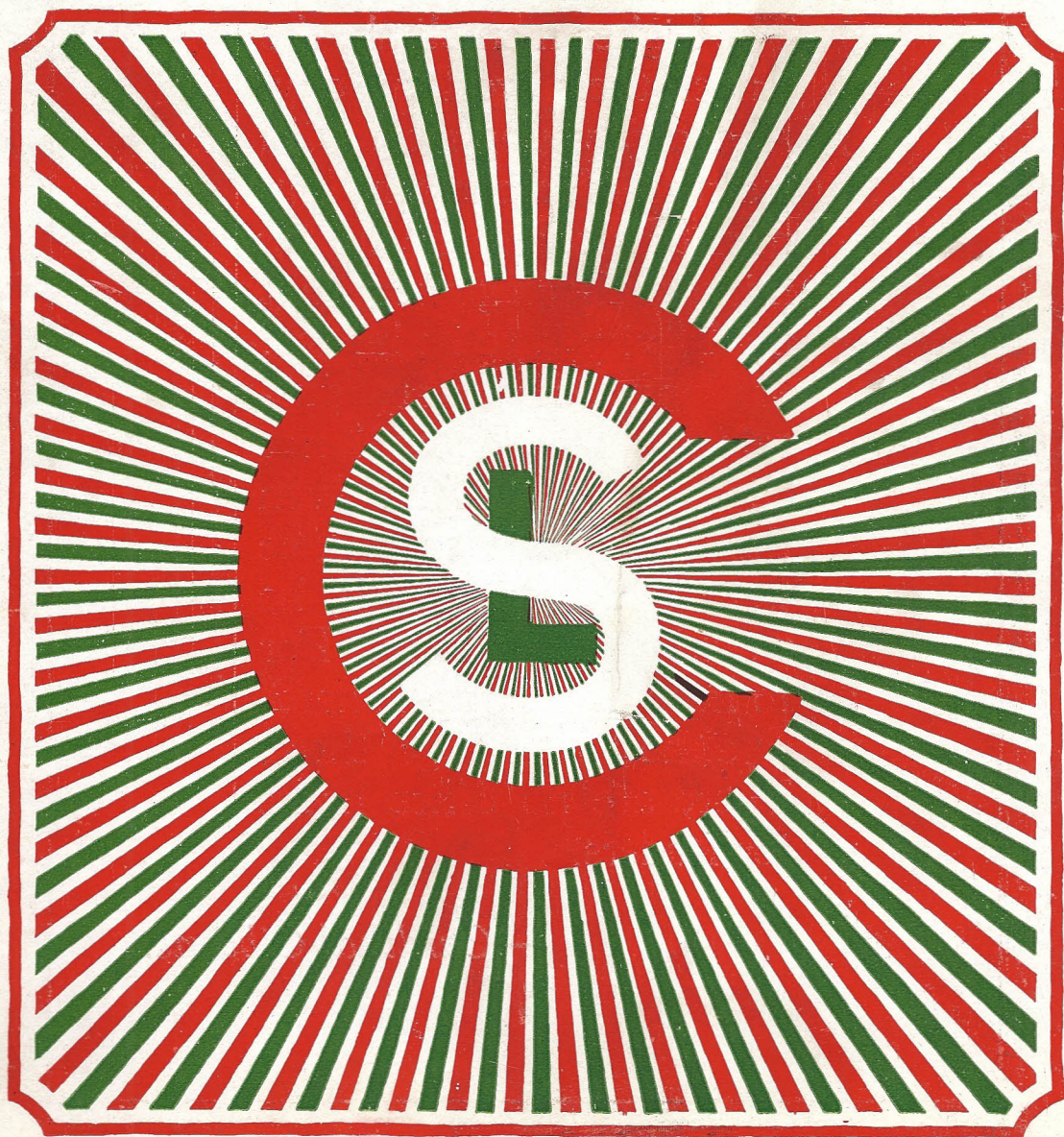


SURFACE SERVICE MAGAZINE

VOLUME 1

DECEMBER, 1924

NUMBER 9



THE LEADERS

The higher men climb, the longer their working day. And any young man with a streak of idleness in him might better make up his mind at the beginning that mediocrity is to be his lot. Without immense, sustained effort he will not climb high. And even though fortune or chance were to lift him high, he would not stay there. For to keep at the top is harder, almost, than to get there. There are no office hours for leaders.

—Cardinal Gibbons.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 1

DECEMBER, 1924

NO. 9



MARKHAM B. ORDE

Treasurer Chicago Surface Lines

Mr. Orde has been a prominent figure in transportation matters in Chicago for over twenty-five years. He was born in Petersborough, Ontario. He was a banker for sixteen years, being associated part of that time with Mr. James B. Forgan, the recently deceased Chairman of the Board of Directors of the First National Bank, and also with the Northern Trust Company. Mr. Orde resigned as resident Vice-President and General Manager of the National Surety Company of New York, to accept the treasurership of the Chicago Union Traction Company in August, 1899, after Mr. Yerkes sold out his interests to a New York syndicate. When the Chicago Railways Company was organized to take over the properties of the Chicago Union Traction Company Mr. Orde was made Treasurer of the new Company, and in 1914 was appointed Treasurer of the Chicago Surface Lines. Mr. Orde is a member of the Union League Club, Skokie Country Club, and served as Vice-President and Director of the Hamilton Club of Chicago for several years. He lives in Glencoe where his public spirited activities have gained for him a well-merited reputation.

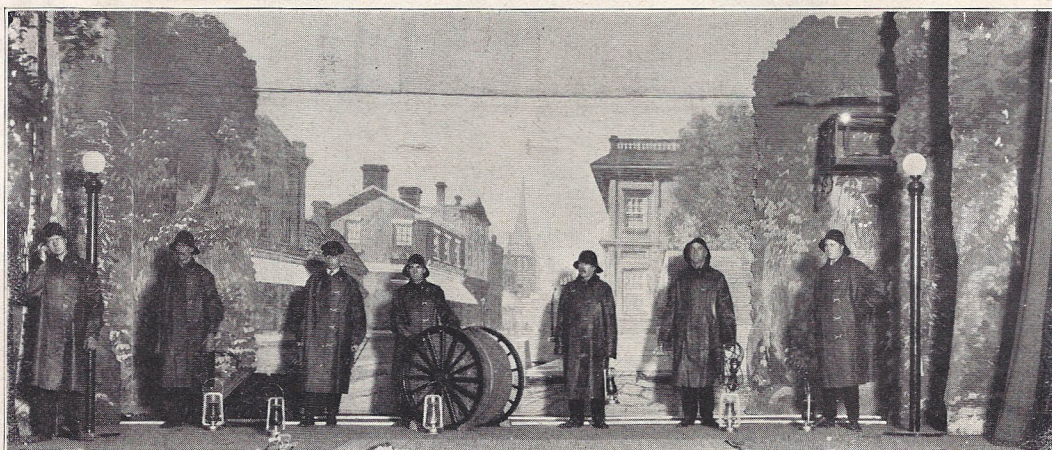
Know Your Own Company

The Electrical Department Throws a Spot Light on Its Trials, Problems and Tribulations

The Surface Lines Club hall was hardly large enough to take care of the audience that gathered on the night of November 19th to learn about all the mysteries of the Electrical Department. The program suggested that the moral of the entertainment was "Don't pick up a live wire—it's bad luck," and they went ahead and demonstrated that picking up "live wires" in the Electrical Department was the best thing they did; and it was decidedly good luck for the audience.

Murphy, who unfortunately was ill and out of the city. The familiar features of the veteran Electrical Engineer of the Surface Lines were greeted with warm applause.

After Mr. Malottke had contributed two ballads, the curtain rose disclosing the office of the Electrical Department on a typical morning. All of the things which happen in the ordinary course of events were illustrated and pleasantly and intelligently presented by Messrs.



The Underground and Emergency Gangs

There was a practical workaday tang to the entire performance. Chief Usher Bauer and his assistants P. E. Murray, I. P. O'Shaughnessy, G. H. Schroeder, L. B. Purcell, P. P. Pogani and L. A. McKeever in spick and span jumpers saw to it that everybody secured a satisfactory seat; and promptly at 8:00 o'clock, the orchestra led by C. E. Watson with H. H. Leaders at the piano, Messrs. Richter, Pardell and Walsh, violins, C. W. Malottke, saxophone, R. E. Smith, drums, and Mr. Watson contributing special features on the saxophone and cornet started a series of static waves. Mr. V. E. Thelin, master of ceremonies, made a brief super-technical introduction, and then threw on the screen a very fine picture of Mr.

Klatte, Miley, Thelin, Cloonan, Broderick, Cloghessy and Carrigan. The wailing of "Mr. Cohen" impersonated by Mr. Broderick, when he discovered that he would have to bear the expense of moving a trolley pole; and the dire consequences of refusing to yield to the demands of "Alderman Clancy" gave a faint indication of one of the difficulties constantly besetting the Department.

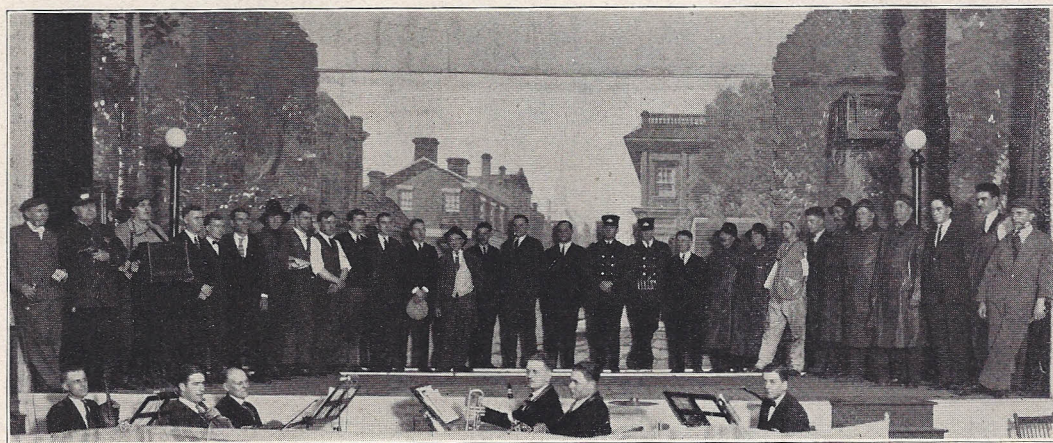
Musical numbers by Messrs. Watson and Malottke preceded ten minutes of an exceedingly clever chalk talk by Fred Jolly and then Messrs. G. D. Broderick, Mertz, Sundstrom and W. F. Broderick contributed a number as a quartet.

Mr. Thelin followed with an illuminating technical address entitled "From Coal

Pile to Car Wheel" in which every feature of electrical generation and distribution was illustrated by an elaborate diagrammatic device planned and constructed by the Electrical Department. This device emphasized all of the high points made by Mr. Thelin and gave to the non-technical members of the audience a remarkably clear and instructive conception of the subject.

Then there was more music and Mr. Miley presented to the audience a series of maps showing the vastness of the electrical system, the method of distribution, the interrelations of the electrical districts and the comprehensive method of feed wire installation which made it possible to meet all sorts of emergencies in connection with distribution troubles.

"Officer Casey" who was very much in evidence during the accident to the trolley line in protecting the lives of passers by, showed that he could render a bit of dialect poetry effectively and also that he was a good man in an emergency. "Jim" Smith has been stationed at the 20th and Dearborn sub-station for a great many years and his numerous acts of thoughtful consideration for the poor colored people of the neighborhood have made him somewhat of an idol among them. The fact that he was to participate in the evening's program had become known down around the sub-station and advantage was taken of the opportunity to show some little appreciation of the many kindness of the "Powah House Man." The result of all this was



The Lineup at the Close of the Show

His facts were well selected and presented with a clarity and simplicity that particularly appealed to the audience. Later on there was a vivid and instructive demonstration of the work of the linemen and underground crews. A broken trolley wire was repaired in the fine professional form by Mr. F. E. Morse of the emergency force and then the underground crew showed what happened when there was a burn-out in a man-hole. In the course of the presentation of this interesting street scene, Messrs. Essington, Kelly, Gallagher and Carrigan showed that real music could be furnished by skillful performers on the mouth organ.

Mr. J. P. Smith who impersonated

that while "Officer Casey" was reciting his poem, Mrs. Ella Robinson, a striking looking colored lady who had been selected by the committee of neighbors, made her way to the foot lights and presented a large bouquet to Mr. Smith. He never skipped a word—accepted the bouquet with a nod and a smile and completed his recitation to a burst of applause with which the audience recognized what they considered a very pleasing tribute to the popularity of an old time employe.

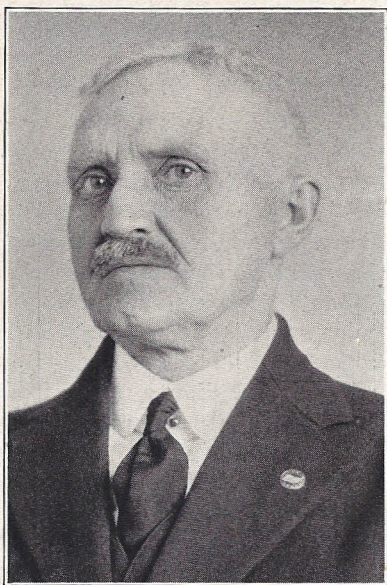
Messrs. Schenck, Noah, Callahan, Forsythe, Rosen, Becker and Broderick contributed materially to the success of the evening which was given a high place on the roll of Company Nights.

Here's a Glimpse at the Dim and Distant

John A. Rumney Resurrects Some Pictures of Interest to the Old Timers



Remember away back when the first horse car was run on Taylor street?



JOHN A. RUMNEY

Maybe "run" is not the proper word to use in connection with horse cars, but the question is, do you recall that occasion?

Well, you need not be so terribly old to remember it, for it happened only a little over thirty-four years ago, and there are more than a hundred employes of the Surface Lines who have been in the service at least forty years.

John A. Rumney, of the Kedzie avenue station, not only has a vivid recollection of the event, but he brought in a photograph of the car and its equipment. He has reason to remember it, for he was the driver of the horses and he and his conductor, Harry King, are seen in the picture. He recalls that on the morning the line was opened, August 28, 1890, the company allowed all who wished to ride free of charge. The people shown in the picture are some of those happy passengers.

Mr. Rumney, who entered the service

as a horse car driver on March 2, 1885, has preserved a number of other interesting photographs. Three of them, showing annual picnic parties of the Farley Sweeney Club, are reproduced here.

Powers, electrical foreman at the Western avenue barn, Pat Farley, who gave the party, and others. The picnic was held at Lyons.

Another picture shows the club's pic-



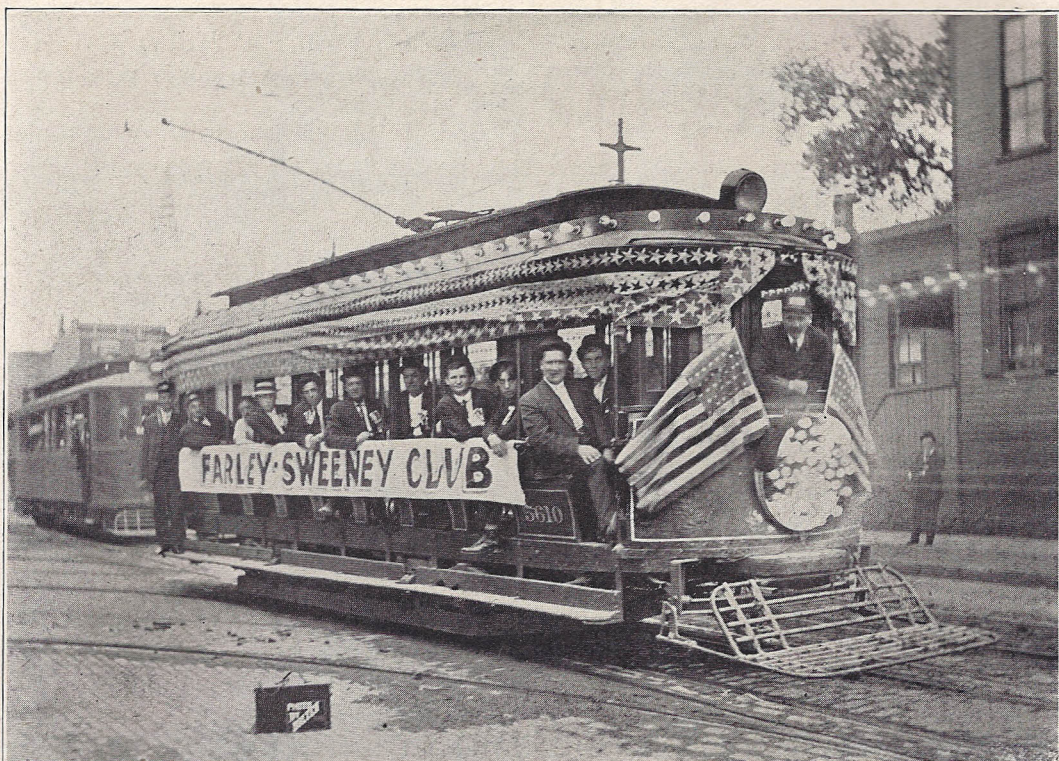
The Farley Sweeney Club was a social-political organization which gave a big picnic some place every year. The cars used for the party were always elaborately decorated. Mr. Rumney, as motorman of these trips, had the picking of the conductor and there was considerable rivalry for the honor among conductors at the Western avenue and Washington boulevard barn, from which the cars were run. The large cluster of lights on the front, serving as a headlight, Mr. Rumney recalls, was borrowed from the "Sunbeam Car," the private car used by Mr. Yerkes. This car is a story in itself. The old timers all recall its glories.

One picture shows the Farley Sweeney Club picnic in 1903. Mr. Rumney was the motorman and Henry Helwig the conductor. In the party were John Larkins, president of the union; Jim

nic in 1904. Mr. Rumney again is motorman and Henry Horseman is conductor. The same men are seen in the party as in the picture of the picnic of the previous year. This picnic was held in Harms Grove at Berteau and North Western avenue.

The other picture shows the picnic of 1905. Ed Grusel is the conductor this time. In the party are Jim Powers, repair foreman, at the extreme left, who always decorated the cars; John Larkin, superintendent at Division street, third from left; John Bain, supervisor of Kedzie avenue station, at the extreme right; and Motorman Rumney with his daughter and Farley's son in front of the car.

By speaking of picnics, Mr. Rumney says he helped give the only genuine street car picnic ever held in Chicago. It was in 1898 at Laurel Wood Park at Fox



Lake. Among those who participated were George Rogers and Dave Robinson. The picnic was a huge success. In a

heated contest to determine who was the most popular street car man, P. H. Duffy won with Mr. Rummey a close second.



Seniority Division Leaders

Old Timers Who Hold the Seniority Records in Their Respective Divisions

The tendency of modern railroading is toward giving more recognition to the employe who through many years of devotion to duty, has rendered and is still rendering faithful service. Without doubt the present generation does more hero worshipping through the use of fiction in the movies than was ever dreamed of in the past. So strong is this tendency that we catch ourselves applauding the dramatic and the unreal side of life, and more and more overlooking the actual side—the dead-in-earnest side, where applause is seldom if ever given or looked for.



C. A. COGSWELL AND A. M'GUINNESS

Any Chicago street railroad employe who has honestly endeavored at least for thirty years of more to fulfill the duties assigned him, has a record of which he may justly be proud, and which the management is likewise pleased to honor. Our intention is to introduce to our readers the oldest conductor and motorman, in point of continuous service, at each of our divisions.

Division No. 1, Cottage Grove

CONDUCTOR A. MCGUINNESS,
BADGE No. 1000

It is now nearly forty-five years since Mr. McGuinness thought he would like to try his hand at street railroading. The Superintendent's Office in those days (1880) was located at Twentieth and State streets. In going over to this place

he was surprised to learn that a fire the night previous had partly destroyed the office and the barn. He found the temporary office located in a cottage on Dearborn street, where he applied to Mr. C.



I. M. LEASURE AND W. KNOSPE

B. Holmes, then Superintendent. After being questioned and looked over, Mr. Edward Campbell, the foreman, took him over to 18th street and Wabash avenue and put him on an Indiana avenue car, as a student. In four days he was turned in, ready for work.

Mr. McGuinness' first days street railroading was on a horse car running from Lake and State streets to 39th street, then the city limits. The cars were turned on turn-tables. In those days the conductors turned in the day's receipts at No. 50 State street on the second floor. The rule was that the money collected on the first trip and every trip after 2 p. m., must be turned in downtown. Conductors were paid twice a month, drivers once a month. Almost all the trainmen were paid from the Starter's shanty at State and Randolph street.

An interesting trip in those days was to travel from downtown to 39th street and Cottage Grove avenue, boarding the Steam Dummy that ran from this point to 55th and the Grove then east to Lake Park avenue, the fare one way was fifteen cents.

Mr. McGuinness has never had a fatal accident.

MOTORMAN C. A. COGSWELL,
BADGE No. 1127

In January, 1883, Mr. Cogswell thought he would like to try the front end of a street car on Cottage Grove avenue. For forty-one years, with the exception of four years as Supervisor, that is what he has been doing. That means he drove horses, was a gripman, and is now a motorman. During those years he never lost his place on the list through missing, and for thirty years never missed once.

Back in the eighties, the day's receipts were placed in a wooden box, and the following morning the Barn Foreman accompanying it placed it on a grip-car. For years Mr. Cogswell carried this money on his regular trip to 21st and Wabash, where a man with a wheel barrow met the cars and with the foreman wheeled the money over to 2020 State street. The severeness of the winter of 1883 prompted the company to arrange for the purchase, by the drivers, of buffalo coats at the wholesale price of \$13.50, which was deducted in several payments from the men's pay.

Motorman Cogswell has a very good record of careful railroading.

Division No. 2, Burnside
CONDUCTOR I. M. LEASURE,
BADGE No. 500

Over thirty-two years ago Mr. Leasure walked into the downtown office of the Calumet and South Chicago Street R. R. Company and had a little talk with Col. Jacobs.

The result was that he came directly to Burnside Depot with a letter to Mr. E. Miller, then Superintendent. In those days the Ninety-third street cars turned east from Cottage Grove at Ninety-fourth street and ran parallel with the railroad tracks to the Nickel Plate round-house. The Ninety-third street line at that time only went as far east as the Lake Shore tracks. Street car passengers bound for South Chicago had to walk across a wide stretch of railroad track into South Chicago, which in those days was a separate

town. Mr. Leasure early in his railroad career adopted for himself the slogan, "Always be careful." His excellent record for politeness and careful service is the result. As number One conductor, it has been his privilege to have first choice of the runs at Burnside depot for the past twenty-three years.

MOTORMAN WILLIAM KNOSPE, BADGE 501

If there is any street railroader who has seen much of the great development of South Chicago it is Mr. Knospe. Thirty-three years ago this coming May, Mr. Knospe started to work in South Chicago as a driver on what was known at that time as the Red Line. This was a horse-car line which made the loop in the town, running four cars on week days and six on Sundays. This Division has always been open territory. Fighting snow storms out in the open stretches where the sweeping winds will cause high drifts has always been a severe problem. Any man who has worked thirty-two years under these conditions, certainly has the right to feel like a veteran. Mr. Knospe has always been strong for careful service. His record proves this.

WHAT DOES "C. S. L." MEAN?

Set Your Wits at Work and Give Us an Answer

The monogram on the side of the street cars and on all printed matter issued by the Company means "Chicago Surface Lines," of course.

But doesn't it mean something more? Might it not stand for "Cheerful Service Lines," or other words which suggest the quality of service we are giving to the public?

The Publicity Department and SURFACE SERVICE MAGAZINE are anxious to get some good suggestions along this line. Send your ideas to the editor of SURFACE SERVICE MAGAZINE.

There will be suitable rewards for all suggestions used.

No Statistics

"How many fish did Smith catch?"
"I haven't the least idea. Nine, he says."

Veterans in the Service

O'Hare and Hauser Recall Memories of the Good Old Days

Talk of old times has brought to the front a number of employes in the transportation department whose actual service runs back forty years or more. One of the familiar figures on the South Side is John O'Hare, who



came to the old Chicago City Railway Company in November, 1871. He was employed by the then Superintendent Richard T. Crane and worked out of the old station at 2020 State Street. He was a driver of one of the first bob-tailed cars on State Street operating from Lake Street to 31st with a turn table at each end. The car was pulled by one horse and heat for the passengers was furnished by hay in the bottom of the car. Four years later, conductors were employed and the driver could then devote himself to traffic conditions and cease worrying about change making and fare collection which previously had formed an important part of his activities. When the cables succeeded the horse car, he took his place on the old grip and subsequently developed as a motorman. He had twenty-four years' service on State Street, four years' on Wentworth-Clark lines, four years on 79th Street and two years on 75th. Mr. O'Hare recalls with amusement the company's experience following the importation of several car loads of mustangs from Cheyenne in 1875. Drivers had their hands full in attempting to control these wild animals from the Western ranges, and O'Hare recalls one case in which a team ran away landing eventually in a crockery store at 22nd and State Street, where they produced results very similar to those attributed to the historical bull in the china shop. On another occasion, a team dashed into the drug store at 39th and Cottage Grove, their entry being followed by a number of nervous prostrations on the part

of customers and an abnormal demand for stimulants.

In looking back over his busy years, Motorman O'Hare recalls with considerable satisfaction that he never cut a cable but he remembers vividly the inconvenience that was occasioned when a cable was cut and the emergency teams of horses were sent out on the gallop from the old barns. He has three sons and two daughters, the sons, however, not following in the foot-steps of their father in the matter of employment, all of them being engaged in commercial enterprises.



Over on the North Side, there is a ruddy faced white haired veteran motorman, who has been identified with transportation in that part of the city since 1879. He is P. E. Hauser, who under Superintendent Squires was given employment on the Clybourn Avenue line and has been identified with front platform activities ever since. Racine and Center Street was the end of the Clybourn Avenue line when he started in as a driver. Later on he was transferred to the limits and handled a grip car on the Clark Street line for nineteen years. He has particularly pleasant and kindly memories of the late John M. Roach, who was his superintendent at one time and he speaks feelingly of the consideration shown all of the employes by Messrs. Turner and Rehm, who were identified with the management of the lines.

"Those were great days," said Hauser with a reminiscent sigh, "house rent \$9.00 a month, seven or eight cents a pound for pork chops, nine cents for sirloin steak. Some difference these days." Hauser has a record to be proud of. He never has missed a call at his station and has never had an accident. The closest

call he has ever had was in the old cable days when four boys playing in the street on Clark and Belden suddenly ran out in front of his north bound train. A quick application of the track brakes with which his car was equipped brought everything in the cars up standing and threw some of the passengers from their seats, but the stop was made in so short a distance as to prevent any injury to the children. He has a family of four boys and three girls, one of his sons being a conductor in the service of the Surface Lines. He also has six grand-

children about whom he has a lot of pleasant things to say.

Incidentally, these old timers in speaking of the distinguishing lights which were used on the various lines recall that the State Street bulls' eyes were red, Lincoln Avenue on the North Side was blue and Clark Street limits was white. Surface Service would like to have a complete list of the colors of the old-time bulls' eyes and hopes that its correspondents at the various barns will be able to supply some details of this character.

Preventing Power Waste

D. Kelly Leads at Armitage for November

The high average motormen at the Armitage Depot for the month of October in the order named are as follows, the same method being applied to determine the records as heretofore:

Line	Run No.	Name	Badge No.
Entire Division	59	D. Kelly	8469
Milwaukee Avenue	59	D. Kelly	8469
Milwaukee Ext.	210	E. Fitzpatrick	7674
Armitage-Center	233	G. Krehl	7758
Extra Men		W. J. Burns	4413

All motor passenger cars are equipped with Kilowatt Hour Car Meters, the object of which is to present to the motorman a true and accurate figure showing the power used to operate the car, thus promoting the business of POWER SAVING which is one of the most important factors of his daily work. The importance of POWER SAVING in the railroad field is now considered second only to that of safe operation and the selling of transportation.



D. KELLY

It is within the power of every motorman to operate a car with a low Kilowatt Hour per Car Mile power consumption record for the service rendered if he will always keep in mind the following:

That power cannot be saved unconsciously.

That it is necessary to take every advantage in starting, in coasting, and in braking properly.

That when coasting you are getting back some of the power just registered on the meter.

That when coasting, in case an emergency stop has to be made you have a more decided control of the car with one less operation to perform.

That it should standardize braking methods.

That when you keep the power on until too near the stopping point a sudden, jerky, and noisy stop cannot be avoided.

That if you coast to the stopping place it will be easier for you to make a smooth stop and noticeably pleasanter for the passengers.

That it eliminates the unnecessary wear and breakage of car equipment, the rail and road

bed equipment, the trolley overhead, and the power house equipment.

That leaky air valves, poor brakes, stiff controllers, car and section breakers blowing, broken switch tongues, chipped, broken, and battered special track work can be caused by carelessness or lack of sufficient knowledge in the proper use of the air valve and controller.

Auto More Deadly Than Typhoid

A recent issue of the Literary Digest reproduced this cartoon and the following figures from "How To Live," a monthly publication of the Life Extension Institute:

"It is certainly discouraging for those engaged in public health work and preventive medicine to find that the automobile is more deadly than the typhoid bacillus and that it even kills more people than alcohol does directly. It is no exaggeration to say that ninety per cent of the deaths chargeable against the automobile are due to carelessness, stupidity, self-indulgence, and in no small degree to an exaggerated sense of self-importance on the part of many people.

"The following tabulation showing the number of deaths in 1921 from various causes in the United States Registration Area (comprising at that time 82 per cent of the population) suggests the great importance of this problem:

Influenza	10,193
Automobile accidents	10,168
Typhoid fever	8,007
Angina Pectoris	8,031
Cirrhosis of liver	6,598
Alcoholism	1,611

"The death rate per 100,000 from automobile accidents shows the following trend for the past fifteen years in the United States Registration Area:

1900-1911-	1910	1915	1916	1917	1918	1919	1920	1921	1922
	1.0	3.9	7.3	9.0	9.3	9.4	10.4	11.5	12.5

Telling 'Em

He was new to a certain railway run in Wales —this guard. Came a station which rejoiced in the appalling name Llanfairfechanpwllgogerch.

For a few minutes he stood looking at the signboard in mute helplessness. Then pointing to the board, and waving his other arm toward the carriages, he bellowed:

"If there's anybody there for here, this is it."
—Exchange.

OUR CAR HOUSE FIRE FIGHTERS

Two Cases in Which Car Station Crews Met Threatening Emergencies

Twice within a ten-day period, car stations of the Surface Lines were threatened by serious fires in adjoining properties, and in both instances the respective night car repair foremen and the car house forces acquitted themselves with great credit in protecting the property of the Companies.

The following letters addressed to Mr. Adams, the Superintendent of Equipment and Car Houses by Mr. F. M. Hamilton, our Supervisor of Insurance, are expressive of the management's appreciation of the services rendered by these men:

October 31, 1924.

Mr. Adams: In connection with the dangerous fire that developed in the coal yards adjoining our Lawndale Depot, I desire to add my commendation to the clear-headed action taken by Night Car Repair Foreman Anthony Martikonis in promptly sounding company fire alarm drill and the wonderful response by night force, who I understand succeeded in getting all of our cars out of rear yard, and from Bay No. 1, parking them on the eastbound track of Ogden Avenue, entirely out of the danger zone.

Prompt, efficient fire protective work like this adds greatly to our prestige. Will you please convey to Foreman Martikonis and the entire night force the appreciation and thanks of the Insurance Department.

Very truly,

F. M. Hamilton,
Supervisor.

November 7, 1924.

Mr. Adams: Again, within a ten-day period it is our pleasure to praise the excellent fire prevention measures taken by one of our night carhouse crews to protect our equipment from an imminent fire hazard.

At 11:30 P. M., November 5, fire broke out in the plant of H. O. King Company, which is separated from our Noble Carhouse by only 18 feet. I am informed that fire was first discovered by John Magera, one of our carhouse repairmen, and reported to night foreman, who promptly turned in an alarm to the Fire Department.

In the meantime carhouse force assembled in yard with extinguishers, trolley poles were placed on wires and cars made ready to move out of yard. On account, however, of a south wind it was not necessary to take cars out of yard, but the fact that our men stood ready to do so is another instance of the practical

benefit of the systematic fire drills at our various carhouses.

Will appreciate it if you will express to the foreman and men of Noble Carhouse, also Ass't Div. Supt., who rushed 12 men from Armitage Carhouse to assist in moving cars if necessary, the thanks of the management, and particularly the Insurance Department, for their prompt and efficient action in a time of threatened danger.

Very truly,

F. M. Hamilton,
Supervisor.



FIRST ELECTRIC CAR ON WESTERN AVENUE—
1895

K. O. Bidney, motorman; Chas. LeVigne,
Conductor

Why Men Leave Home

He sauntered into the strange office with much self-assurance and an air of familiarity, threw down his business card and inquired:

"Who's the main squeeze around here?"

"Well," replied the good-looking stenog, "they'd all take me for it if I'd let 'em."

Fifty-Fifty

"Are you the boss of your house?"

"Well, my wife and I divide it. She looks after the money, the children, the dog and the cat, and I look after the goldfish."

Colored Chauffeur (on a dark night to passenger)—"Excuse me, sah, would yo' mind holding out yo' hand, I'se gwine to turn de next corner."

SURFACE SERVICE MAGAZINE

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Volume 1 December, 1924 No. 9

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

LET GOOD NATURE REIGN

The Holiday Season is upon us—the season of rush, bustle and hustle in the great department stores; the season of enormous street crowds early and late; the season of good cheer and festivity in the home, and the approach of a New Year when good resolutions are in order.

With an era of country wide prosperity indicated by recent developments there is every reason to believe that the Surface Lines will be called upon to furnish service that will test the capacity of its facilities. This abnormal demand has been anticipated by the management and our program provides for the utilization of every available car in meeting the requirements of our patrons.

Entirely apart from the demands upon our equipment there will be an unusual demand upon the good nature, tact and ability of every man in the service. Trainmen particularly will have their problems in dealing with the crowds of home going shoppers—especially mothers with little ones and arms full of bundles. Every act of kindness and every consideration shown to them will be doubly appreciated at this time.

A holiday spirit—a spirit of sympathy and understanding, with a smile and a good natured tolerance of aggravating conditions will go far in winning the approval of the millions who look to us for service.

KEEP THEM ROLLING

There is a keen rivalry among the car house crews to establish a record for keeping the equipment in serviceable condition. "Pull-ins" are always destructive of regular service, and as regularity of service is, perhaps the most desirable factor in the public's view of transportation, anything which reduces the number of mechanical failures is vitally important to success in supplying transportation. That there always will be mechanical troubles is one of the unfortunate features of the traction business, but proper inspection methods and prompt and effective minor repairs will reduce these troubles to a minimum. We do not want to have a car in bad order in service with the attendant possibilities of accident, but we do want to know when a pull-in occurs just what the trouble may be. Close co-operation between the mechanical and transportation departments will prevent any unnecessary pull-ins; and active and thorough work by the inspection and repair crews will keep the cars on the street.

A little later on the records of the several car houses will disclose just what the several crews have been able to accomplish as a contribution to successful and regular service.

KLATTE

Elsewhere SURFACE SERVICE announces the appointment of Mr. A. J. Klatte as assistant electrical engineer of the Surface Lines. SURFACE SERVICE regards his appointment as a well merited recognition of the ability of a modest and highly efficient engineer; and we believe that results will justify the confidence shown by the management in placing the administrative responsibility of an important department in the custody of Mr. Klatte.

"Six evils must be overcome in this world by a man who desires prosperity: Sleep, sloth, fear, anger, idleness and procrastination."

Experience is worth only what you learn from it. Let it teach you safety.

PROMOTION FOR KLATTE

Made Assistant Electrical Engineer of the Surface Line

Bulletin No. 21 from the office of the Vice President dated November 24th contained the following welcome message to an old time employee:



A. J. KLATTE

"Effective December 1, 1924, Mr. A. J. Klatte is appointed Assistant Electrical Engineer. During the absence of Mr. J. Z. Murphy the Electrical Department will be under the Supervision of Mr. Klatte."

In this appointment, the management has recognized the faithful service and efficiency of a man who has been identified with the electrical activities of traction companies in Chicago for sixteen years. Mr. Klatte, who is the type of man who does his work well without the assistance of a spot light, was born in Milwaukee on July 1, 1879. After finishing high school, he completed a course in the Beloit College School of Engineering, University of Wisconsin.

Following his graduation, he had a practical course in civil engineering as level man and transit man on steam roads particularly with reference to tunnel construction. These activities kept him en-

gaged until 1908 when he became identified with the Chicago City Railway as a conduit engineer and later with the Chicago Railways Company and then after unification with the Chicago Surface Lines where he was successively engineer in charge of conduit and engineer of electrolysis.

No one in the Electrical Department knows the underground mazes of our electrical distribution better than Mr. Klatte. It might be said without exaggeration that he has a personal acquaintance with every foot of feeder cable on the system; and incidentally with reference to the general electrical equipment, no one is better posted.

A great burden of responsibility has been placed upon the shoulders of this young engineer and he will have a rather remarkable opportunity to demonstrate his capacity for a big job. No one who knows the thoroughness of Mr. Klatte's methods has any doubt of the outcome; and he will have the loyal support of every one in the organization. We are all glad of the opportunity that has come to Mr. Klatte and we wish him the highest measure of success.

Electrically Speaking

Ingenious but not convincing is the electrical treatment set forth by the Pullman News:

"When a woman is sulky and will not speak—exciter.

"If she gets too excited—controller.

"If she talks too long—interrupter.

"If her way of thinking is not yours—converter.

"If she is willing to come half-way—meter.

"If she will come all the way—receiver.

"If she wants to go further—conductor.

"If she would go still further—dispatcher.

"If she wants to be an angel—transformer.

"If she thinks she is picking your pockets—detector.

"If she proves your fears are wrong—compensator.

"If she goes up in the air—condenser.

"If she wants chocolates—feeder.

"If she sings inharmoniously—tuner.

"If she is in the country—telegrapher.

"If she is a poor cook—discharger.

"If her dress unhooks—connector.

"If she eats too much—reducer.

"If she is wrong—rectifier.

"If her fingers and toes are cold—heater.

"If she gossips too much—regulator.

"If she fumes and sputters—insulator.

"If she becomes upset—reverser."

Bouquets for the Boys

Conductor Fitzgerald, Kedzie

October 25, 1924.

Chicago Surface Lines,
Gentlemen:

In appreciation of the kind act performed by one of your conductors, No. 7324, I feel that it is my duty to make mention of it to you. On Thursday evening, October 23rd, close to midnight, I experienced the meeting of a possible holdup. The suspect was riding on the same street car, Kedzie Avenue going south, of which said conductor was in charge. This man made it very evident to me that I was being watched inasmuch as he purposely got off of the car when I did and then stood in the shadow of the trees. This I called the conductor's attention to and he suggested seeing me home, which was only a block's distance from the car line. My suspicions were justified, for this strange acting man suddenly cut through a vacant lot going back in the direction from which he came after he saw that I was being taken care of. I consider this not only a gentlemanly act on the part of your conductor No. 7324, but heroic—it took only a few minutes of his time and saved me from a most unpleasant experience. It should be gratifying to your organization to know you have such a man in your service, for the mothers of little children riding on street cars would be assured of their safety if they knew with what confidence they could place them in his care.

Again I wish to express my deepest appreciation in behalf of this conductor's thoughtfulness.

Sincerely yours,

Jule Albrecht,
215 South Market Street.

Conductor Betker, Devon

October 29, 1924.

Chicago Surface Lines,
Dear Sir:

I would like to put in a good word for Conductor 5316, on the Clark Street car. I got on his car around five o'clock the other afternoon and he had a car with a high step. I noticed he helped everybody up on the car and at one time got off the car to help an old lady up. I catch his car quite often as I go to Senn High School and I have noticed before that he always greets his passengers with a smile and answers their questions in a courteous way.

Yours truly,

Alice Carlson,
5617 N. Karlov Ave.

Conductor Clarke, Kedzie

October 27, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to call your attention to the fact that some of us strap hangers notice when they are treated with the courtesy due them. The young man I am referring to is one Mr. Clarke, now a conductor on one of the Madison Street cars.

I have noticed him for the past two years, and have noticed how the pleased look comes over the passengers when they had any dealings with him. He called all streets, and called them plain, repeated them and had a smile for all of us, helps all people on and off and don't fail to look and see if anyone wanted to get on his trailer. If you ever had a man who deserved noticing, I am sure it is he. This is the sentiment of many of your strap hangers.

Yours very respectfully,

A. Leach,
331 South Homan Avenue.

Conductors Senz and Olson, Elston; Conductor Antenrieth, 77th

October 30, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to recommend to you as deserving of highest praise. I witnessed exhibitions of patience, sympathy and tact in dealing with trying situations. Conductor 5512, on Irving Park car was most gentle and kind in helping a mother with her kiddies off the car. Conductor 3282 on Clark Street car assisted an old lady from his car with kindest words and touching thoughtfulness. Conductor 5588 Irving Park car exhibited patience and gentleness in answering questions and then finally found time to direct at the corner, which way uncertain passengers were to go. My work with the feeble of mind and body makes me feel when I meet with such men as the above-mentioned, their employers should know and perhaps a friendly pat on the back wouldn't hurt.

Respectfully,

Delphine Kindorf.
Supv. of Nurses, Chicago State Hospital,
Dunning, Illinois.

Conductor Liston, 77th

October 31, 1924.

Chicago Surface Lines,
Gentlemen:

En route downtown yesterday car 6189, Route 22, Conductor P. J. Liston, No. 1216, did the most beautiful act of Christian charity I have seen in many a year. A poor old blind man wanted to get off at Huron. This gentlemanly conductor stopped his car, helped the blind man to the street, and seeing a number of automobiles running along he helped this old man over to the curb, placed him on the pavement, started him in the direction he wanted to go.

A man like this can be trusted with your property and interests, for he will safeguard both.

Sincerely,

Nathan H. Todd,
care Hotel Richelieu,
4430 Sheridan Rd.

Conductor Walsh, 77th

November 4, 1924.

Chicago Surface Lines,
Gentlemen:

It is with great pleasure I take an opportunity to commend one of your Halsted Street conductors. I have had a chance several times of riding with this same conductor and at all times made note of his courtesy to women with

children. Last Friday night at 67th and Halsted Street he assisted an elderly crippled woman from car to curb stone to avoid automobile traffic. This is something unusual on Halsted St., and felt it my duty to say a word of praise for this man to his employers. His number is 826 and he is absolutely unknown to the writer.

Yours respectfully,
Harry E. Stark, Chief Engineer,
Stevens Bldg., 17 N. State St.

Conductor Sullivan, 77th

November 6, 1924.

Chicago Surface Lines,

Gentlemen:

Coming east this A. M. on car No. 16, Lake Street, I saw Conductor No. 11132 do a very kind act and I wish to commend him for it. He helped a blind colored man off his car and safely across the street on to the pavement. I consider it a favor to be able to write you this, as they have to put up with a lot from a none to polite public.

Sincerely,
Gertrude Pollock,
510 Fullerton Parkway.

Conductor Carroll, 77th

November 7, 1924.

Chicago Surface Lines,

Gentlemen:

After fourteen years of surface car riding it is a pleasure to recommend one of your car men for politeness and service. Conductor 3174, on State Street line. I observed this evening, in coming over to Mr. Koenig's office. He was cleanly shaven, hair well cut, clothes clean, and handkerchief clean. He was very careful to admonish people in boarding cars, and watchful when people were getting off. I feel it a privilege and a duty to commend Conductor 3174.

Cordially yours,
Mrs. E. L. Koenig,
801 Linden Avenue,
Wilmette, Ill.

Conductor McGrath, Armitage

November 7, 1924.

Chicago Surface Lines,

Gentlemen:

On account of a great service rendered to me by one of your conductors, I think it only fair to call your attention to it. Being employed in the vicinity of the Northwestern Depot it is my custom to board a car which passes this place. On Thursday morning, after hurrying to catch the car which happened to be a Milwaukee and Armitage, westbound on Madison Street, I just managed to reach the step when my cape blew off into the street. I should not have boarded the car while it was in motion, but did not wish to report late at the office. However, if it had not been for the quickness and foresight of the conductor I might not have been here to write this note, for when the cape blew off I let go the bar. The conductor with one motion pulled the bell and after catching me around the waist lifted me right off the step to safety on the platform. Then, after rescuing my cape from the street, he dusted it for me and I managed to catch my breath and go safely on my way. As you can imagine, I cannot praise this

man too highly, for instead of being vexed and impatient, as he had cause to be, he was clear-sighted, patient and gentlemanly. His number is 2124, and any word of praise or other recognition of his act which you may give him will be appreciated.

Yours sincerely,
Mae Turner,
833 W. 79th Street.

Conductor Gollwitzer, North Avenue

November 7, 1924.

Chicago Surface Lines,

Gentlemen:

Last Saturday evening I was boarding a State Street car at Twenty-Second and State Streets. As the street is poorly lighted at this point, it appeared to me that I was taking two nickels out of my pocketbook to pay my fare. However, by mistake, I gave the conductor one nickel and one five-dollar gold piece. The conductor noticed my mistake and kindly returned my gold piece. This being unusual, I wish to bring it to your attention. I gave him a fifty cent piece for my fare and told him to keep the balance. Whereupon he remarked that he appreciated that more than if he had kept the five dollars. His number was 4270, State Street car.

Yours truly,
Dr. S. O. Graser,
2204 Michigan Avenue.

Conductor Joseph L. Greene, 77th

November 7, 1924.

Chicago Surface Lines,

Gentlemen:

About 10:15 or 10:30 this A. M. I boarded your car No. 3117 at Aberdeen Street, going east. Just as I was getting on a sudden gust of wind whipped my little daughter's hat off her head. It rolled across the street and as I was carrying her and some bundles, the motorman very quickly ran after it and returned it to me, very courteously assisting me on the car. When I alighted at Stony Island he showed the same courteous manner in helping me off. You will agree with me, I am sure, when I say a little assistance when one is carrying a 40-pound baby and a few bundles, is greatly appreciated.

Yours truly,
Mrs. C. D. Hauerbach,
7638 S. Carpenter St.

Conductor Walker, 77th

November 7, 1924.

Chicago Surface Lines,

Gentlemen:

I wish to commend conductor badge No. 1078, for his courtesy to an elderly lady getting off his car on Lake and Campbell Streets. He had a very pleasant look for her and for the others on his car, and personally I feel that many of your employes set a good example for some of the rest of us, but we often neglect to mention it. And he also calls all the streets so plain and clear that a deaf person could understand, and a very honest man.

Yours truly,
Clayton H. Palmer,
2241 Indiana Avenue.

Motorman Hannon, 77th

November 9, 1924.

Chicago Surface Lines,

Gentlemen:

I do not know whether you would welcome this information or not; however, as I am of the opinion that it might be for the good of the public service, I feel constrained to write you. I wish to commend your motorman No. 2569 (I do not know this man) as one of the most efficient and courteous motormen on the line, whom I have ridden with in the last year. He makes good time, his use of his brake is as smooth as velvet, and yet he does not forget to take due care as he passes any garage entrance or cross street where a reckless motorist might dash out.

Very truly yours,

F. Crecelius,
3950 Southport Avenue.

Conductor Curtin, 77th

November 9, 1924.

Chicago Surface Lines,

Gentlemen:

Permit me to call to your attention the courteous behavior of street car conductor number 298 on the South Halsted Street Line. No matter how great and pressing the crowds, he is gentlemanly and efficient. I think he is worthy of commendation.

Yours truly,

Ella I. Campbell,
6400 Yale Avenue.

Conductor Hansen, 77th

November 11, 1924.

Chicago Surface Lines,

Gentlemen:

A kindly conductor attracted my attention last night. I was going north on a Through Route No. 22, car No. 5209, Conductor No. 14242. A boy of about ten years, who had been inside with his mother, came out on the back platform. I assumed that he wanted to watch the street through the rear windows. The conductor's better vision told him that the youngster was carsick. So he routed me out of my favorite corner, opened the window, and told the boy to breathe deeply of the fresh evening breeze. It chirked the youngster—and the act made me feel good also.

Faithfully,

Otto Kney,
417 S. Dearborn Street.

Conductor Mulkeen, Cottage Grove

November 12, 1924.

Chicago Surface Lines,

Gentlemen:

As we are always ready to complain—I want to commend one conductor. On Car No. 6171, Lake-Park-80th, last night, Nov. 11, about 10:30 from loop. I ran across Wabash at Randolph to get the car just about to turn into Wabash. Something prevented it moving on for an instant and two or three women who had just come up for the car motioned the conductor to open the doors. This he did after signaling the motorman not to go on. This was some satisfaction.

Just that fraction of a minute for the car prevented us from waiting for another or transferring at 47th, maybe to get there just as one pulled out, etc. Three times in one week a few weeks ago the motorman would not wait an instant.

Yours truly,

Elizabeth J. Bedford,
27 E. Monroe Street.

Conductor McSwain, 77th

November 11, 1924.

Chicago Surface Lines,

Gentlemen:

I want to commend conductor on line 22, car number 5109, who last Tuesday returned purse to poor woman who had lost it when getting on car on North Clark Street.

Sincerely,

Jo Esler,
5434 Glenwood Avenue.

Conductor Koontz, Lincoln

November 13, 1924.

Chicago Surface Lines,

Gentlemen:

On November 8 my bag, containing considerable money and a box of jewelry, was dropped on a Robey and Rose Hill Street Car. Your street car conductor, Mr. W. J. Koontz, No. 6262, turned in the bag intact, and I got it back that same evening. Because I want you to know of the honesty of this employe, I am writing your office. I am thankful and appreciate his honesty.

Yours very truly,

Mrs. G. Burki,
4925 Christiana Avenue.

Conductor O'Connor, Archer

November 13, 1924.

Chicago Surface Lines,

Gentlemen:

Last Sunday evening I happened to be transferring at Archer Avenue and Western Boulevard, and as I reached my seat on the Archer Avenue car I noticed I lost a diamond brooch valued at quite a sum. I immediately inquired of the conductor, who looked around the platform to find it; it was not there. He took my address and told me it was his last run that evening and that when he returned to the barn he would look around carefully, but when he reached the bridge on Archer Avenue, near Ashland, after giving signal to motorman, and in boarding the car again he found my brooch on the step and immediately brought it in to me. I did not ask him his name, but I noticed his number was 868 and was from the Archer Avenue barns, and I thought it no more than right that I should inform his employers of his honesty.

Yours very truly,

Mrs. J. F. McGinnis,
2741 Archer Avenue.

Conductor Healey, 77th

November 13, 1924.

Chicago Surface Lines,

Gentlemen:

I just want to say a word regarding the courtesy shown to an elderly lady by Conductor No.

5056, on a State Street car, the evening of November 12th. The courtesy shown to this woman was remarkable. It is a pleasure to ride the Surface Lines with men like this employe.

Yours truly,
Edward McKenna,
5008 South May Street.

Conductor Klein, Devon

November 13, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to call your especial attention to your crew on car 3199, Broadway Line, which I boarded this morning about 11 o'clock. They are certainly a credit to your road, with their gentlemanly treatment of your patrons. The Conductor No. 2610 is very careful in his attention to old ladies. Being obliged to use a cane makes me a little slow getting on or off and in many cases the conductors will look at me, frown and ring the starting bell before I have a footing. This A. M. there were two other infirm ladies trying to make the step; he helped as best he could, much to the annoyance to two male passengers at the slight delay in taking their fare. Those men are so-called gentlemen, but give me that class, men of that crew.

Motorman Anton Lubner, Devon

Motorman No. 11621 who patiently answered all fretful passengers owing to a long delay in the traffic.

Mrs. C. M. Weightman,
3444 Elaine Place.

Motorman Davis, Kedzie

November 14, 1924.

Chicago Surface Lines,
Gentlemen:

I just want to commend Motorman 6023 on car 508 for the courtesy he showed to me on Nov. 9th. He seen me running for his car and he motioned for me to hurry and he then slowed the speed of his car so I could catch it. It was so kind of him as I was trying to make connections to catch a certain Joliet car to meet my family and by that act of kindness I reached my destination in ample time.

Sincerely yours,
Charles Johnson,
3137 N. Christiana Avenue.

Conductor Rasmussen, Lincoln

November 15, 1924.

Chicago Surface Lines,
Gentlemen:

For several years I have been filling a position which requires much travel over your lines and has given me an opportunity to observe the service given the public by your conductors. In my opinion quite a few of them are giving the public fairly good to good service and several are going one better with excellent service; at this moment I have a conductor in mind with whom I have ridden many times and it gives me pleasure to commend his services very highly. At all times he seems to have time to be obliging, courteous and kind and still make what we might call good time. He seems to take pleasure in helping the mother with babe

in her arms and in giving assistance to those who need it most. I do not know his name; his No. is 6516 and runs on Lincoln Avenue car.

Respectfully,
I. H. Clark,
919 Sheridan Road.

Conductor Boebel, 77th

November 17, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to commend the courtesy shown me almost daily by Conductor No. 14150 on Wentworth-Chicago lines. I am an inveterate sufferer from rheumatism and as a result my limbs and joints are stiff, which makes it difficult for me to board and get off cars. I travel back and forth to Chicago daily from Ardmore, Ill. There has never been a single instance where I have boarded car conducted by Conductor No. 14150, where he has not taken extraordinary pains to assist me on the car without hurting me and also to help me alight. This letter is unsolicited but I do think that a man of his caliber should be commended.

Yours truly,
Mrs. L. A. Murphy,
c/o S. Karpen & Bros.,
678 W. 22nd Street.

Conductor Murphy, Kedzie

November 18, 1924.

Chicago Surface Lines,
Gentlemen:

It gives me great pleasure to write this letter of commendation about Conductor 2744, car No. 1821. As I was returning from an aunt's home I boarded a Harrison and Central car. I could not help noticing the assistance he gave me by helping my daughter on the car. My little girl said, "He's a nice Connie, mother, isn't he?"

Thanking him for his kindness, I am,
Yours truly,
Mrs. L. Hawkins,
718 S. Lawndale Avenue.

Conductor Krefft, Elston

November 20, 1924.

Chicago Surface Lines,
Gentlemen:

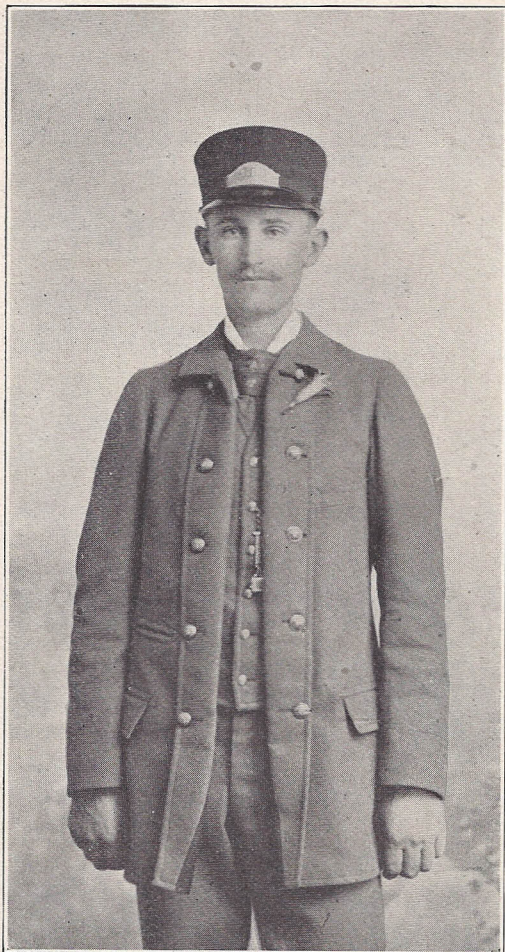
I deem it a pleasure to write to tell the Chicago Surface Lines of "The Most Honest Man I Have Found in My Life." I am a widow. I had occasion to go downtown on Tuesday, and on the way home I lost my purse. I immediately became frantic and called the Surface Lines, and was told if a purse was turned in, that I would be notified. On Wednesday morning I again called the Surface Lines and was informed that my purse had been turned in by Conductor E. F. Krefft, car number 1459, Irving Park run No. 9. The purse contained my bank book, together with a sum of \$12.50. Now I am a widow as I stated before and you no doubt can appreciate what losing my purse meant for me. I sincerely thank Mr. Krefft, especially want to compliment the Chicago Surface Lines for having such a man as he in their employ. I feel

sure that if the purse were lost any place besides on the street car, it would not have been returned to me.

Yours very truly,

Mrs. Mary A. Kearney,
4033 N. Mason Avenue.

Harry Kryzman



FIRST DRIVER'S UNIFORM, WEST SIDE, 1901

Fame

Husband: "I'm getting on at the bank."

Wife: "That's fine, dear; but what makes you think so?"

"One of the vice-presidents asked me if I worked there."

A Sad Blow

A 300-pound man stood gazing longingly at the nice things displayed in a clothing window for a marked-down sale. A friend stopped to inquire if he was thinking of buying a suit or an overcoat.

"Gosh, no!" replied the fat man, wistfully. "The only thing that fits me ready made is a handkerchief."

"Trams" Not Dead in England

You've heard those travelled persons who know the world tell, haven't you, how the daily riders in Lunnnon and other English cities prefer the busses to the trams, which is English for the electric street car?

But Old England isn't through with the tram yet, not by a considerable jug-full. In Manchester, one of the great industrial cities of Great Britain, investigation was made recently of the comparative efficiency of trams and busses for municipal transportation.

"In conclusion," said the report of the investigating committee, "it might be mentioned that the committee are prepared to adopt any means at once economical, expeditious, comfortable and safe, whatever it may be, for the passenger transportation of the city; their adherence to the tramway for public conveyance of industrial communities arises, not because it is a tramway, but from an assured knowledge that at the present time no other instrument is available that can supersede it on its essential merits.

"This conclusion is universal, as in no country has the tram car, dealing with an adequate traffic, been superseded by any other form of vehicle."

Treat Your Eyes Right!

"You can't be optimistic with misty optics," quotes Dr. E. J. Henryson of Minneapolis in an article on "Treat your Eyes Right!" in "Hygeia," a popular health journal.

Here are Dr. Henryson's tips for taking proper care of the eyes:

In reading or writing, keep your back to the light, that the light may be on the reading or writing surface, and not on the eyes.

Use ample agreeable light. Glaring lights or dim lights tire the eyes.

Hold the reading matter about fourteen inches from the eyes.

Try to use only books and papers in which the print is large and clear. Small print or blurred print tires and strains the eye.

Your eyes are human. If you tire and strain them, they will tire and strain you.

Rest your eyes frequently.

Your headache, neuralgia, nervousness, indigestion, that dizzy or tired feeling may be warning signs of your eyes.

Glasses Will Correct Faults

Near and far-sightedness, cross-eye, and astigmatism can often be corrected by properly fitted glasses. You do not get a college education in a kindergarten, nor properly fitted glasses in a ten cent store.

If your doctor advises glasses get them—and use them.

Never tamper with your eyes. You would not engage a blacksmith to repair your watch. Let your doctor treat your eyes; they are delicate mechanisms. You could buy a new watch, but you cannot see with a glass eye.

Treat your eyes right!

Mrs. Perkins: "Pa, I honestly believe you enjoy the radio better'n you do the party telephone!"

CLUB SPARKS

Hallowe'en Party

The Annual Hallowe'en Party was one of the best attended events of the Fall Season and the committee deserves great credit for the efficient manner in which the party was handled. Approximately 400 persons attended and everyone seemed to have an exceptionally good time. Some very unique costumes gave the judges plenty to think about, when they were trying to pick the prize winners. First prize for the best dressed couple was won by Miss Genevieve Vantom of the Car Meter Department and her guest Miss Elvera Carlson, these two young ladies being disguised as Farmer Lasses and I am sure that many a young farmer would have fallen hard had he seen them. This however, did not seem to be the case with Arthur McKague of the B. O. S. E. as this young rube fell hard for the little Chinese Girl, Miss Clare Falke and this couple was awarded second prize. Third prize was won by Miss Ella Bedrosky of the Car Meter Department and her guest Miss Norine Sexton, this couple imitated Topsy and Eva quite well and were entitled to the award. To win first prize for the ladies Miss Margaret Falke came direct from the Hawaiian Islands wearing her Hula Costume and so attractive was this little Hula Girl that the judges lost no time in giving her the 1st prize. Second prize was awarded to Miss Mary Beatty of the Accident Investigation Dept., who was very well disguised as the original Hallowe'en Witch. Third prize was won by Mrs. Pardell, a guest of the Electrical Department, in the character of an Italian Balloon Pedleress.

Christmas Party

Don't forget to reserve Saturday, December 27, 1924, for the Annual Christmas Party, as the committee hopes to be able to show the kiddies an exceptionally good time. Santa has promised us that he will be on deck again this year and will not forget his bag. He expressed his regret at not being able to get here before Christmas but hopes that the unavoidable delay will not keep the kiddies away. The afternoon performance will begin at 2:30 P. M. sharp, and the evening at 7:30 P. M. sharp.

"Surprise Party"

Our regular monthly meeting was held at the clubhouse Thursday evening, November 20, followed by a most exciting "Surprise Party" in charge of the Auditing Department, Miss Josephine Dooley, Chairman. There was a large gathering of our members and their girl friends and everyone went home with memories of an enjoyable evening, some of them carrying away lovely prizes. Refreshments of dainty sandwiches, delicious home-made cake and coffee were served.

Women's Auxiliary

The Novelty Dance given by the Women's Auxiliary Saturday evening, November 15, was

one of the prettiest affairs ever given at the clubhouse. Miss Betty Williamson, Chairman, assisted by a capable committee, worked hard to make it an evening long to be remembered. The ballroom was beautifully decorated and the novelties of colored paper caps, balloons, clappers, whistles and ticklers given out caused much amusement. Refreshments were served and everyone enjoyed dancing to the irresistible music furnished by a syncopated orchestra.

Our Calendar

Regular monthly meeting Thursday evening, December 18. A Christmas Party in charge of the Program Committee will follow, so come and bring your girl friends.

Annual Reception and Dance to the Surface Lines Club, Saturday evening, January 17.

Regular monthly meeting Thursday evening, January 15, program in charge of Shops and Equipment Department.

Don't forget the swimming and gymnasium classes every Thursday evening except the third Thursday.

Club House Bowling League Standing—Week Ending November 30, 1924

Teams	Games Per		Ct.	High	Total	Aver.
	Won	Lost				
Gen. Office	18	6	.750	775	17164	715
Shops	16	8	.667	780	16724	697
Track	10	8	.556	786	12531	695
Accounting	8	10	.445	769	12135	674
Claim	8	16	.333	746	16027	668
Engineering	6	18	.250	790	16040	668

Individual Standing 9 or More Games

Name & Dept.	Games	High	Total	Aver.
Dillon, Accounting	9	177	1370	152
Flood, Gen. Office	24	191	3632	151
Nattinger, Claim	18	197	2723	151
Dinneen, Track	18	183	2699	150
Carr, Shops	15	183	2247	150
Sears, Gen. Office	21	192	3143	150
Schlachter, Track	18	187	2690	149
Klatte, Gen. Office	24	178	3499	146
Gerred, Engineer.	24	179	3496	146
McKenzie, Claim	15	185	2176	145
Vitalie, Gen. Office	24	190	3440	143
Hewitt, Track	15	188	2144	143
Goldberg, Shops	24	204	3414	142
Volland, Account.	18	187	2559	142
C. Gurgel, Shops	24	181	3403	142
Johnson, Account.	12	191	1695	141
Isacson, Engineer.	24	189	3369	140
Colgan, Claim	21	175	2912	139
Wolfe, Track	15	198	2060	137
Fischer, Engineer.	24	173	3218	134
W. Gurgel, Shops	24	181	3216	134
Powers, Accounting	18	165	2394	133
Heskins, Claim	21	156	2801	133
Figg, Engineering	24	196	3183	133
Malmquist, Acct.	18	157	2346	130
Lewis, Gen. Office	24	162	3072	128
Carrigan, Shops	12	164	1534	128
Crump, Claim	24	162	3036	127
Abbott, Track	9	165	1133	126
Donohue, Engineer.	12	146	1505	125
Rumatz, Track	15	144	1805	120
High Team Aver., 3 games...	Accounting	769	1/3	
High Team Game.....	Engineering	790		
High Individ. Aver., 3 games...	Nattinger	179		
High Individual Game.....	Goldberg	204		

Parkway Bowling League

Standing of Teams and Individuals as of
November 20th, 1924

Teams	Games		Per Ct.	High	Total	Aver.
	Won	Lost				
Engineering	22	4	.733	932	24609	820
Electrical	17	13	.567	918	24355	812
Shops	16	14	.533	887	23836	795
Accounting	14	16	.467	930	23873	796
Claim-Treas.	14	16	.467	922	23992	800
Time-Table	7	23	.233	822	22533	751

Individuals

Class A

Bowler & Team	Games	High	Total	Aver.
Alexander, Eng.	30	227	5461	182
Fish, Claim- Treas.	24	217	4245	177
Eger, Claim-Treas.	15	200	2644	176
Schick, Elec.	21	214	3641	173
Rubey, Shops	30	244	5196	173
Sigwalt, Shops	30	242	5171	172
Platt, Eng.	30	231	5107	170
Davis, Elec.	30	203	5092	170
Rogers, Elec.	23	190	3868	168
Fick, Accounting	21	224	3510	167
Bonhomme, Eng.	24	234	3967	165
Neusel, Shops	30	202	4942	165
Luebkeermann, Acct.	30	216	4841	161

Class B

Bowler & Team	Games	High	Total	Aver.
Pfauss, Time-Table	30	214	4932	164
Hopke, Acct.	27	188	4382	162
Schroeder, Elec.	30	233	4865	162
Altemus, Claim-Tr.	27	200	4337	161
Ryan, Claim-Tr.	30	214	4789	160
Boal, Time-Table	27	187	4292	159
Ambler, Eng.	30	224	4713	157
Wilson, Acct.	27	222	4208	156
Jann, Acct.	21	212	3251	155
Commack, Time-T.	24	192	3712	155
Reiter, Acct.	24	207	3681	153
Schenck, Elec.	30	211	4593	153
Lee, Claim-Treas.	23	208	3432	149
Lindstrom, Eng.	30	192	4448	148
Gibes, Shops	15	177	2166	144
Wendt, Shops	27	199	3888	144
Excell, Time-Table	21	186	2981	142
Bell, Time-Table	18	190	2553	142

High Team AverageElectrical	895
High Team GameEngineering	932
High Individual Game Class A—Rubey..		244
High Individual Aver. Cl. A—Alexander		204 $\frac{2}{3}$
High Individual Game Class B—Ambler.		224
High Individual Aver. Cl. B—Schroeder		197 $\frac{2}{3}$

Many a True Word, Etc.

"Papa, what is a low brow?"

"A low-brow, my son, is a person who likes the funny papers, snappy stories, girl shows and the like and doesn't mind saying so."

"And what's a high-brow papa?"

"A high-brow, my son, is a low-brow who won't admit it."

Very Simple

"Jack wants me to learn all the traffic rules, but I think that would be foolish," said Mrs. Cutie.

"Why, foolish?" asked a friend.

"Why, it's much easier to let the officers explain them to you."

CHRISTMAS CHEER

They are coming from the mountain,
They are coming from the plain,
To spend A Merry Christmas
In our old town again.
For a kindly word of welcome,
For a little helping hand,
They will say to all their kindred
We're the finest in the land.

They're not trained to step so lively
As the folks who live in "Chi."
They will be a little awkward
And the step will seem so high.
So let's make their stay as pleasant
As we can while they are here,
And they all will praise and bless us
For our kindly Christmas Cheer.
John Clark, No. 2,
Devon Station.

A NEW YEAR'S TOAST

Another year we have traveled
Through wind, rain and sun;
We have had troubles and sadness,
Also pleasure and fun.

We had our little ups and downs,
Such things we should forget;
Hasty words we often say,
But in time we all regret.

Friends, we have great many,
We all have no doubt;
But they are few and far between
When we are down and out.

Don't let us look at the dark side,
But one that's clear and bright;
The Old Year has gone and left us
And the New Year starts tonight.

So please raise your glasses
And drink with a hearty cheer:
Here's Health, Wealth and Happiness
Throughout the coming year.

H. Spethman,
Lincoln Station.

Twelve Things to Remember

1. The value of time.
2. The success of perseverance.
3. The pleasure of working.
4. The dignity of simplicity.
5. The worth of character.
6. The power of kindness.
7. The influence of example.
8. The obligation of duty.
9. The wisdom of economy.
10. The virtue of patience.
11. The improvement of talent.
12. The joy of originating.

"How do you get on with your wife?" asked the friend.

"Pretty well," replied the other. "She is a member of twelve different clubs and societies. I see her for about an hour each day."

"Poor chap," said the other man feelingly.

"Oh, an hour soon passes," was the cheerful remark of the husband.

—Pittsburgh Chronicle-Telegraph.

Departments and Divisions

Engineering

The heartfelt sympathy of this Department is extended to Lawrence Francouer, in his bereavement over the death of his wife.

Wreck Wagon Driver Harry Lynch, who underwent an operation at the Lake Side Hospital, expects to be home very soon. Glad to hear it Harry.

"Horseshoe" Raymond McCutcheon, who was injured when a freight train hit a North Avenue car, is getting along very nicely.

Motorman Chas. Olson was called to Hobart, Michigan, where his father is very sick.

Trolley Tender Johnny Meehan is the proud father of a baby boy. Congratulations Johnny. If they moved Illinois Street one block North, wouldn't it be Grand? However, if they moved Chicago Avenue one block South it would be Superior.

B. H. Lindstrom has finished his catch basin. He was very much worried for fear the frost would catch him. We have no photo for this issue.

As, bowlers, Messrs. Donohue and Figg are fair checker players.

Electrical

Mr. J. Z. Murphy left Tuesday night, November 18th, on the Santa Fe California Limited, for Phoenix, Arizona, arriving there the following Friday. Mr. Murphy withstood the long trip very well. From time to time we will let his many friends know how he is progressing.

Mr. John Griffin had an operation performed on his head a short time ago.

Competition became too strong so Harry Debus went and bought himself a brand new Ford Coupe. Harry says that the car is also a great help in getting that weekly supply of Fanny May's candy out to Berwyn.

Ask Walter Carrigan about a good place to eat. If you are real diplomatic about it he may give you a telephone number.

Jim Smith says that his good Maxwell will do 60 forwards, 40 reverse and 59 sideways. We don't doubt it in the least.

We wish to extend our sympathy to Ralph and Archie Smith in their bereavement over the loss of their mother and grandmother.

Material and Supplies

Bert Long and Joe Muth have had considerable sickness in their families lately. However, we are glad to report in both cases, the patients are well on the road to recovery.

Edward (Shorty) Van Wiele has taken unto himself a wife. He was married to Marie Gietal, November 12th, 1924. The boys at the West Shops presented him with a case of cutlery. Congratulations.

Mr. and Mrs. L. Gasper had a little party all their own a few weeks ago, on account of the Bride's birthday. Gee, the honeymoon is lasting quite a while.

George Austin came to work the other day with a big smile and a box of cigars. The

reason was a baby girl weighing 7½ pounds. Congratulations, George.

D. J. Dillon was transferred from the Requisition Division, North Office to Storeroom "H," 78th and Vincennes. We wish him success.

Annette Poltrack has bobbed her hair, and Florence Volke has been threatening to cut hers for the past two weeks, but has not got around to it yet.

Accounting Downtown

The employees of the Accounting Department extend their heartfelt sympathy to Mr. L. J. Francoeur in the loss of his wife, who died November 12th.

Mr. D. S. Warren of the Bookkeeping Department resigned November 15th.

We notice that Mr. J. J. Beatty is looking quite cheery which of course is due to the fact that he is a grandfather.

The boys in the Auditing Dept. are awaiting with anxiety the coming of the first news of good ice skating. Otto F. Stach will offer Lester Heckendorf a 200 yard handicap and wagers to beat him over a five mile course by at least 200 yards. Betting is heavy on both sides. Otto says it's not so much for the money involved but to show the boys he is still one of them.

A very pleasant and enjoyable evening was spent by the girl employes at a shower on Miss Phyllis Meagher at the home of Miss Ada Marsden, who with Miss Ruth Wohlford made all arrangements. Miss Meagher received many beautiful gifts. Miss Meagher will be married to Mr. Thomas Howe on Saturday, November 29th, 1924. She will continue on in her position.

Two of our boys Messrs. R. L. Hill and Wm. Wilcox took Dr. Leeming's gas treatment for their colds both agreed that they were much benefited. "You can do it better with Gas."

Mr. Edw. Sheehan is serving as Jurymen in Superior Court.

Misses Agnes Samek and Ada Marsden took advantage of the offer extended to procure one half reduction on Grand Opera Seats. They said, "Let us in on reductions on future performances."

Miss Clara Rostron returned to her position November 3rd, after a leave of absence from October 7th, account of the illness of her mother. We are glad to have her back.

Accounting—North Side

A. E. Johnson, who had an operation, is now convalescing at home, and we all hope that he has a speedy recovery.

A. W. Malmquist and G. Kinsman expect to do some extensive touring this winter as they have both bought heaters for their machines.

Mr. Malmquist presented Mr. Maus with a new dog. We hope he keeps its springs well oiled so it will not break down like the last one.

Herbert Anderson returned from his vacation and reports having had plenty of SLEEP.

The sheiks surrounded Miss Lillie Valentine at her first appearance at the Club Dance. We want to see you there, often, Lillie.

Mr. A. C. Jann, who usually manages to be with the Boys once a month has taken his December "night out" in advance. S' matter. AI?

We understand Miss Hulda Youngstrom spent her Thanksgiving at her home in La Porte, Indiana.

Cottage Grove

The grim reaper is surely exacting his toll in the ranks of the "Old Guard." Joseph Apple died recently. He was born and raised in the city of Washington, D. C. Mr. Apple was a man of lofty ideals and had a wonderful personality. His greatest ambition seemed to be, to return to his birthplace, visit the historical places, the scenes of his boyhood and see his old chums once again. This he did now and then. We have lost a good friend, the Chicago Surface Lines has lost a faithful employee. He will be missed by many passengers.

The boys are still strong for Mr. Noonan. He never begins or leaves a subject in a spirit of criticism. Every man has some good in him and Mr. Noonan makes an honest effort to bring it to the surface.

Burnside

All the boys at Burnside extend their heartfelt condolences to the wife and family of Joe Gary, who passed away November 7th, 1924. Joe entered the service as a motorman May 3, 1893, and was a steady and conscientious worker up to the last day he worked. Over two years ago he was compelled to retire on account of his health.

Our sympathy also goes to Motorman Bob Richardson whose 19-year old daughter died recently.

Congratulations to Sam McBroom, who was recently appointed Supervisor, also elected daddy of a bouncing boy during the month of November.

The new 93rd and 95th Street Time-Table that went into effect Sunday, Nov. 9th, 1924, is working out splendidly. Everybody well pleased.

More runs for Burnside, due to the opening of the South Deering Extension Line. This Line operates from 112th and Torrence Ave. to 124th and Torrence Ave., where the huge Ford Plant is situated.

On the morning of Saturday, Nov. 8th, 1924, when the first scheduled car on South Deering Extension, made its way down Torrence Ave., Motorman Bill Morrissey on said car noticed a man waving a white handkerchief at him as signal to stop. As the car stopped the stranger stepped up and asked Morrissey where the cars stopped on that Line, but had no intention of boarding car at that time. Motorman Morrissey replied "We stop anywhere there is seven cents."

The Accident Prevention Meeting held at this depot on November 6th, 1924, proved to be a big success, as the attendance was exceptionally large. Many of the boys going without supper to hear Mr. Noonan speak.

Come One! Come All! You Checker Players and get into the Checker contest. Give your names to the superintendent.

We wish to take this opportunity to Congratulate the Electrical Dept. on their "Know Your Own Company Show" given at the Club House on Nov. 19th, 1924. The large number of Burnside Boys who were present, enjoyed the show immensely.

Seventy-seventh

Well boys, our bowling team has brought home the bacon again. On November 18th at Bensinger's Bowling Alleys our team proved their ability by winning three straight games from the West Shops. We take our hats off to our team.

We would like to draw the attention of the Club house bowling team that as yet we have not received an answer to our challenge. Remember Club House we got a chip on our shoulder, and the depot is full of sports, silently waiting.

We wish to announce the following challenges to any and all departments of the Surface Lines, who have the talent to compete.

A tournament of Billiards, Pocket Billiards, Pinochle, Checkers and Wrestling. In speaking about wrestling we would like to trot out Mr. E. J. Willette as we fear he will get rusty laying around, so we again bring to your attention that he is still on the pay roll of 77th street.

F. J. Anderson still claims he is still champion of Pocket Billiards. Is there anybody who is willing to dispute his word. Bill Leske said he is still in the going and wants somebody to say something about three cushion billiards.

As to the other challenges we're going to keep them up our sleeve. If these challenges interest any person or number of persons consult our secretary F. A. Knaus.

We had two safety meetings in our depot this month and am pleased to say they were largely attended. The trainmen said the instruction and pleasure they received well paid them for the time they gave to hear the lecture of Mr. Noonan. Trainmen who have not heard Mr. Noonan speak don't know what they are missing.

The following trainmen have joined the matrimonial business and like everything about 77th street they are bound to succeed. Mr. D. Burns, Mr. T. Burke No. 2, Mr. J. K. Allen, and our Big Fat Ex-Chief Clerk Owen T. Duncan, watch Owen get fatter.

The following trainmen have become proud papas: Motorman H. F. Sandstrom with a dandy bouncing boy and Conductor J. D. Sullivan with a little girl. Congratulation boys.

We are glad to say that Rusty McDonald is back to work again as saucy as ever.

Pete Stratton is still sick and any of the boys wishing to visit Pete communicate with Harry Brittain.

C. A. Gyyling.

Sixty-ninth

Motorman J. Whelan, and Conductor E. A. Kall claim the distinction of running the first car over the new 71st St. Extension, Nov. 20th—even if it was only a snow plow pushing back the mud. New 71st St. Extension started Sunday, Nov. 23rd.

By the time this issue reaches B. A. Beggan now a single man, he will be married—so he tells us. And we'll tell him he did a wise thing.

Archer

Mr. Victor T. Noonan, supervisor of accident prevention was with us on Nov. 12th, afternoon and evening. Our large club room was filled in the afternoon, and there was a good crowd in the evening.

Those who did not attend lost an opportunity of hearing how a great many accidents to human life might be avoided.

At this meeting Mr. P. J. Duffy, made a good point when he said: If every man does his share of the work there will be less accidents on that particular line he is running on. Remember this men and act accordingly.

Myles Callahan and Paddy Crinnion reiterated their determination to do everything they could possibly do to put Archer Ave. at the top in this accident prevention campaign.

Lawndale

One more of our good motormen passed away after a severe illness, John Hogan died Oct. 31st, 1924, at his home. The sympathy of the boys is extended to his family.

Conductor J. Jablonski has taken unto himself a "Better Half" and just returned from his trip to California, where he spent 30 days on his honeymoon. His only wish was to stay there.

Since the last issue of the magazine the following births were reported:

November 11, 1924, twin boys were born to the wife of Conductor H. Schomer, but we are very sorry to state that Mrs. Schomer passed away on November 12th. Both boys are doing fine. Conductor W. Jakoubek received a boy Nov. 15th and Conductor E. L. Brown received a boy Nov. 16th and Conductor M. Guilfoyle received a boy Nov. 17th, mothers of the last three are doing fine with their boys.

Blue Island

The Stork is still busy at Blue Island and has brought the following babies since last issue: To E. Gardner an 8-lb. girl on Oct. 10th; to M. Smiljanich an 8-lb. girl on October 26th; to H. Wandry an 8-lb. boy on November 9th, all mothers and babies well. To Q. Stejskal on October 21st a 7-lb. girl. Baby well but sorry to say that mother is still very ill and we all hope she will be recovered by the time this issue comes from the press.

If you have financial difficulties you ought to consult with Conductor Zalman, who is an expert in finance.

Supervisor of Accident Prevention Mr. V. Noonan made a very interesting speech on Accident Prevention at this depot on November 13th. The meeting was attended by all but 72 men whose runs did not permit them to Attend. The trainmen at Blue Island who heard Mr. Noonan speak, were very interested in his talks and are still reminding each other of different strong points brought out.

During the last Thunder Storm Motorman Klicman was about to leave home to report for duty when there came a flash of lightning and a heavy clap of thunder. His wife being very much frightened called him back several times thereby causing him to miss and catch a wonderful run on 18th street.

Motorman Winkleman wishing to give a friend of his a chopping block picked up the block and was about to put it into his new Buick Sedan when his wife stopped him for fear he would scratch it so he had to put it into a little ice wagon and walk from 22nd and Elmwood, Berwyn to 24th and Crawford and back again losing 5 pounds of his excess weight.

Days off are just like Sunshine
They freshen us no doubt,
They give us hope, and we don't mope
And wear the benches out.
Our hearts grow glad when we hear it said
"I'll stay at home and lie in bed,
And let some Casey get ahead."
So give us lots of sunshine,
As often as you can.
And you'll see how nice and pleasant
It makes the Extra Man.

J. Kamba.

North Avenue

Mr. W. Johnson has left on a furlough for California, ostensibly for his health, but may possibly make his residence there permanent.

Hurrah for the little ones. Mr. E. J. Priscal, a boy. Mr. P. F. O'Connor reports a 9-pound boy, Mr. D. O'Connor a girl, and Mr. Jepson a boy. Our congratulations to all.

Motorman Allee has no use for "Road hogs." Several weeks ago his auto, driven by Mrs. Allee and carrying other members of his family, was crowded off an Indiana highway into the ditch by a speed maniac. Mrs. Allee, her sister and several children were severely injured.

M. E. McNerney was shot in the leg while in the vicinity of 87th and Racine Avenue on November 4th. The bullet was a stray shot fired, he thinks, by school boys.

While off duty on Nov. 11th, Conductor Warren did a little innocent bystanding. He says he observed Motorman O. J. Daoust holding his (Daousts) car at a Boulevard until an old lady boarded, then missed the "Go ahead" signal, then endured a delay at the other crossing when an auto bumped the rear of the car after which he promptly obtained witnesses for his conductor and then went on his way. This was a very commendable display of patience on the part of Mr. Daoust and Mr. Warren is to be thanked for his "Praise to whom praise is due" policy.

Conductor C. McCarthy reports the arrival of a nine-pound daughter—the fourth one. He says they are all inclined to have auburn hair. Chips off the old block—so to speak.

Conductor Sam Amundsen, famous for his "Let us go phrase," has been confined to his home the past three months as the result of an automobile accident. A visit from some of the boys will help to cheer him up.

Mr. August Dettloff, who has been with the company 24 years and who is now night watchman at this depot, has returned from a trip to Danzig, Germany. He spent July and August over there and reports economic conditions far from good.

Cond. Joseph Fechter entered into the blessed state of matrimony last June and succeeded in keeping it a secret until recently.

Cond. Al Thorpe was married November 1st.
Cond. Walter Jahnke was married October 25th.

Cond. Philip Wade was married November 15th.

These men have the sincere well wishes of the North Avenue boys for their continued happiness and prosperity.

It is rumored that Frank Foley and J. Finley are the next to be entitled to congratulations.

They are the surviving members of the bachelors' club.

Don't forget Frank Lynch, who is in the Veterans' Home in Milwaukee. The more letters the better.

Cond. Joseph Motyka says that many a man has shortened his days by lengthening his nights.

With seven large, high class furniture stores, a five-story bank building and a movie palace second to none, west North Avenue is rapidly developing into the shopping center of the northwest side. No more can we be considered as being out in the "sticks."

The good will of the riding public is our greatest asset. A little courtesy and precaution in handling this same public will pay big dividends in good will.

Armitage

Christmas, with its usual shopping crowds is with us again. Why not give the ladies and kiddies a lift? Do it with a smile. Your wife and youngsters may be on the next car. Treat them as you would like yours treated.

Roger Ward is now a regular clerk at Armitage, and a regular married man too.

Mr. Noonan held four meetings at Division 9. All were well attended. His remarks were very interesting and to the point.

Supervisor Hoff has a bird, which when the cage is open, goes for his head. John claims it is a canary, but McHale says, "You can't fool a woodpecker."

News for the snow and ice fighters!

Our equipment has had radiators installed.

Elston

We were certainly glad to hear Mr. Noonan talk, and believe me he can talk. It was certainly enjoyed by everyone present. We hope that the next time Mr. Noonan comes around that Mr. Evenson will be well enough to be on the job, as the boys like to hear from the boss.

Since our janitor was a guest at the Club House on Oct. 15th, there witnessing "Finance, Facts and Follies," the play given by the Treasury Dept. he has kept the office and trainmen's room spick and span. I think he is afraid of our paymaster, H. Malloy, who took the part of the janitor.

For the month of October, Noble and Elston depots broke all its previous records for getting witnesses. Keep up the good work boys.

Motorman J. Coleman says he is a grandfather. How about the cigars?

We were very sorry to hear of the death of Conductor H. Torgerson's mother, who died at Clinton, Iowa. She was 88 years old. E. Cory's father died on November 25th.

Say! Steve Derinski, why did you buy perfume last Halloween?

It is with deep regret that we report the death of Motorman P. Whalen, who died November 14. He has been under the doctor's care for the last two years and just when everybody thought he was getting along fine, he had to be operated on and died.

Devon

Conductor H. F. Jurgenson and Miss May Bach have recently become man and wife. Congratulations.

Sam Snowden is making preparations for his annual jaunt to St. Petersburg, Florida.

The school car has been here and Mr. Eigelsbach has left some very helpful suggestions.

The following increases in families have been reported:

Louis Dobberstein, a girl; P. Sanders, a boy; J. Lynn, a girl and C. E. Roy, a boy. Mothers and babies progressing nicely.

Limits

On Nov. 4th the wife of Walter Stynusky presented him with a young son and on the same date Mrs. Brennan presented Johnny Brennan with a young daughter, born at the Murphy Hospital.

Johnny O'Connor was recently operated on for stomach trouble; is making good progress.

Fred Stickner and his conductor, Conti, hitched up the old Lizzie and went out hunting mud hens. They brought back one mud hen which the boys say was the victim of a gas attack from the Ford. Mrs. Stickner says hereafter she will buy ducks—it's cheaper.

Young Kane, the extra conductor, came very nearly getting married. He asked her if she could live on his salary and she said yes, if he could get another one for himself.

Mr. Hill is taking a correspondence course in oratory. Being vice-president of the Swedish Cycle Club it becomes his duty to present a beautiful stop watch to the retiring president thereof. We believe that Hill can deliver the goods.

A. E. F. Men Will Enjoy This

A staff officer while at the front saw a negro soldier who belonged to one of the Field Artillery Brigades which won a reputation for hard fighting. Knowing the fine work the brigade had done, he stopped to question the soldier.

"What do you do?" asked the officer.

"Ah's de do-tendah ob de swahzant cans," he replied.

"The what?"

"De swahzant cans."

It dawned on the officer that the man was in a regiment using a soixant-quinze guns, the French seventy-fivers.

"I see," he said, "but just what do you do?"

"Ah 'tends de do," replied the negro. "Ah opens de do' an' a man puts in de shell. Den a man pulls de lonyard an' de gun has its little say."

"Then what happens?"

"We all step back and we says, 'Kaiser, count yo' soldiers. Dey ain't all dere now.'"

Diplomacy Won

The Judge—"This lady says you tried to speak to her at the station."

Salesman—"It was a mistake. I was looking for my friend's sister, whom I had never seen before, but who's been described to me as a handsome blonde with classic features, fine complexion, perfect figure, beautifully dressed —"

The Witness—"I don't care to prosecute the gentleman. Any one might have made the same mistake."—P. K., Chicago.

FOR 1925

RESOLVE TO—

Think big,
Talk little,
Love much,
Laugh easily,
Work hard,
Give freely,
Pay cash,
And be kind
—It is enough.

—Emerson.



Merry Christmas
and
Happy New Year

