation in fact for the charge against him.

All of these facts have been made a matter of record in the Transportation Department and illustrate rather strikingly how complaints can be made in good faith and yet be absolutely without justification.

SURFACE SERVICE MAGAZINE

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

OUR ELECTRIC FANS

Respectfully Dedicated to the Electrical
Department

JANUARY

When Winter's winds are blowing,
And when, perhaps, it's snowing,
And when we're coughing, wheezing,
And now and then we're sneezing,
Our fans, through careful planning,
Are all hooked up for fanning.

MAY

But when the sun mounts higher,
And when celestial fire
In early Summer's furnace
Begins to scorch and burn us,—
When all for fans are calling,
They're "out for overhauling."

THINKING PREVENTS ACCIDENTS

One of the ideas which is being stressed by Mr. Noonan in his Accident Prevention talks to Surface Lines employes is that an extraordinarily large proportion of mishaps could be avoided by proper thinking. No object can be attained without constructive and intensive thought. Accidents cannot be prevented unless individual minds maintain a constant signal to the physical machinery—"Be Careful". With such an ever present thought, there would be no premature starting; and it only requires a casual study of the tabulated reports to discover that appalling results often follow the thoughtless starting signal to the motorman.

We are charged with the safety of life and limb of our patrons and this is a responsibility of the gravest character.

No one can be completely happy who carries the burden of the knowledge that through a thoughtless act on his part a life has been sacrificed or a man, woman or child transformed into a cripple by the loss of an arm or a leg.

Results, we believe, are showing that the trainmen and shop men of the Surface Lines are gaining a real understanding of the fact that constant properly directed thinking will prevent and reduce accidents.

KEEP COOL

Gentlemen identified with the public health service and physicians generally are agreed that periods of high temperature are marked by a tendency to increased irritation in the human mental mechanism. When everybody is hot and uncomfortable, minor incidents are magnified to the proportion of real grievances; there is a lessened measure of tolerance in our contacts with each other; and crimes of violence show a marked increase in the heated area. The situation, therefore, is one calling for extraordinary effort on the part of those employes of public utilities or private corporations who come in contact with the users of the utilities or the customers of the business organizations.

Every allowance should be made for any manifestation of irritability and a special effort should be made to reduce the minor errors of daily business routine. Applied to our own interests, this would suggest extraordinary effort on our part to see that information given to inquiring patrons be accurate and complete; that our efforts be redoubled to maintain a flow of good nature under unusually trying conditions; and that the punching of transfers be done so carefully that there can be no question about the correctness of the hour or direction indicated. Any special attention given to feeble or disabled passengers or mothers with their children will be doubly appreciated during any period when the mercury is hovering around the 90's.

BASEBALL

More than usual interest is being shown in the contest this year among the teams identified with the Chicago Street Car Men's Baseball League. There is some

unusually good material among the men and every game played thus far has been well worth witnessing, in spite of the fact that some of them have been rather one-sided. Often a one-sided game provides more hilarity and enjoyment than can be derived from the play of evenly-matched teams. While the interest in the latter form of contest is better sustained, there are a lot of thrills that come from the mishaps, misplays and errors in the former type of contest.

An added feature this year will be the struggle for the Richardson Trophy which has been turned over to the Car Men's League to be awarded to the 1925 champions; and with the natural interest in sports that has been manifested on numerous occasions by employes of the Surface Lines, the games of the League, schedules of which appear in detail elsewhere, should receive enthusiastic support insuring large attendance at each game.

OUR GOLDEN-VOICED BASSO

**"Joe" Marshall a Singer of Distinction—
A Feature of Trophy Night**

Everybody who was at the trophy night dinner at the Hamilton Club recalls with pleasure the vocal selections offered by Mr. Joseph A. Marshall of the Department of Accident Investigation.



When it is known that Mr. Marshall practically rose from a sick bed in order to keep faith with the program committee for that night, it will be considered remarkable that he was able to conceal the evidences of illness. His voice is unusual in its richness of tone and has great volume and carrying power; and it has a peculiar quality which makes it particularly adaptable to quartet work, a great deal of which Mr. Marshall has done. He was for several years the basso of

the celebrated Lakeside Quartet of Chicago and later with the La Salle Operatic Quartet. At present, he is associated with the quartet of the Rogers Park Congregational Church whose work is a feature of the Sunday exercises.

The Surface Lines should be proud of this celebrated musical son whose amiable compliance with requests for his services has contributed so much to the success of various Surface Lines programs.

Direct Wires

In order to facilitate the rapid transaction of business between our administrative departments and those of the General Electric and the Commonwealth Edison Companies, trunk lines have been installed on our switchboard. Calls for any departments of either of the other companies, therefore, can be made directly through any of our branch phones without obtaining an outside wire.

Auto Insurance? See Mr. Hamilton

Our industrious Supervisor of Insurance, Material and Supplies is in a position to secure automobile insurance—fire, theft, liability and collision—at a saving of about 30 per cent as compared with the standard rates. This opportunity is opened to all employes of the Company who own machines and Mr. Hamilton will be glad to furnish details to all inquirers.

Educating the Public in Accident Prevention

Director Koehler of the New York State Railways Safety Division, believes that to secure maximum results in accident prevention an electric railway must use all of the various means at its disposal—safety committees, bulletins, internal and external publicity, safety talks before both employes and the public, the employes' magazine, and co-operation with the community safety councils. The grade crossing problem, from the electric railway's standpoint, is one phase, and a very important one, of the larger public safety question and all efforts expended toward the education of the community in safety can not help but have a favorable influence on the attitude of the public on the particular subject. The motorist or pedestrian who is careful in crossing at street intersections will naturally display the same caution when crossing railroad tracks.

"Where is Bill taking the car?"

"He's going to a matinee."

"There isn't any matinee until tomorrow."

"Well, he's got to find a place to park, hasn't he?"

Some 1924 Baby Blossoms

A Bouquet From the Surface Lines Home Gardens



During 1924, SURFACE SERVICE had the pleasure of announcing the arrival of babies in the homes of numerous employes and the above group shows some of these youngsters. The proud parents of these kiddies are identified as follows: Motorman and Mrs. Frank Doliesh of the Blue Island Depot; Motorman and Mrs. J. T. Regan of the 69th Street Depot; Night Clerk and Mrs. D. S. Warren of the Archer Depot; Conductor and Mrs. J. G. Nelson of the 69th Street Depot; Motorman and Mrs. Geo. Andrews of the Blue Island Depot; Conductor and Mrs. Thomas J. Earley of the 69th Street Depot; Conductor and Mrs. T. J. Mulhane of the 69th Street Depot; Conductor and Mrs. F. W. Yager of the 69th Street Depot; Conductor and Mrs. J. J. Orth of the 69th Street Depot and Conductor and Mrs. John J. Sullivan of Lawndale.

Two Wonderful Records

Motorman Fennema and Conductor Dunn of North Avenue Station

Fred Fennema, the oldest motorman at North Avenue depot, badge number 7507, was born in Holland November 17, 1858, and came to Chicago with his parents in 1869. The family first lived in a frame cottage on Milwaukee Avenue just east of Halsted street, and he attended school in a frame cottage at Halsted and 12th Streets (Roosevelt Road).



He recalls that in 1873 or 1874 when driving a team for T. J. Minnick, 642-644 Grand Avenue, he first became acquainted with John M. Roach, who at that time was driving for a man named Hanson, who ran a feed mill at Lake and Union Streets. Mr. Roach was then delivering feed to the Limits car barn.

In 1880 Mr. Fennema entered the service of the Chicago West Division Railroad Company at the car barns at Leavitt and Grand Avenue. Grand Avenue was then called Indiana Street. From that time until the present time he has never worked on any other line except for a period of 6 months on the Division Extension Line and 6 months on the Cicero Avenue Line. Mr. Fennema drove a horse car from 1880 to 1895—when electric cars were first put on Grand Avenue. During horse car days the west terminal was at Western Avenue, the city limits, and the cars ran east to Halsted, south on Halsted to Randolph and east in Randolph to Wabash avenue, passing the company's three-story building at State and Randolph, where the Masonic Temple, (Capitol building) now stands.

Mr. Fennema recalls the good old days when it was not necessary to find a crossover to switch back from, or where

a broken down wagon did not tie up the line. All that was necessary to switch from one track to the other was a place a broom under the front wheels, pull the team to one side and the trick was done. Mr. Fennema drove one team for over ten years and at the expiration of that time turned them over in good condition. He has a record of which the whole division is proud. In forty-five (45) years of service he has not had a single car collision, never had a straight track collision of any kind, never damaged a car to the extent that it had to go to the shops and never seriously injured a person.

Mr. Fennema has a son, Frank, who is a Supervisor at North Avenue, also.



Robert Dunn, oldest conductor in North Avenue depot, badge number 8436, was born on a farm near Downer's Grove November 5, 1860. He worked on the farm until 1880, then went into the coal and lumber business in Downer's Grove until November 18, 1882, when he was employed as Conductor at the Western Avenue Barns.

At this time the car barn at Western Avenue and Washington Boulevard was considered the finest and largest barn the Company had.

At that time there were 178 runs at the barn on four streets:

- 36 on Randolph Street.
- 32 on Lake Street.
- 72 on Madison Street.
- 38 on Van Buren Street.

When he came there he was the fifty-fourth (last) extra and he found work plentiful—so plentiful that some of the regular men were willing to pay \$2.00

to an extra man to double up and work their runs.

The pay wasn't extremely high at that. Tripper runs paid \$1.38 per day.

After about three months on the extra list he was assigned to a run on Lake Street and he has remained on that street almost entirely until the present time. Lake Street was several times transferred from barn to barn and he accompanied it. It was at Western Avenue until 1886, then went to the old Crawford barn (Crawford and Park Avenue), then in 1898 back to Western Avenue until 1911 when the line went to Kedzie barn and from there in 1914 to North Avenue.

In contrast to the comfortable service provided now, he recalls that the company used to keep a tow horse stationed at Clinton and Lake Streets to help the team pull the car up the bridge grade. In the "peak" periods, the load was too much for the 3 horses and in response to the cry: "Come on, you fellows, get out and push if you want to get to work," a dozen or fifteen men would alight and help push the car up the hill.

Mr. Dunn recalls that when a boy during the Chicago fire in 1871 his father took him outdoors on the farm and showed him his shadow cast by the reflection of the great fire.

Rules of Life

I would be true, for there are those who trust me; I would be pure, for there are those who care; I would be strong, for there is much to suffer; I would be brave, for there is much to dare; I would be friend to all, the foe, the friendless; I would be giving and forget the gift; I would be humble, for I know my weakness; I would look up, and laugh, and love, and live.

—Howard Arnold Walters.

Keep on Smiling

Smile—If you like it, and if you have not the desire to do it, cultivate it.

Smile—Every time you get the chance, it is the chance smile that wins.

Smile—At hard luck, the fates may think you like it and quit.

Smile—And may your future be bathed in sunshine.

Smile—The merry hearted have the resilience of India Rubber.

Smile—If you invest in a smile it pays big dividends.

Smile—Every time you think of it and you will soon get the habit.

Who I Am

I am your willing servant.
I carry you to your day's work.
I bring you home at night.
I take your children safely to school and bring them safely home.
I set you down at the door of the theatre and at the baseball park.
I carry you to the house of worship.
I take you to the store and the market.
I carry you to your train.
I am never sick.
I am never excited.
I am on duty, rain or shine, cold or hot, whether you wake or sleep.
I cannot stop work, for business and comfort look to me.
I cost you nothing for upkeep.
I cost you nothing for depreciation.
I serve you at the lowest rate.
I am your old friend and future friend.
THE ELECTRIC STREET CAR.

—Memphis Trolley Topics.

True Discipline, Indeed!

"Man overboard!" warning was sounded and the ship stopped. Boats were lowered, but though a long search was made there was nothing found. The question then arose: Who was the man? Many had seen him disappear, but no one could tell who it was. The captain was not at all pleased.

Meantime, the order "Hands muster by open list" was piped, and the crew fell in by divisions. But the mystery only deepened, for no one was missing.

At last, up the ladder appeared a scared-looking A. B., and, addressing the officer of the watch, he said:

"I think, sir, as 'ow the man overboard must 'ave been me. I went over with the flap, sir, but 'eld on to the securing chain, and climbed in again very soon, sir."

"But why didn't you say so?"

"Very sorry, sir, but being in the lifeboat's crew, I had to go away to search for the man overboard."—Wall St. Journal.

No Joke

Ikey and Izzy were separating after an evening together, when Ikey said:

"An revoir."

"Dat's dat?" asked Izzy.

"Dat's goodbye in French."

"Vell," said Izzy, "carbolic acid."

"Dat's dat?" asked Ikey.

"Dat's goodby in any language."



Departments and Divisions

Transportation

Mrs. Kinney, who was married last month while on her vacation, has now resigned and moved to Cincinnati, Ohio. Mrs. Anna Smith is taking her place on the switchboard.

Supervisor Hooper purchased a box of colored lead for his Eversharp pencil when he heard it was a bargain, a 20c pack for 10c. He jumped at the bargain but spent the balance of the day taking the jam out of his pencil. Any one may have same free by calling on Mr. Hooper.

A little song by Burke and Moore—"The Dog Watch Twins."

Who left the empty bottle at the Hamilton Club and caused the investigation?

Supervisor Victorson, the tunnel man, brings his supper in a wagon. Can this boy eat!

We are wondering why it is that Mr. Silverman, the waste paper man, stops when he sees our noble Supervisor Sunmacher and asks him if he has any more old newspapers.

Mr. P. J. Duffy has a fine bunch of men but try as he may to keep peace in the family, there is always a RAU among them.

It was a cold Sunday morning—Supervisor Milton had cold feet but you should have seen his "boiling" neck.

x.

Engineering

We are all glad to see Mr. Blakely back on the job after his recent illness.

Marty McHale is in again. This time we mention the fact that he became the proud father of a 10 pound baby boy recently. Mother and baby are doing fine and Marty himself is wearing his honors very modestly.

Paul Raver has been sharpening up his golf sticks recently. Paul may enter some of the big tournaments this year, if he plays as good as he hopes to.

The Track Department Bowling Team in the Club House League won first honors in that league.

Some of the boys from the Engineering Department took advantage of the Physical Culture Class at the Club House. After going through the exercises there were many sore muscles for a few days, but they are all back to normal now.

Hugo Schmidt has entered the Spring training camp. He says that sawing logs keeps him in good condition.

TRANSIT

Electrical

Apologies are due Frank Jones and Paul Schwab for the notice appearing in the last issue bearing upon the matrimonial tendencies of these two men. The author of the paragraph was certainly all wrong about the whole thing. Frank surely put one over on us for he was married over a year ago and no one knew anything about it, and Paul claims that his dates

have dropped off to a mere nothing compared with what they amounted to formerly. Here's hoping that Frank's new baby son will bring him untold happiness and the girls will soon come to know that Paul is still available.

Sunday, May 17th, Bill Broderick and Son and Gene Miley and Son went fishing. Frank Roper had planned on going with them but it is said that his wife changed their minds about it so Frank stayed at home. The party of embryo fishermen left in the wee small hours of the morning and after a long, cold auto ride arrived at Lake Marie in the northern part of the state. The rest of the trip seems to be shrouded in mystery and not much information can be obtained. At any rate, it appears that they returned with nineteen fish, which is a remarkable performance considering that all fish under ten pounds were thrown back. Reports from Lake Marie have it that the entire fish population has since disappeared from the Lake. It is only temporary relief, however, for these boys will get them—the poor fish.

Gene Miley says that the only thing wrong about automobiling is that all garage doors are too narrow.

Miss Hogan is having quite a time with potato bugs now. She is getting tired of being a farmerette.

H. ESSINGTON.

Accounting—Downtown

Miss Mildred Jerneck has joined the corps of Comptometer Operators in the Receipts Department. Miss D. Myers was recently employed in the Pay Roll Department. Welcome to our ranks!

Miss Lucile Allen, our "Call of the North" member of the Receipts Comptometer corps, resigned her position on account of ill health; sorry to have her leave.

Misses Janet and Edith Colen advise they enjoyed a visit in Milwaukee during their vacation, although they experienced much inclement weather.

Miss Lillian Hoeft, Miss Elizabeth Sullivan, Miss Ruth Busse, Mr. Primeau and John J. Beatty are away on their vacations. We hope they are getting a full round of pleasure and recreation.

Miss Ada Maraden, the Accounting Machine Shop foreman, contends she is having a perplexing time. That the capacity of her equipment has been so exceeded by the speed of the Comptometer Operators and Checkers, that a water cooling system for hot boxes must be considered. Keep them hot, relief is in sight.

Miss C. Bielenberg has returned from her vacation and reports that she had a splendid time.

Miss Harriet Henry's mother was in an automobile accident and suffered a number of bruises. We hope by this time that she has fully recovered.

Miss Linnea Carlson and Miss Emma Miller were elected directors of this department in the Surface Lines Club, Women's Auxiliary. Congratulations.

Friends of Walter F. Lange will be surprised to hear of his wedding Saturday, June 6th. We thought Uncle Walt of the Tribune would beat him to it but "still water runs deep." We are unable to give further particulars at present,

as he is away on his vacation and honeymoon. We all wish him happy days.

Accounting—North Side

We extend our heartfelt sympathy to Miss Helen Crowley in the loss of her mother, who passed away April 25.

We have two new members, Lauretta Kane and John Lyons. Welcome to our midst.

Arvid Grell bought a second hand Maxwell and he certainly does not exceed the speed limit as it took him five hours to travel nine and a half (9½) miles.

Harry Hopke, Harold Holger and Eddie Voland are spending their vacations touring the Southern states and are having a good time judging from reports received.

Leon Salisbury has been elected Chaplain of the Surface Lines Post, American Legion, Congratulations, Chaplain Salisbury.

R. T. Fick bought a "new" Chevrolet which he calls "Leaping Rudolph."

Marie Sullivan was elected director of this department and treasurer of the Surface Lines Club, Women's Auxiliary. Congratulations, Marie.

Miss Olson was quite agitated the other night when a burglar tried to get in the window of her home, and she called the "Flivver Squad" three times but they could not catch him, and a mile away Mrs. Luebkebaum was startled upon opening the door of her home and finding a prowler on the porch, but he also got away before Ralph could come to her rescue.

We understand Miss Lillie Valentine is quite a cake baker and there are five boys who can vouch for it. How about bringing a few more samples down, Lil?

Gordon Kinsman had his machine parked near the office the other day and a cab skidded into it, ripping off the rear fender and damaging the running board. He can't understand why it is that he can travel all over the city and not get hit but as soon as he stands still—C-R-A-S-H, another machine bumps him. This is his fourth experience of this sort.

We sure would like to have a generous sample of the delicious strawberry shortcake Mr. Maus goes into ecstasies about.

The one and only day in which Mr. Malmquist washes his Dort, it has to rain. Tough luck, Art.

Mrs. M. Domin, A. Alaburdas and R. T. Fick returned from their vacations and report having had a good time.

Marie Sullivan is quite busy these days writing letters to a sailor in San Diego, California, and if the marines are idle, it isn't her fault.

Miss Mildred Hart is to be married to Mr. Frank Fitzsimmons, Saturday, June 20th. Congratulations and good luck.

THOMAS F. COAN.

Shops and Equipment—North and West

Mr. William Krueger, Day Foreman at Kedzie Carhouse, was up in Wisconsin at his brother-in-law's funeral on May 19th. The boys at Kedzie extend their sympathy to Mr. Krueger in his loss.

All the boys at Kedzie are glad to see Joe Gamon, our night foreman, back on the job

again feeling fine after undergoing an operation.

The sympathy of the department is extended to the family of John Garrity, car washer at Kedzie Carhouse, who lost their sister on May 19th.

Charley Winzenboller's father died on May 3th. The boys all extend their sympathy to Charley and family. But grief and joy sometimes travel the same road, for when Charley returned after the funeral, on entering his home, a nurse met him with a 7½ lb. baby girl that had just arrived. Mother and baby doing fine. Congratulations!

Harry Hale, day foreman at Blue Island, was knocked down by an automobile on his way home from work on Friday evening, May 23d. We regret his misfortune and extend best wishes for a speedy recovery.

Two charming bachelors who have been partners for some time in their work on the Gisholt lathe at the West Shops, recently decided to venture into the field of matrimony, so the wedding bells rang out on May 23d for T. Myrold and on May 27th for A. Bykowski. Best wishes to the newlyweds for much happiness! Cigars boys? Try and get 'em.

O. H. JOHNSON.

Shops and Equipment—South

"Youth must be served" is a proverb that was upheld by the coil makers at the South Shops when they handed the armature winders their second defeat in a game of indoor. The score was 15 to 5. There were no outstanding stars, as it was teamwork by the coil makers.

No more than one man in a thousand can tell you why he smiles when he is pleased, or why he frowns when he is displeased. The other nine hundred and ninety-nine say it is the natural thing to do, and let it go at that.

Miss Bresin recently witnessed her first big league baseball game. She was very much enthused with the sport, but could not understand how the players could be so brazen as to steal bases while everybody was looking on.

We are reminded that Youth is the golden reason of foolishness for which the wise would barter all their wisdom, the rich all their wealth, and call it a bargain, knowing the value of youth.

We very much regret that Jimmie Gillespie lost his hat at the Club Banquet. Jimmie says that he is going to wear a cap to the next banquet. A cap would fit in his pocket.

J. P. McCauley.

Purchasing

Miss Lillian Draper, the only girl in the Purchasing Department with long hair, received a diamond engagement ring a few weeks ago.

Miss Viola Stanger took part in a vocal concert held in Lemont, Illinois, Sunday, May 24, 1925. We believe this is a step to grand opera.

Miss Ruth Wolgast has taken up housekeeping with her brothers. Wonder how they like her cooking?

R. J. BRENNAN.

Material and Supplies

We wish to extend our most heartfelt sympathy to Mr. W. Krueger, in his bereavement over the death of his wife.

Mr. B. Brackenbury has been severely ill for some time. We trust he will have a speedy recovery.

Miss Charlotte Libner surprised everyone by announcing that she had been married last November to Mr. Anton Kraft. We wish them the best of luck.

Someone told Jimmy Gillispie that to cure his baldness he should go without a hat. He followed the advice by going home from the banquet without it. Upon reaching home, he was stricken with remorse, and immediately sent out an S O S for the lost bonnet. To date it has not been discovered. All contributions will be gladly accepted.

There has been considerable activity in the tin market lately. Andy Martin and Joe Bunnford are each the proud possessors of a nice shiny Ford. Andy met disaster on his first trip, in the form of an Oak Park policeman, who insisted upon introducing him to the judge.

R. E. BUCKLEY.

Around the Car Stations

Cottage Grove

Edwin Baker and John Picken are enjoying their annual vacation amid the hills, peaceful valleys and sunny dells far from the noise and din of the city.

Up to this writing Scotty Morton leads the disciples of Isaak Walton in results obtained with a set line of thirty hooks in a Wisconsin lake. He caught twenty-nine fish and while in the act of hauling his catch in the boat, an immense swordfish flashed out of the water and grabbed the last hook. He had a battle royal but finally subdued the fish. Jerry Connors says, "Scotty's method of stating a fact is not in logical harmony with the strictest demand for veracity," whatever that is.

The competition is keen for baseball supremacy in the Street Car League. May the best team win. It's not the brilliant playing of any individual but good team work that brings home the bacon. This means practice.

JAMES CALDER.

Seventy-Seventh

Motorman Henry Roth and family spent a few weeks vacation down on the farm in Ohio. Henry reports having had a great trip. The roads being good made driving a real pleasure.

We were pleased to see Frank Smith at the depot again after a prolonged illness. His many friends wish him a speedy recovery.

Our safety meetings on May 14th were a great success, being largely attended both afternoon and evening. An entertainment in connection with the meetings was met with approval of the trainmen judging by the applause it received.

The following trainmen took part in the program: D. J. Spikings, G. A. McLennan, F. H. Hennessy, F. W. Galsolis, J. A. Couwell, E. G. Bedore and last but not least, Clerk W. J. Daly.

The entertainers had a short notice to prepare in but promise a regular State-Lake next time.

You all no doubt have heard the results of your baseball team and it is a real treat to see them in action. Superintendent Altemeier pitched the first ball in the Burnside game and Superintendent Bessette doing likewise in the 69th Street game. From all accounts the game is being played in a fine sportsman-like manner and that is exactly what we want to see. We have a word to say to those who razz their own team: "Stay home." We are looking for boosters and lots of them. A word of encouragement is worth a million razzes. We have a real honest-to-goodness team and are proud of every one of them and why not? Three straight wins. We are not going to single out any certain plays this time but later on we expect to let you read them. Go to it boys, we're behind you.

Mrs. J. McCarthy, wife of motorman John McCarthy, is confined in a North Side hospital very seriously ill, but we are pleased to say showing a marked improvement.

Mrs. J. Miller, mother of motorman R. C. Eckert, has passed away. To Mr. Eckert and relatives this division extends its profound sympathy.

C. A. GYLING.

Sixty-Ninth

Mr. Richardson accompanied by a number of company officials paid a visit of inspection to the 69th street depot last Thursday. We think this was the first time Mr. Richardson has visited 69th street depot and all the boys who were present were gratified at the opportunity to meet him personally.

Mr. F. J. Simpson, our night clerk, was married to Miss Duin on Saturday, May 9th. After the ceremony they were kidnapped by friends of the groom and hauled over the south side streets in an old hack drawn by horses. We wish them much happiness.

Overheard at division office window: Motorman reporting after missing his run: "I'm here, Frank."

Frank: "What made you late?"

Motorman: "Oh, I was riding to work in the car and the trolley came off."

Mr. F. McGovern has gone to New York for two weeks. Mr. J. Fox took two weeks off, May 23rd, and went motoring with relatives. When last heard of he was near Windsor. Mr. P. Kerrigan made an auto trip to Muncie, Ind., in his 1917 car, and says he had quite a blowout on the Main street.

New arrivals reported by glad fathers are: To J. A. Mulcahy a nine-pound boy born April 27th; to J. M. Pavletick, a seven-pound girl, and to R. W. Watt a child who claims the distinction of being a daylight saving baby—he was born in that hour which the rest of us lost.

Archer depot almost lost their Mr. Rowland when he rode on one of our 69th street cars. His destination was the East Terminal, but after a few turns had been achieved and some jokes made about being lost, Mr. Rowland actually admitted that he was confused, and was extremely surprised when the East terminal was duly arrived at.

Mr. E. Duffy made a trip to Pittsburg owing to the death of a relative. Our sympathy is ex-

tended to Motorman E. Olsen, who mourns the loss of his father, who was killed by an automobile May 12th, at 61st and Racine Avenue, while an innocent bystander on the sidewalk.

Mr. Butler narrowly escaped serious injury the other day. As he boarded H. Norton's car he said, "I see this crew is well advertised," and pointed to the Queer Fish sign. Fortunately, Mr. Butler was ready to leave the car at this point, having attained his destination.

Conductor Konecke was overheard taking fishing lessons from experts Mueller and Letkey.

Mr. Joe Becker has just overhauled his Ford and found many breaks, not of the four wheel type.

Our clerk, Smith, has been ordered by the doctor to take more exercise so he is going to feed the gold fish.

W. L. PRINCE.

Archer

The accident prevention meetings held at this depot on the afternoon and evening of May 18, 1925, were a great success if we can judge by the large attendance and the applause. Mr. Noonan got at the close of his heart to heart talk with the men. Myles P. Callahan representing Div. No. 241, said they were with Mr. Noonan, heart and soul, in this accident prevention work and that "Old Archer Road" would try to excel in that as they did in baseball, bowling, and checkers, having won championship honors in each of those during the past year.

Motorman P. J. Curran got pinned against cement wall at 39th and Western on the afternoon of May 9, 1925, by a Ford truck, which ran up on sidewalk and hit Mr. Curran, after knocking down a fire alarm box. He had a narrow escape from getting killed or seriously hurt, but fortunately escaped with minor injuries. He was able to attend both accident prevention meetings on May 18, 1925.

J. Harolovitz, starter at Archer and Western, got run down by an auto while on his way to work on May 13, 1925, and is now in St. Anthony's hospital suffering from a fractured hip bone, and other minor injuries.

Our baseball team started the season on the home grounds by winning from Burnside 8 to 0. The feature of the game was the brilliant play of our new captain, Billy Aincham, who made a home run and was accountable for four other runs during the game. Hogan did fine work as usual.

SAM MENARY.

Lawndale

We were all glad to see our old friend Mr. T. H. Eigelsbach come back to Lawndale again, but were sorry that he did not remain with us. He only stayed eight days at Lawndale and six days at the Blue Island Avenue depot, as this time he came in the capacity of Chief Instructor of the Instruction Car. His lectures are good and were well attended and made a good impression on the trainmen as well as the officials of our company who chanced to drop in during one of his lectures while on a tour of inspection.

Mr. Victor T. Noonan, Supervisor of Accident Prevention, just finished his lectures at the Blue Island as well as the Lawndale depot, and

was received with a hearty welcome at both places, and made a good hit with the men. Music was furnished for his benefit by the bands made up of home talent, and the Blue Island quartet rendered some fine selections, which were enjoyed both by Mr. Noonan and the audience.

Our Chief Clerk, Mr. Hackbarth, has another title now, "Bandmaster," and is putting in over-time training the boys for the new band, some of which have been initiated already.

Our baseball team is now training hard and it looks as if it will be a hard job for some of our neighborhood baseball teams to walk away with that cup this year.

Conductor Obediah Walker, who had over 30 years of service, took sick while on duty and passed away in two hours after reaching the hospital on Sunday morning, May 10th. Our sympathy is extended to his bereaved family. He leaves many friends at Lawndale Depot.

J. M. JOHNSON.

Blue Island

The first Accident Prevention meeting of the season was held at this depot on Tuesday, May 19th, at 2:30 p. m. and 8:00 p. m. Mr. Victor T. Noonan, Supervisor of Accident Prevention, was the chief speaker. A very interesting program was arranged by Chief Clerk C. P. Starr, Supervisor Winter and Conductor Chas. W. Eckart of Lawndale depot, who composed the introduction songs.

The meeting was called to order by Mr. Johnson, Assistant Division Superintendent, and the first number on the program was the introduction of the speakers and committee with the singing of "How Do You Do," introducing Assistant Superintendent Harrington, Supervisor of Accident Prevention Noonan, Division Superintendent Maguire, Assistant Division Superintendent Johnson, Executive Board Member O'Brien, Mr. Winter, Mr. Roeser, Mr. Heffernan, Mr. Starr, Mr. Quaid, Mr. Jones, Mr. Westphal and everybody. Second on program: "The Good Old Surface Lines," sung by the entire audience. Third: Mr. Noonan spoke on "The Man Himself and His Job," and his talk touched the hearts of the 400 attendance (both meetings) and sent them away with the desire to get ahead in life. Fourth: Mr. O'Brien made a speech. Fifth: Mr. Johnson spoke. Sixth: The musicians played some wonderful music and (Soldier) Motorman Kokoska did the jig, and Little Miss Kouba rendered a toe dance.

F. Ringel is the proud father of a 7 lb. baby girl born May 3rd.

We all extend our sympathy to Motorman E. A'Hearn in the death of his wife, who passed away April 24th, after a long and serious illness.

Motorman Daniel Ahearn, who was sick for the past year, passed away on April 25th after having 26 years, 7 months and 25 days' service. We extend our sympathy to the bereaved relatives.

C. P. STARR.

North Avenue

Our ball team got away to a good start trimming Lincoln to the time of 15 to 4. Daisy, our new pitcher, twirled effective ball throughout the game. The old reliable Geo. North did

the catching and turned in his usual good game. The rest of the boys gave the battery splendid support and showed that they were there with the stick. Notice the hits and runs columns.

Motorman George Carlson passed away April 3rd. George was an old timer and will be missed by his friends. Our sympathy to his family.

We also extend our heartfelt sympathy to the following men who have lost loved ones through death during the past month: Motorman Diebold, who lost his infant son; Motorman H. Doerries, who lost his wife; Conductor Wm. Cann, who lost his mother, and to Motorman E. Birns, whose wife passed on.

Conductors R. Glascott, J. Finley and A. Cornell have donned the blue of the fire department.

Conductor Frank Coleman No. 2 joined the ranks of the benedicts April 11th. Conductor J. Costigan also took unto himself a wife, the date being April 22nd. The boys at North Avenue congratulate these men and wish them the best of luck.

Conductor Eddie Froehling announces the arrival of a 10 lb. daughter March 23rd. As far as we can learn April was a lean month as far as arrivals go, as not a birth was reported. However, we are doing better this month. Two in one day. Conductor Arthur Peterson announces the arrival of an 8 lb. girl and Motorman L. Mueller reports a 9 lb. girl May 20th. Not so bad. Mothers and babies doing well.

May 4th will be a day long remembered in the annals of the family of our genial receiver Eddie Hansen. It seems he had a birthday party in honor of his son, Bobbie. After the party he volunteered to take his sister-in-law home, she living in Hammond, Ind. And so the family set out in the little old "Lizzie." Now "Lizzie" is a young girl of only sixteen summers and is not used to being out so late at night. Be that as it may and considering that she spent the long cold winter perched up on stiffs in a none too warm garage without any sign of feeling from her master she displayed a very amicable spirit and behaved very well all the way to Hammond and about six miles back. She must have been brooding over her neglect, however, for as she came along the lake on the way back she began to pout and cough and spit and all of a sudden she decided to stop and think it over. Her stopping might have been due to an asthmatic condition brought on by her hibernating and agitated by the crisp lake breeze, but the big trouble was a lack of fuel. That condition was handled by Eddie walking six blocks to a gas station and doing the cash and carry act. Well, "Lizzie" went another three miles and decided that a girl ought to have a new pair of shoes at least once a year and proceeded to kick them out one at a time until the supply of tire patches were exhausted and Eddie had to call up his brother-in-law who fetched out two new tires from Hammond at three in the morning. Eddie said friend wife didn't say anything but he knows she won't go riding along the south shore for some time if she can help it. Anyway Eddie got home at five a. m. and was on the job the next day. His only regret is that he didn't have Conductor A. Stanke along as he says

that Art is the best little Ford pusher in the depot.

We see that Wm. Frese and George Kraft have picked together again. Beware the hole in the doughnut Bill.
C. A. KNAUTZ.

Elston

The baseball season for 1925 was opened by Superintendent D. F. Van Antwerp pitching the first ball and Chas. Burns acting as catcher. Manager L. Quetchke and Capt. E. Reindl wants all the trainmen to get out to the ball games and root. We need a few more fans.

Conductor Clark's "Leaping Lena" comes in handy for the baseball players, seats five and carries sixteen.

Why the Loop-the-Loop in the Loop to get out of the Loop. Ask P. Berkel.

Did you notice the window sills, curbing and trees all slicked up with a coat of white wash? Thanks to Mr. Radtke, car house foreman.

Thirteenth of May was a lucky day for Elston Depot. Won the first game of baseball with S. Bejrowski pitching, with thirteen strike outs.

Motorman T. King is the proud Daddy of a 9 lb. baby girl. Mother and baby doing fine.

Young Cobycheck got married on the 16th of May. The trainmen wish him luck—but don't forget the cigars.

Chas. Krebs, an old retired conductor, was around the depot the other day. He is looking fine.

Our sympathies are extended to Motorman L. Mesenbrink, who recently lost his brother, and to E. Wagner, whose 8-year-old daughter passed away.

Mr. L. Nystrand was welcomed at Elston depot as night repair foreman in place of E. Phillips, who was transferred to Devon. We know that Mr. Nystrand will get along at Elston as Mr. Phillips did. We also wish Mr. Phillips luck and success at Devon.

All remarks about E. Brookman's Ford have been censored—Sorry boys.

The trainmen at Elston wish to congratulate Ex-Relief Clerk Rodger Ward, who was married on April 18th. Good luck to you, Rodger.
E. L. BROOKMAN.

Lincoln

Born to Mr. and Mrs. Frank Rauth April 27, a baby girl, 8½ lbs.; to Mr. and Mrs. A. Bulow an 8 pound girl, April 29; and to Mr. and Mrs. T. Gary, 9 pound baby, May 12th.

The boys are hoping to see our old friend and supervisor, Mr. Hickey, back on the job. He has been at home and sick for several weeks.

H. E. Brown has taken a furlough for three months and is visiting in Valparaiso, Ind.

The boys are asking what has become of P. J. Arnott as they do not see his Hudson parked at Western and Diversey. They wonder if the wedding bells will ring, as he has taken a fifteen day furlough.

Vincent D. Bresnahan son of Dave Bresnahan passed away and was buried Friday, May 22 from his home, 1148 Fullerton Ave. to St. Vincent's Church, thence to all Saints Cemetery.

A. W. Doarak, conductor, who was taken

ill very suddenly May 2nd, died the same day and was buried May 5th under Masonic rites at the National Bohemian Cemetery.

Lincoln ball team has played three games, tying with Kedzie in the fifth, which was called on account of rain; lost to Elston 11-5 and to North Ave. by a score of 15 to 5. Sullivan, the pitcher of the Lincolns, pitched a very good game and the catcher, Tom Gaughan, is certainly improving and Kannally also got a home run, but some of the support is rather weak. With a little practice they will soon improve. Come on out, all you baseball fans and do a little rooting and encourage the boys. The collection taken for the team amounted to \$154.40. The boys of the team appreciate the good will of the men at Lincoln station.

H. SPETHMAN

Limits

Little Eileen O'Connor, ten-year-old daughter of Mr. and Mrs. P. J. O'Connor, passed away May 23, 1925, after an operation for appendicitis. Paddy, as our committee man, we have learned to love, honor and respect you. You have made our troubles and sorrows yours, and thus your sorrow is ours. Nothing we can say or do can alleviate the sorrow of a mother's heart or the anguish of a devoted father. Yet, remember the words of the Master: "Suffer little children to come unto me and forbid them not, for of such is the kingdom of heaven." Burial services were from St. Margaret and Mary's church, where High mass was celebrated and interment at Mt. Carmel.

Carl Mattson is the father of a baby boy born May 3, 1925, at the J. B. Murphy hospital. Mother and baby doing very well.

P. O. Keane broke his leg playing soccer football May 4th. He is at the Montrose Avenue hospital, Montrose, near Campbell. Don't fail to pay him a visit.

Motorman Carey was held up by Supt. McKimney as a perfect example of how a trainman of Division 12 should stand inspection and, believe me, when the Chief says you're O. K. you have got to be there 100 per cent. Ask your correspondent; he knows.

Wilberschied and Schreiber, better known as "the cleaners and dyers," won by one pin in the doubles, playing Archer Avenue, who are champions of the Central Manufacturing District. The Archer Avenue boys are certainly clean sportsmen.

Frank Lohre donated \$5.00 for the first home run and also \$10.00 for the season's best batting average in Division 12 baseball team. Conway of Devon won the \$5.00. We won from Kedzie 12 to 8 but lost to Armitage 13 to 9.

Patty O'Connor and Fred Stickner collected over \$100.00 for baseball equipment. Good luck, boys, and bring home the bacon.

E. G. RODGERS.

A farmer came to town to insert an obituary notice.

"How much do you charge?" he asked.

"A dollar an inch," was the reply.

"Gosh! He was six feet tall!"—Exchange.

Bouquets for the Boys

Motorman Fred J. Crawford, badge No. 7305, of North Avenue is commended by Miss Ethel E. MacDonald, 1416 North Mason Avenue, a teacher in the John Hayes School, for his courtesy and kindness to all of his passengers.

Conductor Joseph P. O'Donnell, badge No. 7890, of the Kedzie Avenue station, is complimented by Mr. L. W. A. Bunge, 701-711 South Washtenaw Avenue, for his courtesy and intelligence in supplying information to inquiring passenger.

Conductor Fred C. Zimbrich, of Archer, helped Miss Mae Irene Tourney of Mt. Sinai Hospital, 1519 South California Avenue, when she was having trouble with the high step at the point where she was boarding his car and was rewarded by a letter of warm praise from his passengers.

Conductor Edward F. Fallon, badge No. 11580, of 77th Street, was described as the most courteous and efficient conductor ever observed by Mr. E. F. Lapham, 1104 Harris Trust Building. His care in seeing that passengers were safely aboard before giving the starting signal was specifically referred to by the writer.

Conductor Raymond H. Clarke, badge No. 762, of Kedzie Avenue, through his politeness and cheerfulness, inspired Mr. R. B. Bordon, 412 North Maple Avenue, Oak Park, to express the pleasure he experienced in riding on his Madison-Austin car.

Conductor Louis A. Ganzchow, badge No. 960, of North Avenue, has won another admirer, Mr. Kaufman of Suite 1531, 175 West Jackson Boulevard, who observed particularly the manner in which passengers were protected as they were boarding or leaving the car.

Conductor John Paradise, badge No. 1956, of 77th Street, made a most favorable impression on Mr. L. Meyer, 5862 Ridge Avenue, because of the completeness with which questions were answered.

Conductor Alexander Murray, badge No. 3524, of Archer Avenue discovered that a ten dollar bill had adhered to a one dollar bill tendered by Mrs. H. Holland, 2733 West 38th Street, and when the discovery was made after Mrs. Holland had entered the car, followed her in and returned the bill. A letter of sincere thanks and appreciation acknowledged the honesty of Conductor Murray.

Conductor James Hromada, badge No. 3740, of Lawndale, discovered that a lady who was alighting from an automobile with the evident intention of catching the car was crippled with rheumatism. He was careful, therefore, to wait and assist the passenger, Mrs. Henrietta Sommerfeld, 1933 Warren Avenue, who sent us a very pleasant letter about the incident.

Conductor Patrick Dorgan, badge No. 0596, of Kedzie Avenue, through his kindness and courtesy in assisting Mrs. Frank Abrams, 2209 West Monroe Street, when she was a trifle slow in boarding his car was highly complimented and won the warm praise of this passenger.

Conductor John J. Brennan, badge No. 11938, of Kedzie, paid a great deal of careful attention to Mrs. Lena Soane, 3948 West Madison Street, when she was overcome by the heat near Kedzie and Madison Street and when she recovered from her illness, she asked that her appreciation be conveyed to this employee.

Conductor Donald J. Rupert, badge No. 13434, of Devon Avenue, was complimented by E. H. Switzer of the Mutual Life Company of New York, 108 South LaSalle Street, for the cheerfulness with which he discharged his duties and under trying conditions. He had a pleasant smile and cheery word for every passenger and all were handled with politeness, courtesy and despatch.

Conductor William J. Ross, badge No. 14092, of Devon Avenue, was particularly courteous in answering questions and the neatness in his appearance and general efficiency was noticed by Mr. Stanley D. Forsythe.

Conductor James Hennessy, badge No. 14114, of Kedzie Avenue, gave particular attention and assistance to a slightly crippled passenger who was boarding his car at Wood Street and the passenger, Mr. D. L. Blikenstaff of Mount Morris, Illinois, who had just come from the County Hospital, wrote a nice letter of appreciation.

Motorman Anthony Brown, badge No. 2295, of Burrside, attracted the favorable attention of Mr. J. X. Galvin of the Penroyer Company, who is a member of the Traffic Committee of the Chicago Association of Commerce, because of the consideration shown to an old lady passenger who was running for his car and for whom he waited a few seconds. Incidentally, Mr. Galvin thinks that the motorman's action saved the old lady passenger from being run down by a wild automobile driver.

Conductor Richard M. Duffus, badge No. 2930, of 77th Street, was made the subject of a very complimentary letter from Mr. Louis F. Brook of the Parker Senior High School, whose attention was particularly attracted by the consideration shown elderly passengers and women and children who boarded his car.

Motorman Tony Citera, badge No. 3801, of the Division Street line, is considered by Mrs. M. Reisman as a special credit to the Surface Lines because he observed her desire to board his car with her two children and because he not only helped her board, but saw that she got safely to the curb with the children.

Conductor Samuel J. Tarrant, badge No. 8494, of Devon Avenue, who was particularly thoughtful in assisting an old and feeble passenger who left his car at Grace and Broadway, received a highly complimentary letter from Mr. G. H. Waite, 4857 Kenmore Avenue.

All of the crews operating the North Ashland one-man cars have come in for a blanket endorsement as to efficiency and consideration from Mr. James R. Tucker, who rides the line frequently.

VETERAN MOTORMAN RETIRES

Harvey Sherman, 77th Street Motorman, Resigns After Thirty-six Years' Service

It was back in 1889 when Harvey Sherman made his start in the street railroad business. Under Mr. Hammond, Superintendent at 69th and Everard Avenue, he worked in the horse barn for two years.

A story is told illustrating how far away and almost unknown South Chicago Avenue was in those days. One day Mr. Sherman was told



to take a relief team to South Chicago Avenue and some other street. He didn't know where it was, so he asked the clerk for the best route. He didn't know either. So jumping on one of the horses of the team he started east on 69th Street until he came to the Lake. After learning how far off the right road he was, he managed to arrive at his destination that night at 8 o'clock.

For several years he was a driver on horse cars. With the installation of electric power he went on the front end as a motorman. This position he held for over thirty years. The other day he and Mrs. Sherman strolled into the main office and after thirty-six years' service turned in his badge and severed his connection with the Company.

Because of his careful handling of his finances, he will had plenty to do, looking after his apartment property.

Mr. Sherman is known for his reliability and his sunny smile. His many friends wish him well.

Young Mother—What in the world makes the baby cry so?

Father (wearily)—I suppose he overheard me say that I managed to get a little sleep last night.

"As a matter of fact," said the opposing counsel, "you were so confused that you cannot say whether it was a motor car or something resembling a motor car that hit you."

"I can say, at any rate," responded the battered victim, "that I was forcibly struck by the resemblance."

Mandy to Sambo, reading the evening newspaper: "Listen heah, yo! Ah didn't buy you' dat paper for entertainment! Jes' confine yo'se'f to dem want ads, niggah!"

I believe all children's good,
If they're only understood—
Even bad ones 'pears to me,
Is jis' as good as they kin be.
—James Whitcomb Riley.

THIRTY-TWO YEARS AGO

A Group of City Railway Officials Taken
in 1893

The full page reproduction of an old photograph on another page for which SURFACE SERVICE is indebted to Division Superintendent Altemeier, will carry a good many of our readers back to what will be remembered by many as "the good old days." Of course those days were not as "good" as they might have been; but taking into consideration the mechanical deficiencies of those times as compared with today, they were fairly enjoyable.

Three of the group are still active in the organization—No. 8, the very erect gentleman with the luxuriant moustache, on the right of the front row, Mr. John P. Burke, now the cashier in the office of the Treasurer; No. 10, who will be recognized as John O'Hare, whose active career was made the subject of a sketch in the December issue of SURFACE SERVICE; and No. 29, C. A. Cogswell, one of the veteran motormen at Cottage Grove.

In the upper right of the picture is a very good likeness of the late William Weatherwax, for many years Superintendent of Transportation. No. 16, Mr. Leon Jewell, with the cavalryman's hirsute facial adornment, is now with the Philadelphia Rapid Transit Company.

The following list will enable those who are interested to identify the individual members of the group:

Officers, Clerks, Inspectors and Foremen,
Chicago City Railway Company

No.	Name	Position
1.	G. H. Wheeler,	President.
2.	Julius S. Grinnell,	General Counsel.
3.	T. C. Penington,	Treasurer.
4.	Robert L. Garth,	Purchasing Agent.
5.	M. K. Bowen,	Superintendent.
6.	F. R. Greene,	Secretary.
7.	J. Lyle Turner,	Auditor.
8.	John P. Burke,	Treasurer's Office.
9.	W. D. Wood,	Purchasing Agent's Office.
10.	John O'Hare,	Supervisor.
11.	G. W. Knox,	Electrician.
12.	Charles E. Hall,	Track Master.
13.	Edward Campbell,	Supervisor.
14.	C. R. Penington,	Treasurer's Office.
15.	Robert Stuart,	Supervisor.
16.	Leon Jewell,	Superintendent Time Tables.

17. Harvey H. Brown, Foreman 20th Street Depot.
18. William Kurtzman, Elevator.
19. Edward Kelling, Time Keeper.
20. Tom F. Turner, Purchasing Agent's Office.
21. Andrew Christ, Jr., President's Office.
22. Claus Hamann, Foreman 69th St. Depot.
23. R. S. Feicht, Westinghouse Electric Co.
24. William H. Carter, Foreman 61st Street Depot.
25. A. C. Heidelberg, Foreman Cottage Grove Avenue Depot.
26. J. F. Johnson, President's Office.
27. J. J. Fitzpatrick, General Counsel's Office.
28. George O. Nagle, Superintendent's Office.
29. C. A. Cogswell, Supervisor.
30. N. J. Nagel, Printing Department.
31. Charles A. Smith, Time Table Department.
32. F. H. Griswold, Inspection Department.
33. John McCarty, Foreman 39th and State Sts. Depot.
34. John Keefe, Timekeeper.
35. C. A. Spinner, Supervisor.
36. J. H. Edwards, Telephone Exchange.
37. Henry Brown, Time Table Department.
38. M. P. Scott, Supervisor.
39. C. F. Baer, Supervisor.
40. R. P. Keyes, Supervisor.
41. R. K. Sloan, Foreman Archer Ave. Depot.
42. Robert J. Hill, Chief Engineer.
43. Wm. Braithwaite, M. Car Builder.
44. E. A. Hovey, Mechanical Engineer.
45. S. T. Collins, Inspection Department.
46. Wm. Weatherwax, Foreman Wallace St. Depot.

Definition of an Optimist

An optimist is one who does not permit a personal grouch to spread itself over the whole field of his vision.

He does not see in his own disappointed desire the general depravity of mankind.

He does not mistake an inward disturbance of digestion for an outward reign of evil.

In other words, he does not think with his liver.

The optimist is thoroughly imbued with the spirit that is constructive and that is not frightened by trifles.

He does not see in the fly on the nearby window a monster on the distant hillside, nor does he waste ammunition shooting at a gnat in his eyebrow under the error that it is a squirrel in the treetop.

He looks at life sanely and as a whole. He is broad enough to see both the past and the present and to realize therefore that the world is moving in the right direction.

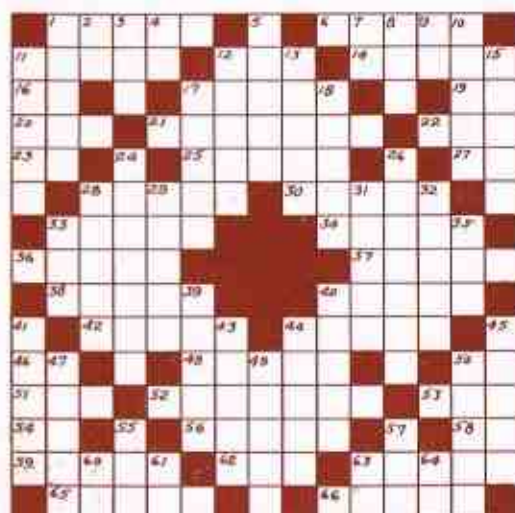
An optimist smiles not only with his mouth, but with his eyes. He is glad not only in his words, but in his heart. He likes folks, not only for his own sake, but for theirs.

An optimist helps build up his town, boosts for his community, says a good word for his neighbor.

He is the salt of the earth. He is the light upon a hill. It is good for any nation to have him as a citizen, good for any man or woman to have him as a friend.—Personality.

Another Cross Word Puzzle

W. C. Brandes Submits an Interesting Study in Well-Known Words



Horizontal

1. Anaesthetic.
6. Long, slender weapon.
11. Wide.
12. Small insect.
14. Implied, but not expressed.
16. Behold!
17. Food.
19. Achieve.
20. Join.
21. Article worn in hair.
22. Human beings.
23. Myself.
25. Silk cloth.
27. Prefix noting repetition.
28. Commence.
30. Return an impulse.
33. Made of oats.
34. Killed.
36. Exaggerated.
37. Viper.
38. Annoy.
40. Horse.
42. Spectacle.
44. Separate articles.
46. Personal pronoun.
48. French concoction of meat and wine.
50. Marking an alternative.
51. Cry of a cat.
52. Lasting.
53. South African horned animal.
54. Within.
56. Invest.
58. That is (abbr.)
59. Musical instrument.
62. Observe.
63. Slang.
65. Molasses candy.
66. Upper extremity of forearm.

Vertical

1. Carrode.
2. In direction of.
3. Covering for head.
4. Man's name (abbr.).
5. Lifeless.
7. Denotes presence.
8. Short slumber.
9. Unit of metric measurement (abbr.).
10. Variety of duck.
11. Reproach.
12. Pertaining to the doctrines of Arius.
13. South American quadruped.
15. Sounds.
17. Pond.
18. Eats.
24. Rescind.
26. Private school.
28. Lessens.
29. Web-footed birds.
31. Having wings.
32. Turning points.
33. Gone forth.
35. Man's name.
39. Follow.
40. Gnomon of a sun-dial.
41. Imitate.
43. Merits.
44. Dye.
45. Vial.
47. Doctrine.
49. Burdened.
50. Garden plant.
55. Fairy.
57. Segment of a circle.
60. Note of the musical scale.
61. From.
63. Article.
64. Proceed.

ANGER

By an Ex-Conductor, in *Des Moines Trolley Topics*:

I used to lose my temper, get mad an' tear around,
An' raise my voice so women folks would tremble at the sound;
I'd say things I was ashamed of, when the fit of rage had passed,
An' wish I hadn't said 'em, and regret 'em to the last;
But I've learned from sad experience how useless is regret,
For the mean things said in anger are the things you can't forget.

Lord, I sometimes sit and shudder when some scene comes back
to me,

Which shows me big an' brutal in some act o' tyranny,
When some triflin' words upset me an' I let my temper fly,
An' was sorry for it after—but it's vain to sit and sigh,
So I'd be a whole sight happier when the sun begins to set,
If it wasn't for the mean words which I've said and can't forget.

Now I think I've learned my lesson an' I'm treadin' gentler ways,
An' I try to build my mornin's into happy yesterdays;
I don't let my temper spoil 'em in the way I used to do,
An' let some splash of anger smear the record when it's through,
I want my memories pleasant, free from shame and vain regret,
Without any words of anger which I never can forget.



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