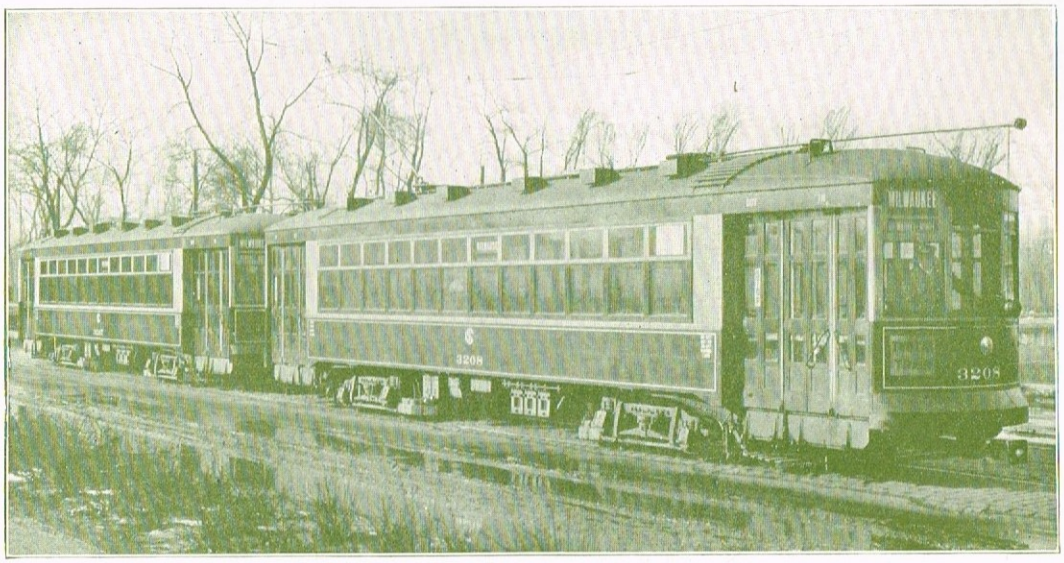
SURFACE SERVICE MAGAZINE

VOLUME 1 MARCH, 1925 NUMBER 12



New Two Car Trains

Multiple Units on Milwaukee Avenue





Seventy-five new cars recently purchased by the Chicago Surface Lines went into service on the Milwaukee avenue line March 2. Seventy-two of them are operated in two-car trains.

At the same time there was a material improvement in service on this line, which is one of the heaviest traffic routes in the city. During the morning and evening rush hours there is an increase of from 7 to 18 per cent in service and in non-rush hours from 69 to 109 per cent.

The cars are the latest type, costing $15,000 each. They have multiple control and safety doors interlocked with car control so that the cars cannot be operated until all doors are closed. In two-car train operation the doors are arranged for central loading.

The new cars are being used on Milwaukee avenue because officials believe that next to Madison street it is the best suited of any line in the city for train operation.

These cars are provided with safety automatic treadle devices for opening the doors. A "half portion" passenger is shown ready to alight. The new equipment is highly praised by the crews who have been assigned to them.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 1 MARCH, 1925 No. 12

From Our President

SO much has been achieved in improvement of service, promotion of better public relations and increased efficiency of operation that we may safely consider the year just closed the most important since the rehabilitation period following the adoption of the 1907 ordinances. City officials, newspapers and the public generally recognize the efforts being made in the interest of better transportation and agree that the physical properties are in splendid condition and fulfill all requirements of surface lines. The grateful appreciation of the management is due the entire personnel for the enterprise and loyalty with which obstacles have been overcome and policies carried out, often in the face of the greatest difficulties.

HENRY A. BLAIR
President

March, 1925

(From President Blair's Annual Report)

"Know Your Own Company"

Purchases and Supplies "Do Their Bit"

The Purchases and Supplies departments are forever insisting upon everything being "strictly up to specifications," and they practice what they preach. At least they practiced it at their "Know Your Own Company" night on February 24th.

Mr. Hamilton in his opening remarks suggested that the door of the auditorium had been enlarged so that those who did not like the entertainment could leave without danger of a stampede, but it was an unnecessary precaution. No one wanted to leave. Mr. Hamilton's introduction aroused anticipations of a pleasant evening and the number of encores proved that the anticipations were fully realized.

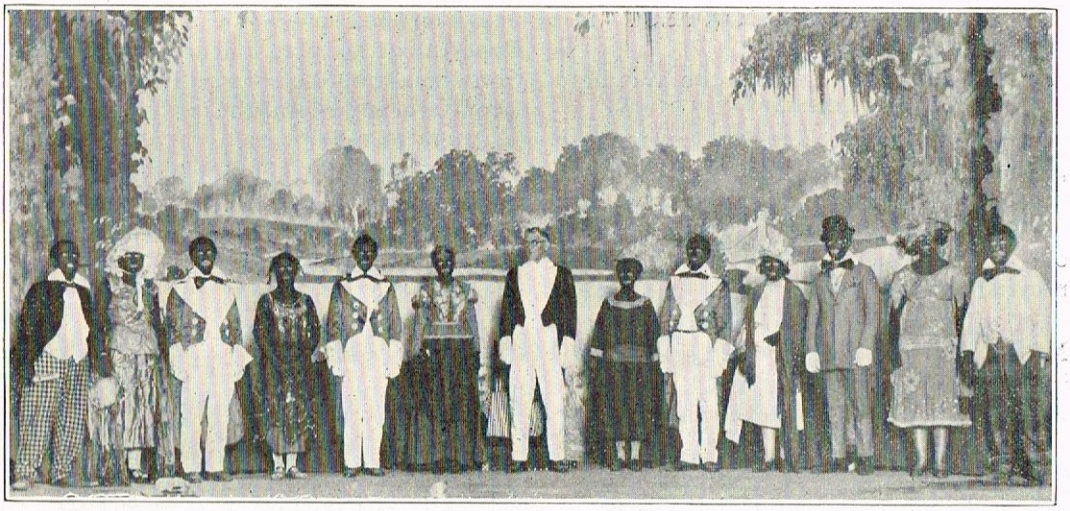


An abundance of talent was displayed. Margaret Hennum, J. R. Grainger, Annabella Saundley, C. A. Roehrig and Esther Kellerman distinguished themselves as soloists. The "Sweeping" Chorus, or rather quartette, A. McGhee, J. F. Buchanan, C. A. Roehrig and D. Dillon, was a tremendous hit. The dancing of Grace Wright Ruby, C. A. Roehrig and E. J. Van Wiele also proved very popular. The team Roehrig and Van Wiele was especially good.

G. W. (Primrose) Dunlap and his darktown belles and beaux, who had charge of the last half of the program, distinguished themselves.

But it was not all fun. Sandwiched in between other numbers on the program were talks by F. C. Evans on purchasing department statistics and W. L. Wuster on material and supplies. Both talks were illustrated with slides showing interesting facts. Mr. Evans pointed out that during the fiscal year just closed a total of 17,225 purchasing orders had been issued, and 38,900 invoices amounting to over $6,000,000 had been recorded and sent to the auditor by the purchasing department. He also gave statistics on quantities of equipment and supplies purchased and showed the enormous increase in cost since 1914. Steel wheels, which could be bought in 1914 for $15 each, are now costing $25.50, and axles which could be bought in 1914 for $1.55 per 100 pounds now cost $5.27. The price of steel rail has increased from $39 to $59.30 per gross ton and malleable iron castings from $2.85 to $10 per 100 pounds.

Mr. Wuster reported that 2,627 carloads of materials and supplies have been received at the various store yards and 258 carloads shipped out. There were some interesting statistics on the amount of supplies issued. For instance, a total of 25,217 brooms were used in various



departments of the Surface Lines last year.

"Any Morning in the Purchasing Department" was entertaining and instructive, but if every day is like the one represented, the job of purchasing agent must be rather nerve racking. Mr. Sears as the purchasing agent, Violet Doolin as stenographer, E. J. Van Wiele, office boy; M. H. Tucker, porter; Lester Goldman, broom manufacturer; R. J. Brennan, L. J. Page, J. R. Grainger and A. McGhee, as salesmen, played their parts well. C. A. Roehrig as "Rachel" was clever.

The minstrel show, with Mr. Dunlap as interlocutor, indicated a great deal of preparation and rehearsal. Lester Goldman and M. H. Tucker were the end men, and Lilian Draper and Erna Karge the end girls. Besides the novelty dance given by Roehrig and Van Wiele, mentioned above, there were several other features and all of them good. J. McElwee, the whistling blackbird; Mary Topolinski, L. J. Page and J. F. Devery, caricaturists, and Misses Kellerman and Hennum, soloists, responded to several encores. The blackface talking act, presented by Lilian Draper and Mary Topolinski, brought down the house.

The music, by Carl Erickson's Syncopated Orchestra, was quite up to standard.

Miss Gertrude Shipley was director and William Schenk, assisted by I. P. Smith, had charge of lighting effects.

The committees were:

Reception Committee

C. J. Collins	Fred Nagel
J. W. Williams	O. Hoger
E. Plowright	H. Hoger
A. J. Stockley	C. Matthews
A. F. Kuster	B. Hintz
Miss V. M. Stanger	Miss Frances Canny
Miss M. Micetic	Miss A. Poltrack

Seating Committee

Miss A. K. Anderson	Miss A. Michaelik
Miss B. Cameron	Miss J. Mitchell
Miss V. Ficks	Miss E. Paslof
Miss M. Hederman	Miss M. Rogers
Miss C. Libner	Miss R. E. Wolgast

ARE YOU A MUSICIAN?

Executive Department Employes Who Can Play Are Wanted

If there are musicians in the office forces of any of the Departments who are proficient on any instrument they are requested to get in touch with Mr. Francoeur, of the Auditing office, who is organizing an orchestra for Surface Lines Company Nights. This is not intended to be a dance orchestra. Mr. Francoeur, as an experienced violinist, has an ambition to train a group of kindred spirits in the building of programs of standard numbers. This will be a fine opportunity for those who wish to develop their musical ability and broaden their experience in orchestra work.

OUR CHECKER CONTEST

Several Divisions Nearing the Windup

The game of checkers was never more popular at our depots than at the present time. There seems to be a general revival of the game all over the city. In our contest there are several divisions nearing the windup.

In order not to keep others waiting, MARCH 31 has been decided as the closing date. Therefore, if each chairman will send in all the score sheets promptly as soon as his division closes, it will help considerably.

It is hoped that in the April issue of SURFACE SERVICE the names of the Divisional winners can be printed, with the details of the finals to determine the championship of the Chicago Surface Lines.

If any small group or division has only a small number of players, these should play off their games at once. The winner of small groups will qualify just the same for the finals.

Send all scores through the Company mail to the CHECKER CONTEST, SURFACE SERVICE MAGAZINE, Illinois Merchants Bank Bldg., Chicago, Ill.

KEEPING 'EM ROLLING

Division Street Still Leads—Changes in the List

January was a hard month on equipment and the mileage per car pulled in was not as high as that for December. The Division street car house crew however, maintained its lead. Armitage, which was No. 3 on the list in the previous month, moved up to second place. North avenue made the most pronounced improvement by jumping from eighth position to third. Limits, second in the December summaries, dropped to fourth place, and there were minor changes in the remainder of the list. The record is one to stir the ambition and determination of every crew to keep its equipment tuned up and enable the Transportation Department to give our car riding patrons maximum service with a minimum of inconvenience in the way of forced transfers to other cars.

The Transportation Department on its part will use every effort to see that the equipment gets the best possible treatment to insure continuous and satisfactory service.

Following are the figures submitted by the Superintendent of Equipment for the month of January:

Rank Jan.	Rank Dec.	Carhouse	Miles Operated Per Car Pulled in Chargeable to Equipment Failure
1	1	Division	6,667
2	3	Armitage	5,814
3	8	North	4,444
4	2	Limits	4,429
5	4	Elston	4,348
6	5	Devon	3,774
7	6	Blue Island	3,650
8	7	Noble	3,236
9	9	77th	2,959
10	10	Kedzie	2,618
11	13	Rockwell	2,597
12	11	Lawndale	2,475
13	12	69th	2,217
14	15	Burnside	2,062
15	16	Cottage Grove	1,988
16	14	Lincoln	1,916

Red Has Greatest Visibility

A red light is more easily distinguishable at a distance than a light of any other color; green comes next, and then yellow and blue in order, according to a report of the Bureau of Standards.

The Bureau, in cooperation with the National Safety Council, the American Engineering Standards Committee and the American Association of State Highway Officials, has recently completed an elaborate series of visibility tests with a view to establishing a national code of colors for all signalling purposes, whether on vehicles, at railway crossings, or along highways. Such a uniform use of colored lights would, it is said, do much to prevent traffic accidents and promote the general safety, and it is for this purpose that the Bureau of Standards has contributed its work.

A study of several thousand individual tests, made with different observers, has shown not only that a red light is most readily distinguishable, but that it can be seen farther with less light intensity in the lamp than all other colors.

HALF OF A DOUBLE WEDDING

Conductor John Treadwell, Jr., and His Bride

Wedding bells have rung for another Surface Lines' employee, and the latest victim is none other than John Treadwell, Jr., well known and popular conductor of the Elston Avenue line, who was one of the principals in a double wedding on Thursday evening, February



MR. AND MRS. JOHN TREADWELL

19th, at the Merry Garden Ball Room, Sheffield and Belmont avenues. The lady in the case, until the evening of the romantic occasion, was Miss Ann Smith.

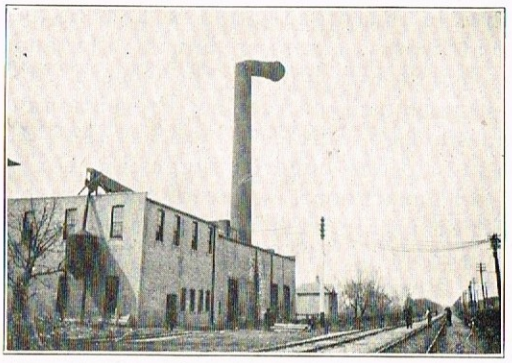
Treadwell's bride was beautifully attired in a gown of silver and old lace, while her bridesmaids and maid of honor were gowned in pastel shades of chiffon. Tiny flower girls and ring bearer added enchantment to the scene.

We take this opportunity of congratulating Treadwell and extending our best wishes to both him and his beautiful bride, and, as Judge Philip J. Finnegan (who performed the ceremony) expressed it, hope all their troubles be small ones.

A WAY-BACK-WHENNER

Do You Remember the Edgewater Stack?

Here are two pictures of other days. The first shows a section of the Edgewater power house stack caught in the air as it was being



wrecked by a crew from the engineering department. The big steel stock had been declared unsafe by the city authorities and it had to be materially shortened.



It was a ticklish job to bring down any part of it without damaging surrounding structures, but careful preliminary plans and a nice adjustment of tackle did the trick and the crew handling the problem is shown gracefully posed alongside the prostrate section of the big stack.

Parking 124 Years Ago

"No Parking" is not at all a modern slogan if we consider an ordinance passed April 19, 1800, by the city of Schenectady, N. Y., which fixed a limit of six hours as the time during which a carriage of any kind might stand on any street or alley "after sunset or in the daytime."

The ordinance of 1800 also provided that "if any carriage shall be permitted to remain in any of the said streets or alleys for a longer period than six hours at any one time, the owner or owners of every such carriage shall for every offense forfeit the sum of 50 cents."—Reading Pretzel.

ACCIDENT PREVENTION

Suggestion Boxes to Be Installed in All Departments

In order to make it easy for every employe in this organization to help in the great work of saving human life and prevent serious injuries, the General Advisory Council on Accident Prevention of the Chicago Surface Lines has decided to put up one hundred suggestion boxes in all departments. One of these boxes will be put in each department. Every train-room on all Divisions will have a box. Boxes will also be put in the repair shops of the barns, in the West and South Shops, as well as in the Engineering and Electrical Departments. Mr. Victor T. Noonan, Supervisor of Accident Prevention and Chairman of the General Advisory Council, has this to say about the new plan:

"I believe that the new accident prevention suggestion boxes will make a strong appeal to every man in our organization who wishes to give us his own personal thought on how accidents may be prevented. I know that the trainmen and employes of all departments will welcome these suggestion boxes which will put our accident prevention work in direct contact with each man. The boxes are made of metal and will be locked. On the outside of each box there will be metal containers to hold the suggestion cards and envelopes.

"It is important that the name, badge or payroll number be put on the card by the man making the suggestion in order that he may receive a special letter addressed to him in his own department acknowledging that his suggestion has been received and is to be given consideration.

"All suggestions will be classified, not only by departments but also according to the hazards or dangers reported. All important suggestions will be referred to the General Advisory Council and passed upon directly by that Council.

"Let me emphasize here that these suggestion boxes are not in any way to take the place of the present system of reporting by telephone any danger, hazard or condition that might cause an accident within a short time. All employes are urged when they see any condition that may cause an accident within a short time to report same by telephone to their own department head. Unsafe conditions may also be reported by telephone to Dearborn 8800—then ask for Mr. Noonan's office.

"Suggestions on the prevention of accidents may cover any of the following conditions: Defective mechanical equipment on cars, unsafe conditions on streets, unsafe practices, dangerous conditions around stations or barns and unguarded machinery. Every employe has some thought on how best to prevent some accident.

"YOUR THOUGHT MAY SAVE A HUMAN LIFE."

Mr. Victor T. Noonan has recently made addresses before the following organizations: Mothers' Club, Lincoln Center, Chesterfield Club, South Side, Furniture Movers and Expressmen's Association.

On March 1st Mr. Noonan addressed a public mass meeting in the First Congregational Church in Beloit, Wisconsin.

On March 13 he will address the St. Philip Neri's Catholic Woman's Club, and on March 17, Woman's City Club of Chicago. The topic at this meeting will be "Emphasis on Life."

Joint Meeting of Departmental Councils

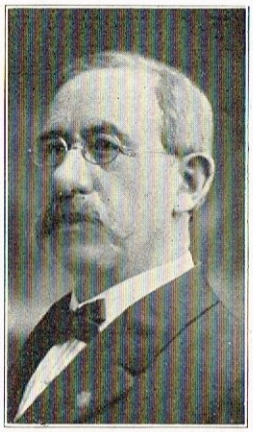
Mr. Noonan, Chairman of the General Advisory Council, is planning a joint meeting of all departmental Accident Prevention Councils in the near future. This meeting will be for the purpose of giving the members of the Departmental Councils specific instruction on their work.

FEWER FATAL ACCIDENTS during 1925 is the big thought back of all our Accident Prevention work this year. Your effort, no matter how small, may save a life.

THOMAS H. HEFFERNAN

A West Side Veteran Nearing the Fifty-Year Service Mark

Just before the money panic of 1873, Mr. Heffernan came to Chicago seeking his fortune. Finding a congenial partner he was soon engaged in business. Then the panic came, and with it adverse conditions which made it necessary to dissolve partnership and find steady employment. That is why on July 5, 1875, he became a horse car driver on Blue Island Ave. At that time this line went only to 15th St. It took one hour from downtown to make a trip. The same distance is made today in less than thirty minutes. Several bus lines operated then but not on streets occupied by street cars. In the year 1869 the Washington St. Tunnel was built for vehicles and pedestrians. Some of the buses were double-decked, but these did not use the tunnel. There was a cross-town line operated in the early days on Madison St. downtown and out Cottage Grove Ave.



THOMAS H. HEFFERNAN

In telling of the early horse car days, Mr. Heffernan relates the following story. The cars in those days did not have ratchets with which to set the hand brakes. One day I was driving south over the steep little old viaduct at 16th St., when an engine passing directly under us, frightened the team and they started to run away down the grade. Mr. Heart, the foreman, was aboard the car, and coming to my assistance, tried to hold the brake tight, while I managed the horses. But in spite of our efforts we struck a stone truck, tearing away part of the car. The foreman sent the car to the shops with an order to put a "'dog" on the brake. The car came back with a ratchet on the brake and a very decrepit cur dog tied to the rod with a large tag addressed, Compliments of Mr. Bernard McDevitt, Car Shops to Mr. Robert Heart, foreman South Halsted St. Station.

Mr. Heffernan has had several narrow escapes. One was in 1877 at 17th and Halsted, when a crowd of steam rail road strikers pulled the coupling pin and swung the team around, striking them, causing them to run away. In the excitement his hands became fastened in the reins and he was dragged a considerable distance until the team was stopped by Alderman Fred Lodding.

When the Health Department condemned as unsanitary, the practice of placing hay on the floors of street cars, to keep the passengers warm, the next method tried, was burning pulverized charcoal in pans under the seats. This worked fairly well until the pans became too hot, then the ladies imagined their skirts were scorching, so this was discarded.

Mr. Heffernan's career in street railroading has included several positions, some of special trust. For sixteen years he drove horse cars, was barn foreman one year, he was on the money wagon for seven years, then for four and one-half years he worked as an assistant store-keeper, he was on the money car for fifteen years and has worked as starter for over six years. By continuing in the service until July 5, 1925, Mr. Heffernan will have completed a half century record of faithful service.

Keep a Goin'

When you see your leader's gone and youv'e got a big street,
Keep a goin'.
You know you won't be done unless you keep working fleet. So
Keep a goin'.
It is sometimes aggravatin' to handle 'em with smiles. But
Keep a goin'.
There are some who always question the reason for the slow miles. But
Keep a goin'.
What a grand and glorious feelin' when you see a stray leader.
Keep a goin'.
He was just a minute stealin', now he is the preceder. To
Keep a goin'.
Success comes to those who try, but what happens to those who don't?
Keep a goin'.
But those who don't, and only say, Why? They will find out in time. They won't
Keep a goin'.

PETER A. KESLIN.
Devon.

"REFLECTED GLORY"

When the daring soldier rushes
Where the shells are falling round,
And rescues the wounded comrade
Lying helpless on the ground,
Every comrade likes to tell it
And the daring deed recall,
For the glory of his action
Sheds a halo o'er them all.

So it is with us, dear brothers,
Every service that we rend
Radiates a warmer feeling,
Gets us just another friend.
Every brother shares the blessing,
Of the grateful patron sent
From the humblest member of us
To our chief, "The President."

JOHN CLARK,
Devon Station.

TRIBUTE TO J. Z. MURPHY

Adopted by Railways Directors and Board of Operation

At the meeting of February 6 the Board of Operation of the Surface Lines and on February 11 the Directors of the Chicago Railways Company formally adopted the following tribute to the late John Z. Murphy:

The career of John Z. Murphy, one of our long-time and valued executive officers, closed at Phoenix, Arizona, on January 16, 1925, and final honors befitting a man of his wide acquaintance and accomplishments were paid his memory in Chicago January 22.

Born of humble parents in a log cabin in an obscure village of northern Illinois, the responsibilities of supporting a widowed mother fell upon his shoulders at a tender age. Handicapped though he was by an enforced abandonment of early educational opportunities, an unquenchable ambition filled his soul and stimulated a determination to win his way over all obstacles.

No position was so humble, no duty so arduous, no demand upon his time so exacting as to daunt his courage or swerve him from his purpose. Tow boy on the old Illinois Canal; railroad laborer with pick, shovel and bar; derrick fireman, marine engine oiler and finally a licensed steam engineer as he reached his majority—these positions marked the progress in his youth and early manhood. And in these hard schools of experience he did not limit himself to the mere routine discharge of his duties. Each place offered an opportunity for study of men, methods and problems, and thus was acquired the practical knowledge that formed the foundation for his future advancement.

From steamboat to steam railroad engineering was an easy and natural transition and great projects of the Northwestern gave him an opportunity in the broader field of civil engineering and railroad construction. A giant in physique, with the strength of two men, a remarkable ability in meeting emergencies and overcoming difficulties, won for him the high regard and confidence of those with whom he was associated. And his success in bridging the Platte River when older men of greater technical education had failed made him a conspicuous figure in the engineering world.

While thus engaged, the call of the sea became increasingly insistent and he returned for a time to lake and deep water activities, serving among other positions as chief machinist of the Morgan Ocean Liners. So passed several years and then he was chosen by the Pennsylvania Iron Works to supervise the installation of engine boilers and cable machinery for the West Chicago Street Railroad Company. He was then 32 years old and this marked his entry into the field of surface transportation. Three years later he became Chief Engineer of the West Side Company in charge of the construction and operation of all lines, and still later Chief Engineer of the Chicago Railways Company.

When electricity superseded the cable, Chief Engineer Murphy was ready for the installation and employment of the new power and through his technical studies kept well abreast of the developments of that wonderful field of mysterious energy. And in 1914, with the unification of the Chicago Companies, he was made Electrical Engineer of the Surface Lines, and this position he held at the time of his demise.

John Murphy's professional career was marked by an activity in which he never spared himself. Time meant nothing to him when there were tasks to be done. Twenty-four or more hours of continuous labor were frequent episodes in his devotion to his duties, and though advised in his later years that he was overtaxing his strength, he laughed at the fears of his family and friends.

There came a day when nature revolted; when resiliency was impaired, and there was an unmistakable warning to reduce the speed of the human engine. Then, though he would have chosen to meet the end on his feet, in the active discharge of his duties, he was forced to take the rest he had always denied himself, and during this period of relaxation on the sunlit heights of Arizona mountains, he fell peacefully asleep never to waken.

We valued him as an efficient and devoted member of our organization, and we honor him for his great hearted charities, which were disclosed to us only after he was gone.

We have entered this tribute to his memory on our official records and it is ordered that a copy hereof appropriately engrossed be forwarded to the members of his family with assurances of our deep and abiding sympathy.

OBITUARY

Terry Reilly, Badge No. 3438, Archer Depot

The passing away of Mr. Reilly on February 13th, after a very short illness, was a sad surprise to his many friends. At the time of his death he was first on the list of conductors for the longest record in point of continuous service at Division No. 5.

Mr. Reilly was born in Ireland and came to this country when nineteen years of age. He entered the service of the Chicago City Railways company January 1, 1885, over forty years ago. He never married, and made his home with his sister Mrs. Patton. Mr. Reilly held a run on the Argo line with Mr. William Maher and was equally as popular with a large number of patrons. He will be missed by his fellow employes and a host of friends.

A Tribute to a Comrade

The funeral of Charles Batemen occurred on Feb. 19th. Burial at Oakwood cemetery. Charlie was active up to a few days before his death. Charles Batemen hewed strictly to the line, played the game of life fair and square. This was a great asset in this life and a splendid heritage to those that follow. The beautiful and impressive services conducted by the Reverend Clinton Cox and his Masonic Brothers at the chapel and cemetery, will be treasured by his loved ones for all time. The

chief executives of the various divisions that Charles worked in were present to pay their last respects to one they honored and trusted. Our sympathy is extended to the widow and the rest of the family.

James Calder,
No. 16723,
Eberhart Ave.

THE TROUBLE SHOOTER

The Trouble-shooter! Genius of the blizzard-battered wires,
How seldom do we contemplate your part in our desires.
The lights go out, we beg for light, dependent all on you;
Dead words in voiceless telephones you make to live anew.

When Winter's frenzy sweeps the land, wire snap like snarling souls;
Ice lays a death grip on the lines, bends low the groaning poles.
Then, Trouble-shooter, comes the test of all the man in you;
The wire chief calls for warriors to fight the battle through!

Though dark the night and bitter cold, you go on Trouble's track,
Your only thought the job ahead—to put the service back!
Up ice-incrusted poles you climb, to broken wires you cling;
You wake numbed fingers with your breath and ease the bitter sting.

A thrill of triumph must be yours when, victor in the fray,
You hear the wire chief's voice come in and register "O. K."
How happy this old world would be if shooters such as you
Could take our human troubles out and trouble-shoot them, too!

—William Herschell in the Indianapolis News.

The Technique of Service

A new technique is coming in the business world—the technique of service.

Many of us have for years been trying to give service to our customers and the public; but we have been rather clumsy at it.

A very few of us have done it whole-heartedly and well.

Very few of us have really studied what service means, in all its details.

We say that it means courtesy and the Golden Rule, and giving people what they want in a pleasant way.

So it does, but it means far more than this.

It means new ways of pleasing, obliging and attracting the public.

It means more and more of personal touch, and less of cold blooded routine.

It means originality as well as courtesy; and inventiveness as well as good manners.

It means working out the spirit of friendship and applying it to all the details of buying and selling.

Service is as great a word as astronomy, and vastly more important to us, because people are of more consequence than stars.

Service is the noblest thing in business, as well as one of the most profitable.

—The Efficiency Magazine.

Stepping From Moving Cars

Why is it that the average person who has been hurt in deliberately attempting to board or to alight a car while it is in motion—

Will claim the next day, that the car was suddenly and negligently started by the Conductor, just as they were in the act of boarding or of alighting from the car while it was at a standstill?

Each year many people are hurt and some even are killed, because they will persist in attempting to board or to alight from cars that are in motion.

Consequently—

When you see women, children, aged persons, cripples, invalids or foreigners attempting to board or alight from moving car—shout to them—warn them of their danger—even grab them if it be necessary in order to prevent their jumping from the moving car.

In other words—prevent that accident.

But above all GET THE NAMES OF ALL THE WITNESSES YOU CAN IF AN ACCIDENT HAPPENS.

The Whys of Human Nature

Why is it that the average Surface-ite will make a big fuss over waiting six or eight minutes for a car, while that same person will wait on a street corner for forty minutes to an hour, for a taxi cab, and say nothing?

Why is it that some people are persistently harboring the thought that they are paying too much money to ride on a street car, when those same people will pay fortunes to ride in a taxi cab and never a kick out of them?

Speaking in a statistical way, do people realize that they can ride from one end of Chicago to the other end, eighty-four times for the same cost approximately that it would cost them to ride that distance once in a taxi-cab, and still they complain. Why?

A problem for scientists without a doubt.

Peter A. Keslin,
Devon.

Extravagance

"Look papa, Abie's cold is cured and we still got a box of cough drops."

"Oh, vot extravagance, tell Herman to go out and get his feet wet."

What She Saw

Margaret: I loked through the keyhole last night when Marion and Mr. Staylate were in the parlor.

Helen: What did you find out?

Margaret: The light.—Tennessee Mugwump.

Little Bill Sass, stepped on the gas,
On approaching the glistening rails;
But his motor turned bad, and our song becomes sad;
For they scooped his twin six up in pails.

BITS FROM OTHER CITIES

News and Views of General Interest

Safety Door Operation on the N. Y. Subway

The Interborough Company in New York has been giving a great deal of attention to safety methods on its trains. Among other important innovations is the Multiple Unit Door Control System of which the Interborough Bulletin has this to say:

In this new system the guard, instead of standing inside between two cars, now stands on steps built on the outside ends of the cars, and has a clear view of the station platform and of the passengers approaching his doors. Instead of three levers to operate and distract his attention, he simply has to press a button to either open or close his doors, an operation which he can perform while looking up and down the station platform outside of the doors he operates. The door, instead of closing with force dependent upon the strength of the guard, now closes with only the power required to move it.

Should a door be closed too soon, or should a hurrying passenger attempt to get through the closing door no injury can be suffered by the blow, because the edge of the door is rubber cushioned and the pressure of only a few ounces causes the door to automatically reverse its movement and reopen. In addition to providing greater safety this easy reversal of the door adds to the comfort and convenience of the passengers, for if a guard has set in motion the closing operation the passenger by pressing slightly on the edge of the door can reverse it and thus pass in or out.

Two or more cars can be joined together as a unit and the doors operated simultaneously. By this simultaneous operation of the doors the station stop is lessened and the carrying capacity of the subway increased.

The doors between the cars are open; and so the passengers can freely move from one car to another throughout the length of the train. Thus, the passengers also have access to the guard and the guard has access to the cars on either side of him.

How They Travel

Out of 35,252 customers visiting 13 of New York's department stores during a busy shopping hour recently, it was found that only 813 came by private automobile or taxicab. The others came by subway, elevated or other means of public transportation, or on foot. But it is safe to say that those 813, in reaching their destinations, occupied more street space than all the 34,439 other shoppers who used the more democratic and quicker means.—Interborough Bulletin.

California Smile Club Finds Courtesy Pays

You won't get a "ticket" if you exceed the "speed limit" in "smiles per hour."

Out in California they have organized a club with the object of speeding up the rate of good nature. The Courteous Service Club, they call it, but it is popularly known as the Smiles Club. All you have to pay as initiation fee is a smile and a cheerful disposition keeps up your dues.

"Always with a smile" is their motto. They find that a smile smooths the path of their every-day work and is so much more easy than a frown that—well,—why not? Smile!

To R. A. Balzari of San Francisco, goes credit for organizing this unique club which is composed of some 31,000 or more men and women engaged in the electrical industry.

Los Angeles Banishes the Horse

Dobbin is peremptorily banished from a district of several square miles in Los Angeles, California, under the McClintock traffic ordinance, effective January 22, but six months' grace is allowed for gradual enforcement of the new rules. During the six months horse-drawn vehicles are excluded from this area in rush hours.

The new ordinance also provides for traffic lanes and rules for pedestrians, the same as motorists. There will be "No walking" and "No standing" signs. Fine and imprisonment will be the punishment for disregarding them. The signs for pedestrians will be painted on the sidewalks.

Jaywalking is forbidden, and those who cross the streets afoot are to be compelled to signal their intention with upraised arm, just as autoists signal for turns. Some long street blocks will have pedestrian-crossing zones painted in the middle.

Experiment With Fewer Stops in Boston

The Boston Elevated Railway recently decided to try the skip-stop plan in Beacon Street for 60 days. Edward Dana, general manager, said:

"The number of stopping places per mile determines to a large extent the character of the service rendered. Service is slowed down and rapid transit prevented by observing a large number of stopping places. If a minimum number is provided power consumption is reduced, other economies follow and better service may be rendered. The greatest economy as well as efficiency of service can be obtained with between four and five stops to the mile.

"This principle is to be put into effect on one of the Boston lines, and it is estimated that a savings of $20,000 a year can be made."

Salesmen Must Not "Pass Up" Patrons

Trainmen of the Pittsburgh Railways, Pittsburgh, Pa., have been warned against the common fault of motormen in sometimes neglecting to stop for waiting patrons. The company says:

"Stop and consider the fact, and it is a fact, that you are salesmen, selling a useful commodity. It requires little ability to sell what the customer must have, but it takes real ability to sell a customer something about which he is indifferent or of the value of which he is ignorant. And it is true that many of our patrons are not compelled to patronize our cars. They have the choice of other methods of transpor-

tation. It is our job to make transportation via street car as safe, pleasant and speedy as possible, and so attract the greatest number of patrons. Just now we have the added incentive of a falling off in traffic, to spur us on. Be a salesman—and a live one."

GET RID OF THE BATHING BEAUTY

Auto Manufacturer Says Windshield Decoration Is a Hazard

President Hardy, of the Olds Motor Works, is a firm believer in safety methods, and he considers the bathing beauty sticker is an obstruction to clear vision. Here's what he has to say about it:

"No one knows why the bathing girl on the windshield has grown to be so popular—but there she is, alone or in groups, fat or thin, seductive or comic. And wherever she is, she constitutes a hazard, because she shuts off a certain amount of view, and makes a 'blind spot' that may very well be just enough to cause an accident. Unimpaired sight is man's most blessed sense, and why anyone, anytime, anywhere, anyhow wants to deprive himself of its fullest possible measure is something that seems to me impossible to understand.

"In the old days of chivalry, if a knight wanted to make an especial impression on his lady fair, he sometimes went into battle with a patch over one eye, under a vow that he would not remove it until he had done some great deed of valor. It is a matter of fairly easy guess that the mortality among these temporarily one-eyed knights was fairly heavy. Foolish as these gentlemen were, they at least risked only their own skins—and lives—for their opponents had all the advantage. But the man who partially blinds himself by blocking off part of his vision while he is driving an automobile is risking not only his own life, but the lives of other people—and that's the important thing, for many of the idiots who plaster their windshields with posters could very well be spared. In fact, their removal would do away with a very preceptible hazard in public safety.

"The automobile is a servant—not a toy—and it should be equipped to serve. Dangling red devils, stuffed Andy Gumps and all the rest of the trash that is sold to hang inside automobile windows constitute a driving hazard and ought to be prohibited by a universal law, as they are now in several states. It seems a remarkable thing that it should be necessary to enact legislation to keep a man from deliberately shutting off part of his own eyesight, but that is what has been forced upon the states by the double short-sightedness of some of their citizens.

"If a driver needs anything in the world, even before average intelligence, he needs a clear vision ahead, behind and at the sides. The modern automobile as it reaches the owner offers him this. And anything that interferes unduly with it is to be condemned."

PREVENTING POWER WASTE

H. Gierahn Leads at Noble Depot for February

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



MOTORMAN GIERAHN

Line	Run No.	Name	Badge No.
Entire Division ...	3	H. Gierahn	4985
Ashland Division..	3	H. Gierahn	4985
Morgan-Racine ...	122	H. Newbauer ...	8997
Noble	130	F. Storm	8178
Extra men.		M. Taylor	3777

SURFACE SERVICE MAGAZINE

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

A GRACEFUL TRIBUTE

President Blair concludes his annual report to the Board of Operation with a graceful tribute to the entire personnel of the organization for the loyal support given the management during a trying twelve months. SURFACE SERVICE quotes the paragraph in full on the first page of this issue in order that every reader of this Magazine—and that means every employe of the Surface Lines—may have a fuller realization of President Blair's attitude toward the rank and file of this great utility. It emphasizes the importance of individual effort in our various fields of activity, and applies with equal force to the department head and the humblest subordinate. And it discloses that the object toward which we are all working—service to the public—can only be achieved by an unselfish and honest discharge of every duty, be it great or small, by every individual who has the honor of being identified with what distinguished engineers have declared to be the finest surface transportation system in the world.

WE ARE ONE YEAR OLD

It would be ungracious on our part, if, with Number 12 of Volume One, marking the close of our first year, we failed to express our gratification over the interest that has been manifested by the members of the Surface Lines family in their own little publication. Apart from the letters and personal expressions of good will there has been a widespread effort on the part of scores of contributors to provide interesting and timely material for our readers. To all of these we extend our thanks with the hope that they will continue their efforts during the months to come.

COURTESY IN 1924

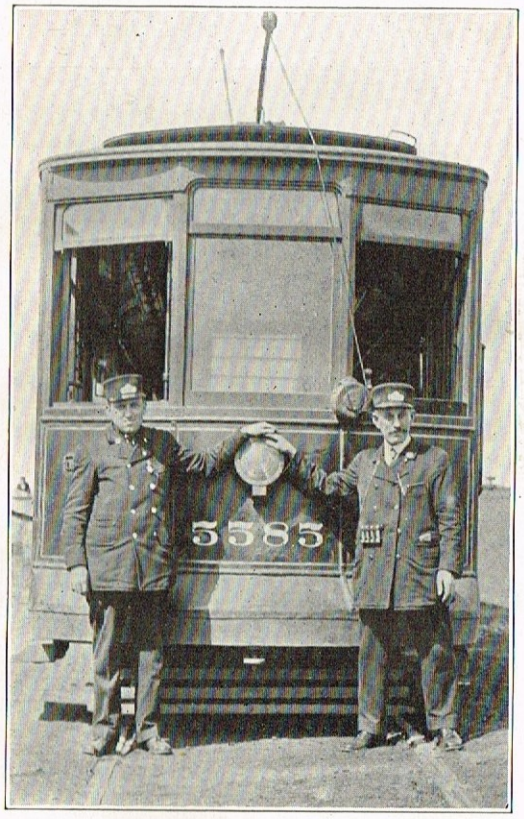
During the last calendar year the Surface lines received 1295 letters charging employes with discourtesy to our patrons. During the same period there were 421 letters of commendation. We have comparative figures of this character from only one other large city—Boston. In that home of intellect and education where the standard of responsibility to one's fellow man is higher than in any other metropolitan center, perhaps, the Boston management received 1363 complaints of discourtesy and there were but 90 letters of commendation during the 12 months. When it is considered that we have 11,500 trainmen in contact with the public here against 4,000 in Boston the comparison is distinctly favorable to Chicago, although Boston carried only 328,000,000 passengers against 830,000,000 here. This does not mean that the Surface Lines should be satisfied with the showing. When it is remembered that courtesy is the cheapest and most effective lubricant in preventing friction between the public and the employes there should be a determined effort to reduce the causes for criticism and at the same time give compelling evidences of considerate treatment that will increase the work of the man on the Courtesy Desk.

"To know what to do is
WISDOM;
To know how to do it is
SKILL;
"To do it as it should be done is
SERVICE"

"THAT REMINDS ME"

"Old Timer" Stuff in "Surface Service" Is Stirring Memories

The reaction from the stories of other days that have proved an interesting feature of various issues of SURFACE SERVICE MAGAZINE is indicated in a number of ways. There have been inquiries relating to the earlier operation of various types of equipment and as to the whereabouts of former employes. Then, too, various present day employes with long and honorable records of service have been digging up old time photographs and have been contributing interesting chapters from their own experiences.



MOTORMAN ZIMMERMAN CONDUCTOR MCCORMICK

We present this month a letter from Conductor M. McCormick, Badge No. 1396 of Archer depot who chats entertainingly of the stirring 80's and recalls familiar figures prominent a generation or more ago. The allusion to P. J. Duffy's whistle will appeal particularly to the present Central Division Superintendent.

Reading the February SURFACE SERVICE MAGAZINE sets me to thinking of the time I started as a conductor with the West Chicago Street R. R. Co. I was born and grew up on the farm in DeKalb County, Illinois, Clinton Township, and, like some of the other young men, became enamored with city life. So in the spring of 1886 I came to Chicago, and looking around for some time I finally got a position as conductor. At that time Mr. J. K. Lake was Superintendent. I was placed at the old 12th Street Station on Ogden Avenue, just south of 12th Street. Mr. Land was foreman and had about 1,000 head of horses in charge.

My first run was on Ogden Avenue downtown by way of Randolph Street to State Street, and it's well I remember Mr. P. J. Duffy; at that time he had charge of all the lines coming to State Street and started them on their return trip. "No Sniping allowed either." Every conductor knew when Mr. Duffy gave the whistle it was time to start his car, and he was some whistler, believe me. At that time the office was at State and Randolph Streets, northeast corner, where the Masonic Temple now stands.

I remember quite well the Haymarket riot. I was running an Ogden Avenue car trailing on a Madison Street cable train at the time. There was some commotion, believe me. Chicago Day, the picture of the cable train looks as it was, with the people on the roofs of cars. I well remember, as I was selected as a special police officer from the Lawndale Barn on that day, stationed at State and Madison Streets to see no one got injured getting on or off the west side cars. The Madison Street cable curved north on State at that time.

I remember Mr. Michael Harrington as a motorman on an open end platform with just the roof projecting over, which was called the hood, and he wearing a heavy sheepskin lined coat, looked like some Eskimo.

Along about 1888 I changed ends and was motorman on the little dinkeys pulling trailors to the Madison Street cable line. So ultimately I quit and was away for some time.

I have observed while in the service the number of men who quit and in a year or two they come back again and are very glad to be taken back, as they find they are not qualified nowadays for the business world, which proved to be my case.

On July 25, 1908, I returned to the service again through the kindness of Mr. Hertzog and Mr. Weatherwax, who placed me at 39th and Wabash Barn, with Mr. D. F. Bowles, who was then Ass't Superintendent. The following year, on April 16th, the Archer Avenue Barn was opened for business and I signed with several others for Archer. Mr. Bowles looked to me to be a good man to follow. Mr. S. G. Irvine was Superintendent of the Division at that time and soon after was put in charge at 69th, so Mr. D. F. Bowles was made Division Superintendent.

I remember I was working on 47th Street the 16th day of April, 1909, when we got orders to pull into Archer Avenue, and it sure was some experience, as Western Avenue was like some

country road, ditches on both sides and full of water, and it was some job to locate the cross-overs and switches at Archer and Western Avenues. I guess the boys who came from 39th will remember.

Well, things have been going smoothly for the past 16 years of service and have not had a serious accident in all this time, but some narrow escapes.

WHEN IT SNOWED

Reminders of Storms of Other Winters

We have been fortunate in escaping heavy snow storms during our three months of winter. New York City, on the other hand, has been buried under great drifts half a dozen times and the traveling public has experienced all sorts



of delays and inconveniences in getting about.

Our snow equipment has been ready at all times, and on the few occasions when conditions were threatening, had no



SNOW PLOW GANG AT LUNCH

difficulty in clearing the tracks all over the city. Not only were the tracks freed



WESTERN AVENUE AND DEVON JAN. 10, 1918

from snow for the benefit of the car riders, but as always, miscellaneous vehicular traffic promptly adopted the snow-free tracks as the most convenient highways, with the usual result—increased interruptions of our scheduled operation.



SUPERVISOR FRANK WALKER "UP AGAINST IT"



A HUSKY SHOVEL GANG

The accompanying pictures will arouse memories of other and tougher winters.

A Good Lawyer

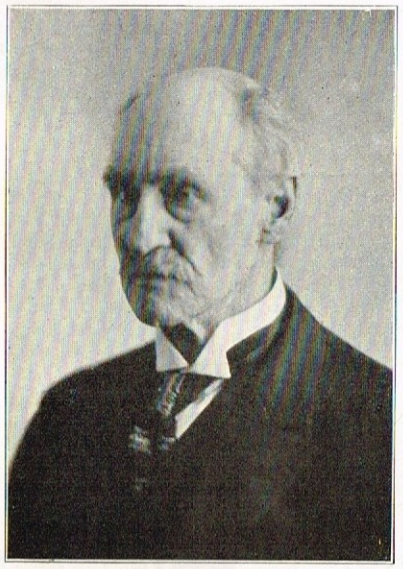
Judge: "Are you guilty or not guilty?"

Prisoner: "I was going to plead guilty, your honor, but my lawyer has convinced me that I am innocent."—Selected.

LOOKING BACK FORTY YEARS

George Dodson, a Veteran of the Stables Department

It would be difficult for Mr. Dodson to try to remember the time when he was not intensely interested in horses. As a boy seven-



GEORGE DODSON

teen years old he rode his first steeple chase in England.

No doubt there are many residents in Chicago who have lived here long enough to remember some of the fashions in vogue forty years ago. Some can easily recall tallyhos drawn by high-stepping six-horse teams, with driver and attendant in livery. If you can remember seeing such sights forty years ago, no doubt you often saw Mr. Geo. Dodson with both hands full of reins driving the sporting element out to the race-track. The outfit represented all that he and his partner owned of this world's goods. But that business, like others since, has had its high and low marks of popularity.

After selling out and looking around for suitable employment, he applied to Mr. Yerkes in July, 1885, very nearly forty years ago. He was placed in charge of the teaming and hauling of material for the North Chicago Street R. R. Co. During the construction and dismantling of the cable systems, Mr. Dodson found his busiest periods of labor.

We are told that a good auto-mechanic can start the engine of an automobile, and by laying a hand on the hood, determine whether it is working normally, and if not what the trouble is. As intricate a piece of machinery as the modern automobile is, the horse is far more susceptible to various disorders and necessitates more careful handling. There are still among us some lovers of horses who are able to tell by the general appearance and actions of a horse whether it is in good health, and if not, what the trouble is. Mr. Dodson is a modest man and not given to boasting. But it is known that at one time in one of our horse barns there were thirty-six horses down with influenza so bad that hope of their recovery was dispaired of. However, Mr. Dodson was called in and personally took charge of them. Not one was lost.

At the time of the change from horse and cable-power to electricity, Mr. Dodson had charge of the selling of the horses. Some fairly good horses sold then as low as fifteen dollars each.

Mr. Dodson's ambition has been to be always on the job ready for any emergency. For years he lived in a room fitted up at the Illinois and LaSalle Horse Barn, where he could be at hand night and day in case of fires in the loop or cuts in the cable. In those days trouble in the loop caused considerable towing over the bridges and from Clark to Wells Street.

Although he is now over eighty-two years old, Mr. Dodson has a remarkable memory and a very alert mind.

When Are You Old?

"When is a man or woman old?" One man answers that question this way: "You are old whatever your age, when you automatically reject a new idea with 'I don't believe it!' You are old when the happiness of others no longer interests or gives you pleasure, when life looks gray, when you lose confidence in human nature." Concrete is old when it is hard and set, and it is the same with the brain of man or woman.

Blessed is the man who has the gift of making friends, for he has then the power of going out of narrow self, and seeing and appreciating good in others.

Too much content with one's lot is not good. It deadens the spirit of enterprise and achievement. But too much discontent burns up the soul in the fire of envy and unhappiness.

Fretting is like a rocking chair, you can do a great deal of agitating in it without getting anywhere.

—Dr. D. E. Croft.

Luck

"I never knew an early-rising, hard-working, prudent man, careful of his earnings, and strictly honest, who complained of hard luck. A good character, good habits, and iron industry are impregnable to the assaults of all the ill-luck that fools ever dreamed of."

—Addison.

The Gallant Way

"You have heard what the last witness said," persisted the lawyer, "and yet your evidence is to the contrary. Am I to infer that you wish to throw doubt on her veracity?"

The policeman waved a deprecating hand.

"Not at all," he replied. "I merely wish to make it clear what a liar I am if she's speaking the truth."

HAVE YOU THE CRAZE?

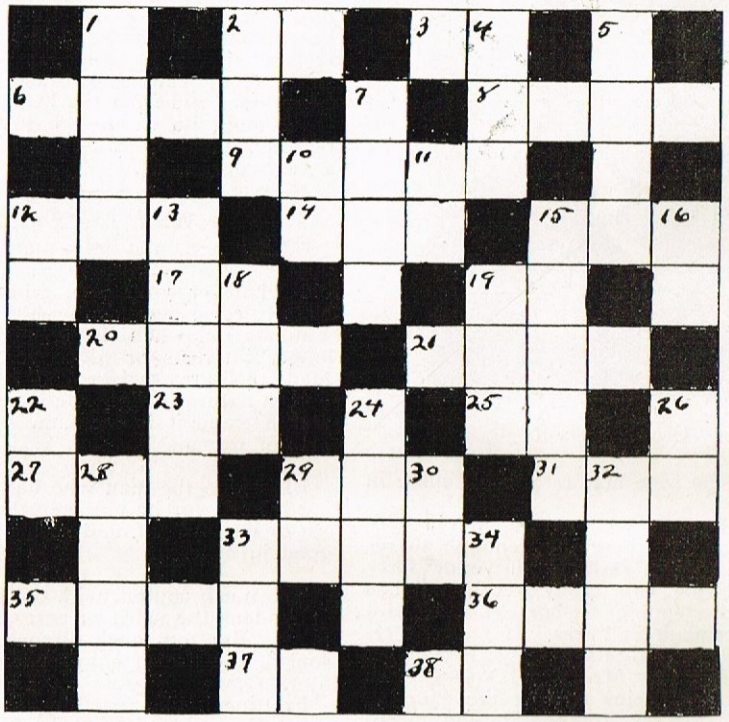
A "Surface Service" Reader Submits a Cross Word Problem

Correspondent Spethman of Lincoln may be "starting something." At any rate he has submitted a home made cross-word puzzle for the consideration of the Surface Lines family. Tom Masson, the famous humorist, who has made a study of this form of mental jazz, provides the following definition of the craze:

"The cross-word puzzle is an intensively rectangular but essentially heterogeneous concatenation of dissimilar verbal synonymic similitudes, replete with internal inhibitions, yet promulgating extensive ratiocination and meticulously designed to promote fulminative vituperation, dispel hebetudenosity and develop speculative, contemplative, introspective, deliberative and cogitative faculties."

When you are able to play that on your saxophone with one hand, you might lay aside the instrument and tackle Mr. Spethman's contributions. Solution in the April issue:

SPETHMAN'S TEASER



DOWN

1. A tree common in Java
2. Having Eaten
4. Observe
5. Part of the body (plural).
7. A spiced ale
10. Prefix meaning down
11. A legal writ (abbr.)
12. We
13. The path of electric current
15. Farewell
16. Jumbled type
18. Single
19. Mistress
22. Note in scale
24. Socket of a ring
26. Typographical Engineer (abbr.)
28. Unreal
29. Royal Academy (abbr.)
30. Mister
32. Chinese money
33. A bird's beak
34. Consume

ACROSS

2. Near
3. Like
6. A quarrel
8. Man's name
9. To draw out
12. United States Army (abbr.)
14. A period of time
15. A poisonous serpent of Egypt
17. A word of denial
19. Doctor of medicine (abbr)
20. The fruit of a fir pine
21. A rack
23. Prefix meaning down
25. Points on a compass
27. Farewell
29. Liquor
31. An Indian of the Shoshonean Tribe
33. Mother of Pearl
35. Trick
36. To encourage
37. To exist
38. Near

Departments and Divisions

Transportation

C. W. Melbye, our night dispatcher, has purchased a high power crystal radio set. Has not reported results as yet, but the guarantee states "Coast to Coast."

Supervisor L. Bartelheim, of the Central Division, purchased a loud speaker at Woolworth's and reports that it is working very satisfactorily.

The cross word puzzle germ has finally reached the Transportation Department. Ruth Soutter and Ray Solberg are the addicts.

Our good friend, Tom Reidy, apparently had a grudge against the street pavement on Clark street and the other day, while out at lunch, Tom tried to break it up. The pavement, however, resented the attack and Tom was laid up since with a badly sprained ankle. Tom is doing nicely, however, and expects to be back with the gang very shortly.

Engineering

Messrs. Koza and Figg have been endeavoring to settle the family checker dispute and carry on to the tournament. There have been so many ties that they call it the "haberdasher match." Joe's main trouble is that the minute he seeks a checker board he begins to figure cross-word puzzles on it and forgets to play checkers.

Robert Gilmore went hunting rabbits and came back with an appetite for steam heat and chili con carne.

Chauffuer A. Anderson couldn't wait 'till March 17th to display his new tie.

M. Korosy has an aquarium and is developing a scheme to electroplate herrings and sell them for gold fish.

The Engineers' team in the Club House League lost its ace bowler when Merle Gerrod, holding high three-game average for this season, left the service of the Company.

Harry Schlachter has developed into quite a bowler this winter. He is second high man in the Club House League and gaining on the leader every series.

C. G. Powers has spent an enjoyable winter at Halsted Yard inspecting special track work. He says it always comes in on the cold days.

John Kamenjarin paid his annual visit to the Club House recently and found a pinochle party in session. John sat in and got away with third prize. It takes a stalwart Irishman like John to beat the Germans at their own game.

Since N. R. Alexander moved to Park Ridge he has taught a flock of hard boiled hens to lay eggs in winter. The colder it is the more eggs they lay. Aleck used to tell fish stories, but now it's egg yarns.

Teamster Patrick Flynn, who has been ill for some time, is improving.

Electrical

Mr. J. McGinn of Western Avenue Substation was stricken with a severe cold Tuesday morning, Feb. 10th, and was rushed to a west side hospital where pneumonia developed.

Mr. C. McMakin of Western Avenue Substation is confined to his home with a broken arm.

Walter Collins, operator at 20th Street Substation, has purchased a brand new Ford and hopes to try it out on some of our fine concrete highways as soon as spring weather sets in.

We are glad to report that Mr. Charles Schwertfeger is back on the job again after spending nine weeks in the hospital and at home with an injured foot.

Tommy Walsh, when asked to explain the cause for certain abrasive marks appearing on his nasal extremity, gave the following highly probable reason: It seems that Tom was driving the cows home from pasture when one of the animals became unruly and strayed from the herd. Tom in wishing to restore pastoral tranquility gave chase to the bovine culprit and in the dense fog, which enveloped the countryside, collided with a barbed wire fence. It was the sharp projections on the wires which inflicted the aforesaid abrasive marks. We suggest that Tom get in touch with Charlie Watson, who has met with no such ill fortune in getting his cows home from pasture.

H. Essington.

Accounting—Downtown

Miss Mayme Graetz is now on the sick list and we wish her a speedy recovery.

Miss Elva Marks suffered an unpleasant experience on the night of February 9th, when she was encountered by a footpad, near her home, who forced her to give up her purse.

A number of our boys and girls have fallen fervently into the working of cross word puzzles of late. Such a display of mental energy.

Miss Genevieve Weingard resigned her position as comptometer operator February 20, 1925.

Miss Mildred Hart is taking a leave of absence on account of the illness of her mother.

Miss Genevieve Hogue resigned her position on the Trip Sheet Auditing force on account of continued ill health.

Miss Helen Wickman resigned her position on the Trip Sheet Auditing force to assist in her mother's business affairs. We wish her success.

We have two new members, Misses Anna Morton and Margaret Miller, who accepted positions on the Trip Sheet Auditing force.

Mr. E. W. Root, on account of failing health, is taking his vacation to get a much needed rest.

Accounting—North Side

Mr. M. H. Reiter is the proud father of a baby boy born February 15, 1925. Congratulations, Max.

Miss Mary Wiley's father has undergone a serious operation. We hope by this time that he is well on the road to recovery.

Anyone interested in radio and wishing to buy an Atwater-Kent, see Harry Hopke, who is a very efficient salesman for this article.

Miss Domin attended a wedding Saturday, February 21st. Who's wedding?

Anyone desiring the services of a high-class head waiter, see Mr. A. W. Malmquist. He has two reliable assistants in J. Kruty and Harold Holger.

Although Max Reiter "Laffed It Off" in

fair shape on January 28th, he hasn't laughed so much since February 15th.

Some class to our "Beauty Chorus" in their evening gowns and tuxedos. Had some big producer seen them he probably would have given them engagements in his show.

Ralph Luebkemann, our Wisconsin Hick, was born in Oshkosh, by Gosh.

Marie Sullivan says the usherettes would have made more of an impression had their costumes been green.

Since the show, Miss Arvid Grell is wearing a beautiful diamond on her left hand. Who is the lucky man, Miiss Grell?

It was noticed that Miss Valentine received a large heart (full of candy) on St. Valentine's Day. I wonder what Harry knows about it.

Miss Hildur Carlson is convalescing at her home after undergoing an operation. We all hope she will soon be with us again.

Thomas F. Coan.

Schedules and Time Tables

The department has been busy on the development of an automatic traffic signal control system.

Schedules are being prepared at the present time as follows:

Roosevelt Road	14th-16th
Halsted	Grand
Clark-Wentworth	Harrison
Ashland	Ewing-Brandon
Division	Belmont
Robey	18th

Due to Mrs. Irvine's illness, Frank Irvine is leaving this week, with Mrs. Irvine, for Rochester, Minn., for consultation at the Mayo Brothers Hospital.

Every day, in every way, the radio bugs are spreading through the department. Some day someone will invent a "Tin Lizzie" radio, then everybody will have a radio.

Keith Bell has received word that his state bonus is on the way. A rumor that Keith will spend the proceeds of the bonus on furniture could not be verified.

Harry Jennison used to say, "All right, boys, go home right away. I don't have to go home until I get ready." Times have changed. Now trainmen on the Grove line set their watches by the time Harry starts home. How come, Harry?

House Warming—Lee Gilbert recently moved into his new home "again," but some hard-hearted fellow came along and bought it (the new home) from Lee. Result, sell out, move out, build another, move in, another fellow buys it, etc.

G. WEIDENFELLER.

Shops and Equipment—South

We are glad to learn that R. C. Marsden, who has been sick for the past twe weeks with pleurisy, has improved considerably and that he expects to return to work in the very near future.

A bunco party was given for the employes of the printing department by Mrs. C. Drummer on the evening of February 21, 1925. It was put over in her usual elaborate style.

J. MCCAULEY.

North and West

Fred Aarts, armature winder at the West Shops, is the proud daddy of an eleven-pound boy, born January 20, 1925.

Inspector J. Flannery has returned to Chicago after having been on duty for some time at Minneapolis, on the cars building there. His friend, J. Canavan, is now left at the mercy of the Minneapolis Swedes. O. H. JORGENSEN.

Cottage Grove

We feel proud and honored when we read in the columns of our magazine and Leader fine inspiring editorials and local items. There are writers receiving princely salaries who are not doing any better than good old John Clark of Devon. His "Mutiny at Sea" is a gem of the purest ray serene. The writer may be a little optimistic, but if there are any better journals he has not come in contact with them.

One of our lads that transferred to Burnside recently became a little indisposed. He consulted a physician and was advised to get out more in the open and as much as possible seek the open spaces. Our brother stated that he was finding the open spaces without seeking them and that this No. 4 run he picked is the best tonic on the line.

Our own Bill is said to be courting the muse. The writer was fortunate in getting access to one of his verses. While the verse smacks of jazz, I believe we can be justified in calling it a classic when we consider its age and distinguished origin. You remember how popular it was back in the seventies.

"One, two, three, balance like me;
You're quite a fairy, but you have your faults—
Your left foot is lazy, your right foot is crazy,
But don't be unaizy, I'll teach you to waltz.

There comes a time in every man's life when a friend in need is a friend indeed. Perhaps it is something in his work that does not pan out just right, or maybe some minor trouble outside of his day's labor. Let us give our brother employe a square deal absolutely, no word of criticism or censure. Kind consideration should be our watchword.

A word is but a breath of air—
'Tis heard or spoken without care,
Yet words in fierce profusion hurled,
Upset the history of the world.

JAMES CALDER.

Burnside

D-I-V No. 2 broadcasting from the extreme south end of Chicago.

First of all we want to mention that, regardless of the heavy fog that held the city in its grasp on Saturday, Feb. 7, 1925, all the boys at Burnside reported on time, and all runs left the depot on schedule. Keep up the good work, boys; that spells C-O-O-P-E-R-A-T-I-O-N.

Conductor Roy Codner, who has been spending a 90 days' furlough in Newfoundland with his folks, wired in to Supt. Altemeier for a ten days' extension, as the boat he was on had been caught in the ice and delayed his return. We hope by the time this has been printed Roy will be back on the job again.

Our heartfelt sympathy is extended to Motorman D. J. Lyons and also Conductor W. J. Drew and families in the recent loss of their wives, who passed away after long illnesses.

Conductor Medema is the proud daddy of a baby girl, who arrived the first part of February; also Conductor Hollenbeck, who was presented with a 7½-lb. baby boy. Congratulations, boys.

Who left the door open? For look who's here! Billy Hewen has returned again as motorman, the same position he held when he left us a year and a half ago. We're all glad to see you back, Bill. Good luck to you.

Seventy-Seventh

Our bowling tournament has finished and the standing is as follows:

	Win	Lose
Cubs	35	25
Pirates	33	27
Sox	30	30
Yankees	29	31

Three teams have entered the Street Car Men's Bowling League which is to start this coming month.

In the checker tournament we wish to report that the players are doing fine. To date Anderson and Goodwin showing good form with lots of good players yet to be heard from.

Louie Steffel, our champion bag puncher, issues a challenge to any Surface Lines employee to a bag punching contest.

Bill Leske, winner of our last tournament of pocket billiards, challenges the winner of tournament now being conducted at 69th St. Depot.

A strange coincidence happened here about the same time and day to two of our trainmen, namely Bob Mercer and John O'Hare, both catching their index fingers in the folding doors, injuring them severely. We wish them a speedy return to work.

Our Radio has been discontinued by the club as the results were not entirely satisfactory on account of high tension wires around depot.

Peter Melaniphy sustained a fractured wrist during sleet storm before the holidays and is still convalescent. We wish Pete a speedy recovery.

Charlie Wright is very seriously ill with pneumonia and to date is not responding very well to treatment. Charlie's many friends send him their best wishes for a complete return to health.

The following trainmen became benedicts: Messrs. J. Hence, J. F. Howe No. 2 and T. J. McNamara. We wish them a world of happiness and prosperity in their venture of matrimony.

We are indeed very sorry to state at this time the untimely death of Mrs. Henry Huisken. To Mr. Huisken and family we extend our condolence during their bereavement. C. A. GYLLING.

Sixty-Ninth

The second round of our pocket billiard tournament is going along very lively, some of the players being eliminated on their second defeat. The best game so far has been played between E. F. Gross and J. D. Gannon by a score of 75 to 74, Gross winning by running his last four balls. B. Lox and W. Messmer played a very good game on the second round, Lox winning out 75 to 73. E. Phillips and G. Hevrdejs played a good game, Phillips winning 75 to 73. All other games were well played, according to the scores. Our old stand-by, Jas. Duffy, is going good, winning both his games. Others winning two games were E. E. Phillips, G. W. Fauset, A. F. Reese, N. J. Gier and E. J. Michaels.

Considerable latent talent is being aroused here as the big checker tournament approaches. Charlie Schumpp is pepping up the game in fine style and may yet give our erstwhile champion, Mr. Buckley, somewhat of a battle.

George Hurita isn't a bit superstitious about Friday the 13th: the reason being Miss Mildred Gach became his wife on that date. Well, that's a good reason, George.

Crew of run 13 on Friday the 13th reported their car off the track thirteen minutes and no damage done.

Babies and mothers doing fine. So say A. Lamont, who is the father of a baby girl, George Mash a baby boy, T. Cunningham a baby daughter and Mr. T. J. Elphick a seven-pound baby boy.

Conductor Erickson traveled to the loop to get his teeth extracted. The dentist found small flakes of gold on his instruments and thought it queer when he was told the tooth had never been worked on before. "I think you have struck my back collar button," moaned Erickson.

We were sorry to hear that Motorman Harris than it does so that Dominick Burke can wear his stylish raincoat. Jack Magee asked him where he got his coat and found out it came all the way from Houston, Texas.

We are sorry to hear that Motorman Harris was called to his father's home in Rockford, Ill., owing to an accident that occurred to his father, who is a motorman in that town.

We regret to report that Mr. A. P. Noble suddenly died of pneumonia on Feb. 22nd. Mr. Noble was employed under Mr. Blakely for several years and a brother to Supervisor W. Noble and Starter E. J. Noble. Sympathy is extended to his bereaved family. W. L. PENCE.

Archer

Good old reliable "Terry Reilly" crossed the great divide on Friday Feb. 13th, 1925. He worked up to about 10 days before his death, from an attack of pneumonia. Terry had over 40 years' service with the Surface Lines, and was a universal favorite with everybody, with whom he came in contact. You will read more about him in another column.

The sick list is a long one at the present time. Wm. Reibow, has been off sick since September last. Robt. Fyffe has been off since Thanksgiving day, D. C. O'Connell has been off several months, Chas. Smith has been off several months, Pat Barrett, has been off several months.

J. Harolovitz our popular starter at Archer Ave. and Western is out of the hospital after a successful operation. We hope to see you on the corner again very soon John.

R. J. Scanlon, is feeling much better after a two weeks' treatment in the Mercy hospital.

A great many of those old timers who have been off so long, would appreciate a visit from any of their old pals. Their addresses can be obtained from the depot clerk at any time.

All the men on the Western Ave. line, are very glad to have double track operation again over the drainage canal bridge. But all are agreed that it was a good job, well done, in record time.

Our bowling team is going along nicely. They are now in first place in the Central Mfg. District League. Don't forget they roll on Tuesday

evening, at 8:30 P. M. at Peterson's Alleys, 35th and Archer Ave.

Ed. Krause, one of the directors for the Mutual Aid Ass., has requested that we draw the attention of the readers of the magazine, to the fact that a great many of the members, of the association neglect to change its name of beneficiaries, when necessary change should be made on account of death, marriage, etc. If you want such change made, see either one of the directors, J. W. O'Connor or Ed. Krause.

SAM MENARY.

Blue Island

Motorman J. Kobes is the proud father of an 8½-pound bouncing baby boy, born December 17th, 1924. Owing to the absence of the writer it was not announced in the last issue of the magazine.

We all extend our sympathy to the following trainmen: L. Berg in the loss of his mother, P. Buckley the loss of his daughter and C. Dox the loss of his wife.

A Mr. E. H. Burgess boarded a Blue Island Ave. car on February 10th in charge of Conductor H. Kapoun No. 4322 and tendered a five dollar bill for his fare. Kapoun just having made a relief had not sufficient change to change the bill and asked the gentleman if he had any smaller change. Upon investigating he found he had only a nickel. Kapoun advanced the other 2 cents paying his fare. The next day Kapoun received a letter as follows:

Conductor No. 4322.
Dear Sir:

Please accept my thanks for advancing me two cents yesterday when I boarded your car on its first trip.

Hope you will have a good smoke.

E. H. Burgess.

He refunded the two cents and also the price of a cigar.

Conductor J. Collins No. 6756 has been complimented on his courtesy and the helping of disabled and intoxicated passengers, as well, to safety after leaving his car.

Dave Solomon took Pat Horan to Glickman's Jewish theatre at Blue Island and Roosevelt and Pat said he never enjoyed himself in his whole life as he did at this Jewish acting and he laughed so much he had to stay home a week to recover.

Motorman Sharkey is going to enter his Boston terrior in the dog show. Felix Connon says nothing can stop him from getting first prize.

Alex Lapinski our janitor, left us on February 1st to became a motorman at Archer depot. We all wish him the best of luck and success in his new position.

Albert Westphal ex-guard of the money car has been made janitor at Blue Island depot since the money car was taken off.

C. P. STARR.

North Avenue

Another one of our Lake St. men has hied himself to Florida for the winter; none other than our old friend Harry Purdon. He is going to call on motormen Tilden and Reigel, who have been enjoying the balmy breezes of Palm Beach for some months past.

The big question around the depot these days. Is Andy Larsen married yet? The query is prompted by the fact that several of the boys have seen him sizing up the furniture in the windows along North Avenue.

Motorman H. Hein, who was confined to his home by illness for over a year passed away Feb. 3rd. The men at North Avenue extend their sympathy to his family.

Cond. R. S. Roderick and Miss Violet Matsen became man and wife Jan. 23rd. They eloped to Crown Point, Ind. Judging by the smiles that wreath the groom's face they must have gained the parental blessing. Congratulations!

Two of our old timers Dan McGovern and Tommy Hitchcock break into the baby column this month. Dan became the father of a big baby boy Dec. 27th. A 9-pound baby girl arrived at the house of Tommy Hitchcock Feb. 1st.

Cond. G. W. Ten Eyck became the daddy of a 7-pound girl Dec. 18th.

Cond. W. Dodgers received a 7½-pound girl Feb. 6th.

Cond. H. Drummond an 8-pound girl Feb. 20th.

Cond. Wm. Vlasak a 7-pound boy Jan. 20th.

The motormen made a good showing this month too. Mot. A. Digilia reports a baby boy born Jan. 25th. Mot. Allen Hodapp and wife received an 8-pound boy as a Valentine Feb. 14th.

We also wish to announce that Mabel June Balla arrived at the home of our second baseman Eddy Balla June 16th. We are a little late with this bit of news as the bashful daddy just came to bat with it.

Which reminds us that if a little one comes to gladden your home or if any other piece of news comes your way give the information to any of the clerks or receivers and it will find its way into the North Avenue items.

C. A. KNAUTZ.

Elston

Conductor J. Treadwell, Jr., was married at the Merry Garden Ballroom. He claims it was a success. The boys at Elston wish him luck.

Did Bruno Jagla show you his new watch? He is wearing the suit that he got free with it.

The sympathy of the trainmen is extended to N. Rasmussen whose father died, and to L. Mesenbrink, whose sister died.

Watch the Elston bowlers. Up to date three teams entered the tournament.

Conductor N. Hintze and Motorman H. McDonald have become proud daddies. Mothers and babies doing fine.

The witness per cent for the first fifteen days of February are as follows: Irving Pk. 6.14%, Morgan-Racine 5%, Elston 4.93%, Ashland Ave. 4.65%, Belmont Ave. 4.46% and Montrose 2.33%.

Conductor B. Benson No. 7978 and A. Lund heads the list with 32 witnesses and Conductor M. Roubinek No. 11482 and C. Holmberg No. 3725 had 20 witnesses. Keep up the good work and watch it grow.

The boys at Elston were glad to hear how the election turned out; C. Hanson and Thos. Bowler were elected. (Both being trainmen from Elston Depot.)

E. L. BROOKMAN.

Lincoln

A bird whispered to us that E. B. Hutton has changed his boarding house and a certain young lady is going to change her name, it sounds as

though there is a mystery which will be solved if he passes the cigars.

P. Getzen is the proud father of a 10-pound baby boy, which arrived Monday Feb. 16th. Getzen tells us he does not need an alarm clock any more, his son will do the work.

J. Alexander, who went to Canada to get his daughter and sister, has returned.

Our receiver, B. Christie, has received many congratulations of late, but we learned that it turned out to be a false alarm as he is still single. (The joke is on the boys.)

Motorman W. J. De La Barre, who recently became the father of a daughter, finds that scrubbing floors is no snap. So he covered his kitchen floor with linoleum and varnished around the edges. There will be no more scrubbing.

Conductor F. Schwuchow, who went to Hot Springs is stopping at the Townsend hotel and writes us that the weather is fine, the temperature around 70 degrees most of the time, and hasn't seen snow or ice since he left Chicago. He is feeling better but still takes treatments and rides a donkey for exercise.

Patrick O'Connor, conductor, who recently went to Arizona for his health, got pneumonia and died at Douglas, Arizona, Feb. 19th. He had been with the company since June 6th, 1896, his remains were brought to his daughter's home, 6348 Evans Ave. and was buried Feb. 24th from the Holy Cross church. H. SPETHMAN.

Limits

Gust John, day car placer, was married Feb. 15th at the Greek Catholic Church, corner La-Salle and Oak. Church services being well attended by his many friends. Gust is a sport—he passed around the cigars.

Mrs. Axel Carlson gave birth to a 10-pound boy Jan. 16th. Mother and boy doing fine.

The wife of Samuel B. Fisher passed away Feb. 5th and was buried Feb. 9th from her late residence, 720 Dewey Place. Pastor John officiated also Eastern Star services. Interment was at Acacia Park Cemetery. Beautiful floral pieces were sent with the sympathy of friends.

In keeping with the spirit of efficiency of Div. 12 Motorman A. Barry is presenting the following figures, laying stress upon their significance, to the students under his tutorship. (Figures obtained from Chicago Motor Club.)

Automobiles or other vehicles, including street cars, going 10 miles per hour cover 14.6′ per second; going 15 miles per hour cover 22′ per second; going 20 miles per hour cover 29.3′ per second; going 25 miles per hour cover 36.6′ per second; going 30 miles per hour cover 44′ per second; going 35 miles per hour cover 51.5′ per second; going 40 miles per hour cover 58.6′ per second; going 45 miles per hour cover 66′ per second; going 50 miles per hour cover 73.3′ per second.

As Mr. Barry says, it impresses upon the student motorman the grave responsibilities resting upon his shoulders in operating a car under the existing congested traffic conditions.

E. G. RODGERS.

Devon

Our handsome receiver, "Pete Peterson" and our janitor, Bill Brooks were out riding south on Broadway in Bill's car until they came to the fixed red through-street light at Addison and Broadway. Bill stopped for quite a while. Finally Pete said: "What are you waiting for Bill?" "Waiting for the light to change so I can go ahead," says Bill!

Since looking for the "sun's eclipse" our handsome clerk F. O'Neil has decided he can see better now by working nights.

We have been quite curious about J. McGann working so steady here of late. We can now let our minds rest as we have found out that he is going to be married March 17. to Miss May Farrell. Congratulations "Mac" and best wishes.

We also wish to announce the engagement of P. Maloney to Miss Celia Quinn in the near future at St. Ita's church at Catalpa and Broadway. Congratulations and best wishes Pat.

A. H. KLEIN.

C .E. Ray reports christening of his two sons Robert Bruce and Ronald Douglas on Sunday, Feb. 1st. Our supervisors Robert Simpson and Edward Miller were Godfathers.

SAVING STATIONERY

Important Action by the Missouri Pacific Railway

Saving stationery is the subject of a timely bulletin sent out by the Missouri Pacific Railway. The suggestions are made by a committee appointed by President L. W. Baldwin. It is believed the company can save $150,000 a year by the following economies:

Don't use letter sheets and forms for scratch paper; use old bulletins, backs of obsolete cards and envelopes that cannot again be used.

If ink wells are filled to the brim, 75 per cent of the ink will evaporate.

Don't throw away pen points because they become clotted with ink. Light a match and hold the pen point in the blaze and the pen will be ready for use.

Repairs of typewriters and other office machines ought to be reduced to a minimum.

With pencil extenders, you can use 95 per cent of a pencil. Without extenders you can use only about 60 per cent.

Except where impression copies are required, use black pencils instead of the more expensive indelible pencils.

Make carbon paper do its full duty. Don't use large sizes when you can use small sizes.

To double the life of typewriter ribbons, turn them.

Forward to the stationer all obsolete forms. They will be cut up for scratch paper.

Stamp pads ought not to be left open. They collect dust and become dry.

Don't use a large envelope if a small one will suffice.

Don't keep an excessive supply of stationery.

Keep glue and mucilage corked, so it will not evaporate or harden.

Have a place for all stationery and keep all stationery in its place.

So far as possible protect stationery from dust. Pile forms inverted so that it will not become necessary to throw away the top form because it's dust-soiled.

Bouquets for the Boys

Among the letters received at the Courtesy Desk during February were two which were so general in their appreciation as to apply to the entire service on 79th Street and as it was not practicable to reach the operators on that line individually, the letters were posted on the bulletin board at the 77th Street station. Mr. J. A. Andrews of 8142 Eberhart Avenue, the writer of one of the letters was particularly enthusiastic over the care the operators exercised in stopping their cars at points where passengers could find firm and dry footing.

Conductor Thomas W. Brady of Lawndale was highly complimented by Mrs. Fred L. Bryant of 4535 Greenwood Avenue for the care with which he directed her how to reach her destination in an unfamiliar neighborhood.

Conductor Berton H. Ticknor of Devon Avenue attracted the favorable attention of Mrs. John E. Wilkie of 2948 Pine Grove Avenue by his uniformly courteous treatment of his passengers, his pleasant smile, the clearness with which he called streets and his evident determination to give real service to his passengers.

Conductor August R. Hansen of Lincoln Avenue was commended by Mr. W. L. Dunlap of 436 South Ashland, LaGrange, for restoring papers dropped by a passenger, although it was necessary for Conductor Hansen to overtake the passenger who had left the car.

Mr. M. Keating of the Cudahy Packing Company commended favorably upon the act of Conductor Harry F. Evans of 77th Street who was careful in assisting a crippled old lady on and off his car.

Mr. Garrett Vinke of 11701 Wallace Street, a city fireman, took the trouble to send in his version of an incident in which a passenger complained of Motorman Green of 77th Street. Mr. Vinke's letter exonerated the motorman, and stated that his politeness to his passengers was noticeable.

Motorman William J. Zimmerman of Archer Avenue attracted the favorable attention of Mr. Walter Walker of 217 West 50th Street, when he led a blind colored man across the street at 51st and Wentworth.

Miss Viola Pavila of 1938 West Madison Street, wrote us in Januarv complaining about a Harrison Street motorman and as evidence that she can recognize merit when she sees it, she wrote us again calling attention to Motorman Thomas Devitt of Kedzie, who prevented an accident by his quick action in an emergency. She believes his efficiency averted a serious collision.

Conductor James F. Howard of Archer was so considerate of a small boy who was confused as to his whereabouts as to attract the favorable comment of Mrs. L. Mc D Garrard of 1428 Olive Avenue. She referred also to his uniform courtesy to his passengers.

Conductor James L. Haynes of 77th was praised by R. H. Bourne of the Whiting Corporation, Harvey, Illinois, for his pleasant manner in making change when Mr. Bourne found himself with only a five dollar bill.

Conductor Frank Kaeder of North Avenue found a five dollar bill in his car and later it was restored to the loser, Patrick Healy of 1008 North Mason Avenue, who wrote a letter of graceful acknowledgment.

Mrs. A. E. Eisenberg of 7328 Rhodes Avenue recovered a lost hand bag through the honesty of Conductor George F. Wolff of 69th Street, and received the earnest thanks of the loser.

Conductor George Graff of Devon is commended for his cheerfulness and general efficiency by Mr. John H. Clark of 919 Sheridan Road.

Miss Anna Revzen, 1819 South Sawyer Avenue, who handed a ten dollar bill, thinking it was a one, to Conductor Fred J. Cordes of North Avenue, and who received change for a one dollar bill, expresses her gratitude over the fact that Conductor Cordes turned in the bill with a report and the nine dollars was restored to her. She is enthusiastic about his honesty.

Miss Ida P. Herzberg, assistant principal of the Pulaski School, wrote to say that many of the teachers of her school who had been riding with Conductor George Krehl of Armitage, learned with regret that he had chosen an earlier run and she wanted the company to know that Conductor Krehl had earned the friendship and admiration of the teachers by his close and efficient attention to his duties and to their comfort.

Mrs. M. Home of 2652 Lake View Avenue, who found herself on Conductor Eugene P. Sullivan's Cottage Grove car without any money, was relieved of her embarrassment by Conductor Sullivan who paid her fare. In remitting the fare to him, Mrs. Home was very appreciative of his courtesy and consideration.

Conductor Edward O. VanNatta who restored a purse containing $10.00 to Mrs. R. Hasse of 4823 West Ohio Street, earned the gratitude and commendation of this lady.

Conductor Albert Thompson No. 1 of Kedzie Depot, met an emergency which enabled him to take care of 75 persons waiting on Taylor Street at Paulina for an eastbound car following a traffic delay. Mr. George Flynn of 901 South Clinton Street, who was among the passengers, writes a highly complimentary letter in praise of this conductor.

Conductor Nick C. Loomos of Blue Island Avenue makes it a practice to use hand signals to indicate to following traffic that his car is about to stop and this rather unusual precaution attracted the favorable notice of Mr. A. B. Wolcott of 829 East 87th Place, who said that during the period of slippery streets and tracks, Conductor Loomos evidently had averted many possible accidents.

Conductor Frank J. Ryan of Archer Avenue, through his assistance to infirm passengers, won a letter of commendation from Mrs. Paul Weissbrodt of 4452 North Western Avenue.

Miss F. Svens of 335 Belden Avenue, admired the self control of Conductor Herman P. Widen

of Devon Avenue under very trying circumstances, and commends him generously.

Conductor Jeremiah O'Brien of 77th, by his considerate assistance given to a crippled lady passenger off and on his car, won the commendation of Patrick J. O'Grady of 6117 South May Street.

CLUB SPARKS

On January 26th election of directors was held and the following directors were elected for the ensuing year:

L. Bohlin—Transportation.
N. Deutsch—Accident Investigation.
H. Hintz—Purchasing.
C. Heath—South Shops and Equipment.
P. W. Voss—Car Meter.
A. Martin—North and West M. & S.

The following directors have one more year to serve:

A. W. Malmquist—Accounting.
J. Hewitt—Engineering.
L. Dixon—Executive.
J. Ryan—Treasury.
H. Essington—Electrical.
J. Landeck—West Shops and Equipment.
H. Hoger—South M. & S.
H. Cammack—Schedule.
H. Smith—Legal.

At the meeting of the directors on February 5th, the following officers were elected:

A. W. Malmquist—President.
L. Bohlin—Vice-President.
J. Hewitt—Secretary.
L. Dixon—Treasurer.

At this meeting it was also decided to hold a dance at the Club House on March 7th. The president requests all members to keep their eyes on the bulletin board for activities at the club, as very often events can not be announced in Surface Service. A very interesting program is being planned and we hope to be able to announce some definite dates after the next directors' meeting.

This year we expect to conduct two classes in swimming at the club tank, the first class to meet on Monday nights and will be made up of the younger members; the second class will be made up of men in executive and semi-executive positions and in all probability will be proceeded by a 30 minute class in calisthenics. This class will meet Tuesday evenings.

Following you will find a proposed program for both of these classes:

MEN'S SWIMMING CLASS

I—BEGINNERS:

For those who cannot swim and want to qualify as an average swimmer.

II—AT HOME IN THE WAT. E. R:

A—For those who can swim one length or more.

B—Will be taught to be at HOME in the water by learning various stunts such as: Bobbing, Floating, Sculling, Diving and Plunging, etc.

III—STROKE TECHNIQUE:

A—For those who know how to swim, desire to improve their favorite stroke and also to learn other strokes.

B—Instructions on the Crawl, Breast, Back, Side and Trudgeon will be given.

YOUNG MEN'S SWIMMING CLASS

I—BEGINNERS:

For those who want to learn how to swim and to master fear of the water.

II—DIVING:

For those who want to learn the fundamentals of diving. No previous experience in diving necessary.

III—WATER GYMNASTICS:

A—To be safe in the water a person must be at HOME in it.

B—Such water stunts as Rolling Log, Mill Wheel, Porpoise Swim, Crab Swim, Dolphin Swim, etc., will be taught.

IV—POINT CLUB:

A—An interesting program to the swimmer who can do a number of different dives and water stunts.

B—Consisting of events such as: Medley swim, Free Style swim for distance, Dashes against time, Plunging, Bobbing, etc.

C—Medal awarded to highest point man.

Buttons given to every contestant finishing the events.

V—LIFE SAVING:

For those who wish to be coached to effectively rescue and tow persons and to use the Shafer method of resuscitation. The American Red Cross Life Saving Examination will be given at the close of the course.

Women's Auxiliary

The Valentine Dance given by the Women's Auxiliary on Saturday evening, February 14th, was a huge success. There were about three hundred present and from the time the orchestra started playing until the final waltz the evening was one round of pleasure. The hall was very effectively decorated with red festooning, cupids and hearts, and appropriate refreshments were served. Favors were given to every one, which afforded a great deal of amusement. The delightful evening may be attributed to the efforts of Miss Mabel Magnuson, who had charge of the event.

"Vaudeville De Luxe"

The Women's Auxiliary held their regular monthly meeting Thursday evening, February 19th, in the Surface Lines Club Auditorium. After the meeting members and their friends were entertained by a "Vaudeville De Luxe" given by the Accident Investigation and Legal Departments. The program consisted of piano selections, songs and variations of dancing rendered by different artists of the evening. Following the program a game of hearts was played and prizes were distributed to those who held lucky hearts. Refreshments of Waldorf salad, salted crackers, cookies, candy and coffee were served.

Announcements

Gymnasium and swimming classes under the direction of Mr. W. R. Zollinger are in full swing. The bowling contest also is under way.

Regular monthly meeting Thursday evening, March 19. The Executive Department will entertain with a "Travelogue" after the meeting.

Election and banquet Thursday evening, April 16.

Laughter

A little laughter now and then is a good tonic. A little laughter is a good thing when it's laughter of the right sort.

Laughter is happiness of the heart when it is not wit. Laughter is sunshine of the soul when it sees the human side of a situation.

Without a little laughter the smiles would shrivel, dimples disappear and the world would be lumbered up with dyspeptics.

An honest, hearty, human laugh is a foe to woe, a destroyer of depression and a killer of "killjoys."

In a meeting where things are serious, the laughters are a majority— the long faces a morbid minority. The laughters win.

Next to the Ten Commandments, laughter is the thing that has saved the world.

There is but one creature on earth that can laugh, and God gave this advantage to man.

Laughter shocks the whole system. It expands the chest, electrifies the nerves and chases the cobwebs out of the brain. It saves a man from the sobriquet of "grouch."

Not His Fault

"What does this mean, sir?" said the boss to his clerk, coming in thirty minutes late.

"It was on account of the awful fog," explained the culprit.

"Fog! Fog!" said the boss, testily. "What has the fog to do with it? You do not live across the bay."

"No, sir, I know I don't, but you do, and I thought you'd be late."—Forbes Magazine, (N. Y.).

"What's all that noise what went on ovah at yo' house last night?" asked an old colored woman of another.

"Sounded like a lot of catamounts done broke loose."

"Dat? Why, dat was nothin' only de gemman from de furniture store collectin' his easy payments."

Once a friend of Mark Twain's was conversing with him regarding a terrible affliction of a person known to them both. The friend said:

"Can you imagine anything worse than having diphtheria and scarlet fever at the same time?"

"Yes, replied Mark, "I can easily imagine something worse than that—for instance, rheumatism and St. Vitus' dance."

Not An Expert

New Foreman: "What are ye doin' there, Rafferty?"

Rafferty: "I'm oilin' the wheelbarrow."

New Foreman: "Well, I'ave it alone. I'll do it myself. What do you know about machinery?"

Sure

Smithers: "Mabel drives her car, so does her dad, aunt, mother, and two brothers."

Withers: "Who has it most of the time?"

Smithers: "The garage man."—Princeton Tiger.

Another Nice One

This conversation was overheard in a city garage.

"Good morning, Mr. Levi, I hear you have decided to buy a new car, what kind will you get?"

"Oh, I think I'll get myself a nice Ford. What kind have you?"

"I have a Pierce Arrow."

"Vell, dat's a nice car, too."

An All Embarassing Confession

Preacher: "Rastus, do you take this here woman for better or worse?"

Rastus (speaking from force of habit): "Pahson, Ah shoots de whole works."

What's Begun Should Be Finished

Customer: "I hear Jones has selected six bankers to act as pall-bearers."

Richards: "Well, they've carried him for years, they might just as well finish the job."

Conscientious

"Well, goodby, dear!" said Mr. Trueboy to his beloved spouse. "I must go and dictate those letters—twenty-six of them—so you mustn't expect me home very early."

"All right," was the response. "But I wish you wouldn't work so hard."

Half an hour later Mr. Trueboy entered his club and sat down, with three others, at a card table.

"Just a moment, you fellows, before the first hand is dealt. I've got to keep my word to my wife. One of you just take down what I dictate: 'A b c d e f g h i j k l m n o p q r s t u v w x y z! There! Those letters are off my mind!"

The Accommodating Conductor

Elderly woman passenger: "Conductor, please stop the car; I've dropped my wig out of the window."

Conductor: "Never mind, madam, there's a switch just this side of the next crossing."

A Dayton, Ohio, man of a musical turn confided to a man from the east that his musical talent had once been the means of saving his life.

"How was that?" asked the Easterner, much interested.

"Why, there was a big flood in my town and when the water struck our house my father got on a bed and floated downstairs."

"And you?"

"I accompanied him on the piano."—Everybody's Magazine.

Not Guilty

An old negro went to the office of the commissioner of registration in a Missouri town and applied for registration papers.

"What's your name?" asked the official.

"George Washington," was the reply. "Well, George, are you the man who cut down the cherry-tree?"

"No, suh, I ain't de man. I ain't done no work for nigh onto a year."

Secretary Mellon Says:

Never buy stocks in mines you know nothing about. Shun alluring promises about mines in a far-away land.

None but the rich can afford to trifle with oil wells.

A patent may only be the right to a lawsuit. Schemers take advantage of every important discovery and invention, and some have nothing but promises to sell.

There are real estate promoters who will sell you swamps as "short frontage." If you buy property, buy near home.

Look out for new companies that are going to sell by mail. They may never earn more than salary money and that is paid out.

New manufacturing methods should always be personally checked and investigated.

"Invest quick or it may be too late," is the favorite urge of wildcat stock salesmen. That should make you suspicious.

Look with suspicion on offers with special inducements in cash discounts or stock bonuses.

Your banker will tell you that all "tips" on the stock market are worthless. Do not think you will be let in "on the ground floor."

The rich man can afford to speculate. If he loses he has other money. Not so the small investor. Never play the stock market on "margin."

Stock in companies being organized on the success of others rarely turns out well. Do not put your money into another man's dreams.—*Andrew W. Mellon, Secretary of the Treasury.*

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