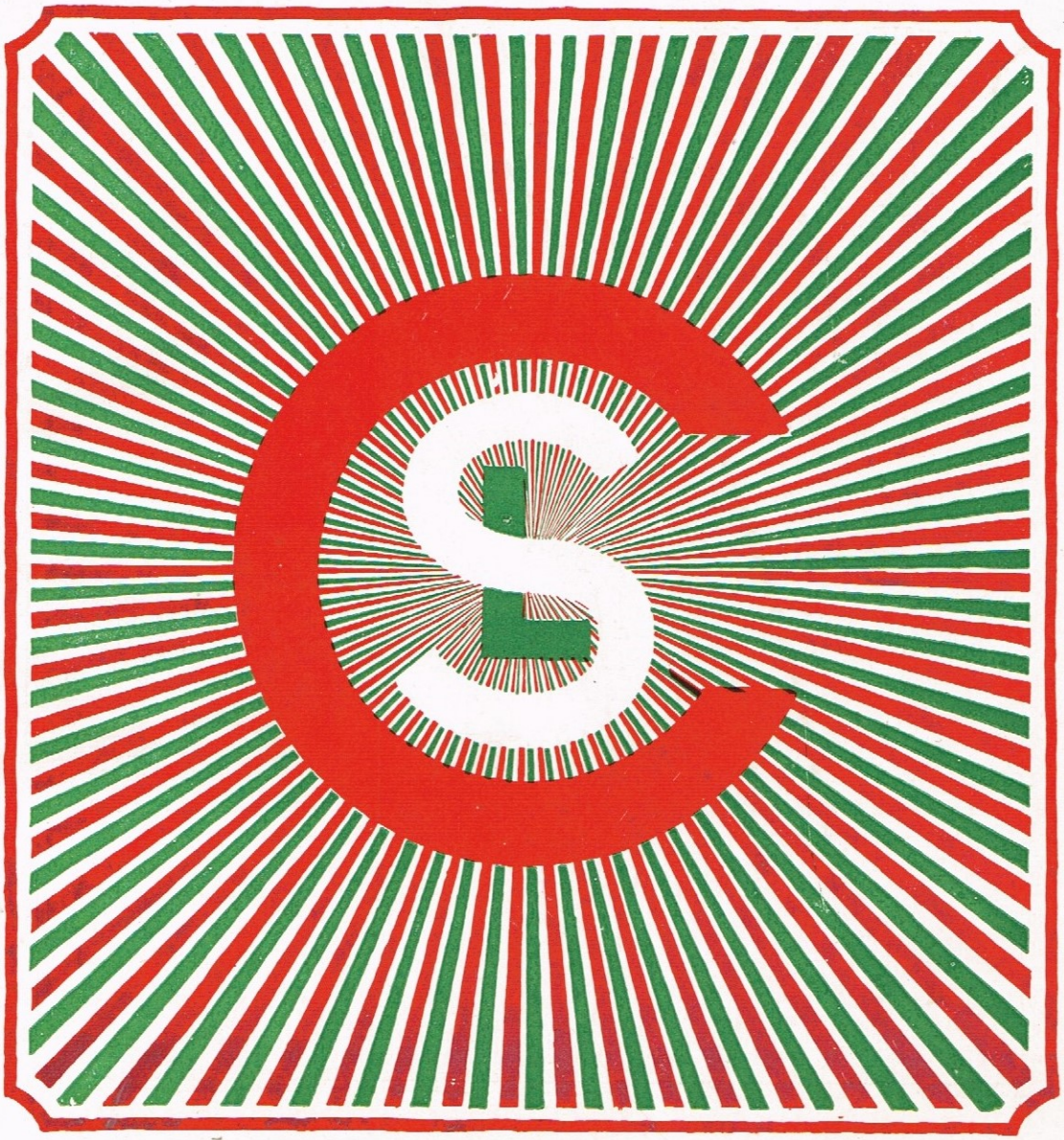
SURFACE SERVICE MAGAZINE

VOLUME 2 DECEMBER, 1925 NUMBER 9



A Word of Appreciation from Mr. Richardson

THE year just closing has been remarkable from the standpoint of transportation service in Chicago.

Every month since June has set a new record for that month in the number of rides on the Surface Lines, and in October there were more rides than in any other one month in the history of the system.



In spite of this large increase, however, there has been no unnecessary crowding and service has been maintained with regularity and efficiency. Since September 1, over 1,600 car trips a day have been added on the system to provide for new business. More trips are being added as they are required.

The indications are that the Christmas season this year will see the greatest volume of street car patronage ever known in Chicago or anywhere else, for that matter, for there are more rides on the Chicago Surface Lines than on any other system in the world.

The continued growth in riding is due primarily to the fact that cars are being provided where and when they are needed, are being operated with regularity and are giving service that is attractive to the public.

For this, every employe of the Surface Lines shares the credit.

We shall begin the new year under the most auspicious business conditions and with continued effort on the part of the organization, we shall serve the public to a greater extent than ever before.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 2 DECEMBER, 1925 No. 9

C. S. L. Post Gets Colors

Presentation on Behalf of Management Is Made at Elaborate Ceremony

The presentation of the colors and standard to Surface Lines Post No. 146, American Legion, on Sunday, November 8, was one of the most interesting ceremonies ever held in the Club House.

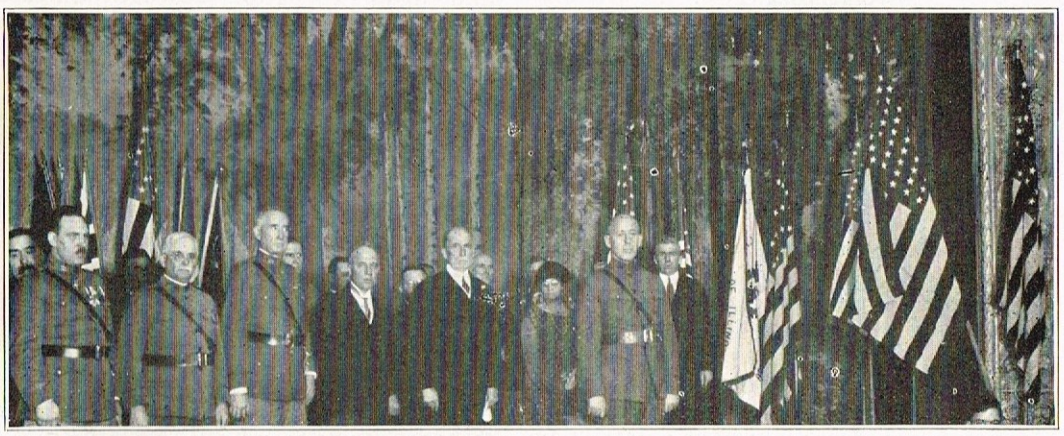
Representatives of all the military and patriotic organizations in Chicago were present, as were also the resident consuls of Great Britain, France, Italy and Cuba.

The ceremonies opened with an invocation by Reverend Father H. A. Darche, State Chaplain of the American Legion.

Major U. G. Lee, Commander of the new Surface Lines Post, gave a brief introductory talk, after which John E. Wilkie, representing the Surface Lines, made the address of presentation.

"It is both a privilege and a distinction to represent the Chicago Surface Lines on such an occasion as this—an event upon which both the members of the American Legion and the management may be congratulated," Mr. Wilkie said. "The men of this post formed a part of that heroic company of more than eighteen hundred who left their positions of peace and safety in our organization to answer their country's call, and for weary months and years to 'carry on' in the bitter business of war. The deprivation, hardship, suffering and death of that fearsome period when the world flamed with battle are naught but memories to them today. But they did not all come back, these boys of the Surface Lines—ah, no. The vernal flowers of France blossom over the eternal resting places of many of that courageous band, and winter snows blanket the cross-strewn fields in which they sleep.

"But today, our duty is to the living—the gallant survivors of that great struggle who seek through association to renew and perpetuate the fellowship of fighting men—men who battled that peace might be given to civilization. They fought under the glorious Stars and Stripes, and under that same beautiful



Group on platform. Reading, left to right: Col. T. A. Siqueland, 317th Cavalry Reserve Regt.; Col. Bion J. Arnold, Air Service; Col. P. J. H. Farrell, Medical Corps; Gov. Edwin P. Morrow, Kentucky; John E. Wilkie, Ulysses G. Lee, Commander Surface Lines Post 146 A. L.; Howard Savage, Past State Commander A. L.

banner they will meet and march and commune in these days of peace and prosperity.

"Commander Lee—Commander Ulysses Grant Lee, bearer of the names of the two great war heroes of a united nation, I have the honor, sir, on behalf of the Chicago Surface Lines, to present to you in trust for Surface Lines Post No. 146 this stand of colors, confident that our national emblem will be borne with patriotic pride and valorously protected and defended by the men of the youngest utility post in the American Legion."

Former Governor Edwin P. Morrow of Kentucky accepted the colors and standard on behalf of the Post in an eloquent address.

"For this American Legion Post," he said, "I accept the flag of our country. This flag was born in honor; it has been

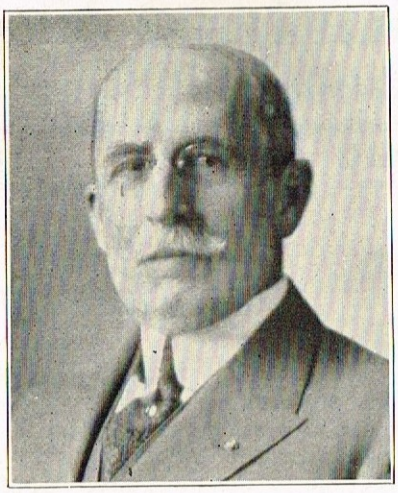


Major Will H. Clark, who assisted in organizing Post.

preserved in honor, and I know that you will keep it in honor.

"It is not the flag of a race; nor the flag of an empire; nor of a king—it is the flag of a people. It came into being that a government of the people, by the people, and for the people, might exist on earth. That it might first fly in the winds of heaven, there was poured out the blood of our Revolutionary Fathers. That no stars should fade from its field of blue, men died from Gettysburg to Atlanta. That might should not put out the light of right, it was unfurled on foreign soil—and to uphold it on the fields of France, America's golden youth gave a patriotism as limitless as the air."

Major Howard P. Savage, Past Commander of the Illinois Department of



John E. Wilkie, who presented colors

American Legion, John H. Walker, president of the Illinois Federation of Labor, and Claude L. Foubare, Vice-Commander of the Illinois Department of American Legion, also spoke.

Labor and patriotic organizations should work in hearty co-operation, President Walker of the Illinois Federation of Labor declared. They should champion the cause of education for through knowledge and understanding, more than anything else, it is possible for men and women to harmonize all elements and intelligently meet the problems of life.

Music was furnished by the 122d Field Artillery, I. N. G. band, under the leadership of Hubert E. Nutt, and by the bugle and drum corps of Chicago Elevated Post No. 184, which received first honorable mention at the National Convention at Omaha.



Elevated Post Bugle Corps

Keeping Cars Bright and Shiny

How Cars Are Painted and Put in Good Order

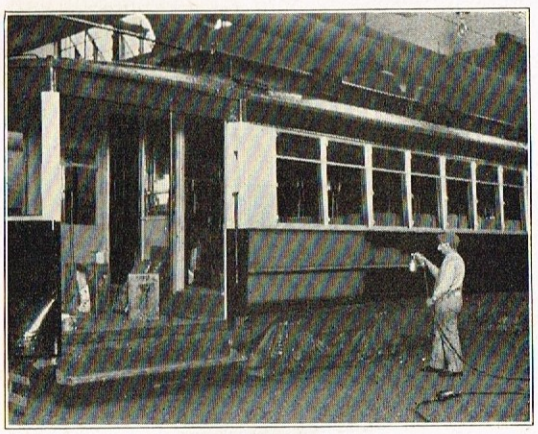
By W. C. Wheeler,
Engineer of Equipment

The old adage, "a woman is as old as she looks," applies also to street cars. There is nothing that makes a street car look old, dilapidated and out of date quicker than a surface covered with a poor, scaly, cracked, dingy coat of paint and varnish. And a fresh coat of paint and varnish helps wonderfully the appearance of any car, be it old or new.

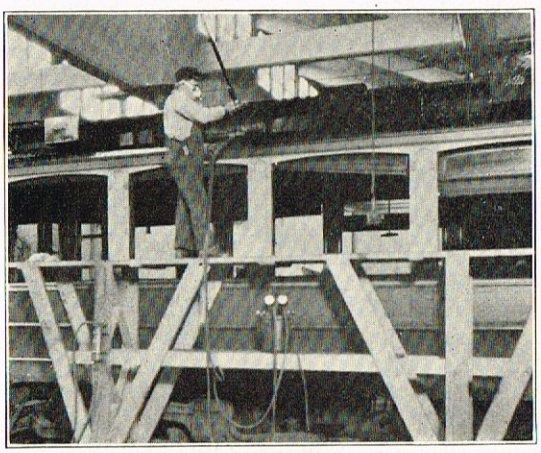
The fact that the Chicago Surface Lines properties are the finest in the world is well known. To keep them in this condition requires constant attention, and the painting of cars is a large item in proper maintenance, for paint and varnish not only help the good appearance of a car, but prevent rapid deterioration. Many visitors to the city, some of whom come from cities where large street railway properties are operating, have noted the neat appearance of our cars and passed many compliments on them.

It may be of interest to readers of SURFACE SERVICE to know something about the labor required and the processes used at the shops to keep the cars in this good condition.

The cars are separated into three general classes. In the first class are included new car construction and cars to be rebuilt, as this naturally requires the greatest amount of work. The second class is that of the "overhaul" car and the third class is that of the "repaint" car.



Spraying the Body



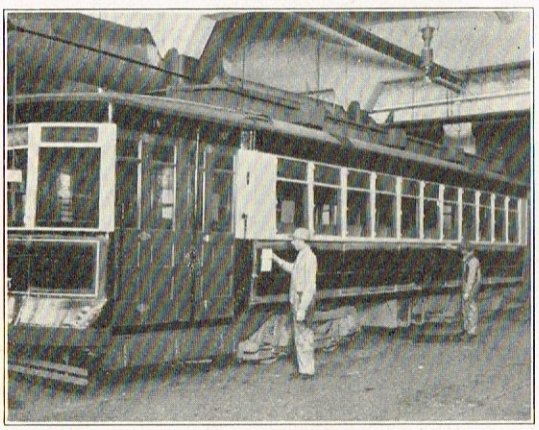
Painting the Roof

The preparation of the new car for painting begins very early in the assembly of the body, for all metal parts are given a coat of red lead wherever they come in contact with other metal. After the assembling of the frame and before any woodwork is placed thereon, the entire surface for exterior painting must be sandblasted so that it is clean and in proper condition to receive immediately the coat of priming paint. This is then allowed to stand for at least one day before a coat of Process No. 2 is applied.

On the fourth day a coat of thin putty, or what is known as knifing compound, is applied to give a smooth surface. The fifth day the surface is sanded with linseed oil and benzine and a second coat of Process No. 2 applied on the sixth day. The seventh day the surface is smoothed with dry sandpaper and one coat of red ground color is applied to those parts of the body that are painted red and a coat of cream ground color is applied to the rest. On the eighth day the paint is allowed to dry, followed by a coat of red color varnish and a second coat of cream color varnish on the ninth day. On the tenth day the lettering, numbering and decorating are applied.

On the eleventh, thirteenth, and fifteenth days the first, second, and third coats, respectively, of body finishing varnish are applied, which allows the varnish to dry on the twelfth and fourteenth days.

The building of the woodwork portions of the car body is carried on simultaneously with this program so that the painting of the interior can be done at the same time the exterior is painted. Special precautions are taken to see that the interior receives a very fine finish as well as one that prevents deterioration due to improper protection. For instance the floor is painted underneath as it is being laid and then it receives three coats of paint after it is in place, the last coat being a varnish color. Forty-eight hours must elapse between coats, so that the paint may dry thoroughly. All interior woodwork must be oiled with boiled linseed oil and stained to a uniform color, after which it receives two coats of varnish, and is rubbed down to a dull smooth finish. The roof boards are painted with one coat of paint and the canvas applied while they are wet. The roof is then given two coats of paint.



Applying the Finishing Coat

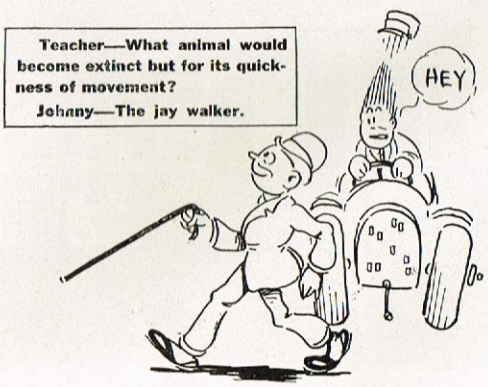
In the second class are cars whose condition is such that the old paint must be entirely removed and a new surface prepared. In the case of a wood panel car this old paint is burned with a gasoline torch and scraped off. The steel panel cars are sandblasted clean. After this the treatment is practically the same as for a new car. This class also includes those cars on which a great deal of new work is necessary during a general overhauling.

In the last group of cars are those which are still in good physical shape but which can be helped greatly in appearance by a coat of paint and varnish. These cars are thoroughly washed and any small scratches or breaks in the wood are primed, filled with putty and then the entire surface is given a coat of color varnish. After the lettering, striping and decorations are retouched, the car is given one or two coats of finishing varnish as conditions require.

In order to reduce the time necessary for a car to be held out of service during this process of painting, time saving methods have been introduced from time to time. One of these is the use of the spray gun which is used to paint the roof, trucks, and under parts of the carbody. The lettering, numbering, and decorating of the car, with the exception of the striping, are done with decalcomania transfers, which permit a great saving of time over the old method of hand work.

INCREASED BUSINESS

The attention of transportation executives throughout the country is focused on the Chicago Surface Lines just now, because of the remarkable increase in street car riding in this city. The surface Lines are providing several million more rides a month than were carried last year in the corresponding months. In October there were more rides than during any other one month in the history of the system and in November there was an increase of 5.84 per cent over November last year.



Telling the Public

Transportation, Schedules and Publicity Departments Show How Story of Street Car Operation is Put Over

At the first company night of the season at the Club House, November 18, the Transportation, Schedules and Publicity Departments combined to show how we do it and how we tell about it.

The majority of those present had their first opportunity to see the motion picture story of the Surface Lines, "The Magic of Transportation," and there was a typical civic club meeting at which three representatives of the Surface Lines spoke on three phases of the transportation problem. Interspersed were some good musical numbers and a humorous skit by H. Spethman of Lincoln, and F. C. McCrackin of Burnsides. Some splendid vocal selections were rendered by Perry Wright, of Devon, who sang "Duna"; Frank Rapp of Armitage, who sang "The Old Dutch Band"; L. T. Glosemeyer of Archer, who sang "For You Alone" and by Paul J. Lasky of Archer, who sang "Sometime."

Edward Rassmussen of North Avenue played a violin solo, "Melody," by Brig.-Gen. Charles G. Dawes.

One of the interesting features of the evening was the presentation of watch fobs to the members of the North Avenue Base Ball Team, champions of the Surface Lines League. The presentation was made by Mr. Wilkie. As each man came forward he was greeted with an appropriate verse.

Mr. Pasche was the presiding officer of the "Comanche's Club," a live civic organization, and introduced M. B. Quinn, J. M. Johnson, and F. A. Forty, speakers of the evening.

Mr. Quinn pointed out that the Chicago Surface Lines have had a larger share than any other agency in the building of Chicago and still are the most important single element contributing to continued prosperity and expansion. He said:

Public transportation must give speed, comfort and safety to passengers.

Speed on the Surface Lines compares very favorably with the speed of other vehicles. Private automobiles do not average more than 15 miles per hour and during the rush hours on the boulevards, not more than 11 miles per hour. Surface Lines cars, operating day in and day out average 11 miles per hour, in spite of the fact that street railway streets are the busiest in the city.

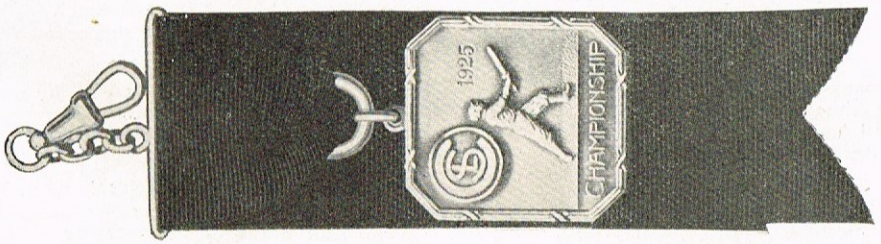
The speed of street cars can be greatly increased and greater comfort and regularity of service provided if the right-of-way privileges enjoyed by automobiles on the boulevards are extended to street cars.

It is manifestly much more important to increase the speed and provide for the regularity of street cars because of the greater percentage of the people who depend upon them for transportation. One street car line carries three times as many passengers as all the automobiles on a crowded boulevard, yet the street car line occupies but 9 feet of space in each direction while the automobiles on the boulevard find 40 feet in each direction insufficient. The street car rider lays the track, paves and maintains it but he does not have full use of it because of parking along the curb.

Mr. Johnson spoke briefly on the history of street car operation in Chicago.

The Chicago Surface Lines is the largest, best equipped and most efficiently operated system of its kind in the world, Mr. Johnson said.

Eighty per cent of all the riding in public conveyances in Chicago is on the Surface Lines. The 1,000 miles of track, enough to extend from Chicago to New York, reaches every section of the 204 square miles of Chicago. Three thousand five hundred modern cars running a total car mileage every day sufficient to encircle the globe 16 times at the equator, supply more than 4,000,000 rides a day,



Watch Fob Presented to Winning Team

58 per cent of which are within two and one-half hours in the morning and the same length of time in the evening.

The number of rides on the Surface Lines is constantly increasing. We are carrying a million more rides a day than we were 10 years ago.

Mr. Forty discussed schedules and their use in maintaining efficient service.

The Schedule and Timetable Department is the planning department of the Chicago Surface Lines, he said.

Herein is planned the effective use of our rolling stock and men's time, in order to create maximum comfort for the riding public. Herein are controlled the major operating expenses of the company. Each car hour scheduled entails an operating expense of $2.91 in trainmen's wages, right of way maintenance, car maintenance, power consumption and damages. A car operated for one hour and not in accord with the riding demands represents a $2.91 waste. Approximately 6 per cent of our total car hours so scheduled would be sufficient to spell failure for us.

The Schedule Department is entrusted with the task of wisely and intelligently planning the service we are to render. To do this, the department must be of a highly organized character and must have highly specialized employes who can control, with scientific exactness, the major expenses of the company. The medium that the department uses in its planning is the "time table."

With the ever-changing conditions in traffic there is a constant need of revision of time tables. A line to be rescheduled is placed under observation. A squad of checkers observe running time and, at different locations, the passengers in each car and the time each car actually arrives. From such data, taken thoroughly enough to establish what is the average need for service on every part of the line for every minute of the time, the schedule maker can determine what trips ought to be provided. Upon consultation of records and charts that are carefully compiled from conductors' records of passengers and the earnings, he can determine whether the line is paying expenses, earning a profit or operating at a loss. Upon such information, he can begin to plan what changes from the present service should be made; how to use cars, trips, and trainmen's time most effectively; how to meet the change in riding habits with the minimum of expense and the maximum of comfort for our patrons.

Mr. Wilkie's rhymed reception to each member of the winning ball team as he took his place on the stage, was as follows:

CAPT. RYAN

Here's Ryan, Captain of the team
His coasting helped 'em win it;
He pepped 'em up so they could fight
For every blessed minute.

J. HICKEY

How Hickey held the bag at first
Was something quite worth while;
The runners who came down his way
Were out-ed with a smile.

T. COONEY

No flies too high for Cooney's mit
In center where he played
The guy who batted one to him
Just benched himself and prayed.

E. GNECH

Gnech at short was like a flea,
Here, there and everywhere;
They'd smash a grounder down to him
And then—they'd take the air.

R. REITER

The second game saw Reiter work
At short—and say, he played it!
They often tried to bat 'em through,
But shucks! they never made it.

H. WANKEL

This Wankel is another shark
At short his work is snappy.
He wanted good old North to win
And now they're champs he's happy.

G. NORTH

As catcher, North was on the job;
He held 'em hot and wide
And when he pegged 'em to a bag
The runner simply died.

H. UMLAUF

And Umlauf, here, a handy lad,
In right field rough and rutty,
Played such a game the other team
Went absolutely nutty.

E. DE LAVE

DeLave at third—Oh, boy, a darb!
Though luck at times was tough;
He ran the bases like a bird,
The real old Ty Cobb stuff.

E. BALLA

Did Balla star at second base?
I'll tell the world he did.
As "Ginny" Tony says: "Thees guy's
"Da Basa Balla Kid."

F. LINDROTH

And Lindroth, way out there in left
He smothered what they sent him,
And now they say the Pittsburgh champs
Are trying hard to rent him.

H. DAISY

They say poor Walter Johnson wept—
He couldn't win like Daisy,
Who pitched 'em curved, fast, slow or straight,
And drove the batters crazy.

H. YOUNG

Here's Young—"all 'round utility"
If substitutes were needed;
He pulled and rooted for his bunch
And cheered when they succeeded.

J. SIMON

Here's "Johnny" Simon loved by all
At heart a "sporting kid,"
He bet his shirt his club would win—
And luckily—they did.

E. PETERSON

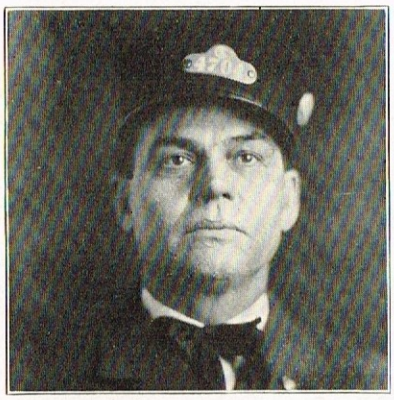
And last, not least, is Peterson,
Who scored the hits and errors,
His score sheets prove the claim that's made;
"These champs are holy terrors!"

STORY OF AN AIR BRAKE HANDLE

How New Device Was Developed in Local Shops

An employe in the repair department at the Limits carhouse found a special air brake handle on one of the cars, and as this handle was not of the standard type used by the company, he turned it over to his foreman, Mr. Chamberlain, who in turn passed it on to Mr. Ben Phillips, general foreman of carhouses in the North and West Division. Mr. Phillips found that this handle was one which permitted the motorman to tighten the handle upon the valve stem of the engineer's valve and hold it securely.

It appealed to him as having merit, and he passed it on to his superiors. They investigated it and also considered that



W. E. Cady

the air brake handle had merit. The matter was then taken up at a general staff meeting and it was decided that it would be desirable to try it out, and the equipping of one division with air brake handles of this type was authorized.

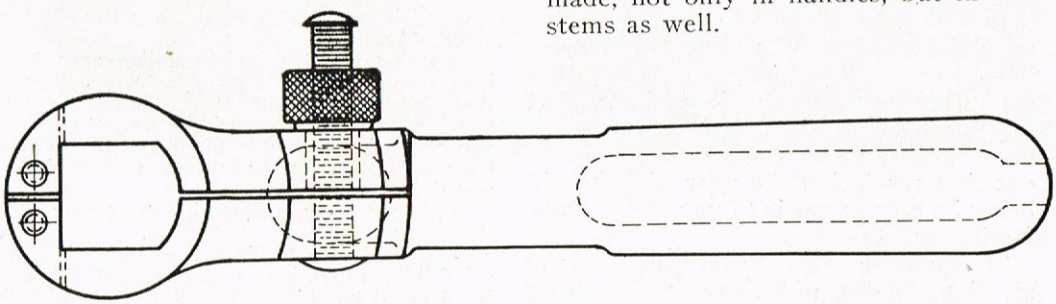
The necessary patterns were made, including some modifications, and castings obtained, and eventually the handles were installed on all cars operating out of the Lawndale carhouse.

The motormen were very much pleased with the new air brake handle, and a report to this effect was submitted to the management.

Shortly after the cars of the Lawndale carhouse had been equipped, the Superintendent of Shops and Equipment received a call from W. E. Cady of 2851 West Congress street. Mr. Cady is a conductor operating on Madison street, Division No. 6-A. He stated that he had seen the new handles on the Lawndale cars and came in to let the company know that he had invented this handle and had obtained a U. S. Letters Patent, covering it. The Superintendent of Shops and Equipment advised Mr. Cady that he was glad to meet the man who had invented this handle, as he was entirely ignorant as to who made up the handle that had been shown to him originally.

This conversation started negotiations between Mr. Cady and the Chicago Surface Lines, with the result that the company has made an agreement with Mr. Cady, whereby they have obtained shop right covering the manufacture of air brake handles of this type, and Mr. Cady in return has received due compensation for the same. In addition, representatives of the company are using their best endeavors to assist Mr. Cady in placing his air brake handle on the market, in order that other street railway properties may reap the benefit of the use of this handle.

The great advantage in connection with the use of the handle, is that it is clamped tight to the valve stem whether it is new or worn, and thus a saving is made, not only in handles, but in valve stems as well.



The Airbrake Handle

Accident Prevention Meetings

New Series Will Be Conducted by Mr. Noonan Beginning in January

The next series of accident prevention meetings for trainmen in all divisions will begin some time about the middle of January. Victor T. Noonan, Supervisor of Accident Prevention and Chairman of the General Advisory Council, will be the speaker. He will have a special and very important message for these next meetings which will be held in the afternoon and at night at each car station. Schedules of the dates and hours of each meeting will be duly posted. In connection with the safety meetings Mr. Noonan has the following to say:

"The coming accident prevention meetings will be the most important we have held so far. Accident prevention plans for 1926 will be announced at them and the largest attendance of trainmen at the safety meetings that we have ever had is expected.

"The accident prevention meetings are very important too, for the individual trainman. The message concerns each man's happiness and welfare, and for that reason it concerns in a very particular way the happiness of those who are nearest and dearest to him. A trainman's whole safety in life may depend upon his being present at one of the meetings. It is a thought well worth remembering that in the past two years, the trainmen who have lost their lives, were among those who were not present at any of the safety meetings held at their own stations.

"I am not worrying about the 99 per cent of our good men who will surely make every effort to attend the meetings; my chief worry is the one man here and there who for some reason will be absent. If such a man reads these lines, I say to him, make one New Year's resolution on January 1, and let that resolution be to attend the safety meeting at your own car house. If you carry out that resolution the year of 1926 will bring its own rewards to you and to your family.

"I shall be glad to arrange special meetings in the mornings at the larger stations for all those trainmen whose duties in the train service will not permit them to attend either the afternoon or the evening meetings. If these trainmen want such meetings, they must make their wants known.

"As I stated last year, these accident prevention meetings are the men's own meetings and I hope each division will turn out capacity crowds.

"In the meantime, Christmas greetings to everybody with the following suggestions to keep in mind during the Christmas rush:

"1. Don't go in between cars to adjust trolleys.

"2. Please do not walk in between cars at the car houses.

"3. Be careful in boarding and alighting from your own cars.

"4. Take good care of your passengers in the busy rush of Christmas, they have mothers, wives and children and those who are dear to them who want them safe for Christmas. Be kind to them, that's the idea.

"5. Be careful at intersections and at the automatic traffic signals. Do not start up until the signal says 'Go' or shows green. That is safety.

"Be more than careful at railroad crossings. Look well and listen as well.

"Let every man do his best and we will have no serious accidents."

MOTORISTS USE STREET CARS

The increasing use of trolley cars by the public is verified by the answers to questionnaires sent out to several of the largest cities in the United States, according to the Indiana Committee on Public Utility Information.

Figures show that ninety to ninety-five per cent of all the people who live in those cities use street cars.

Inquiries in 21 principal cities—over 25,000 busy people taking the trouble to report—show that 80 per cent of motorists ride on the street cars regularly. In five of the largest cities, 75 per cent of the owners of high-grade automobiles used street cars an average of 28 times a month.

More people are riding the street cars today than ever.

Congested auto traffic and parking difficulties are driving riders back to the trolley. The service demand on this public utility is steadily increasing.

Lining Up the Witnesses

Lawndale-Blue Island Moves to First Place and Elston-Noble Takes Second Place for the First Time—Percentage Is Lower

The fact that the record in the witness getting contest is not improving shows conclusively the need of greater effort throughout the system. The number of witnesses per accident has declined during the past three months.

In July the number of witnesses per accident was 3.23. There was a marked improvement in August when the number per accident reached 3.54, but since that time reports are not so good. The number dropped to 3.45 in September and to 3.38 in October. It is hoped that November will make a better showing.

Lawndale-Blue Island moved to first place with a score of 3.89, and Elston-Noble, for the first time during the contest, takes second place. Lawndale-Blue Island's score, however, is not as good by 1/100 as it was in September.

With three exceptions all of the car stations made a poorer score in October than they did in September. These exceptions are Cottage Grove, which made a score of 3.51, as compared with 3.41 in September; 69th Street with a score of 2.94 this month, as compared with 2.58 in September, and Archer, with scores of 3.42 and 3.27.

The comparison of the records of the various divisions for the last four months shows:

	Depot.	Oct.	Sept.	Aug.	July
1.	Lawndale-Blue Island	3.89	3.90 (2)	4.00 (4)	2.07 (12)
2.	Elston-Noble ...	3.83	4.63 (1)	4.88 (1)	4.31 (1)
3.	North Avenue...	3.61	3.74 (4)	4.06 (3)	3.56 (4)
4.	Burnside	3.53	3.68 (3)	4.16 (2)	3.60 (3)
5.	Lincoln	3.52	3.54 (6)	2.72 (12)	2.69 (11)
(6).	77th Street.....	3.51	3.64 (5)	3.82 (5)	3.65 (2)
(6).	Cottage Grove..	3.51	3.41 (8)	3.23 (7)	3.30 (6)
7.	Archer	3.42	3.27 (9)	3.58 (6)	3.48 (5)
8.	Armitage-Division	3.06	3.43 (7)	3.04 (10)	3.20 (7)
9.	Kedzie	2.99	3.22 (11)	2.82 (11)	2.93 (10)
10.	69th Street.....	2.94	2.68 (12)	3.17 (8)	3.19 (8)
11.	Devon-Limits ...	2.84	3.25 (10)	3.12 (9)	2.99 (9)
	Averages for the System	3.38	3.45	3.54	3.23



Reading left to right: Fred Pitt, William Portius, G. C. Bouland.

Here is a picture of Charles Bouland and the grip car he served on during the World's Fair.

Mr. Bouland, standing at the grip, began service as a horse car driver in 1878. He became a gripman in 1888 and had the distinction of being the smallest and lightest man on the job, his weight being 123 pounds.

In November, 1901, he was transferred to the Legal Department and has been connected with that department ever since.

THE TERMINABLE PERMIT

A Little Information on What It Is and What the State Terminable Permit Investigation Commission Is Doing

There has been a great deal in the newspapers in the past several months about terminable permits for utility companies, but there seems to be a considerable lack of information among the public in general and public utility employes as well, as to what the terminable permit is and what could be accomplished under it.

The terminable permit is merely a certificate issued to a utility in lieu of a term franchise. Wisconsin has had terminable permits since 1907. In Massachusetts limited term franchises never have been known. There are terminable permit laws also in Minnesota, Oklahoma, Indiana, Arkansas, Colorado and to some extent in Ohio and Louisiana.

At the last session of the Illinois General Assembly, a terminable permit bill was introduced, but the idea was so new in this state that it was thought best to create a commission of members of the legislature to investigate the theory and practice of terminable permits in other states before trying them here.

The terminable permit bill was withdrawn, therefore, and a bill creating a joint commission of members of the Senate and the House, including the Lieutenant Governor and the Speaker of the House, was adopted. Senator Richard J. Barr of Joliet is chairman of this commission.

The commission began its hearings early in November. It went to Madison, Wisconsin, and made a thorough study of the Wisconsin laws, finding that the people are well satisfied and that it is much easier for utilities to refinance under terminable permits than under the old system of fixed term franchises. From Madison the commission went to Minneapolis, and from there to Indianapolis.

This month the commission is visiting various cities in the east, including Washington, Philadelphia, New York and Boston.

Terminable permits, as proposed, would affect all utilities.

"THE DYING STREET CAR MAN"

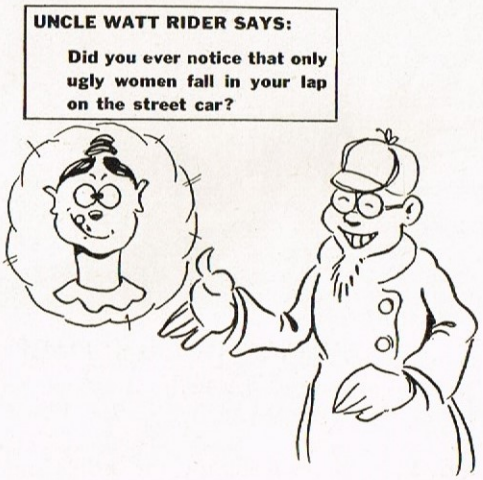
The street car man was dying fast,
His friends had gathered round.
And well he knew that he would soon,
Be buried in the ground.
The Clergymen had told him,
If he would enter heaven,
All men who had done him a wrong,
Must freely be forgiven.
"Dear Pastor," said the dying man,
"Most men are on the square,
"But my leaders always ran,
"As if time points weren't there.
"And those wise birds who followed me,
"That should have been ahead,
"Tell then that I forgave them all,
"Before my spirit fled.
"And the number ones who dragged me,
"And for fallback kept me late,
"Tell them I will meet them all,
"Beside the Heavenly Gate."
Then he suddenly grew violent,
And he gave a mighty roar.
"I won't forgive the man who put
Five heavies on 'Ardmore.' "
Saint Peter saw him coming,
And the gates he opened wide,
And he said to Angel Gabriel,
Who was standing by his side:
"Take this man and treat him well,
For he has suffered sore,
I welcome all who ever worked,
Five heavies from Ardmore."

John Clark, No. 2.
Devon.

$10,000 FOR RED CROSS

Surface Lines Employes Make Big Contribution in Annual Drive

A check for $10,000, representing contributions by Surface Lines employes, was turned over to the Red Cross on November 27th by Treasurer Orde. The money was collected from employes in every department.



Keeping 'Em Rolling

Blue Pennant Now at North Avenue Carhouse

The blue pennant now flies again at North avenue carhouse, after having been held at Armitage and Blue Island for the past two months. The miles operated per pull-in at North avenue for the month of October were 27,853, as compared with 33,991 miles made by Blue Island in September, but the average for all carhouses increased from 11,669 to 12,116, or 3.8 per cent. This general increase shows that even though the highest figure was less than last month, the other carhouses have so increased their mileage per pull-in that the average is higher than last month. The most notable changes in position were made by the following carhouses:

North Avenue—Seventh to first place.
Rockwell—Thirteenth to sixth place.
Limits—Sixth to second place.
Devon—Tenth to fourth place.

Had not Armitage received a knockout from old King Winter, one-half of their pull-ins being due to frozen air, the story would be different.

In the statement below is a new column showing zero days. Each zero day denotes a 24-hour period without a pull-in chargeable to the equipment. Last month's pull-in leader, Blue Island, has the greatest number of zero days, a total of 17 out of a possible 31, or 51.6 per cent. The total zero days for all the carhouses is 130, being 26 per cent out of a possible 496 carhouse days.

Rank	Carhouse	Zero Days	Miles Operated per Car Pulled in for Oct. 1925 Chargeable to Equip. Failure	Per cent Increase or Decrease over Sept.
1	North	6	27,853	77.8
2	Limits	15	20,882	32.9
3	Elston	13	20,732	00.4
4	Devon	9	17,482	21.6
5	Lincoln	11	17,382	28.8 Dec.
6	Rockwell	4	15,843	34.8
7	Lawndale	10	14,890	16.4
8	Cottage Grove	6	14,841	2.9 Dec.
9	Blue Island	17	14,831	56.3 Dec.
10	Armitage	12	14,765	3.0 Dec.
11	Kedzie	2	14,112	12.6 Dec.
12	Division	12	13,110	30.2 Dec.
13	Noble	12	12,494	00.008
14	77th	.	7,439	2.7
15	69th	.	6,542	10.4 Dec.
16	Burnside	1	5,497	12.6

The relative rank of the various carhouses, by months, is as follows:

Carhouse	October	September	August	July	June	May	April	March	February	January
North	1	7	3	1	1	4	6	4	4	3
Limits	2	6	5	7	5	3	4	5	2	4
Elston	3	3	4	11	10	9	7	7	9	5
Devon	4	10	11	5	8	6	5	6	5	6
Lincoln	5	2	7	9	4	7	9	9	12	15
Rockwell	6	13	8	10	7	10	10	10	8	11
Lawndale	7	11	12	14	14	12	12	11	15	12
Cottage Grove	8	8	10	4	11	11	15	15	14	15
Blue Island	9	1	2	3	3	2	3	2	6	7
Armitage	10	9	1	2	2	1	1	3	1	2
Kedzie	11	5	9	8	9	8	8	8	7	10
Division	12	4	6	6	6	5	2	1	3	1
Noble	13	12	15	15	16	16	16	16	16	8
77th	14	15	14	13	13	14	14	12	10	9
69th	15	14	13	12	11	13	13	13	11	13
Burnside	16	16	16	16	15	15	15	14	13	14

FORTY YEARS OF SERVICE



J. B. Emerson, at left

J. B. Emerson, Badge No. 9748, was employed by the Chicago Westside Railway Company November 1, 1885, as a conductor. He was assigned to Milwaukee avenue barn and served as an extra until the Division street line was opened and he was assigned to this run.

Mr. Emerson says that when the weather was 25 or 30 degrees below zero they kept warm by running along side of the car.

Conductor—"Is that child eight years old, madam?"

Lady—"Oh, no. He's only seven."

Conductor—"Then you must pay his fare. Only children under seven ride gratis."

Mistress—"You say you worked for the Van Twillers. Can you prove that?"

New Maid—"Well, mum; I can show you some spoons and things with their initials on them."

SURFACE SERVICE MAGAZINE

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

CADY USED HIS HEAD

Surface Service takes off its hat to Conductor Cady, whose recent interesting experiences are described in an article on another page of this issue. Conductor Cady's active duties had nothing whatever to do with the mechanical operation of the car; and yet he made a study not only of the specific duties assigned him, but of everything connected with his car. He saw what he believed to be an opportunity to make an improvement in a piece of mechanism which has been in use substantially in its present form for many years. And after he had worked out in his own mind what he thought might be done, he presented the matter to the Equipment Department for consideration. His idea was found to have merit and the management was only too glad to bear all of the expense of securing patents which would protect the inventor and from which it is hoped he will derive some substantial profits. The whole point of Conductor Cady's experience is that as no system is perfect, there is always room for improvement; and real thought and study will well repay the employe who is earnestly desirous of mastering the details of his job.

The man with practical ideas is always welcomed by the management and every assistance will be given to him in the development of his ideas.

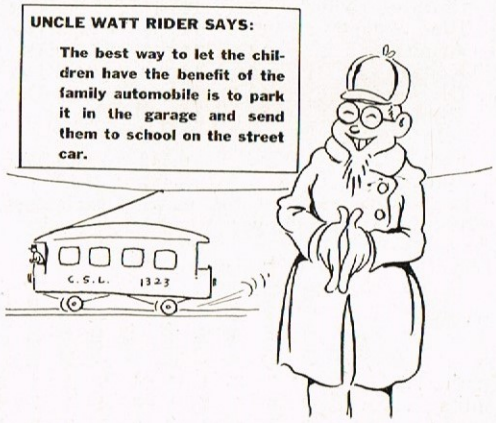
ACCIDENT WITNESSES

The figures for October shown in the race between the various car stations are disappointing in that they disclose a lower average for the system and a lower average for the high division than we had two months ago. Perhaps the importance of the subject is not sufficiently realized by the trainmen; but the Legal and the Accident Investigation Departments are often seriously handicapped by a failure to secure sufficient witnesses to enable the Company to defend itself in actions that are brought against it. There is no doubt that the losses to the Companies could be reduced by many thousands of dollars through a concerted and determined drive by conductors and motormen to secure more witnesses—to make it eight or ten instead of one or two. The task is not an impossible one and it involves a real service to one of the most important departments in the organization.

Cost of Traffic Congestion

After an investigation into traffic conditions in American cities, a committee recently reported to Secretary Hoover of the Department of Commerce, that the loss of time and money because of congestion reaches $1,500,000,000 a year. The Secretary's National Conference on Street and Highway Safety will meet here this winter to take up the questions involved.

Inadequate parking facilities, depreciation of real estate and traffic congestion were responsible for the great losses reported, the committee found. It declared that in the Chicago Loop District $200,000 each day is the cost of parking to the community.



PREVENTING POWER WASTE

Standing of the Car Stations in October

To become proficient in the proper operation of an electric car is an accomplishment well worth the effort and attention required.

If you put into practice the instruction your Supervising Motorman presents to you—

It will make car operation a better business;
It will make car operation easier for you;
It will prevent the waste of power;
It will please the public.

The following classification of the depots has been prepared for the benefit of our motormen, showing the standing of each on a comparative basis.

It takes but very little improvement by all of the motormen of a depot each month to advance its position. Run on time—Save power.

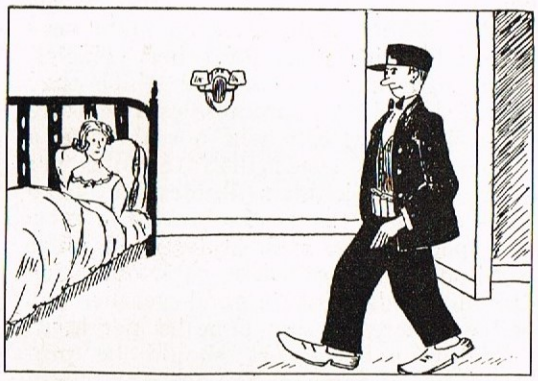
In the order named the Depots rank:—

Depot	October	September
Blue Island	1	1
Archer	2	10
Elston	3	5
Division	4	4
Limits	5	2
Burnside	6	3
69-Ashland	7	6
Cottage Grove	8	7
77-Vincennes	9	9
Noble	10	8
North	11	11
Kedzie	12	12
Lincoln	13	13
Devon	14	15
Lawndale	15	14
Armitage	16	16

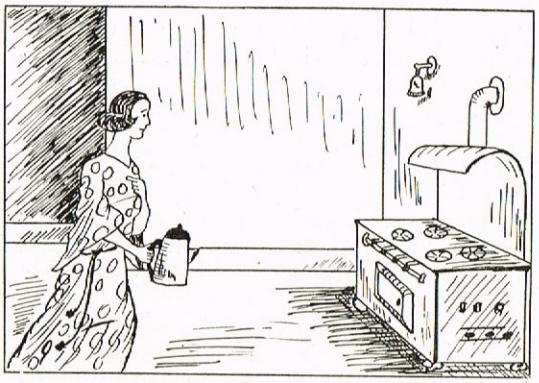
All car operation is based on the entire four motor equipment of the system.

Real Folks at Home

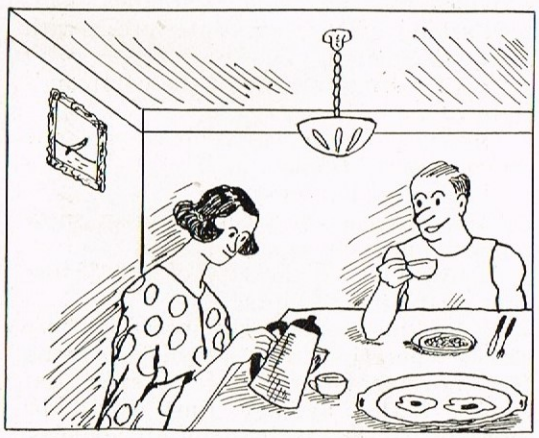
(The street car conductor)



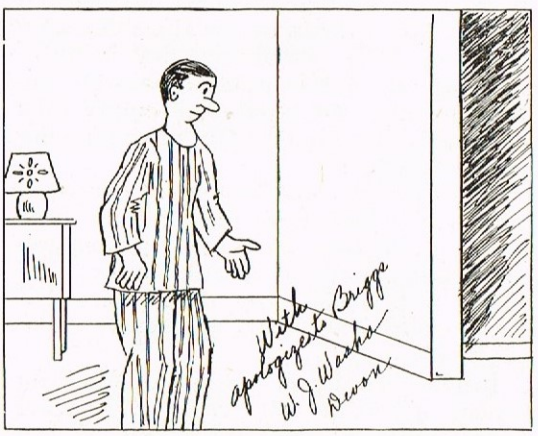
Good morning, Mary, everything went fine last night—didn't switch once, took in more money than anyone at the barn. Had one argument with a passenger, but made him laugh before he got off the car.



Just a minute, Mike, and I'll have your eggs and coffee ready. It's too bad you can't get day cars. How much nicer it would be for us. We could go over to McGuire's house and play cards.



We had a fine time at the barn today. Mr. Evenson gave a very fine talk on the duties of the carmen, and Mr. Wright, our local talent singer, sure put a few songs across.



Now, Mary, be sure and wake me up at 1 P. M. I want to go downtown and buy you that radio I was telling you about the other day. You won't feel so lonesome then.

Parking and Congestion

City Officials Realize Regulation of Parking Would Relieve Traffic Jam

Recognition of the fact that much of the congestion in city streets can be relieved by prohibiting the use of busy thoroughfares for storage purposes is becoming general.

The police recently began the enforcement of the ordinance prohibiting parking on Van Buren between Franklin and Wabash, on Wabash between Van Buren and Lake, on Lake between Wabash and Franklin, and Franklin between Lake and Van Buren, during business hours.

On December 2 the committee on local transportation of the city council held a session to consider the entire problem of congestion in the loop and measures for relief, at least during the Christmas shopping period.

A great deal of information on traffic conditions was given to the committee by Mr. McIlraith, staff engineer of the Surface Lines.

He pointed out that of the 500,000 people entering the loop district daily, a comparatively small percentage use private conveyances.

The number of parked cars in the loop at one time is less than 1,000 and only 8,000 automobiles can be served by parking space in a business day. This accommodates less than 15,000 people.

A check on State street from Madison to Monroe between 11:30 a. m. and 6 p. m. on an average business day showed over 95,000 pedestrians on the sidewalks, and only 4,073 persons passing in automobiles and 1,032 in taxicabs. Of the taxis passing, the number of empty cabs exceeded the number of those carrying passengers by 400.

Likewise on Madison street, between State and Dearborn during the same hours, there were 66,640 pedestrians and only 3,865 persons in automobiles and 1,217 in taxicabs, and there were 173 more empty cabs than there were occupied cabs.

In other words, on this part of Madison street, sidewalks 30 feet wide served 66,640 persons while the street 45 feet wide served less than 6,000 persons in vehicles.

Mr. McIlraith emphasized the fact that the Surface Lines in rerouting the street cars last year expended the only money that has been spent for the relief of downtown congestion.

"Two years ago, during the Christmas rush," he said, "it took 27 minutes to go by street car from Harrison and State streets to Marshall Field's. Last year, after rerouting and abolishing left-hand turns, the same distance was covered in about 12 minutes. With proper free movement in the streets, it should be less than 5 minutes.

"Public transportation must give speed, comfort and safety to passengers. Speeds of the Surface Lines cars compare very favorably with those of other vehicles, considering the streets over which they operate. Private automobiles operating through city streets will not average a higher rate of speed than 15 miles per hour. On Michigan Boulevard, from Lake street to the Drake hotel, the average speed in the rush hours is 11 miles per hour. Surface Lines cars, operating day in and day out, in good weather and bad weather, average 11 miles per hour.

"Additional comfort should be provided and if some of the present handicaps to operation were properly removed, this comfort could be obtained. The more important obstacles preventing the higher degree of service that might be provided may be listed as follows:

"Parking where it interferes with street movement.

"Poor paving outside of the company's right-of-way.

"Interference from vehicles on the street railway tracks.

"Lack of safety zones.

"The expense of street cleaning, snow removal, paving repairs.

"The giving to the city of the 55 per cent of the net receipts.

"If parking could be eliminated in those places where it prevents vehicles having free movement outside of the street car tracks, better average time could be made by street cars and by all vehicles. This would permit greater service from the cars and a very marked saving in time to all passengers."

CLUB SPARKS

Annual Christmas Party

A radio message from Santa advises us that he is all set to come to the annual Christmas party at the Club House on December 19. He says that his aeroplane is in tip-top shape and can make as high as 300 miles per hour, so he'll be able to get to the party on time. Now don't miss him, kiddies, but get there by 2:30 in the afternoon or 7:30 in the evening.

An exceptionally fine children's program is being planned by the committee and we are sure that we have something arranged that will interest every child. We wrote a nice long letter to Santa and asked him to bring some toys and candy for the kiddies and he said he would, providing you would all be good boys and good girls between now and Christmas. So be on your good behavior, kiddies, and don't forget December 19.

The committee is as follows: R. T. Fick, chairman; Misses M. Humes, Executive; M. Krausman, Transportation; B. Williamson, Accounting; J. Sigwalt, Club House; M. Sullivan, Accounting; M. Wiley, Accounting; H. Carlson, Accounting; M. Beatty, Accident Investigation; W. Schenck, Electrical; J. Hewitt, Track and Roadway; J. Kruty, Accounting; H. Holger, Accounting; N. Deutsch, Accident Investigation; A. E. Johnson, Accounting; C. H. Pfaus, Car Meter; C. Heath, South Shops.

Basketball

The Surface Lines Club Basketball team made its debut on Tuesday, November 24, in a game with the Premiers. The score was 41 to 21 in favor of our team who played a very fine game, when you consider that they have been practicing together for only two weeks. Captain Howie Dahl was the individual star, scoring 37 points and giving a fine demonstration of fast floor work.

Basketball is a new branch of sport with the Club and we hope the membership will support the boys in their new venture. Any members who have had any experience at all and would like to try out for the team will please call H. Dahl at the Clark and Division office and he will be glad to give all details as to location and date of practice.

Swimming and Wrestling Carnival

The second annual swimming and wrestling carnival held at the Club House on Saturday evening, November 28, was a decided success and both Mr. Zollinger and Mr. Chappelle are to be congratulated on the wonderful progress they made with their classes. We only hope that more of the members of our club will take advantage of these classes next year and come out regularly so they may become more proficient swimmers and wrestlers.

The swimming program was exceptionally well planned and a great many feats were performed by our class members. George Pellicore and Herbert Rohde gave a very fine exhibition of the crawl stroke and also of various life-saving carries and did their parts wonderfully well. Miss Marie Sullivan and John Hewitt showed the breast stroke and also took part in the various other events. Misses Kane and Lachata put on a very pretty water drill which was appreciated by all spectators. Four of the younger members from the Department of Accident Investigation, Moore, Griffin, O'Connell and Grage, took part in a night shirt relay which went over big. A little comedy was staged by Frank Hopkinson who fell into the water, clothes and all and was rescued only after a hard tussle by George Pellicore and Herbert Rohde. Frank also gave a very good exhibition of back stroke. Last but not least was a wonderful exhibition of water balancing by Miss Esther Sandstrom, going through the various poses in such perfect style that several experts who were present said that seldom had they seen anything to equal it. Miss Flugge and Messrs. Flugge and Scheuchenflug gave us a fine exhibition of canoe handling and life saving work.

The wrestling matches put on by Al Chappelle's classes showed what wonderful progress the boys of his classes are making. The participants in the various bouts were Messrs. O'Brien, Griffith, Kaffenberger, Jacobsen, Felstow and Boness. We expect to enter several of these boys in the A. A. F. Tournament and are sure that they will give a good account of themselves. The last number of the wrestling program was an exhibition between Paul Martinson, who needs no introduction, and Harry Karadimos, one of our club members, who has been a member of our class for only six months. Taken all in all, the wrestling program was very interesting.

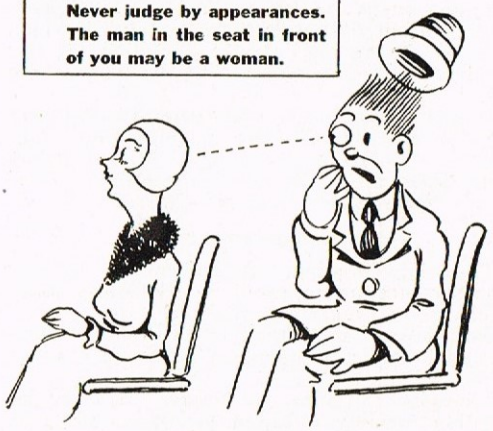
After the athletic events were over eats were served and dancing was a very popular pastime until midnight. We are sure that the 250 persons who attended had a fine time.

I wish to take this opportunity to thank all the participants for the willing efforts and faithful practice which alone were responsible for the success of this athletic program.

R. T. Fick,
Chairman of Athletics.

UNCLE WATT RIDER SAYS:

Never judge by appearances. The man in the seat in front of you may be a woman.



WOMEN'S AUXILIARY

Delightful Dance Is Given—Girls of Electrical, Purchasing, Secretary-Treasurer, Schedules and Transportation Departments Entertain.

Once again on Saturday evening, November 14, the Women's Auxiliary came to the front with a delightful dance, and a welcome so warm to all who came that it radiated throughout the evening.

As usual the dance was a great success, and an able committee under the leadership of Miss Josephine Dooley, chairman, saw to it that no effort was lacking to make it so.

The decorations of the hall excited the admiration of all present. Great circles of shaded yellow fringes hung in tiers from the ceiling, ending in a fringed canopy over the center lights that glowed like sunshine. Clusters of yellow chrysanthemums shaded the side lights and climbed around the balcony to a center cluster. Two huge vases of these lovely flowers flanked the stage, making an effective setting for the orchestra.

The orchestra was an innovation and the music was good and considerably varied. Mingling with the old time waltz tunes was caught a strain of "jazz" that served to bring some of the younger ones to the floor in the "Charleston." There was music for all and every one present found some familiar melody to which they could dance.

Thanksgiving Party

Following the regular monthly meeting Thursday evening, November 19, members of the Women's Auxiliary and their girl friends were entertained by a Thanksgiving Party given by the Electrical, Purchasing, Secretary-Treasurer, Schedule and Time Table and Transportation Departments.

The attractive bulletins announcing the party gave us visions of turkey, cranberry sauce and all the fixin's. We had the turkey all right, oodles of it, but in the form of dice, and it was turkey, turkey, turkey, a din of it all the evening. We can safely say that the noise could not have been louder at the Chicago-Dartmouth game than at that same Thanksgiving Party. For, to be explicit, it was a game of turkey, resembling bunco only three times as noisy. Score cards were decorated with the same bird, which gobbled during the playing—gobbled all our points away from us each time we threw three T's.

It was a huge success and the prize winners were Miss Marion Micetic and Miss Marie Sullivan, the booby prize going to Miss Dorothy John, all of the Clark and Division offices. Delicious refreshments were served.

Announcements

Thursday evening, December 17, regular monthly meeting followed by Christmas party in charge of program committee.

Saturday evening, January 16, annual reception and dance to members of Surface Lines Club.

Thursday evening, January 21, regular monthly meeting followed by Bunco party in charge of program committee.

Bouquets for the Boys

Three correspondents wrote during the month of November to commend the courteous consideration of Conductor Bernard D. Miller, badge No. 10448, of 77th street. Miss Julia Lorenz, 854 Summit avenue, Blue Island, heartily commends Conductor Miller and Motorman Harry J. Humphrey, badge No. 8633, who works with him. Lucius Clay, Grand Central hotel, reports that he boarded Mr. Miller's car and discovered when he went to pay his fare that he had no money with him. The conductor paid the fare for him, trusting Mr. Clay until the next day. James A. Harvey, 25 East Washington street, commends Conductor Miller's good nature, efficiency and courtesy in handling the crowds during the rush hour on a rainy day. "My observance would be," Mr. Harvey says, "that a man like No. 10448 will move into stronger positions as he is found efficient."

Conductor Patrick Kane, badge No. 2692, Cottage Grove avenue, is commended by Miss Alma S. Fick, 3807 Rokeby street, "for courtesy and kindness. His consideration," she said, "prevented me from being late to work."

Conductor Arthur E. Taylor, badge No. 3132, 69th street, helped Mrs. Henry E. Simon, 3427 Janssen avenue, to recover her purse from a passenger who had picked it up in the car.

Conductor Gerald W. Roberts, badge No. 5100, Kedzie avenue, is commended by L. V. Frances, 1040 East 79th street. Mr. Frances, in his enthusiasm, called up to announce that Conductor Roberts not only is courteous to all his passengers, but calls the streets clearly and distinctly.

Edward L. McQuillan, badge No. 5856, 69th street, won the admiration of Charles O'denburg, general claim agent of the Chicago and Interurban Traction Company, by obtaining the name of a witness to an accident on the interurban line in Blue Island. The passenger boarded Conductor McQuillan's car and mentioned the fact that he had seen the accident. The conductor asked him whether or not he had given his name to the interurban conductor and was told that he had not. Conductor McQuillan then took his name and later left it at Mr. Oldenburg's office. "I believe that this man ought to be commended for his service, for it is clearly a case of close co-operation," Mr. Oldenburg said.

Conductor Patrick H. McManus, badge No. 7266, Kedzie avenue, is praised by Mrs. H. D. Davison, in a letter from her home in Orchard Knoll, Glenview, Illinois, for "courteous, gentlemanly service." She says she was surprised at the ease with which he handled the passengers and was pleased by his "soft, pleasant voice and his readiness to answer the many questions of the passengers. I observed that all of the passengers seemed pleased, and all eyes were on him."

Conductor Terence Kennedy, badge No. 7502, Lawndale, was observed assisting two blind women in alighting from the car and helping them safely to the sidewalk. The observers

were Marcelle Miller and Mattie L. Reusnon, 130 North Jefferson street.

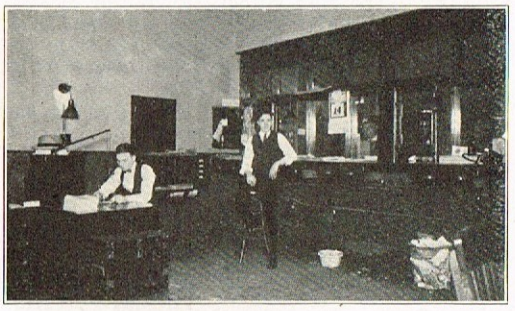
Conductor Joseph P. Rowan, badge No. 11308, Burnside, attracted the attention of Gertrude E. Nichols, 3910 Lake Park avenue, by the courtesies he extended to all passengers on a rainy, unpleasant day. "All questions were answered in a quiet, businesslike way, all streets announced distinctly, and all passengers taken care of in getting on and off in the rain," the pleased passenger says.

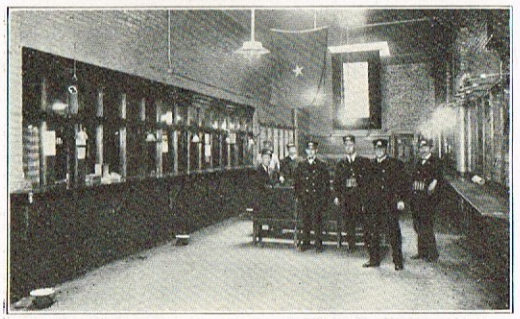
Conductor James J. Pizinger, badge No. 11604, Elston avenue, held his car while an aged woman and a crippled woman could overtake it. His kind act is reported by Miss B. H. Smith, 4566 Elston avenue.

Motorman Morris L. Glaser, badge No. 1307, Division street, took a little time to inform Mrs. R. L. Kessler, 255 East Palmer avenue, Detroit, Mich., how to get to her destination and thereby won her enthusiastic praise.

Motorman Carl J. Johnson, badge No. 5235, Kedzie avenue, demonstrated his efficiency and carefulness to such an extent that Mrs. Bertha E. de Rapalje, of the Ontario Hotel, waits for his car every morning, even if she has to let two or three other cars go by. "No matter what chances drivers took in crossing the track ahead of us," she said, "Motorman No. 5235 was always attending so closely to his work that he never allowed an accident to happen. He is a fine, sturdy character and an asset to your organization."

Conductor James M. Kalal, badge No. 8394, North avenue, is commended by Bernard J. Hank, 1652 North Keystone avenue, who says, "It is seldom, indeed, that one meets with one who is as courteous and attentive as he."





Two views of the interior of Armitage Depot, recently remodeled office and trainroom. Modern in every respect, well lighted, ventilated, heated and ample room for a large body of men.

Departments and Divisions

Purchasing

There are several new faces in the Purchasing Department, due to various changes that have been made on account of Miss Canny being transferred to Mr. Hamilton's office, to take the place of Miss Shipley, resigned.

Miss Wolgast has been promoted to Miss Canny's position and Edward Cummings, formerly employed in the Executive Offices, has been transferred to this department, to take Miss Wolgast's position.

Miss Hennum, who has been with us for a couple of months, having been transferred from Mr. Wuster's office, upon the resignation of Mr. Brennan, who accepted a civil service position in the fire department of the city of Chicago, is acclimated by this time.

Mr. Storm, student engineer, who has been with us since the 1st of October, is taking a month's course in the Stores Department, after which he will return to the Purchasing Department.

Clarence Kanak, our new office boy, came to us from the Continental and Commercial National Bank on November 23.

Engineering

For that run-down condition doctors prescribe walking. John Murray in charge of field surveys says: "That's how we get that way."

Motorman J. Ford, who had been sick, has returned to work. Says he's feeling like a colt.

Motorman "Doc" Evans has turned his race horse "Man-O-War" over to Messrs. Griffin and Beckford, Sr., to train him for the next Kentucky Derby. It is reported that "Shorty" Meehan has been offered a contract to ride for Manager Griffin.

Ed Platt sent his radio set to the plumber recently. The plumber's helper removed about forty pounds of superfluous solder from the various connections and installed a new drain and soil pipe, and now Ed gets KYW every Monday night.

Victor Sund is looking for parking space for his flivver during the winter months. Any one who knows of a good vacant lot in the vicinity of Evanston will confer a favor on Vic by giving him the location. He prefers one with a good hole in it, so that he can bury the machine.

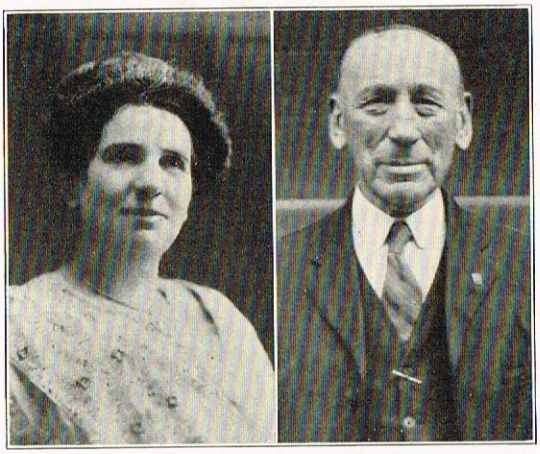
Wreck Wagon Driver W. Harrington, who is in St. Anthony's Hospital, is showing improvement.

We extend our sympathy to Miss Isabel McGinnis in her bereavement over the death of her sister.

Legal Department and Accident Investigation

On November 24 Louis N. Arentz and his wife celebrated their fiftieth wedding anniversary. Mr. Arentz and May Starkey were united in marriage at the First Scotch Presby-

terian Church, Adams and Peoria Streets, November 24, 1875. The mellowing years have brought the pleasures and tribulations which accrue to the parents of seven children and the grandparents of eight grandchildren. Mr. Arentz has been connected with the Legal Department and the Department of Accident Investigation since 1899 and is well known in many departments of our Company.



Mr. and Mrs. Louis N Arentz Celebrate Fiftieth Anniversary

The members of this department who attended the presentation of colors ceremony at the clubhouse on November 8 were well pleased with the arrangements which produced such an auspicious setting for the unveiling, as it were, of our Surface Lines Post of the American Legion. The Grand Army of the Republic and Spanish American War veterans present felt their pulses respond to the stirring music furnished by the Chicago Elevated Post Bugle and Drum Corps and made them feel their real kinship to the American Legion boys. This was but one of the phases of a most remarkable demonstration of the manner in which Chicago Surface Lines men can put things over right. The members of various departments who aided in this work may be assured that their efforts have not passed unnoticed. We salute them!

Accounting Downtown

B. A. Hall surely had a dandy Thanksgiving dinner. Why? He held the winning numbers November 18 covering the raffle of a turkey and a chicken. Bert believes in the old proverb, "If at first you don't succeed, try, try again," as this makes only his fifteenth year in trying, all others were blanks.

THE PAWNSHOP BLUES

If by chance from a car you hop,
And land in front of a pawnshop
In any section of our fair city,
And hear a violinist playing a ditty,
Just lend your ear outside the door,
Then right about face and tell "Francouer."

He visited them all, both far and near,
Seeking his fiddle he held so dear,
Being robbed at home is no fun at all,
So far, his fiddle is beyond recall.
But worst of all, is when he tells you the news
He talks with his hands like the Pawnshop Jews.

Famous Last Words—"Madame, that transfer is two days old."

In paying his 7-cent fare, a passenger gave the conductor a $1 bill. The conductor said he could not change a $1 bill, but he could change a $5 bill if he had it. What change did the conductor give for the $5 bill? Answer.—A two and half dollar gold piece, a $2 bill and forty-three cents in change.

Did you notice how sad looking Miss Elva Marks was November 20? There was a very good reason for it. Her prize pedigreed, trained German police dog died November 19.

For the past few weeks Edward Mark seems to have been in deep thought. We wonder if the cocoanut he received from Florida is the cause of it. Thanks, Ed, it sure did taste good.

Clark and Division

We wish to extend our sympathy to the bereaved family of Roy Wilson, who mourn the loss of their father, an employee of the company for the past 25 years, who died as the result of an accident incurred while on duty.

Mrs. M. Kane resiged November 7 to devote her entire time to her home.

J. Kruty is being kept busy acting the part of hero. His last heroic act was to keep Miss Wiley from falling off the car.

Harold Holger's Ford balked on being used as a taxi on November 14. The result was that Harold's four girl friends took the "L."

Say, fellows, another Charleston strutter has come into our midst. See Miss Hildur Carlson for instructions in this latest fad.

Miss L. Kane and Howard Dahl were presented with a loving cup by their fellow-employes for being the champion Charleston strutters of Clark and Division office.

Time is passing rather slowly for A. Grell since his Maxwell was kissed by another car. Arvid says the height of happiness is to have a car, a girl and no particular place to go; just wander.

F. Miller and D. Lamont are putting forth every effort to learn the Charleston.

Mrs. Agnes Daley celebrated her first wedding anniversary Thanksgiving Day. Congratulations, Agnes.

Miss Marie Sullivan spends her Saturday afternoons at football games. At the rate she is going, she will be able to understand the game in about ten years from now.

Thomas F. Coan.



John P. McCauley, Jr., out for spin in his Cadillac

South Shops and South Division Carhouses

During the recent Red Cross drive, 85 per cent of the total employes in this department contributed a total of $768.50 to the fund.

All the ex-service men at the South shops who are not members of other posts, have joined Surface Lines Post, No. 146, American Legion. We believe we are the first large department that can boast 100 per cent Legion membership.

On November 15 the stork called at the home of Mr. and Mrs. Tony Arendt. Tony is the landscape artist at the 77th street carhouse. They were the recipients of a bouncing baby boy. To Tony and Mrs. Arendt we extend our best wishes and congratulations.

R. C. Marsden, who has been a director of the Chicago City Railway Employes Mutual Aid Association for a number of years, has been elected president of that organization.

On the first day of the hunting season, Joe Hecht gathered in thirteen rabbits and one pheasant. We understand a local taxidermist will soon have a job stuffing the pheasant.

The home of Harry Ott, handy man at the South shops, was entered by robbers who after thoroughly ransacking the house, escaped with everything of value which they could carry.

S. Korbakis, repairer 69th Street, is recuperating after a very serious illness.

C. B. Heath, A. C. Lindquist and B. Budill of the South shops, and Walter Krull of the West shops were awarded prizes by Surface Lines Post, American Legion, for obtaining new members. Mr. Heath received first prize, having obtained 33 new members since the contest started.

A. McKerna, blacksmith helper, was injured recently when he was struck by an automobile. At this time his condition is not known, but we hope his injuries are not serious.

It is always a delightful pleasure to tell of some one who has abandoned bachelorhood. In fact, we feel particularly happy about such news for we realize that it only happens once in every man's life. Anyway, we present herewith for your edification the happy tidings concerning the wedding of Joe Schimek, carpenter, South shops. He was married on October 29, and spent his honeymoon touring Indiana. A long and happy wedded life is our wish to the newlyweds.

Harvey Jones and Frank Meskewicz, motor repair department, have been off sick, and are getting along nicely, from present reports.

The South Shops quartet has commenced practicing for the next "Know Your Company Night" to be given by this department. When advised that it would be several months before this department was called upon to display its talent, the members stated that it would take that long properly to rehearse their renditions. They should be good.

We are glad to hear that E. B. Winter, former painter foreman at the South shops, is prospering in Florida. He reports that his health has very much improved and he wishes to be remembered to all his friends.

H. Ishoy, F. Bramic and A. C. Lindquist recently entertained at Radio Station WMAQ, where a program was being broadcast for the soldiers at Oak Forest.

We are pleased to report that George Kohler, handy man at the South shops, is convalescing at the South Chicago hospital, after an attack of pneumonia.

It makes us very happy to report that Mrs. McGill has returned home from the hospital, and that her condition has very much improved after her recent illness.

J. P. McCauley.

Shops and Equipment—North and West Division

Harry Frew, one of the old employes in the woodmill at the West Shops, passed away on October 30. His many friends and associates extend their sympathy to his widow and family.

Harry Hearn is back at work at the West Shops and has practically recovered from the injuries sustained in an automobile accident on November 2. Harry in his famous Hupmobile was at a standstill back of a street car when a Fliver hit him.

The Chicago Surface Lines Indoor Baseball team, John Landeck, manager, Harold Ebeling, captain, has played two games. The boys lost their first game to W. A. Jones Foundry Company, 14 to 9, and won their second from the Western Felt Company, 26 to 15.

O. H. Jorgensen.

HEAR ABOUT SURFACE LINES

Many Audiences Listen to Surface Lines Speakers and See Movie

More than thirty audiences, comprising a total of 10,000 people, heard talks about the Surface Lines and saw the motion picture, "The Magic of Transportation," during the month of November. The Speakers' Bureau is active and is getting good results.

Teacher (showing the class a picture of Washington crossing the Delaware): "Now, can any little boy or girl tell me the name of this picture?"

Small voice in the rear: "Sure, 'Sit down, you're rocking the boat.'"

"Laws, Mose, why do you s'pose them flies follows us so close?"

"Them ain't flies. Them's buckshot."—Columbia Jester.



Louis Elting Oliver, Son of Louis Oliver, Supply Car Foreman, West Shops

Around the Car Stations

North Avenue

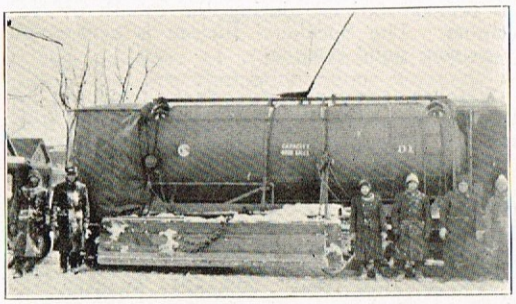
"Issie" Shedroff, our genial Chief Clerk, took unto himself a bride on November 29; Conductor Harold Davis was married November 21, and "Big Six" Tom Walsh took the same step November 24. Congratulations to you and your fair brides, boys.

Afternoon Clerk Mahoney is contemplating a trip to the diamond fields of South Africa, a careful search through mail order catalogs having failed to turn up what he wants. We wonder what inspires him to such zeal.

Conductor L. Lonergan reports a girl born November 2, weight 7 pounds. Conductor R. Egan, "Little Old New York," reports a 7½ pound girl, born November 11, and Conductor E. Sullivan announces an 8 pound girl born November 6.

The conductors did fine but look at what the motormen did?

Motorman R. Sinclair reports an 8 pound boy, born Nov. 9; Motorman T. J. "Candy" Conlin, a girl, born November 19, weight 9 pounds; Motorman G. Lindsey, a boy, born November 1, weight, 8½ pounds; Motorman W. Baldwin, a 9 pound boy; born November 2; Motorman R. Reed reports a 9 pound boy, born October 16, and Pat. Deady announces twins, boy and girl, born November 5.





Two views of the big tank plow the first time it was used in the big storm of December and January, 1918-19. The pictures belong to Supervisor M. Bane of North Avenue.

Sympathy is extended to Conductor John Hamilton, whose wife passed away November 17, leaving three small children. Also to the two Motormen Diebold who lost their father, November 6.

Extra Motorman J. Bradley died at Speedway Hospital November 10. North Avenue men wish to express their sympathy to his family in their bereavement.

Conductor Frank Bolens, who fought in the Philippines during the Spanish-American War, celebrated with his family and many friends November 7 his silver wedding anniversary.

Conductor Louie Meyers, whose forte is praising the virtues of Hasenpfeffer, while driving his new car killed the engine and immediately hopped out to put up the trolley pole.

Receiver Schwabe walked out of the office into a raging snow storm sporting a straw hat.

Conductor H. Davis with a pair of auto pliers pulled a bothersome tooth for Motorman Sam Pettiford. Sam showed him the tooth in his mouth and presto! Davis showed him the tooth in the pliers. Sam said, "I hope he got the right one." These be queer times.

The handsome new calling board, a frame for the motormen's power standing lists, adds materially to the appearance of the train room.

The G. A. Richardson trophy with the names of the champions engraved thereon is mounted in a fine glass case above the caller's window. Many of the boys have a crick in the neck "gazing at the stars."

We are picking up speed in the matter of getting witnesses. This is a matter which vitally affects the business and every man should give his best effort to it.

The blue flag, symbolizing the depot having the smallest number of pull-ins due to defective equipment, comes back to North Avenue. The splendid record made during the month of October shows a fine spirit of cooperation between the transportation and mechanical departments.

Chas. A. Knautz.

Seventy-seventh Street

We have some billiard player in the person of Roy Keebler. On October 23 Roy made an unfinished run of 6 while playing Earl Bedore. It was an eye opener for the boys on the side lines. This boy has the makings of another green cloth expert.

"Bong! Bing! Boom!" Hark, the charge of the light brigade? No, just Receiver George Miller starting out for a ride on a cold morning in his Ford.

For lessons in the Charleston see Lou Fisher. He says it is a great reducer.

Our former superintendent, Mr. Bessette, is now in charge of Cottage Grove depot. The boys extend their best wishes and hope that his position will be as pleasant and successful as it was here.



Norine Miller, daughter of Assistant Receiver George Miller of 77th St.

The bowling teams are doing nicely, from all accounts, and are deriving a great deal of pleasure from this recreation. Dudman is the champion talker. His specialty is to talk strikes that never arrive. The standing of the league to date is:

Team.	Win.	Lose.
Clowns	15	12
Fisher Colts	14	13
Pirates	13	14
Hopless	12	15

Miss Jean Kaley (professionally known as Madame Ludmilla), daughter of Conductor C. P. Kaley, met with a very serious accident recently. We wish Miss Kaley a speedy recovery. Jean, before becoming one of the great stars of her profession, performed at all our entertainments.

The following have embarked upon the sea of matrimony: P. J. Madigan, J. Henry and C. J. Baker No. 2. Now we know what the big smile was about. We extend congratulations.

A brother of Motorman Art Lester met with a serious accident resulting in his untimely death. Also the mother of Motorman T. F. Maher has passed to her eternal reward. To the relatives of these families we extend our profound sympathy.

Motorman Maurice Donohue is still off duty after an extended illness. Give Maurice a call, boys. He will be glad to see you.

The holiday shopping has now started. Remember, boys, we were all kids once. Make it as pleasant as possible for those doing this cheery shopping, and especially those with children.

Walter Paul is very seriously ill with pneumonia, but according to latest reports is slightly improved. His many friends wish him a speedy return to health. C. A. Gylling.

Noble

Conductor M. Walsh is the proud daddy of a baby boy weighing 9½ pounds, born on November 5. Mother and baby doing fine.

C. Wagner, former conductor at Noble depot, is now chief of police at Des Plaines, Ill., and invites the boys to pay him a visit when in the neighborhood. He is the same old Chris.

The boys would like to know why W. Bottcher takes all the rope off of the news stands. Let them hear from you, Bottcher.

Brother George Murray, who has been sick for some time, would like to see some of his old pals. His address is 2454 North Fairfield avenue.

Well, we lost the lead in the witness contest for the month of October, so, all together now let us take it back. Three leaders in witnesses for November are: Nosalik and Hill, 19; Polinsky, operator, 17; Petterson and Kennedy, 14.

Albert J. Asp.

Devon

The operating conference meeting held at Devon Tuesday, November 3, was a huge success. The attendance was very good, and the boys are looking forward to the next meeting. Bro. Wright started the ball rolling by rendering a vocal selection. He was followed by Bro. McKiel, who recited a very good patriotic number. The old reliable Jack Werdell also sang for the boys. Mr. Evenson was then introduced and his talk was both interesting and instructive. He gave us several good pointers and I am sure that if we govern ourselves accordingly we will always keep out of trouble and at the same time make the job a much easier one for our ourselves and all concerned. We also had the pleasure of listening to Mr. Hall, but Mr. Evenson had covered the ground so thoroughly that there was not much left for him to talk about. Nevertheless, what little he could say had a lot of good advice in it. The floor was then given to Superintendent Smith. After the applause had subsided he gave us a short talk on conditions in general and the improvements that could be made. We are sure the boys are all with Mr. Smith and will put forward their best efforts to make the service what it should be.

Our board member, Tommy Green, who thought he had himself buried in the crowd, was then spotted and called upon for a few words. Tom, realizing the evening was getting short, had just a few words to say, but managed to put enough humor in his talk to get the boys all laughing.

Another who thought himself under cover, sandwiched in with the bunch of straphangers was our ex-superintendent, Mr. McKinney. The pleasure was all ours in having Mr. McKinney with us for the evening. There was no doubt in his mind but that he was welcome after the tremendous applause greeting him at his appearance. Mr. McKinney was well liked at Devon and the boys hope to have the pleasure of seeing him at all their doings.

Mr. Evenson then inquired if any of the boys had anything to say and up popped Bro. Riley. He gave a very able talk, citing a few incidents of his career which were interesting and amusing.

Bros. Wright and Werdell again entertained us for a few moments.

Bro. Clark (alias Krausmeier) and his partner in crime, Bro. Gruber (alias Pumpernickle) all dolled up in their Weber and Fields costumes, came dashing in and amused the boys to such an extent that they were falling off their chairs from sheer mirth. The act certainly went over big and the pair have had to turn down many requests for the appearance of the act, due to their binding contract just signed with one of the big vaudeville circuits.

When Jack Werdell started playing "Turkey in the Straw" on his harmonica, Bro. Hancock could not resist the temptation and hobbled to the front and amused the boys with his stepping, for which he is well known.

Someone asked Wallis Rasmussen to sing a song and that broke up the meeting. The cigars were passed as the boys departed.

Oscar Wilson, on Devon depot, died suddenly November 16, as a result of an unfortunate accident. He had been in the service as a motorman for twenty-four years and for the last eighteen months as a starter. The best evidence of the high esteem in which he was held by his friends was the large number that attended the services and the beautiful floral pieces bestowed. The services were conducted by the Rev. Francis J. Martin of the Granville Avenue Presbyterian church, who spoke to an overflow gathering outside. The Three Links lodge of Odd Fellows conducted the services at the grave. Mr. Wilson left a widow and three sons, one of whom, Roy, works for the Company at Clark and Division streets. These have the sympathy of all the employes at Devon depot.

J. A. McCarthy.

Kedzie

Old boy Dan Cupid seems to be putting in a lot of over time at Kedzie. His latest victims are Joseph Murphy, D. J. Mulvihill and J. J. Brennan. The rest of the single harness boys had better watch their step.

No race suicide in the Kedzie family. Each issue of the magazine shows new additions. This time new boys are reported at the homes of C. J. Wilson and J. J. Kirby.

W. P. Whalen, "Big Bill' Reichhold and A. R. Fisher are on the hospital list this month.

We regret to announce the death of Arthur Sexton, one of our conductors, who lost a game fight against the "white scourge." Our deepest sympathy is extended to the bereaved wife and family.

Our friend E. Herda, the huntsman, had his usual luck last week. After wearing out the soles of his shoes looking for game, he ran into a flock of pheasants. Unfortunately for Herda, after getting one, the others flew into a farmer's corn field. Nothing daunted, our friend "carried on" and bagged another and was bagged himself by the farmer, who politely but firmly led Mr. Herda to the gate. No more pheasants.

Our efficient janitor, Walter Daly, is still on the sick list. We hope to see him back in a short time.

Our sheik conductor, Theodore Meyer, had better sign the sick list for a few days until his double, Tommy Durkin, is captured.

Henry La Voy, motorman on Kedzie avenue, would remind you of the trainmen in the old horse car days when they wore their beards long and all over their face as a protection against the severe cold weather. But with the closed-in cars of today, equipped with platform heat, we wonder what purpose the beard serves now.

Gus Gazzolla had a thrilling experience while driving home from Elgin the other day. He gave a man a lift along the way and had gone but a short way when he heard the clanging of a gong. Thinking it was the fire department, he kept driving right along. All of a sudden guards from the Elgin Asylum overtook him and accused him of kidnapping an inmate from the asylum by the name of "Boob McNutt." Gus said: "Kidnapping! Give me your gun and I will take him out and shoot him."

C. Sonders.

Cottage Grove

Our division superintendent, Robert Belden, is still fighting a stubborn illness, with a splendid chance of success. In the meantime we are all hoping for his permanent recovery.

It is very unfortunate that Paul Martieson's band had to be disbanded. Surely, music hath charms to soothe and inspire. The man that loves not music and song lacks every good emotion the human breast should be endowed with and like the barnacle on a ship's keel, retards progress and civilization.

Please, Mister Repair Man, remove the half portion of glazed windows in the front vestibule of near side cars as rapidly as possible and the motormen operating these cars will appeal for blessing to be visited on you and yours forever and a day.

All that glitters is not gold. Bill observed a beautiful lady in a comfortably filled car recently. She looked familiar and as he had forgotten his specs, he obeyed a natural impulse and stepped nearer to the lady, but stumbled and stepped on her foot. She exclaimed: "Hey, bo, get off my dogs!" William departed for the nearest exit, a sadder but a wiser man.

Jerry says: "Men may come and men may go, but my red flannels go on when the elements demand it."

James Calder.

Lincoln

There are three less to answer roll call at Lincoln Station: Austin C. Mannion, who died after a long illness, was buried Friday, October 30. The funeral was held at Maloney's Chapel, 1359 Devon avenue. He was laid to rest at East St. Louis, Illinois. Patrick Kennedy was buried Monday, November 9, from 710 South Keeler avenue and Presentation Church. Interment was at Mt. Carmel. J. W. Brown, who died very suddenly, was buried Wednesday, November 18, from Krauspe Chapel, 3905 Lincoln avenue. Interment was in St. Lucas cemetery. The boys extend their sympathy to the families.

Thomas Bartlett, Jr., must be saving his money for Christmas presents, as he is buying no gas and trying to run his machine without any. He claims it can be done. Come across, Tom, and tell us the secret.

For instructions in wrestling see our friend, O'Malley, who had his tryout on Taylor street. Catch as catch can, and no holds barred.

Hurrah for Lincoln station and Mr. and Mrs.

C. M. Reese, the proud father and mother who were presented with a pair of twins.

The boys are glad to see our oldtimer, Nels Peterson, No. 1, Lincoln, back on the job again. He may be an old timer, but he sure is full of pep.

H. Callard, 141 Riverview, is in New York enjoying a 90-day furlough visiting his relatives.

A. Bederd, 357 Fullerton avenue, is also taking a 90-day furlough, making a trip to Canada.

Motorman Henry Meyer is back on the job again ringing the gong. He took a long furlough and went to Europe. He reports having had a pleasant trip and hitting on all four all the time. He has been in Switzerland, crossed the Alps, and was as far south as Italy. Went all through Germany and left Hamburg, Germany, in an airplane. He flew across Holland, Belgium, part of France, across the channel and landed in London, England, after a 6½-hour flight. He reports it a wonderful ride and if any of the boys want to know anything about flying, ask Henry. H. Spethman.

Lawndale

Motorman William Sanderson and Conductor P. Connelly, both old timers in our business, passed away in the last month. The men of Lawndale Depot extend their sympathy to their relatives.

Conductor J. Pitelka is wearing a big smile these days and perhaps he thinks the boys do not know why. They do; he was married recently.

Our friend Ponzo, mascot and chief rooter for our ball team, has moved out in the "sticks," so he says, near the aviation fields. The boys are wondering if he is going to take lessons in the art of flying. Better stay close to the ground, Ponzo.

Three of our conductors have been struck by autos in the past month, and two injured seriously. It behooves all our boys to be on the lookout when leaving cars and when flagging railroad crossings.

Our three giant motormen, L. Uher, M. Graff and C. Landquist, were seen practicing for a tug of war the other day. Better save your strength, boys. Winter has not begun yet, and you will have plenty of opportunity to use any excess strength on the snow plows.

Motorman C. Piskac has just overhauled his "Leaping Lena" and attached some new side curtains. He will have to loosen the curtains to get out of the seat now. This was not necessary while the old ones were in use, as Charlie crawled out through the holes.

John Ford, our good natured supervisor, has his eye on a Willys Knight sedan. If you need any instructions, John, Asst. Div. Supt. Eigelsbach or Chief Hackbarth will be glad to show you how to use up both sides of the street.

Division Six was well represented and enjoyed the most excellent program given by the Transportation, Schedule and Publicity Departments at the club house.

William Ewers, president of the Street Car Men's Baseball League, had a great time trying to sit on a chair that had but three legs. If the show had lasted much longer, we think Mr. Ewers would have been sitting on the floor. Supervisors Lewerenz and Winters were on the job as ushers and did their duties well.

W. Hackbarth.

Sixty-ninth

Motorman William Spratt of this depot was overheard telling about a thrilling experience he had some years ago. After working a night car returning home in the morning, he noticed two colored men following him. Bill put on more speed, so did his pursuers. Upon reaching Herman Sieloff's home Bill ran up the steps, and the colored men called out, "Serve me first." They thought Bill was selling hot tamales in the large dinner bucket he carried.

Oscar Pecht has an awful time since his badge number (8324) and house number (8423) are so near alike. The other morning he had to take off his cap and look at his badge to tell us where he lived. Can some one suggest a remedy?

Did Motorman P. H. Brunke ever tell you about the time he fell into a tree? He says he actually did fall into a tree and was very glad the tree was there.

Conductor B. A. Beggan became daddy to a 7-pound 7-ounce boy on November 3. An 8-pound boy was born to Motorman A. J. Graffy and wife on November 4. Conductor J. A. Boal is the proud papa of a 9¾-pound boy born Nov. 7. A 7-pound girl was born to Conductor J. P. Wagner and wife on November 21. All mothers and babies doing well.

Sixty-third street is undergoing some overhauling. The street out west is being paved. All vehicles use the car track for safety. Also the rail polishers (as Mr. Melbye terms them) are doing all they can to grind the rails smooth. Between the paving and the grinding, the single tracking, etc., there is furnished a continuous round of pleasure for those responsible for service on this street. There will be a better Sixty-third street.



Arthur Robert and Albert Raymond Gier, 3 years 7 months, sons of Motorman Gier, 69th Street.

Conductor S. H. Clough has been suffering with a broken ankle since October 18 and is now able to walk again.

It is again our sad duty to report the death of two of our esteemed trainmen. Motorman H. Stelling died on October 29 and Conductor

A. Reid died November 8. Sympathy is extended to the bereaved relatives.

A bulletin just received says: "Schneider can have P. Gavin's uniform any day, providing he calls at the house in daylight." We suppose this is not a general offer.

Conductor J. McFarlane says he went to night school once and took up "space."

There are just three words left, very common words. If you have already heeded them you have shown yourself to be a booster of the Fourth Division and a worthy employe. If not, think it over, boys. "Get more witnesses."

W. L. Pence.

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Owing to his position as correspondent of Sixty-ninth Street Depot, our chief clerk, W. L. Pence, fails to make known the fact that his family has migrated southward, and the last they were heard from was at Winter Haven, Fla. This is the reason, boys, you can hear him sing "Lonesome Mamma Blues."

Blue Island

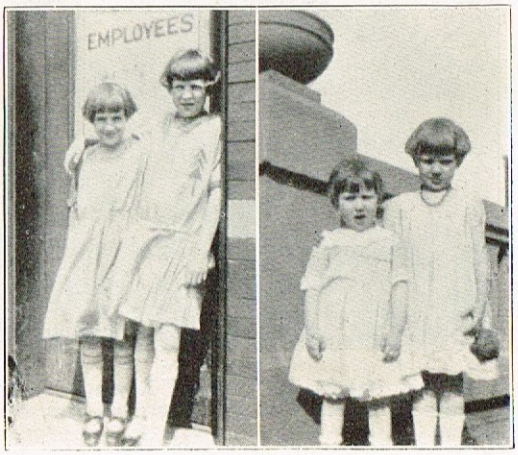
Operator H. Schwarzbach was presented with a 10 pound boy on November 4, and Conductor J. Brhel with a 9 pound boy November 10. Congratulations.

We wish to extend our sympathy to the following and their families: M. Kalsch, in the loss of his mother; P. Murphy No. 2, in the loss of his son-in-law; F. Ringl, in the loss of his sister; W. Rampage, in the loss of his sister; John James Cavanaugh, in the loss of their aunt.

Manager Gach is contemplating starting a football team at Blue Island, with Red Norman (the Red Grange of Blue Island) as coach. He is now coach of the Rinkydinks.

Conductor Charles Gurschke underwent an operation for appendicitis and we all wish him a speedy recovery.

Chief Broadcaster Washack of Station



Four daughters of Conductor Ernest Arka, Blue Island. They are: Leona, 11; Norma, 8; Lorane, 5; Ruth, 3

F-U-L-T-O-N had the honor of being grave digger for Felix, pet dog of firemen of Company 25, which was buried from the firehouse at 1975 Canalport avenue, and had the best and largest funeral any dog ever had. Washack told Superintendent Maguire that grave digging is a steady job and he is going to go after the job.

Manager Gach and his Blue Island baseball players attended the Transportation Department's "Know Your Own Company Night" at the Surface Lines club house. Gach was very blue when he saw the wonderful fobs presented to the North avenue team and he made his team promise that they will fight for the same next season. Gach arrived there late and the only way he could be found was by the smell of Omega oil which he uses to keep his hair straight, as it always curls up.

Tobie Wohl says that the junk man's life isn't such a bad life after all.

Hirsch says if you need any parts for your Ford, you should follow Kowske when he is out with his Ford and you'll have enough parts to last you a lifetime. How about it, Otto? Bet Hoffman has you beat.

Herb Beyer and G. Edmonds are drinking milk to gain weight. Beyer has Edmonds almost beat as Edmonds says he gains 4 pounds in one week and loses two the next. Keep it up, Herb, we hope you succeed.

Ralph Torgersen, our handsome transfer clerk, says milk does not agree with him so he gives his to the cat, which keeps him company every night.

The writer wishes you all a Merry Christmas and a Happy and Prosperous New Year.

C. P. Starr.

Limits

Conductor Al Miller's little baby boy died suddenly November 28 after one day's illness. This is the second child Mr. Miller has lost recently with one day's illness. We certainly extend our sympathy to Al.

Conductor Duprey is the granddaddy of a little girl, born November 26.

Motorman Sharkey informs your correspondent that he has been misinformed as to his alleged marriage. It seems Mr. Sharkey came very close to the ordeal. You see, he asked the lady and she said "No"; if she had said "Yes" it would have been all right.

Well, the school car has come and gone under the able tutelage of Mr. Johnson. It was a real pleasure to see the quiet attention to lectures, keen observation and the barrage of questions asked. Questions mean thinking trainmen and thinking means progress. Alex Levinsky made one appropriate suggestion: "Boys, always lock the controller at the end of the line, or in getting off to adjust a trolley."

A very refined lady, riding on Halsted street and apparently not accustomed to the same, was in constant fear of riding past her destination. She was therefore always blocking the exit inquiring as to the proximity of her destination. This was somewhat annoying to Conductor Joe Conners, but with his characteristic tact and diplomacy he called attention to the fact that the constant rubbing of people against her clothing might soil it and if she would sit down on the long seat he would call her attention immediately upon arriving at her desired destination.

E. G. Rodgers.

A New Year's Resolution

My life is precious. I will be more careful of it and of the safety of others during 1926. That's a mighty good resolution, isn't it?

VICTOR T. NOONAN,
Supervisor of Accident Prevention.

PRINTING PRODUCTS CORPORATION—CHICAGO

Merry Christmas

and a

Happy and Prosperous

New Year