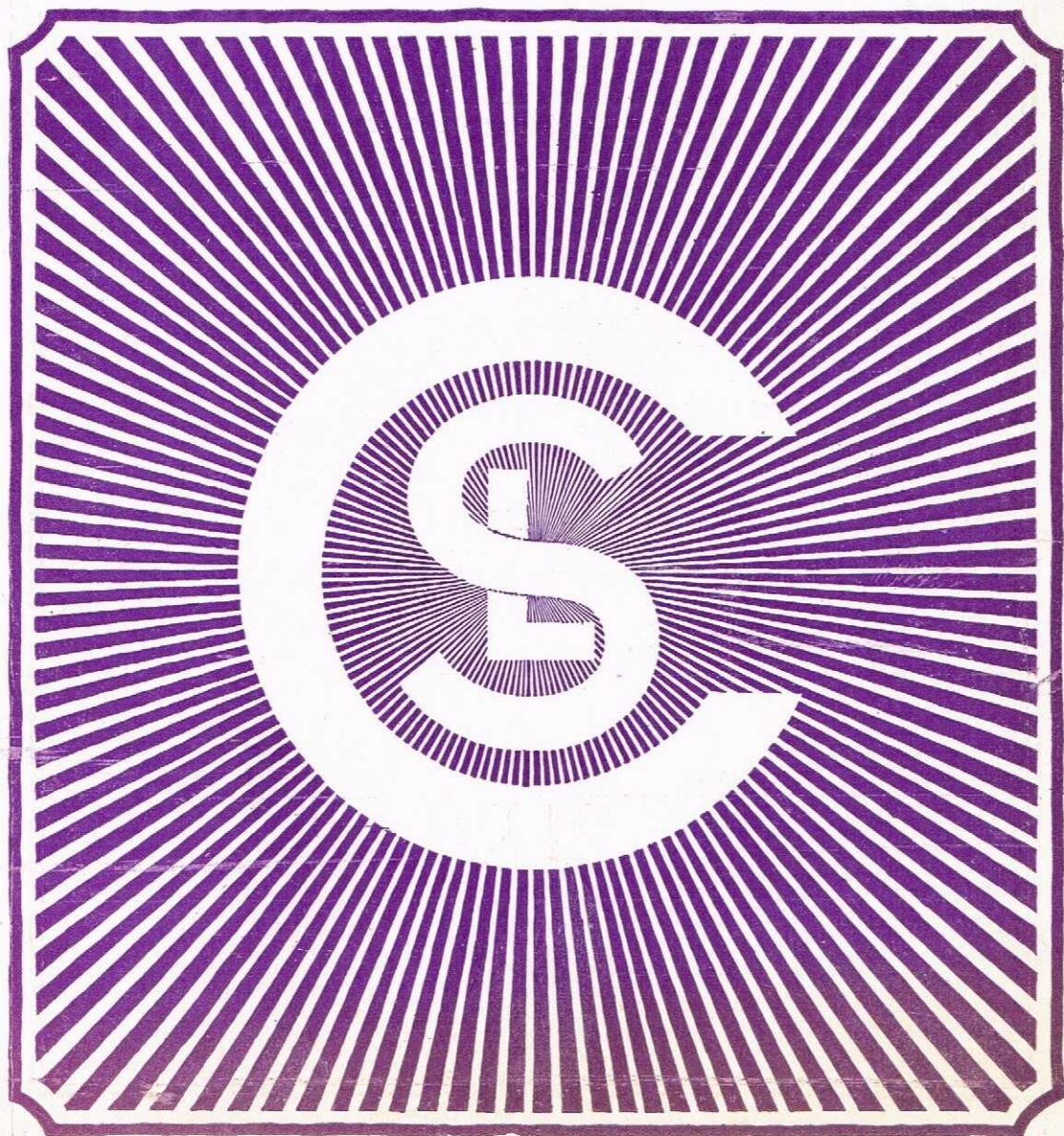


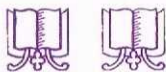
SURFACE SERVICE MAGAZINE

VOLUME 2

JANUARY, 1926

NUMBER 10





READY FOR PROMOTION

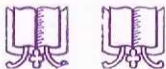
By Edgar A. Guest

THERE'S going to be a vacancy above you later on.
Someday you'll find the foreman or the superintendent gone,
And are you growing big enough when this shall be the case,
To quit the post you're holding now and step into his place?

You do the work you have to do with ease from day to day,
But are you getting ready to deserve the larger pay?
If there should come a vacancy with bigger tasks to do,
Could you step in and fill the place if it were offered you?

Tomorrow's not so far away, nor is the goal you seek,
Today you should be training for the work you'll do next week,
The bigger job is just ahead, each day new changes brings—
Suppose that post were vacant now, could you take charge of things?

It's not enough to know enough to hold your place today,
It's not enough to do enough to earn your weekly pay,
Some day there'll be a vacancy with greater tasks to do—
Will you be ready for the place when it shall fall to you?



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 2

JANUARY, 1926

No. 10

President Blair Gratified

A Tribute to Vice-President Richardson and the Surface Lines Organization



President, Henry A. Blair

Every employe of the Surface Lines will find reason for personal pride in this letter from the office of our President:

Dear Mr. Richardson:

On this last day of 1925, I want to express to you and through you to the entire organization, my appreciation of the intelligent planning and careful execution which have made this the most remarkable year in the history of the Chicago Surface Lines.

No large street railway system, I believe, ever has equalled the record of our 1925 Christmas shopping season, when we kept more than 99 per cent of our equipment on the streets in order to serve the enormous crowds, at times using all but 7 of the 3,539 cars, or 99.8 per cent.

This was possible only because of the far-sighted policy of the management and the hearty co-operation of employes.

Riding began to increase last June, and every month since then has set a new record for that month in the number of rides. On December 19 there were 4,962,313 rides, the largest number in one day in the records of the system. The decrease during the first five months has been absorbed and we end the year with an increase of approximately 25,000,000 rides.

In spite of the seasonal traffic difficulties, however, schedules have been maintained with better regularity than ever before under peak-load conditions.

The fact that street car riding is increasing in the face of the growing number of automobiles and keener competition by other transportation agencies proves conclusively that we are meeting the public demand for service when and where it is needed.

The assistance of City authorities and the State Commerce Commission in improving traffic conditions has been very helpful. The rerouting of street cars and the elimination of left hand turns of vehicles in the loop in the fall of 1924 proved their worth beyond question during the year in facilitating movement of cars and reducing street congestion. Recent regulation of parking at many points has secured greater regularity of service. Safety zones make loading and alighting safer and more convenient and reduce the interruptions to the flow of other vehicles.

Altogether, this has been a year of great accomplishment and we may confidently look forward to even greater achievements in 1926.

With best wishes for the New Year, I am,

Very truly yours,

HENRY A. BLAIR,
President.

December 31, 1925.

A World's Record Established

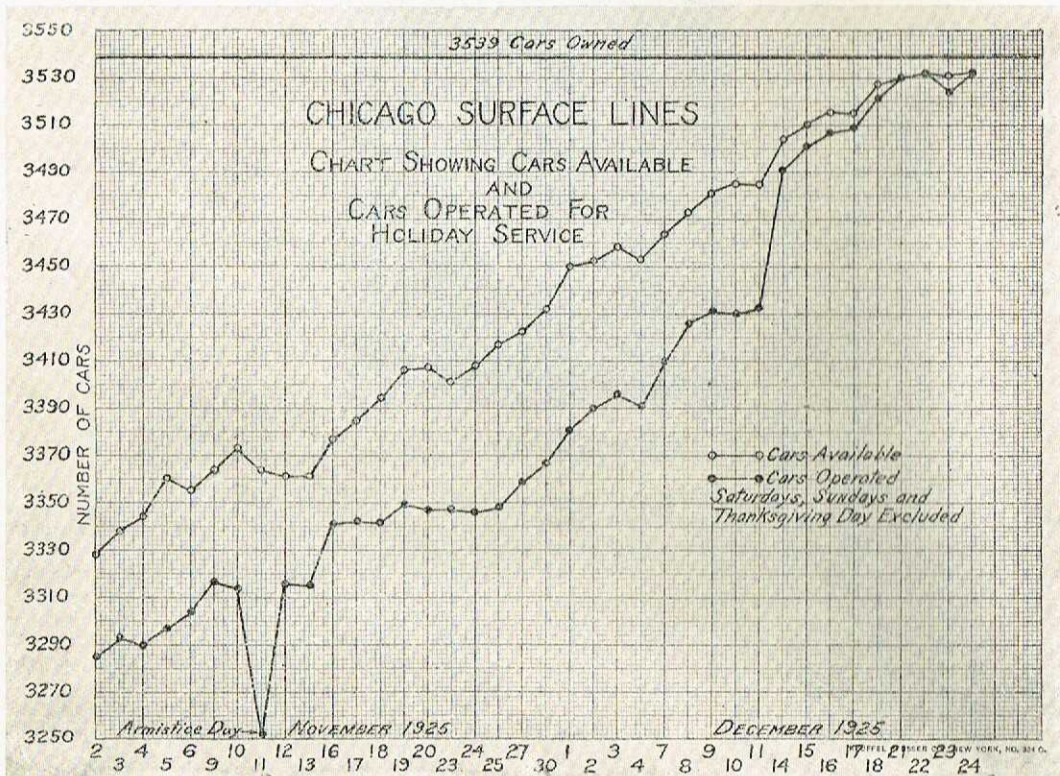
Chicago Surface Lines Lead All Companies with 99.8 Per Cent of Passenger Equipment in Service

It is unusual for a transportation company to have as much as 95 per cent of its equipment in operable condition at one time. Very few large properties have ever equalled that figure.

During the recent Christmas shopping season, however, the Chicago Surface Lines had in actual operation on the streets from 99 to 99.8 per cent of all cars.

the country ever has equalled this record.

Between 200 and 250 more cars were in service than during the corresponding period in 1924, and they were all needed. There were 6,000,000 more rides on the system in November than in November, 1924. October 31 set a new record for rides in one day, but this was exceeded on two other occasions, the last one on



Believed to Be a World's Record

The above graph shows the number of cars available for service and the cars actually in service during November and December omitting Saturdays, Sundays and holidays. It is interesting to note how closely the cars operated approached the cars owned.

On some occasions only 7 of the 3,539 cars were in the repair bays. One of these was a newspaper car which had been badly damaged by fire and the others were cars pulled in because of traffic accidents.

So far as available reports show, no other large transportation company in

December 19 when there were 4,962,313 rides.

It became evident last summer that the shopping season this year would tax equipment to the limit. Riding began to increase in June and every subsequent month set a new record for that month. In October there were more rides than

ever before in one month. These signs pointed to the necessity for preparation and the Shops and Equipment department began several months ago to get ready to move all available cars out of the shops.

It had been a busy year for the department. A total of 1,336 cars had been overhauled up to December 19 and it is expected that over 1,400 will be overhauled before the end of the fiscal year, January 31, as compared with 1,000 the previous year. Consequently the equipment was in unusually good condition.

On November 1, orders were issued to take no more cars into the shops for overhauling and to concentrate all efforts on repairing damaged cars and getting them out on the streets in the shortest possible time.

Car service was increased to the extent of 1,602 trips a day between September 1 and November 15. As the demand for more service grew, cars were fed out of the repair shops and car stations. Repair work was done in the stations during non-rush periods, mechanics being sent out from the shops for that purpose. By December 14 the equipment available for service reached 99 per cent and this was increased constantly until it reached the high mark of 99.8 per cent.

The Transportation Department was organized to use all available equipment to the best possible advantage and every car did its full duty.

Mr. Adams points out that it would have been impossible to maintain this high average unless the equipment had been in first class condition to begin with.

Immediately after Christmas cars were again started through the shops for overhauling. This will now be pushed as rapidly as demand for equipment permits.

The Transportation, Shops and Equipment, Schedules, Engineering, Electrical, and in fact all departments share the credit for handling the enormous peak loads with such efficiency. It was a splendid example of team work. There were surprisingly few interruptions of service and the crowds were carried with minimum congestion.

One thing that helped was the elimination of parking in the loop sections of Van Buren, Wabash, Lake and Franklin

streets. This became effective just as the rush season was starting and it greatly facilitated car movement on those streets. The improved conditions in the loop due to rerouting of cars and elimination of left hand turns of vehicles a little over a year ago also had an important bearing on the problem.

Auto Riding High

A city wide survey of transportation made in Washington, D. C., by McClelland & Junkersfield shows the average cost of running an auto is 11.49 cents per mile.

This figure was calculated on a 12 months' basis and showed a total average cost per machine of \$690.30 for that period. Gas was put down at 20 cents a gallon and fifteen miles a gallon (a generous allowance) made. In round numbers, this means a running cost of about \$2 a day for each machine.

In the face of such costs and the growing parking problem, it is little wonder that more and more motor car owners are using electric lines and buses. The average electric car fare in this country is about 7½ cents. In other words, you could buy about twenty-six street car rides a day for the average cost of running a car.

ARE THE MOST DANGEROUS PLACES THE SAFEST?

Did it ever occur to you that the more dangerous a place seems to be the less accidents happen there? The reason is the danger is very obvious. People know that it is dangerous, consequently are careful.

We haven't any statistics on the subject but you'll doubtless find that there are less people killed and injured in the "so-called" hazardous occupations than in others. The reason is they know the danger and are consequently more careful. When we think there is little danger we become careless. A motorman will operate his car all day through the heaviest traffic without an accident because he is on the alert. He will go home at night to relax and rest. The chances are he may step on a cake of soap in the bathtub and break a couple of ribs. Lack of knowledge of the danger points is a more dangerous menace than carelessness itself. Hence our Safety First stuff. A safety campaign is essentially an educational campaign. Isn't it too bad that so many people have to learn by experience and experience is such a dear teacher?—Transportation News.

Presence of Mind

A few minutes after an alarm of fire was given in a hotel, one of the guests joined the group that were watching the fire, and chaffed them on their apparent excitement. "There was nothing to be excited about," he said. "I took my time about dressing, lighted a cigaret, didn't like the knot in my necktie, so tied it over again—that's how cool I was."

"Fire," one of his friends remarked, "but why didn't you put on your trousers?"—Everybody's Magazine.

Captain Hogan's Efficient Aids

Lieutenants Flynn, Duffy and Moran who Assist in Running the Traffic Division

In a former issue, we presented an excellent likeness of Captain Patrick Hogan of the Traffic Division and his favorite mount. We are now able to present to the readers of SURFACE SERVICE MAGAZINE pictures of the "Three Aces" who give Captain Hogan his strong hand in the management of street traffic. The activity of Lieutenants Flynn, Duffy and Moran in carrying out the policies of Chief Collins and Captain Hogan is everywhere apparent. These efficient assistants are young in years but old in experience. Their inexhaustible supply of enthusiasm, energy and devotion inspires every member of Chicago's famous Traffic Division and the force as a whole has received universal commendation



Lieut. David Flynn

from traffic experts from American and foreign cities who have had an opportunity to see these men in action. The hours are long, the work is arduous, the exposure in severe weather tests the physical stamina of every man. Courtesy and common sense are two of the outstanding characteristics of these men and the police records are filled with evidence that Captain Hogan's crack force not only handles traffic superbly but in emergencies calling for quick thought and prompt action in dealing with crime, they stand 100 per cent in efficiency.

Lieut. David Flynn, like many other efficient members of the police force, had his early training with the traction company. Prior to October 26, 1906, when he was appointed to

the force, he was operating a grip car on the Clybourn Avenue line of the Union Traction Company. In casting back a reflective eye on those stirring days, Lieut. Flynn reviewed an incident occurring just prior to his change of occupation. The grip bar of his car became entangled in a cable strand and he went shooting northward on Clybourn Avenue with the



Lieut. Thomas J. Duffy

car completely out of control. "Near Ogden Grove" said the lieutenant, "I saw, a couple of blocks ahead of us, a large garbage wagon drawn by two horses. As we rapidly overtook it, I hammered the gong and yelled at the driver to get off the track, but, like some of



Lieut. B. J. Moran

his clan of today, he merely invited me to seek a warmer climate and held to his course. In the collision which followed an instant later, the horses were killed, the driver barely escaped with his life and I carried on my grip car the finest assortment of mixed garbage that was ever collected in the Clybourn Avenue district." Lieut. Flynn's first service in the police

department was at the old Halsted Street Station from which at the expiration of six months, he was transferred to what was known in those days as the "Beauty Squad,"—the crossing force, and was stationed at Randolph and Michigan Avenue. He achieved distinction while on duty at this point when a bus-load of children bound for Lincoln Park came careening north in Michigan Avenue behind a team of run-away horses. With a blow of his club, he stunned one of the team which, in falling, upset its mate and a frightened score of orphans were quieted and eventually went on their way unharmed. In April, 1914, he was appointed sergeant and transferred to Town Hall Station where he served four years. In April, 1915, while traveling through the territory, he discovered fire in a large apartment building at Pine Grove Avenue and Gary Place at 2 o'clock in the morning, turned in an alarm and was instrumental in saving a number of lives. In July, 1918, he was transferred to the downtown district and on August 2, 1924, was promoted to a lieutenant. He has been married twenty years, has four children and resides at 4830 North Ashland Avenue. He agrees with his brother officers that the elimination of left hand turns and the rerouting of the street cars marked the greatest forward advance in traffic control and lightened the labors of the Traffic Division.

Lieut. Bartholomew J. Moran joined the police force on October 29, 1909, and was assigned to the New City Station, the old 20th district. After six months "in the sticks," he was transferred to Cottage Grove where for a year and a half, he experienced the usual vicissitudes that fall to the lot of a patrolman in that lively territory. While here, he was the victim of an unique accident. His attention was called to smoke or steam coming from a man-hole and while he was scraping the mud off the cover to identify the utility owning the underground system, there was a terrific explosion and he was blinded for a considerable period. In June, 1912, he was transferred to the Traffic Division as a mounted patrolman and rode Wabash Avenue for nine years. He earned his sergeantcy in May, 1922, and two and one-half years later, August, 1924, was promoted to a lieutenant and assigned to the mounted section. Lieut. Moran commented on the marked and continuous increase in congestion in the downtown territory with the high points at Madison and Clark and Washington and State, until the left hand turns in the loop were abolished and the Surface Lines were rerouted. This afforded the greatest relief his Division has experienced.

Lieut. Thomas J. Duffy, who is a nephew of Division Superintendent P. J. Duffy of the Surface Lines, is another graduate from the train service. He was a conductor back in 1905 but after a year of street car experience, he passed a successful examination for appointment to the police department with which he became officially connected October 30, 1916, when he was assigned to the old Warren Avenue Station. Four years later, he was transferred to the Traffic Division where he served for six years, part of the time at Randolph and Wabash and part of the time at LaSalle and

Adams Streets. In May, 1917, he was promoted to sergeant and assigned to the old West Lake Street Station, later, when that station was abandoned, going back to Warren Avenue. Here, he served as desk sergeant. Later on, in 1922, he was transferred back to the Traffic Division with which he has since been identified. He won his lieutenantcy in August, 1925, and in cooperation with his two associates is making an enviable record in the management of loop traffic.

In cooperation with Captain Hogan, the lieutenants who had had street car experience brought about a reform in handling traffic violations by members of street car crews. It was formerly the practice when a traffic officer's signals had been disregarded to take the offender off his car. This resulted in great confusion and inconvenience to the car riders. Under the reforms inaugurated by Captain Hogan and his associates, a method of slip-serving was substituted with the approval of the transportation department of the Surface Lines, offending employees being permitted to continue their trips and reporting at the indicated time for any court hearing that might be set. A curious result of this change in practice was the practical disappearance of traffic violations by trainmen and the administrative officers of the Traffic Division bear witness to the fact that it is a rare occurrence for a traffic officer to find it necessary to even admonish a motor-man.

WE ALL ADVERTISE

And Our Friends as Well as Strangers Measure Us by Our Ads

Here is an interesting thought contributed to the *Kansas City Railwayman* by an employe of the Kansas City Railways whose name was omitted from his letter to the editor:

What do you and I and the other fellow advertise? Everybody advertises. We all do it regardless of the position we hold. We cannot help it and what we advertise is the strongest influence for or against us and the street railway service which we furnish.

Do we advertise Ability or incapacity?

Neatness or untidiness?

Industry or laziness?

Good temper or bad temper?

Selfishness or fair play?

Good judgment or poor judgment?

Loyalty or disloyalty?

Honesty or dishonesty?

Co-operation or isolation?

Bad citizenship or patriotism?

Every man of us advertises one quality or its opposite, unless he is one of those poor mortals who let themselves be ruled by luck or the influence of others, regardless of principles.

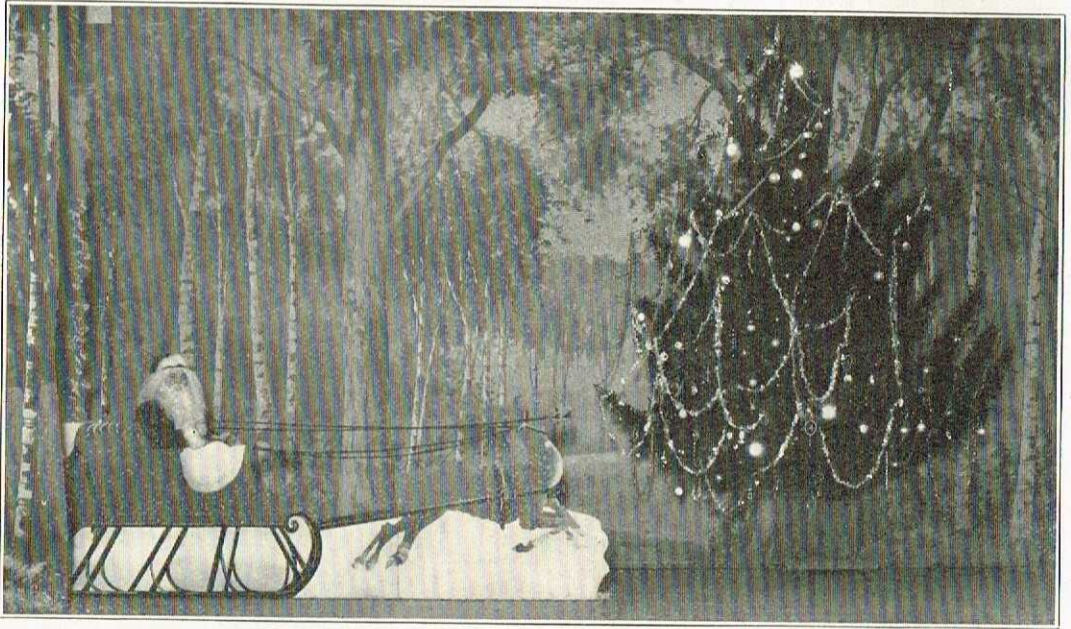
Our qualities advertise us in spite of ourselves. Are any of us so foolish as to think it pays to be advertised by bad qualities?

A good reputation is the foundation of success, and good qualities go into the making of a good reputation.

The place we take in the world depends upon the use we make of that great power known as —ADVERTISING!

Santa Had a Great Time

Surface Lines Kids Give Him a Rousing Welcome at the Christmas Party



The Arrival of Santa Claus at the Club House

A party is always fun, but to attend a party where Santa Claus, arriving in a sleigh drawn by reindeer, is the guest of honor and dispenses good cheer, candy and gifts to all—that is the very best kind of a party. This is the opinion of

the 800 kiddies who attended the Annual Christmas Party given by the Surface Lines Club at the clubhouse on the afternoon and evening of December 19.

Everything that children like best—a Punch and Judy show, an honest-to-good-



Santa Claus and His Corps of Assistants at the Christmas Festival

ness animal circus, including a pony and several dogs, a movie with our favorite "Gang" in "Ask Grandma," and the singing of Christmas carols by the children—all of these were included in the entertainment. But all through the afternoon and evening there was a suppressed air of excitement and now and then a whispered "Santa Claus is coming."

When he arrived, sleigh bells and all, covered with snow, he was greeted with a rousing cheer from the children. He had candy and gifts for all. Girls between five and twelve were given sleeping dolls and books; boys eight to twelve, footballs; boys five to eight, Sandy Andy's; children two to four, toys and blocks, and babies in arms toys and dolls.

The clubhouse and ballroom were beautifully decorated in wreaths, bells and streamers of festive colors. There was a wonderful Christmas tree on the stage, and in the center of the high ceiling of the ballroom there was a large hoop decorated with green crepe paper and red streamers encircled with different colored electric lights.

Mr. R. T. Fick, chairman of the Christmas party, talked to the children a few minutes before the entertainment started, telling them that he had had a radio message that Santa was on the way in his big sleigh drawn by reindeer, but that he had had an accident and might be delayed. He said Santa would have a gift for every child who had been good all year, and when asked how many had been good all year, every little hand was raised midst much laughter from the grown-ups.

The success of the party was due to the planning and untiring efforts of our able chairman and the cooperation of his committee.

Mildred Humes.

An Embarrassed Committee

Chairman Fick of the Christmas Party Committee addresses this statement to the members of the Surface Lines Club and Women's Auxiliary:

In view of the fact that we received requests for over 1,500 tickets to the Annual Christmas Party, over 1,150 of these being for the afternoon performance, it was exceedingly difficult to distribute the tickets equitably. A great many requests for afternoon tickets had to be shifted to the evening and the number of tickets requested by members had to be cut. If in making the adjustments any member feels

that he was slighted or unfairly treated, I take this opportunity of apologizing for conditions over which the committee had no control.

PREVENTING POWER WASTE

How the Various Depots Stand in the Power Saving Competition

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.

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

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

CREDIT where CREDIT IS DUE

Analyze the development of Public Utilities and you analyze the progress of Civilization.

Man **could** live without the telephone. He **could** survive without the telegraph. And perhaps he **could** struggle on if there were no modern railways or street car systems—and no gas or electric light and power.

But Science, Industry and Education would wait again—as they waited in the dull, dark days of forgotten centuries.

The progress and greatness of America is due in no small measure to the Service Corporations we know as Public Utilities in the City, the State and the Nation.

E. W. A.

Keeping 'Em Rolling

*Limits Wins the Blue Pennant Going Into First Place with
26,988 Miles*



The Limits Car House Repair Crew

A. Mosioz, A. Voss, L. Matich, S. Solak, W. Jackusak, L. Buyle, J. Warchol, G. Johns, S. Galembski, P. Cupak, L. Solak, J. Kayjust, S. Pluta, N. Schneig, L. Breining, M. Gitts, W. Teichner, M. Kressler, J. Wernimont, J. Frys, S. Yopchick, H. Butcher, J. Kuklewicz, J. O'Neill, E. Gustafson, G. Chamberlin, F. Van Vaerenbergh, H. Hayden, J. Stockurski, T. Dwyer, A. Andriowlis, L. Gawlik, S. Dykinga.

In spite of the premature winter weather encountered during the month of November, the pull-in record for the whole system was a little better than for the month of October, and the Limits Carhouse held the record, with a total of 26,988 miles per pull-in. They had 19 days during the month, in which they had no cars pulled in due to failure of equipment. They had improved their mileage by 29.2 per cent over the month of October.

There were a number of changes in positions among the carhouses in November over October, notably: Limits, second to first place; Devon, fourth to second place; Blue Island, ninth to third place; Division, twelfth to fifth place.

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

Carhouse—	Nov.	Oct.	Sept.	Aug.	July	June	May	Apr.	Mar.
Limits	1	2	6	5	7	5	3	4	5
Devon	2	4	10	11	5	8	6	5	6
Blue Island	3	9	1	2	3	2	2	3	2
Elston	4	3	3	4	11	10	9	7	7
Division	5	12	4	6	6	6	5	2	1
North	6	1	7	3	1	1	4	6	4
Armitage	7	10	9	1	2	2	1	1	3
Rockwell	8	6	13	8	10	7	10	10	10
Kedzie	9	11	5	9	8	9	8	8	8
Cottage Grove	10	8	8	10	4	11	11	15	15
Noble	11	13	12	15	15	16	16	16	16
Lawndale	12	7	11	12	14	14	12	12	11
Lincoln	13	5	2	7	9	4	7	9	9
69th	14	15	14	13	12	11	13	13	13
77th	15	14	15	14	13	13	14	14	12
Burnside	16	16	16	16	16	15	15	15	14

There was a total of 115 zero days, or 24 per cent, of a possible total of 480 carhouse zero days. The average miles operated per pull-in was 12,150, as compared with 12,116 for the month of October.

Rank	Carhouse	Zero Days	Miles operated per car pulled in Nov.	Percent increase over Oct.
1	Limits	19	26,988	29.2
2	Devon	10	20,660	18.2
3	Blue Island	16	19,738	33.1
4	Elston	13	17,995	13.2Dec.
5	Division	14	17,402	32.7
6	North	1	15,788	43.3Dec.
7	Armitage	9	15,530	5.2
8	Rockwell	2	13,955	11.9Dec.
9	Kedzie	1	13,947	1.2Dec.
10	Cottage Grove ..	3	13,417	9.6Dec.
11	Noble	10	10,972	12.2Dec.
12	Lawndale	7	10,681	28.3Dec.
13	Lincoln	6	9,628	44.6Dec.
14	69th	8,370	27.9
15	77th	7,889	6.0
16	Burnside	4	7,865	44.9

There is room in this world for sunshine
And flowers and smiles galore—
But the only place for a knocker
Is just outside the door.

—Santa Fe Magazine.

Lining Up the Witnesses

Elston-Noble Regains Position at the Head of the List, Lawndale-Blue Island Second—Room for Improvement

In the race for leadership in the witnessing contest, Elston-Noble nosed out Lawndale-Blue Island and captured first position with a record of 4.10 witnesses per accident against Lawndale's 4.06. A close study of the November returns shows an improvement over October but high average for the system of 3.54 scored in August has not been equaled.

Aside from the exchange of positions by Elston-Noble and Lawndale-Blue Island, the important changes were scored by Archer which moved up from seventh place to fifth while Devon-Limits which stood at the bottom of the list in October moved up and tied Armitage-Division for ninth position. Kedzie Avenue and 69th exchanged places. Although the August average and the individual high scores for August have not since been touched, there was encouragement in the fact that there had been a distinct improvement over the October figures which showed a serious slump from previous performances. We are, of

course, passing through the period of greatest hazard in operation due to weather, track conditions and pedestrian congestion and in order to give the company anything like an even break in defending claims which may be filed against them, efforts must be redoubled to secure witnesses for the enlightenment of the investigating forces.

This is a matter of so much importance that it should be the first thought of trainmen when an accident occurs.

Depot	Nov.	Oct.	Sept.	Aug.
(1) Elston-Noble ..	4.10	3.83 (2)	4.63 (1)	4.88 (1)
(2) L'nd'l-Blue Isl.	4.06	3.39 (1)	3.90 (2)	4.00 (4)
(3) North Ave.....	3.92	3.61 (3)	3.74 (4)	4.06 (3)
(4) Burnside	3.68	3.53 (4)	3.68 (3)	4.16 (2)
(5) Archer	3.55	3.42 (7)	3.27 (9)	3.58 (6)
(6) Cott. Grove.....	3.53	3.51 (6)	3.41 (8)	3.23 (7)
(7) 77th Street.....	3.39	3.51 (6)	3.64 (5)	3.82 (5)
(8) Lincoln	3.21	3.52 (5)	3.54 (6)	2.72 (12)
(9) Devon-Limits...	3.18	2.84 (11)	3.25 (10)	3.12 (9)
(9) Arm.-Div	3.18	3.06 (8)	3.43 (7)	3.04 (10)
(10) 69th Street.....	3.06	2.94 (10)	2.68 (12)	3.17 (8)
(11) Kedzie Ave.....	3.03	2.99 (9)	3.22 (11)	2.82 (11)
Averages for the System	3.48	3.38	3.45	3.54

TAKING ON RESPONSIBILITIES

Some men do not amount to much until they have been persuaded to take on a load of new duties or new responsibilities. How many times has some young fellow confessed to you that he never amounted to much until he married and had a home of his own? And how true it has proved in most of these cases.

Find a man with no particle of responsibility to anyone save himself and you will discover either a remarkably strong character or an extremely weak one.

We once knew a man who bragged that all his life he was adding to his burdens, "biting off more than he could chew" as he put it. In his own case the results were not anything to get excited about, because we think he lacked certain other elements necessary to the working out of the law that we grow in proportion to our ability to carry loads. But in most cases, where the man who takes on the extra load, as a sort of discipline of life, has a certain amount of rugged moral fibre to enable him to carry on, the results are otherwise.

Far be it from us to recommend that every young fellow dash out and commit matrimony, or tackle a new and difficult job, or buy a costly home on time payments. However, we believe that the addition of new burdens from time to time, as old ones are discharged or unloaded, will develop unused grey matter and build a bigger and stronger man.

The responsibility idea has hurt a lot of men, but it has helped a great many more than it has harmed. The best way to find out what it will do for you is to try it in small doses and see what it does in your case.—*Trolley Topics.*

"Champion Southfield Chief"

*A Surface Lines Employee the Proud Owner of a Famous
Blue Ribbon Collie*



SOUTHFIELD CHIEF
Every Inch a Blue Ribbon King

The sensational collie, Champion Southfield Chief, was bred and is owned by Thomas K. O'Malley of Mount Greenwood, Illinois. Mr. O'Malley is employed as a carpenter at the South Shops.

This collie dog, born and reared in Mr. O'Malley's back yard, has won dozens or ribbons and several large silver cups, and was a champion at ten months old. He was shown at the largest shows in this country, including Madison Square Garden in New York, Philadelphia, Cleveland, Cincinnati, Milwaukee, St. Louis and Chicago. He has defeated several collie champions in competition for special prizes.

An account of the events that led to Mr. O'Malley's success with this wonderful dog reads like fiction and is indeed as improbable a sequence of circumstances as could be imagined.

Mr. O'Malley is an ex-service man and was discharged from the Army on May 30, 1919. He was still in uniform when on the afternoon of the day he was discharged he decided to visit relatives in

Mount Greenwood. From the window of an 111th street car, as it passed Michigan avenue, Mr. O'Malley saw a man leading a collie.

Now, years before, Mr. O'Malley had owned collies and liked the looks of this one, so he left the car and went back. The collie proved to be a female whose owner was exercising her to get her in condition to exhibit. Mr. O'Malley left his name and address and spoke for a puppy from the next litter.

The following fall he was notified to come and get his puppy. The collie had whelped eight pups and all had been sold but three. Of these, Mr. O'Malley bought two females. These two pups were afterward known to the entire collie fancy of both England and America as Champion O'Malley's Babe and Champion O'Malley's Pride.

Babe is the mother of Mr. O'Malley's famous dog, Champion Southfield Chief.

The super-excellence of Chief was not apparent when he was small, but by the time he was six months old it was plainly evident that he was a flyer. When shown, at a little past six months, he took the collie world by storm and at ten months he had completed his championship, an accomplishment that many imported collies have been years in achieving.

Chief was one of a litter of ten pups. Two of them died very young, but of the seven other roly-poly pups that played with Chief in the O'Malley back yard, four are also champions. These are Ch. Southfield Lady Jane, Ch. Southfield Queen of Sheba, a champion dog owned by the Elm Hill Kennels in Saskatoon, Canada, and another owned by Mr. McGlashan of Cleveland, Ohio.

One of Chief's pups has just finished her championship and others are annexing championship points.

Chief won the special prize for the best collie in the show at the Chicago Collie Club's Specialty Show in Chicago on Nov. 22.

Chief has been pronounced by many of the leading collie judges to be the best collie ever bred in America.

DuPont Night at the Club

*Save Wednesday, Jan. 20, for a Special Feature Program—
Prizes for a Report*

It is doubtful if there is any corporation in the United States whose name is as stimulating to the imagination as "DuPont," whose official designation is "E. I. DuPont DeNemours & Company." The mention of the word "DuPont" naturally brings to mind the thought of explosives, for this concern is probably the oldest powder-making firm in the United States. The years between the day of the plain black powders of the Civil War period to the age of high explosives of modern warfare and industry cover a cycle of discovery and development in which the DuPont Company has led.

Curiously enough the research in the laboratories of this great corporation, while primarily devoted to explosives, disclosed that comparatively slight changes in the treatment of similar ingredients resulted in the development of a line of dissimilar and remarkable products of tremendous importance in varied lines of industry. Coincidentally with the studies which resulted in the discovery and perfection of products so novel that names had to be invented for them, other lines of research were directed to broadening the fields of usefulness for explosives of various types.

The extent to which the destructive properties of nitroglycerin and its variants, completely harnessed and controlled with exactitude, have been applied in railroad and building construction and in agriculture, makes a remarkably interesting story.

Many of the high points in the perfection of explosives in their numerous forms will be featured in a popular talk on the subject by a representative of the DuPont organization on DuPont Night at the club house, January 20th. This talk will be supplemented by a movie showing the manufacture of dynamite and thrilling examples of its irresistible power as a blasting medium.

In addition to the spectacular features of the program, there will be a number

of musical contributions by artists who have become well known through their connection with broadcasting activities at the Chicago stations. The evening is contributed by the DuPont organization as a courtesy to the Surface Lines.

DuPont Night will be the first of the 1926 series of educational entertainments, and the program is sufficiently varied and attractive to make it decidedly worth while. A large attendance will express to the participants our appreciation of their courtesy in giving us an evening of enjoyment.

Surface Service Will Pay for the Best Stories of the Entertainment

SURFACE SERVICE believes that there is a lot of reportorial ability among our Surface Lines' employes and a way has been found, we think, to disclose it. In connection with the entertainment which the famous DuPont organization is to provide at the club house on January 20th, we want an interesting story covering the evening's program for publication in the magazine. The space required for the kind of report we want would be not less than 600 and not more than 750 words or two and one-half to three pages of ordinary double spaced letter size typewritten pages. For the best report of the event, a prize of \$5 will be awarded; for the next best \$3 and for the next best \$2. The first prize story as turned in will be used in the February issue as the report of the affair. The contest is open to all employes.

Typewrite your report on one side of the paper only and have it in the hands of the Editor, Room 1479 Illinois Merchants Bank building before noon Monday, January 25.

Come on, you budding writers, and show us how it ought to be done.

Teacher: "Give me an example of unproductive spending of wealth."

Student: "Taking your sister to a picture show."

SURFACE SERVICE MAGAZINE

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

A STORY OF ACHIEVEMENT

President Blair's letter of congratulation addressed to Vice-President Richardson reviews briefly the remarkable record of the Surface Lines during the calendar year just closed. Elsewhere in SURFACE SERVICE there appears a more detailed statement of the world-beating accomplishments of the Surface Lines in providing service to the greatest number of passengers ever carried by a single surface system. While the figures and facts thus presented give ample cause for self-congratulation, there is another group of figures of even greater significance—the December report of complaints. Here is the comparison for the last month of 1925 and for 1924:

	1925 No.	1924 No.
Discourtesy	111	141
Passing Up	50	67
Transfers	43	63
Quick Starting	45	24
Service	33	100
Miscellaneous	121	172
Total	403	567

When this little table is studied and considered in the light of December traffic and weather conditions, every employe of the company should find reason to be proud of the Transportation Department. The greatest crowds in the history of the organization carried during the period marked by sub-zero and unfavorable weather conditions formed a combination which might be expected to result in abnormal irritability on the part of both passenger and employe. The reduction in charges of discourtesy from 141 to 111, and complaints of passing up cut from 67 to 50 together with a reduction of 67 in the criticism of service, reflects the

highest credit on the trainmen who met the seasonal emergencies with tact and good judgment. The one feature which is not satisfactory is the regrettable increase in charges of quick starting which during December, 1925, were nearly double those of the same month in the previous year.

These figures show generally that it is possible to improve on past records and encourage the belief that with a proper spirit of service, it will be possible to achieve a nearer approach to perfection in the discharge of duties at all times exacting in their demands upon men.

A THOUGHT FOR 1926

We are starting a new calendar year. Let each of us give himself a serious self-examination; let us inquire if we have been absolutely fair to our patrons and to the management whose success is vital to our well being and continued employment; and if we find instances where "rough stuff has been pulled"; where the safety and convenience, particularly of women passengers and those who are aged or infirm have been slighted; where waiting passengers have been passed up without justification, let us resolve that for this year of 1926 we will give no cause for criticism or complaint to any members of that great army of car riders whose fares provide the money from which we are paid.

How We Are Judged

A corporation may spread itself over the whole world, and may employ a hundred thousand men, but the average person will usually form his judgment of it through his contact with one individual. If this person is rude or inefficient it will take a lot of kindness and efficiency to overcome the bad impression.

Every member of an organization who in any capacity comes in contact with the public is a salesman, and the impression he makes is an advertisement, good or bad.—The Throttle, Rotary Club of Sharon, Pa.

Some Glass!

Somebody who is interested in statistical detail asked us awhile ago how many lights of glass there were in the Surface Lines' cars. Mr. Adams, Superintendent of Equipment, supplied the answer as follows: Lights of glass in car bodies, including doors, bulkheads, and vestibules but not including ventilator sash, 307,088; lights of glass in storm sash, 142,240; total, 449,328. Some glass!

Bouquets for the Boys

Also a Couple of Sample Brickbats by Way of Contrast

With our "Bouquets for the Boys" just by way of contrast, *SURFACE SERVICE* is presenting this month two letters typical of complaints from patrons who have had unpleasant experiences on our cars. Both were incidents the authenticity and correctness of which were established by investigations made by our Transportation Department and where disciplinary action followed. Such offenders ought to be exceedingly unpopular with those who are striving to maintain a high standard of courteous efficiency; as unpopular as a member of a tug-of-war team who suddenly reverses himself and begins to pull against his team instead of with it. Such unsportsmanlike conduct wouldn't be tolerated for a minute; and it requires the highest type of team work to make a success of any great enterprise, particularly a public organization like ours. These letters will provide striking illustrations of what not to do in dealing with the public.

Among the many pleasant letters of commendation received during the month was one addressed to the Editor which we are very glad to reproduce in full together with the appealing stanzas of Charlotte Becker's poem "Little Things." Conductor William Curtin, badge No. 8098, of Devon Avenue, who is the subject of Mr. Reilly's letter will undoubtedly start the new year with a determination to maintain his commendable practice of kindly consideration for the helpless and afflicted.

My dear Mr. Wilkie:—

In running through the correspondence in my desk this morning I found a poem written by Charlotte Becker, a copy of which I attach. Naturally when our minds are tuned to good deeds they run in different channels and my thoughts traveled to the wonderful act of courtesy performed by one of your conductors on Car 125, Route 22, which leaves 81st and Halsted Streets going north.

There was a blind gentleman in the car, perhaps he was partly blind—at any rate he had a cane for his guidance and I was dumbfounded to look back and see your conductor after he had stopped his car acting as a pilot for this man until he had safely placed him on the sidewalk. Then, the conductor gave him a hearty slap on the back and approached his car with a smile. This happened about 9:15 today at Harrison Street.

I am not a letter crank but it has been my purpose in years that when I see a little act of kindness done out of the ordinary I try and

place it through the executives of any organization to let them feel that if they have thousands of letters from cranks there is a portion of the public which appreciates the men in their service who have the public's welfare keenly at heart. Perhaps you would want to say a few words of appreciation to this man. I do not know him, in fact, may never meet him again and this letter is unsolicited.

Wishing you a Merry Christmas and a Happy New Year, I remain

Sincerely,
James J. Reilly,
Marshall Field & Co., wholesale.

Little Things

They cost so little, but mean so much
The fleeting kindnesses along one's way
A flower, a smile, a sympathetic touch,
A loan to him, who's known a bitter day.

An hour spent listening with kindly ear
To one who failed his happiness to find;
A merry helpful little word of cheer
To those who ail in body or in mind.

If we could only keep our vision free
Of just the joys and troubles of our own,
What treasure trove we'd glean for memory
From these small deeds upon life's pathway
sown.

Supervisor Hugh Russell of Cottage Grove was the subject of a commendatory letter from R. W. Harms, 407 South Dearborn Street, due to the skill with which he untangled a traffic jam at 47th and Cottage Grove, following a tie-up. By sending certain cars through and making other adjustments, he was able to provide accommodation for many passengers who had been waiting in the cold all with the minimum of inconvenience to passengers whose cars were rerouted.

Conductor William O'Brien, badge No. 5718, of 77th gets a hearty New Year wish from T. Bostick, 1635 Monterey Avenue because of the uniform courtesy and politeness extended to his passengers.

Motorman William Walsh, badge No. 4565, of 77th early on one of the very cold mornings saw a lady running for his car after the starting signal had been given. He stopped a few seconds necessary to permit her to get aboard and the passenger, Mrs. M. Purvis, 312 West 52nd Street, concludes her letter of thanks:—"I certainly appreciate his kindness, as there was no other car in sight and thanks to him I was able to be at work on time."

Harry Blair, 1635 Arthur Avenue, commends Conductor Arthur E. Petterson, badge No. 372, of Noble for keeping his temper and dealing diplomatically with an unreasonable passenger.

Conductor Edgar S. Thornton, badge No. 924, of Kedzie is characterized by Miss J. Wittmann, of the Chicago College of Dental Surgery

Library, 1747 West Harrison Street, as the most courteous street car conductor she ever saw. Her attention was particularly attracted by the fact that the conductor took a personal interest in seeing that every possible seat was provided for his passengers. Where there was disposition on the part of some people on the car to occupy more than their share of space, he politely but profoundly induced them to "move over." This service to the women on his car was specially acceptable.

Conductor Patrick McNugent, badge No. 1344, of 77th responded quickly to the assistance of a colored man on crutches who when alighting from the car dropped a crutch. The conductor restored the crutch to his passenger and helped him on his way. Mr. R. V. Myers, 2601 South Halsted Street who observed the incident says he felt sure the poor colored man appreciated the helping hand.

Mr. John Sidney Burnet, 1438 North Dearborn Street, commends Conductor Myron W. Ayers, badge No. 2694, of 77th not only for his

Conductor Leroy D. Wegener, badge No. 3966, of Elston is the subject of an appreciative letter from Mr. R. F. Redell, 3831 North Mozart Street. "I am 82 years old," writes Mr. Redell, "and have a broken ankle. Conductor, badge No. 3966, helps me on his car and takes me to a seat and when I get off he takes me by the arm and helps me down the step and does it all in such a pleasant manner that I can't help but appreciate it." The distinct calling of the streets is another feature on which Mr. Redell comments.

Conductor Walter J. Dziegielewski, badge No. 4296, of Limits earned the gratitude of Mrs. A. Dessel, 5035 Wolfram Street. Mrs. Dessel had been shopping and discovered when she boarded the car that her pocketbook was lost. When she told her story to the conductor he handed her 10c with which to pay her fare but declined to give her his name and address. The following day she wrote to the management a letter of appreciation concluding:—"Please give this conductor the enclosed dollar, as I want to

How Not to Do It

Chicago, Dec. 23, 1925. Dear Mr. Blair:—I have been a resident of Chicago for nearly 50 years and during all of that time have been a constant patron of street cars. I am nearly 80 years of age and recently have suffered somewhat from rheumatism which makes it impossible for me to be as spry as I once was.

Last Tuesday night, I was waiting at Wellington Ave. for a southbound car. As it came to a stop, I was practically at the rear step but a lady passenger was alighting so that I was blocked from immediate access to the step. Without looking out to see whether there was anyone there, the conductor gave two bells and the car started just as I got one foot on the step. I hung on but was swung around and partly fell on the platform skinning my shin. The conductor made no effort to give me any assistance and when I got to my feet, I asked him why he didn't look out before signalling the motorman. His only observation was, "Well, yer on aintcha?" I admitted that I was on, no thanks to him, and said I thought he was a menace to the people who rode his car and that I intended to report him as I was quite sure the company was not in favor of that kind of carelessness. He thrust a lead pencil toward me with one hand and his cap with the other saying: "Here's my number; go on and report me and see what it will getcha." His cap number was and his car number was and the time was 8:45.

Generally speaking, my experience with conductors has been satisfactory. In many cases, the conductors recognizing my infirmity have assisted me on and off their cars. I would not like to see this young man with whom I rode last night lose his job, but I do think he should be made to understand his responsibilities to his passengers. I am enclosing a card bearing the name and address of a fellow passenger who was a witness to the conversation between your employee and myself.

Very truly yours,

uniformly courteous treatment of his passengers but for his cleanliness, neatness in appearance and the fact that he not only calls all the streets but adds to them the block numbers. "This," writes Mr. Burnet, "is rather unique and helps passengers to locate their destinations readily."

Conductor Valentine J. Kropfel, badge No. 3084, of Burnside helped two ladies, one of advance years, off his car and assisted the elderly lady to the sidewalk. Mrs. S. Curran, one of these passengers, expresses her thanks for the assistance rendered to her aged mother and forwarded a "Merry Christmas" letter enclosing \$2 to be handed to the conductor with her compliments and concluded her letter with this wish in which all of us will join:—"I wish that everybody getting on street cars during the rush season will have their 7c in change and try to make it as easy as possible for the street car employees."

pay him off if it is possible. This dollar is not worth so much to me as the dime was at that time."

Conductor Matthew Wall, badge No. 4782, of Elston is praised by Miss Ella Altamus, 4245 North Springfield Avenue for the consideration he shows his passengers in keeping the doors closed as much as possible during the cold weather, opening for the ladies as they enter or leaving and closing them immediately after. His calling of the streets distinctly and repeatedly is a help that deserves comment. "This conductor," says our correspondent, "acts as though he is having the best time of his life in serving everybody who gets on the back platform of his car."

Conductor Arthur T. Malmquist, badge No. 5432, of Armitage is commended by Mrs. D. Edmund, 5026 Berenice Street, for the clearness with which he calls the names of the

streets for the benefit of all of his passengers.

Conductor Robert A. Rikwald, badge No. 5568, of Elston promptly turned in a laundry kit which was left on his car which was returned to the owner, Mrs. C. C. Zillman, 4446 North Kildare Avenue. Mrs. Zillman called at the residence of Conductor Rikwald, 3402 Culom Avenue and offered Mrs. Rikwald, whom she found at home, a reward but was graciously informed that as her husband had merely done his duty, he would be reluctant to accept any reward. "Such loyalty and integrity on the part of an employee is to be commended," writes Mrs. Zillman.

Conductor Stephen Derenski, badge No. 5936, of Elston gets the all around endorsement of Will R. Stailey, 2818 North Whipple Street, for the manner in which his duties are discharged.

Conductor John W. Neumann, badge No. 5938, of Elston was instrumental in restoring her lost purse to Mrs. M. R. Curry, 3557 North Oakley Avenue, and received a highly complimentary letter from her.

Conductor Hugh Black, badge No. 6390, of Kedzie had as his passenger on one of his trips, Mr. Wirt W. Hallam, 72 West Washington

Conductor Peter McHugh, badge No. 10488, of Division received a "Merry Christmas" from W. S. Gerts, 2100 Grand Avenue, who observed the assistance rendered to two Italian women carrying heavy packages. These women found on boarding Conductor McHugh's car that they were going in the wrong direction. "He stopped his car," writes Mr. Gerts, "helped them off again with explicit directions and all with a pleasantness which was a joy to me and did not seem to come hard to him either."

Conductor Henry J. Ranberg, badge No. 11964, of North Avenue was able to give explicit instructions to a passenger on the Cicero Avenue car how to reach 1500 North Branch Street. The passenger, B. Liestma, 4828 Bernard Street, had been unable to secure this information from several police officers before boarding the car, and he sends a letter of commendation.

Conductor Michael H. Tierney, badge No. 12092, of 77th is commended by Miss Eloise J. Zeller of Hopkins, Starr & Hopkins, 110 South Dearborn Street for his assistance in recovering her purse. She says she considers the Surface Lines fortunate in having such a courteous, efficient and trustworthy employee.

A Case of Mighty Poor Judgment

Chicago, Ill., Dec. 18.—The Manager, The Chicago Surface Lines. Dear Sir:—

The office where I am employed closes at 5:00 P. M. Last night within a few minutes after that hour, I boarded a Harrison Street car going east, paid my fare and received a transfer. At Western Avenue, I boarded a north car and handed the conductor my transfer. He glanced at it and then stopped me as I was about to enter the car, saying, "This is no good. C'mon, pay your fare." I was surprised and embarrassed by what he said and asked what was the matter. He shoved the transfer back at me and said: "Where you been the last hour?" I then looked at the transfer and saw that it was punched, as you will see, for 4:30. I explained to the conductor that I had just gotten off the Harrison Street car but he said, "You can't work that old gag on me. You may have got by with it on some of these other fellows but you slipped up this time. Pay your fare now or get off." He also said something about calling a policeman to put me off. Of course, all of this had been heard by other passengers and I was so upset at being charged with being a thief that I couldn't control myself and probably made a spectacle of myself by crying, and seeing that there was no use arguing with this brute, I paid another fare and went into the car. The car number was

I do not think your company wants to charge me two fares for my ride and furthermore, I do not think I ought to be penalized for the mistake of one of your own people. If I had been a man, I don't think the conductor would have dared to treat me as he did.

Yours truly,

Street. Mr. Hallam, who usually wears glasses but did not have them on, handed the conductor a 25c silver piece and two pennies and walked on into the car. A prompt restoration of the excess paid inspired a fine letter commenting on the reliability and character of Conductor Black.

Conductor George Waldy, badge No. 6394, of Division is another conductor who specializes in calling every street distinctly. This and his interest in the welfare of his passengers was commented on most favorably by William A. Street, 10150 Lowe Avenue.

Conductor John A. Chmelina, badge No. 10350, of Burnside paid the fare of Mrs. L. Newman, 839 East 49th Street, whose pocket had been picked and who found herself without money. Mrs. Newman's husband made reimbursement and she sends a letter of thanks.

A second letter of commendation for Conductor Tierney comes from John M. Steiger, 4020 Warwick Avenue. His admiration was aroused by the assistance rendered to two blind people who were passengers on Conductor Tierney's car. He helped them off at their destination and guided them safely across the dangerous section of the street.

Conductor George H. Wichmann, badge No. 12770, of Elston at his northern terminal, Belmont and Clark, had a blind passenger in whom he showed unusual interest. On finding that he wished to go north on Clark Street, the conductor accompanied the blind man to the proper stopping point and helped him aboard the Clark Street car when it came along. This incident was observed by Mrs. R. N. Ecklund, 3513 Rita Avenue, who expresses her admira-

nion for the kindness and consideration of this employe.

Conductor Earl J. Schroeder, badge No. 13226, of Archer receives favorable comment from Mrs. F. Schwengel, 2728 Hampden Court because of his politeness to and interest in his passengers and for his personal neatness.

Conductor Thomas Darey, badge No. 13878, of North Avenue is commended by Miss M. Dwyer, 218 North Albany Avenue for keeping his temper under trying circumstances when he was subjected to unnecessary abuse by two inconsiderate passengers. By conducting himself in a pleasant and dignified way by refusing to enter into a controversy, won the sympathy and admiration of the other passengers.

Conductor George P. Merk, badge No. 13980, of 77th attracted the favorable attention of N. E. Bensinger, 67 West Madison Street, who writes to say that this employe's politeness and his use of the expression "Thank you" as passengers pay their fares, attracted much favorable comment.

Conductor Frank Milbauer, badge No. 662, and Motorman Fred Broderius, badge No. 547, of Burnside are commended by Mr. A. E. Andrews, 11934 Harvard Avenue, who writes that he has been using their car on 119th Street and has found them both courteous and providing reliable service.

Motorman Irving Hanson, badge No. 629, of Burnside accommodated Dr. A. S. Moiduski, 9036 Commercial Avenue by holding his car for a few seconds to enable this passenger to get aboard. The doctor said this small act was of extreme importance to him as it prevented a delay of twenty minutes at a critical time.

Motorman James Kennedy, badge No. 5239, of Elston looked out for the interest of transferring passengers from a Western Avenue car to his car on Montrose. Mr. S. J. Berger, 2429 West Division Street, who observed the incident, comments on the consideration thus shown and says, "I overheard a passenger sitting behind me remark, 'There is what I call a white man.' I certainly agree with him and the motorman deserves to be complimented on the service he is giving the people."

"YOUR COMPANY"

Conductor Casey of Devon Submits a Variation of a Familiar Jingle.

If you think your company best, tell 'em so,
If you would have it lead the rest, help it grow.
When there's anything to do let them always
count on you,
You'll feel good when it is through and that is
so.
If you're used to giving knocks, change your
style;
Throw bouquets instead of rocks for awhile.
Let the other fellow roast; shun the knocker
like a ghost,
Meet his banter with a boast and a smile.
When a brother from afar comes along
Tell him who and what you are—make it
strong,
Never flatter, never bluff; tell the truth, for
that's enough.
Be a booster, that's the stuff, don't just belong.

The Conductor's Job

While a one-armed paper hanger with the hives is probably the busiest man on earth, the average street car conductor runs him a close second. Among other things that a conductor has to do are these:

Accept fares, make change correctly, guess the ages of children.

Issue transfers, punch them correctly, accept only live transfers.

Call streets, remember which passenger wants a certain street, guide passengers correctly.

Help women and children on and off cars, watch for passengers who have lingered too long over their egg cups, and never start the car until all alighting passengers are on or off cars.

Help the motorman keep to schedule in spite of trucks, wagons, and other miscellaneous material cluttering up the track.

Some job—that—particularly when it is remembered that he has to deal with "all sorts of people," and in all their varying moods.

Get a Transfer

If YOU are on the Gloomy Line,
Get a transfer.
If you're inclined to fret and pine,
Get a transfer.
Get off the track of doubt and gloom,
Get on the Sunshine Track—there's room—
Get a transfer.
If you're on the Worry Train,
Get a transfer.
You must not stay there and complain,
Get a transfer.
The Cheerful Cars are passing through,
And There's lots of room for you—
Get a transfer.
If you're on the Grouchy Track,
Get a transfer.
Just take a Happy Special back,
Get a transfer.
Jump on the train and pull the rope
That lands you at the Station Hope—
Get a transfer.

An old gentleman smiled as he watched a rural-looking man sitting on a fence post gapping at the telegraph wires.

"Waiting to see a message go along, eh?"

The other grinned and replied, "Yes."

The old gentleman sat down and for the next ten minutes tried hard to dispel the others' ignorance.

"Now," he said at last, "as you know something about the matter, I hope you will spread your knowledge among the other farmers."

"But I don't work on a farm."

"You don't, eh?"

"No; I'm foreman of this line-crew and we're testing out a new wire."

Time to Cheer

Steamboat Captain (who has just fallen overboard): "Don't stand there like a dumbbell. Give a yell, can't you?"

College Stude Deckhand: "Certainly, sir. Rah! Rah! Rah! Captain!"

TOKEN DEPARTMENT POPULAR

Matrimony Pursues the Young Ladies in
Mr. Andresen's Office

The Token Department has experienced considerable difficulty in keeping its young lady operators. Not because they are treated any worse or any better than any other department, but they will get married, and we don't mean "probably."



MR. AND MRS. SOLBERG

The young lady above is the sixth one to join the ranks since November 15, 1922, when the Token Department was organized, and we challenge any department of the same size to duplicate this record.

The bride was formerly Miss Helen Lewandowski; the happy groom with the high hat is Mr. John Solberg (the name being the same without the hat). The large church wedding was one of the big society events of the season, the reception being held at the home of the bride, 2040 Cortland street, where the elite of the great Northwest side turned out en masse to wish the young couple luck.

After a short trip to parts unknown, the bride resumed her duties in the Token Department. They are temporarily resid-

ing at the above address, where they will remain until their bungalow is completed.

DO YOU KNOW YOURSELF?

Men, sooner or later, come to a searching test of character. Some pass through it often, but all face their ordeal at least once in their lives. Then a man's true worth is disclosed, and his moral resources become apparent. From that time life for him can never be the same as before, for when once a man has learned the truth about himself, he may try to forget it, but the revelation cannot be ignored.

The moral danger of unreflecting absorption in the world's affairs is apparent in the prevalent superficiality of thought and lack of conviction. Without convictions and without ideals, men have no sure place anywhere. It is not merely that they have no store of knowledge. That is misfortune enough, but they suffer through the greater poverty of moral and spiritual life. Weighed in the balance, they are found wanting. Far more people are found wanting in character than in intelligence. Lack of honesty is more baneful than lack of expression of opinions adopted without inquiry into their worth, and the use of phrases repeated with little regard to their truth. All this shallowness leads to dishonesty of life, and hinders true progress. Honesty may or may not be the best policy, but it is the only safeguard against the self-deceit of shallowness, for if a man cheats his neighbor, he sooner or later ends in cheating himself.

Shallowness is the Nemesis which overtakes those whose law of life is the convention of the society in which they move. They are without conviction and with no power of resistance to passing fashions; they make no conscious endeavor to follow the truth for its own sake. The shallow man may be very serious, but never about matters which are of real importance. He may be complaisant, but he is never reasonable; he knows nothing of the quiet fervor of reasoned conviction. God's good seed cannot grow in the shallow soil of convention.—The London Times.

Tongue Twisters for Students of English

What are the thoughts of the foreigner who is studying the English language when he encounters this little contribution to our literature:

A tree toad loved a she toad

That lived in a tree;

She was a 3-toed tree toad,

But a 2-toed tree toad was he.

The 2-toed tree toad tried to win

The she toad's friendly nod;

For the 2-toed tree toad loved the ground

That the 3-toed tree toad trod;

But vainly the 2-toed tree toad tried—

He couldn't please her whim;

In her tree toad bower, with her V-toe Power,

The she-toad vetoed him.

And this:

I saw three thistle sifters

Sifting thistles through three sieves,

I said to these three thistle sifters:

"Thistle sifters, sift soft thistles

Through these three sieves."

Departments and Divisions

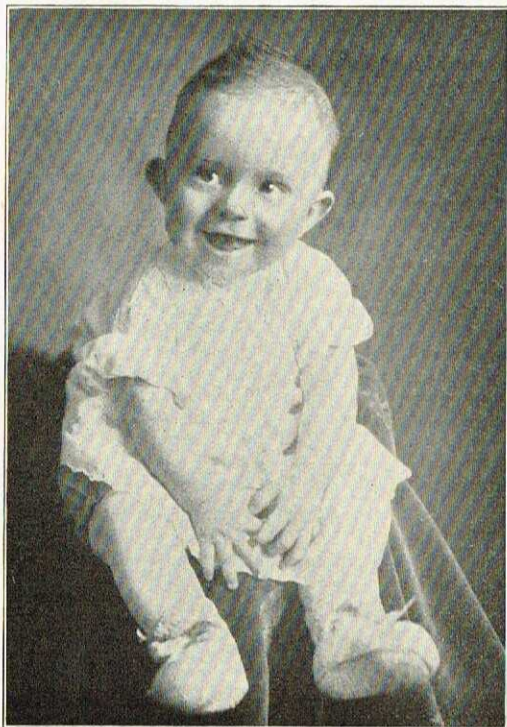
Electrical

Tom Callahan, Relief Operator at Van Buren Street Substation, is some Charleston dancer. Last week Tom and party dropped in on a Charleston Contest at McHenry and Tom walked away with a gold watch as a prize.

Clifford Cloonan has been confined to his home for several days with the grippe. We Hope he will be with us again by the time this goes to press.

One of Tom Callahan's brother operators says that the gold watch mentioned in the first item was not won entirely on the square. It seems that the community's crack dancer was coaxed away from the ballroom long enough for Tom to win the contest.

B. G. Noah is playing Santa Claus this year.



This Smiling Chap is Burton Noah, Son of Mr. and Mrs. B. G. Noah of the Electrical Department.

Charlie Sullivan and associates were at work at Halsted Street Yards when a ferocious bull from the Stockyards gave chase to the boys. A cowboy soon subdued the animal with a shot in the brain. The cowboy shot the bull and Charlie for once heard the bull shot.

H. Essington.

Engineering

On December 9 the Track Department held an Accident Prevention Meeting at the Clubhouse Hall. Six hundred employees were present and Mr. Noonan was so pleased with the large crowd that he gave a very eloquent and instructive talk which every one enjoyed.

Ben Lindstrom is a candidate for Club Director to represent the Engineering Department. No one can deny the fact that when Ben stands up to address an audience, he rises to heights seldom attained.—(Editor's Note: From socks to dandruff Ben measures 6 feet, 3½ inches).

John O'Neil, our Traveling Watchman, has purchased a home on Hermitage avenue. When the flowers begin to bloom we hope to see a picture of same in Surface Service.

Fred Avery, the Aviator Ace of the Surface Lines, did a nose dive from a machine recently, and came up with a beautifully discolored lamp that decorated his features for a couple of weeks. Fortunately, Fred landed on his head or he would have been seriously injured.

H. Bryan Maloney, one of the few bachelors left in the Track Department, was quietly married recently. So quietly, that no one in the Department knows much about it. Best wishes to him and his bride.

Glen Haberer, a new employee in the Drafting Department, has a college flivver. The only wheel with a serviceable tire is the steering wheel.

Clarence Oldson and Howard Isacson, of the Drafting Department, have been in the habit of lunching together. Although still pals, this practice has been discontinued for reasons best known to Clarence.

Accounting-Downtown

Santa Claus visited the Pay Roll Department Wednesday night, December 23, 1925, and left stockings filled with goodies for all.

On Wednesday, December 23, some of the girls had a spread and a "Grab Bag Party." There were some very nice articles in the bag, such as stationery, perfume, powder bags, compacts, shoe trees, etc.

We have another new member in our department. Mr. Ernest C. Johnson, who started December 21.

Miss Anna Atols of the Pay Roll Department has been very ill. We hope by this time she is well on the road to recovery.

Clark and Division

Miss Mabelle Winholt expects to enjoy the Holidays this year, now that he is home on a furlough from Havana.

Miss Hulda Youngstrom waited very patiently at the clubhouse the evening of the Christmas Party. Finally a very fine young man called for her. Better save your pennies, folks.

Wonder what's up? Frank Miller has been meeting a lady at the Cafeteria quite regularly lately.

If any of the departments feel they would like to try to beat a four-man team from this department at bridge, we are ready to take them on. We warn you, though, that our own Max is about the best little holder you ever saw.

Now who do you suppose was waiting in line for toys Saturday night? No one but Harold

Holger. But Harold in his knee breeches didn't fool anyone.

Harold Spring was seen all dressed up ready to go to the Christmas Party. The kids must have disappointed him because he didn't show up.

Marie Sullivan is seen with a smile from ear to ear these days. California must be closer to Chicago.

I wonder what happened to the shepherds. Eddie Volland says his feet are still cold from last year. We heard that the Angels are getting rather flighty.

Thomas F. Coan.

Material and Supplies

Mr. Danny Dillon was recently transferred from South Shops to 39th and Halsted Yard. Danny got a new shingle before he went down there. He figured that the perfumed air would cling to his curly locks, so he had them cut off.

Miss Clara Ristau and Reinhardt Pohl of the M. & S. Department were recently married. We extend our heartiest congratulations.

Some one recently remarked that Louie Schraag of the Track and Roadway Department was a confirmed bachelor. Maybe he is, but we think he is trying hard to get out of that class. Apparently he thinks that the old adage about "The best way to a man's heart is through his stomach" works both ways. Every morning he comes to work laden down like Santa Claus with home-made pies, chili sauce, piccalilli, and whatnot, all of which he presents to a certain young lady in the Ledger Room. We wish you success, Louie.

It is rumored that Bill Kehoe of Grand & Leavitt is going into politics and has appointed John Devery as his campaign manager. John must have some Scotch blood in him because we have not seen any of the customary political cigars.

Mr. S. M. Blumenfeld has been on the sick list for the past week. We hope he recovers speedily.

Talk about the Spirit of France? Did you notice Gene Kwasigroch holding back that angry mob at the Christmas party. They shall not pass, sez'ze, but they did.

R. E. Buckley.

South Shops and Carhouses

N. Poodlecke, carpenter, South Shops, is the proud daddy of a baby boy. The celebration occurred on Saturday, December 19, 1925. Congratulations.

Miss Bresnain's rather late vacation was spent doing her holiday shopping.

J. Ditchie, night foreman, 77th street, was injured when he was struck by an automobile at 78th and Vincennes. At this time, we understand his condition is not serious.

Our sympathy is extended to Hans Jasper-son, in the loss of his wife who died recently.

J. P. McCauley.

North and West

Mr. E. Anderson, assistant day foreman of Armitage Carhouse, has a real Christmas present—a 9-pound girl. She was born on December 13. Congratulations!

O. H. Jorgensen.

Around the Car Stations

Seventy-Seventh Street

The club officers and directors wish its members and other trainmen of the depot a prosperous New Year.

Clerk Bill Sommers lost one of his pet canaries the other day. Will some kind person versed in canary raising instruct Bill in the care of canaries?

Our Stag and entertainment was a great success with the weather threatening to become a regular blizzard. Some 800 trainmen's wives and families attending. Messrs. Evenson, Quinn, Altemeier and other officials too numerous to mention graced us with their presence. Jack Hogan acted as master of ceremonies and some master is Jack. Jack must have kissed the Blarney Stone, for eloquence he is second to none. Ed. Willette and Al Chapelle gave a very fine exhibition of wrestling although it was not a finish match as was expected, nevertheless it was a very good match. Ed and Al expect to have a finish match in the near future, so keep your eyes open for the announcement. The other features of the evening were all first class cards and everybody felt the evening well spent. The officers of the club wish to thank the various committees and others for the help received in making this Stag such a huge success.

We have two new supervisors, namely, Mike Lyons and Pete Conraths. We wish you boys success in your new positions.

Receiver John Taylor is still on the sick list and to date has not returned to work. His numerous friends wish him a speedy recovery.

Now is the time for resolutions. Let us make a few resolutions to push Seventy-seventh street up a little higher on the pull ins, witness and power savings lists. We certainly belong there, so let's go.

C. E. Green has had a new arrival in his family, this being the seventh one. This is a good record for a 29-year-old motorman.

The bowling league is going fine. Bill Leske is developing some great stars and everybody has plenty of enjoyment.

F. Hackenbrook is setting the alleys on fire from last reports.

We hereby extend our profound sympathy to the following trainmen in their bereavement, namely: Conductor Joseph Corless whose wife passed away very suddenly, and Conductor J. A. Dunleavy, whose father also passed to the great beyond.

C. A. Gylling.

Sixty-Ninth

Mr. and Mrs. H. F. Funk were presented with a 6½-lb. baby girl Dec. 10th. Also Mr. and Mrs. M. J. Herbert were presented with a 6-lb. baby boy, and Mr. and Mrs. C. H. Sturm announce a 11-lb. baby boy born December 11, 1925. Congratulations, All.

Mr. W. B. Durkin won the title of chief

hunter of 69th street when he took eight days off and returned with one opossum, three raccoons and (hold your breath)—one skunk.

W. G. Brightmore was happily married to Miss Grace Murphy on Wednesday, November 14, 1925. We wish them every matrimonial bliss.

Conductor S. H. Clough has again returned to duty having been laid up since October 18 with a broken ankle which he received from the hands of ruffians.

Conductor J. J. Orth is on the sick list suffering from a broken ankle.

Sympathy is extended to Conductor J. F. Malloy and family over the loss of his sister who passed away December 9.

The fourth division announces a new service

Bernards Hospital. Here's wishing him a speedy recovery.

The new time schedule on Forty-seventh street looks good, having two additional minutes on the east end for Saturday and adding six more runs to the street. If we keep on growing we will soon be in the 500 class.

A record was reached on Division No. 5 Tuesday, December 15, and continued through the holiday rush by having all cars of this depot out on the street during the rush hour. Great credit should be given the car house foreman for the quick and good work done on cars by his force of men.

We are all glad to see Conductor John Buehinski back on the job after having a serious attack of pneumonia.



This Husky, Happy Two-Year Old is Robert Charles Nayder, Son of Conductor C. D. Nayder.

scheduled on 63rd street which was put into effect December 13, 1925. This street now has 106 runs. Also Ashland Avenue has a new service schedule since December 22. Total number of additional runs on Ashland Avenue being eleven, five at Noble depot and six more from 69th street.

Here is a rhyme handed in by a trainman who was too bashful to ask for any credit for it, but we'll say it's worth while; as follows:
Hang on, Cling on, no matter what they say;
Work on, Sing on, Things will come your way.
Sitting down and whining never helps a bit;
The best way to get there is by keeping up your grit.

W. L. Pence.

Archer

Conductor P. Theisen has been confined to his bed for several weeks with inflammatory rheumatism. He is now convalescing at St.



This Good Natured Youngster is the Son of Clerk Wodicke of Archer.

The trainmen of Archer depot have done some wonderful decorating in their club rooms for the annual Christmas entertainment which was given on Saturday, December 19, and which proved a great success enjoyed by some 500 children. After old Santa Claus had given out all the presents allotted to us and journeyed on his way, we were given a real treat by having the two-reel film, "Magic of Transportation" which was so generously donated by the management of the Chicago Surface Lines. This was appreciated by both the young and old. We were in hopes of having a picture of the club room showing our decorations, but owing to the over-worked photographer during the holiday rush we were very much disappointed.

Congratulations are now in order. Conductor J. F. Howard who is wearing the smile that won't come off, is now the proud father of a baby girl, born November 19, 1925. Both baby and mother is doing fine.

The Surface Lines Employees Club of Archer depot held their annual election of officers on

December 15, 1925, and the following were elected to office: Daniel J. Kenny, president; Michael Lewandowski, vice-president; Walter B. Kunstman, secretary; Paul Fisher, treasurer; Charles Stricker, Thomas Hynes, Joseph Sequence, trustees; Arthur Klatt, sergeant at arms; Christ Borcharding, baseball manager. We are all expecting wonders from our newly elected officers. Just watch their smoke!

Our sympathy is extended to Conductor W. C. Fischer, who on December 7, 1925, lost his beloved wife who passed on to the realms above after a short period of sickness, leaving two small children.

This division is coming to the front very rapidly, having been known in the past for its business industries and now looming up in the theatrical line. Recently the new Midwest Theater at Archer and Thirty-fifth street opened its doors and sure are having big crowds.

Since the name of Cicero avenue has been changed to Midwest avenue we feel in reality to be known as the Midwest community.

Great credit is given the Chicago Surface Lines by our car riders on Western avenue for the new loading zones recently put in at Fifty-ninth street which is a marked improvement from the past dangerous condition.



Young Charles Kaplan, Son of Conductor Kaplan of the Division Street Station and His Birthday Cake.

The new flicker lights placed on our Forty-seventh street and Fifty-first street lines should be a warning to vehicle traffic and we feel that these lights will be of great benefit to all motorists and will aid in averting accidents.

Lawndale

The big bird called the Stork is very busy around the homes of the Lawndale boys of

late. Pat O'Connor reports a boy, F. Yager a girl, Edward Stokes, twin boys. All the mothers are doing fine.

"Our 'Red' Grange" of Lawndale depot, better known as Clerk Norman, is not only a football player, but is now taking dancing lessons to reduce in weight, and it won't be long until he will be wearing pumps on his feet to keep from slipping. He says it beats anything he ever tackled before. We say it does. Who is your lady friend?

Motorman L. Duffy is taking up chemistry, and is very busy now days and expects his diploma in the near future.

Conductors Ansorg and Wolski, the would be checker champions at Lawndale are training every day at 2 p. m., and each one has his own trainer and judges. These, together with the spectators make you think there was a football game going on near the checker tables.

Conductor M. Kramer was seen looking over some Hudson's and Cleveland Six Sedans, since his friends Mr. Eigelsbach and Hackbarth are sporting a Willy's Knight Sedan. Kramer says that he is going to enjoy life with his family now while he has a chance, and next summer when he goes to the country on his vacation he is not going to let anybody put anything over him.

Something has gone wrong with Jigs Donovan. The boys are all surprised to see him putting in ringers. He says he needs the dough.

Motorman E. Hessler who has moved out into the woods somewhere near Riverside, is having a hard time getting transportation to come to work. He has two automobiles that only run in the summertime and then only part of the time. The other morning he came in by airplane, and when near Crawford avenue he broke a wing causing him to miss. Well, the boys wish him better luck when he gets his night car on the next pick.

W. Hackbarth.

Blue Island

Our sympathy is extended to the families of the following: J. Holdych in the loss of his sister, J. Norriry in the loss of his father-in-law. J. Sika in the loss of his mother and E. Torchalske in the loss of his mother-in-law.

Conductor C. Gurschke is convalescing after his operation and we hope he will be back on the job before this issue comes from the press.

Chief Broadcaster G. Washack of Station F-U-L-T-O-N has left this station to broadcast French on the Fish Line.

Frank Valenta bought a Willys Knight and was looking for the spark plugs in the gas tank.

Boys, keep up the good work on witnesses and lets keep in the lead for the year. Now get down to business and you will do it.

C. P. Starr.

Kedzie

Our friend, George Singer, motorman caller, has turned inventor. Recently he purchased two ancient Henrys and is now in the act of consolidating them into one. We cannot name the object, but he claims as soon as the paint is dry he will demonstrate a real automobile. Take out a patent, George, and you will soon be able to leave the caller window for Lake Shore drive.

Old man Dan Cupid put in some more overtime at the barn this month, the victims this time are P. Clarke and James Nolan.

We are advised that we have three new candidates for the service, Mike Tribble, William Pechous and John Ryan report bouncing baby boys arrived at their homes during the month.

Walter Powers, ex-receiver at this depot, has left the rank and file and is now at the General Office.

Our clerk, Walter Peters, has a very vivid imagination. The other day when taking a phone complaint, he says the lady smiled over the phone at him. It pays to wear a collar and tie, doesn't it, Walter?

C. Sonders.

On Tuesday last, our popular chief clerk, Clinton Sonders, came in wearing a broad grin as well as a guilty look. After a close cross-examination we found that he had been one of the principals in a great event, in fact, the greatest event of his life. He was led up a long aisle banked with flowers, and the end of which he found "The One" waiting for him. After making all the mistakes that men do on this occasion, the minister gave him a life sentence, riveted the ball and chain of work on him, sent him forth to face the future with two to take care of instead of one. Of course, the cigars were in order. Well, Clint, old boy, the whole barn wish you and your lady a long happy life together.

W. Rowland.

North Avenue

Conductor B. J. Berry and Motorman T. Graham are our headliners this month. They comprise the high crew in the business of getting witnesses. On four minor accidents they brought in 62 witnesses. Better than 15 witnesses a report shows that it can be done. Altogether, boys! Let's get at least 10 witnesses a report and show the other depots a real average.

Motorman Frank Cozza lost his mother November 20.

Conductor J. Sika's mother passed away November 27. Sympathy is extended to these men in their bereavement.

Conductor E. Teska is very ill with pneumonia.

Motorman J. E. McGuire was married November 20.

Conductor R. Johnson was married December 12 and passed around the cigars.

And here is Arthur Hauk, who took the big step away back in March and tried to hold out on us and succeeded until we surprised the news out of him. Congratulations to these happy couples.

It is not the policy of this correspondent to "pan" those lads who embark upon the sea of matrimony. Rather would we commend them for their valor.

Conductor R. Reiter reports an 8½-pound girl born November 24.

Conductor John Higgins reports a boy weighing 9½ pounds, born November 21.

Flagman S. Cordray announces a boy born December 7. Weight, 10 pounds.

Lillian Elizabeth Brankin arrived at the home of Conductor William Brankin September 3. She came to stay.

Mothers and babies doing well.

The motormen are conspicuous for their absence in the baby statistics this month.

The co-operation of those conductors who buy pennies from the caller in the morning is asked. If possible pay for your pennies with currency. Try to have the right amount, so that it will not be necessary for him to make change. If you have to give him silver try to give him coins of one denomination so that he need not lose time sorting it out. Things move swiftly at the caller's windows and every second counts with these men. Your help will be appreciated.

The blue background in the time table boards, making them uniform in appearance greatly improves the appearance of the trainroom as a whole. It might properly be termed the Blue Room.

C. A. Knautz.

Lincoln

William Sutton, conductor, for many years a faithful employe of the company, passed away on December 16 after a lingering illness of several years. He was laid to rest in Montrose Cemetery Monday, December 21. He leaves a widow and two daughters and many relatives to whom the boys extend their sympathy.

E. Bedord was not worried over the Christmas rush but was spending the holiday season in New York.

Sam Rassmussen, who was laid up with the quinsy sore throat, is back on the job.

We sympathize with Conductor H. Stutte of Riverview line, who is unfortunate enough to spend his holidays in the hospital, also an old time motorman, Mr. Gillespie of Fullerton night car, who has been very ill with pneumonia, but they are both doing well.

H. Spechtman.

Limits

Frank P. Edinger passed away December 20, 1925. Chicago Commandery Knight Templar burial service was given at Bentley's Chapel, 2701 North Clark street, and from thence the body was shipped to DuBois, Pa., for interment. Frank Edinger rose from conductor at Lincoln avenue cable to superintendent of the limits, and later superintendent of transportation. After thirty years' service he severed his connection with the company to engage in a private banking enterprise. The old-timers of the limits remember Frank Edinger for his sterling character, manly principles and kindly personality, and deeply regret his sudden passing away.

Motorman John P. O'Malley, returning home heartbroken from the funeral December 18, 1925, of his sweetheart, Miss Bridget Masterson, put the coffee pot on the gas to boil and dozed off on a chair. The coffee boiled over, putting the gas out, and our old friend John, purely by accident, joined his sweetheart in the Great Beyond. We remember John for his jovial disposition and as a brave and courageous soldier, a volunteer in the late World War, and extend our heartfelt sympathy to his brother, Conductor James O'Malley.

We understand Phil Murphy is engaged to Miss Nellie McGee. Congratulations, Phil.

P. J. Lacy is engaged to Miss Cronin. Don't forget to let us know when the wedding bells ring out.

Charles McLaughlin welcomed a young son to his home December 10. Mother and baby are doing fine and Mac is as proud as a peacock. Good luck to the baby, Mac.

Ed. Wilberschied of the Transportation Team Chicago Surface Lines' Bowling Club is high man for the team, averaging 190 for the season so far. Well, Ed, we always knew you were there with the goods.

Extra Motorman J. H. Fisher, formerly a motorman on the Third Ave. Line of New York City, states that our cars in addition to having a faster pick-up are about 20 per cent faster than the rolling stock of New York. Also platform heaters and storm windows are conspicuous by their absence in New York. He says he is forced to admit that 75 cents looks better than 50 to 65 cents with fourteen years to go to get top pay.

James Tanzey, our celebrated amateur boxer, is willing to meet any and all comers in his class in Div. 12 in a friendly bout for championship of the Division. Capt. Lee of the Treasury Dept., President of the Peter M. Hoffman Club, will donate the Club's spacious hall free and hold the bout under the auspices of the Club. Would-be battlers interested kindly communicate in writing with E. G. Rodgers of the Limits.

E. G. Rodgers.

Devon

Perhaps you have noticed that A. Lubner and A. Baehrend's caps are a little small here of late. Well, a couple of young ladies are the cause of this. Mr. Stork stopped at their homes and left each a baby girl. E. E. Todd has more shoes to buy now as the Stork also left him a baby boy.

M. Gibbons has been wearing a big smile lately—and the reason is Cupid aimed an arrow at him and the result is Mr. Gibbons and Jean Gilligan will be married shortly after the Holidays. The boys all join in wishing them life-long happiness.

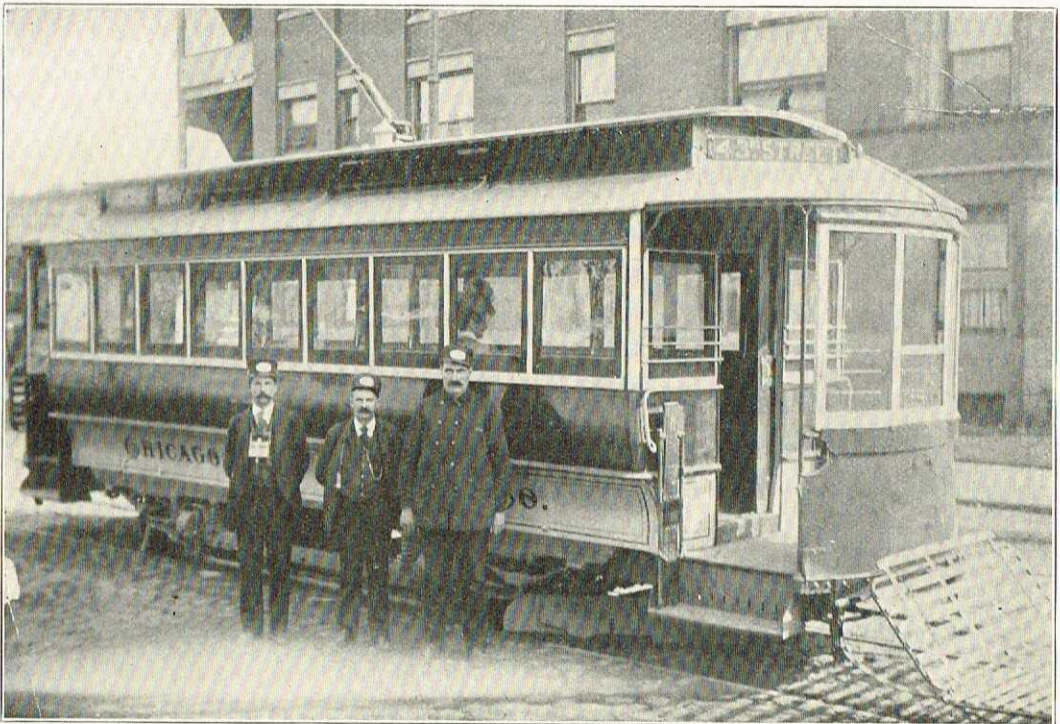
W. Loftus' sister is here from New York. This is the first time Loftus has seen his sister for 23 years.

Our former Receiver, Heinzen, is now at the Sheridan Trust Bank as Teller. Westley Wright is the new receiver in Heinzen's place. The boys all wish Mr. Heinzen success at the bank.

Our old friend Paul Radtke is back in our midst again. Paul is now Foreman at Devon, replacing Goddard who was transferred to Elston. Glad to see you back, Paul.

Eddie Bresnahan, one of our baseball players, and Miss Justine Gleason were married New Year's eve.

J. McCarthy.



Another "Way Back When" Car and Crew

This picture was taken at 43rd and Oakenwald Avenue, Charles Barns being in the Center of the Group and James Sheridan at the right both of these men being still in the service at 69th Street. The student Conductor on the left is unidentified. The Ladies will be interested in the head gear of the lone passenger in the car.

CLUB SPARKS

SANTA AS A PERFECT LADY

Qualifies to Officiate at an Affair Where Men Were Barred

Santa Claus has always been considered as a jolly, roly-poly man, yet "he" was a perfect lady on the evening of Thursday, December 17, when "he" visited the Christmas party given at the Club House by the Program Committee on the occasion of the regular monthly meeting of the Women's Auxiliary, and the pack Santa carried contained a gift in holly or poinsettia covered boxes for each member and her guests.

There was quite a contest to see who could wish the greatest number present a Merry Christmas within a given time, and each one had an opportunity to make a list of decorations to be found on a Christmas tree, the prize winners being Miss Betty Bresin and Miss Lulu McCormick. There was also an enjoyable exhibition of the Charleston by several girls. Community singing of Christmas songs ceased suddenly when the refreshments—delicious whipped cream tarts, fancy cookies, candy canes and coffee—appeared.

Announcements

Saturday evening, January 16, Annual Reception and Dance to members of Surface Lines Club.

Thursday evening, January 21, regular monthly meeting and "Bunco" party in charge of Program Committee.

Thursday evening, February 18, regular monthly meeting followed by a "Washington Party" in charge of Accounting-Downtown Department.

Officer (to couple in parked auto): "Don't you see that sign, 'Fine for Parking'?"

Driver: "Yes, officer, I see it and heartily agree with it."—Stevens Stone Mill.

Bill (to sad one): "Cheer up, old man, why don't you drown your sorrow?"

Board: "She's stronger and bigger than I am."

Philanthropy

"I hear that Jones left everything he had to an orphan asylum."

"Is that so? What did he leave?"

"Twelve children."

At a London Dinner Party—Old Gentleman (ignorant of nationality of his neighbor)—"A deplorable sign of the times is the way the English language is being polluted by the alarming inroads of American slang. Do you not agree?"

His Neighbor—"You sure slobbered a bitful, sir."—Punch.

Carpenter—"Didn't I tell you to notice when the glue boiled over?"

Assistant—"I did. It was a quarter past ten."

Never Content

The middle-aged spinster was in a retrospective mood.

"Sometimes," she sighed, "I wish I had married before I was old enough to have enough sense not to do it."—Exchange.

The most sensible sign we have seen on a Ford: "Don't Laugh Big Boy—Mine's All Paid For."

Professor (to student who has placed his feet on the bench in front of him)—Take your feet down, please, so I can see what you look like.

The student complies.

Professor—That's sufficient. Put them back up, please.

Twain on "Honesty"

Mark Twain was called upon to speak at a club, and took for his subject, "Honesty." He said that when he was a boy at home he one day saw a cart of melons. He was a boy, and tempted; besides, he liked melons.

"I sneaked up to that cart," said Mark, "and stole a melon. I went into the alley to devour it. But—I did no sooner set my teeth into it than I paused; a strange feeling came over me. I came to a quick conclusion. Firmly, I walked up to that cart, replaced the melon and—took a ripe one!"

Not So Nutty

"Ford made the most of his fortune out of bolts and nuts."

"I didn't know about the bolts before."

Wife—How would you like mother for lunch, dear?

Fed-up Husband—Fried!

"What is your salary as a saleslady?"

"Seven dollars a week."

"Surely, you cannot lead a good Christian life on that!"

"That's the only kind you can lead on seven per."

My Dog

He's my dog—four legs and a tail,

A reckless vagabond out of jail.

Just a lot of dog, no pedigree,

All kinds of branches on his family tree.

Shoebottom eyes, nose too long;

Makes your head ache when he sings his song.

His legs are gangly, he has knock-knees,

Tears up slippers, and harbors fleas.

Wild and wooly, likes to run away,

Knocks you down when wants to play.

Is fond of "rassling" with gloves and hats,

Tears up flowerbeds and chases cats.

Sleeps all day, eats like a hog,

Absolutely worthless—but, he's my dog!

—George Burton, in Life.

Another Engagement

An Italian, having applied for citizenship, was being examined in the naturalization court. "Who is the President of the United States?" "Mr. Cool." "Who is Vice-President?" "Mr. Daw." "Could you be President?" "No." "Why?" "Meester, scusa, pleez. Vera busy man, sella da banan'."

Irritable husband (to wife driving a nail): "However do you expect to knock a nail in the wall with a clothes brush? For goodness sake use your head."

Lots of Sense

Dumb—"Do you know that seventeen thousand, twelve hundred and eighty-two elephants were needed to make billiard balls last year?"

Dora—"My, oh, my; isn't it wonderful that such big beasts can be taught such exacting work?"

A class of boys had been studying physiology and one day the master told them to write a composition on "The Spine."

Among the many papers sent in was the following: "The spine is a bunch of bones that runs up and down the back and holds the ribs. The skull sits on one end, and I sit on the other."

Professor: "What is America's most famous Trunk Line?" Johnny: "Ziegfeld Follies."

Diffbill (reading paper): "Man eats wife's cake, then goes to hospital."

Billdiffe: "Stomach trouble, or did the poor fool make some remark about it?"

First Golf Enthusiast: "Shall we have another round Wednesday?"

Second Golf Enthusiast: "Well, I was going to be married Wednesday, but maybe I can put it off."—All-Sports Magazine.

Flattering

A traveler on a steamship had written a complaint to headquarters about the presence of vermin in his berth. He received back from the administrative head a letter of immense effusiveness.

Never before had such a complaint been lodged against this scrupulously careful line, and the management would have suffered any loss rather than cause annoyance to so distinguished a citizen, etc., etc.

He was very delighted with the abject apology. But as he was throwing away the envelope there fell out a slip of paper which had apparently been enclosed by mistake. On it was a memorandum: "Send this guy the bed-bug letter."—Lafax.

Dumb

"Ethel is terribly dumb. She thinks Mussolini is a town in Austria."

"You don't say, and where is it?"

Why Not?

If a female duke is a duchess,
Would a female spook be a spuchess?
And if a male goose is a gander,
Then would a male moose be a mander?

If the plural of child is children,
Would the plural of wild be wildren?
If a number of cows are cattle,
Would a number of bows be battle?

If a man who makes plays is a playwright,
Would a man who makes hay be a haywright?
If a person who fails is a failure,
Would a person who quails be a quailure?

If the apple you bite is bitten,
Would the battle you fight be fitten?
And if a young cat is a kitten,
Then would a young rat be a ritten?

If the person who spends is a spendthrift,
Would a person who lends be a lendthrift?
If drinking too much makes a drunkard,
Would thinking too much make a thunkard?

But why pile on the confusion!
Still, I'd like to ask in conclusion:
If a chap from New York's a New-Yorker,
Would a fellow from Cork be a Corker?
Anonymous.

One is Enough

"Have an accident?" asked the fellow who arrived at the scene of an automobile wreck too late to be of any help.

"No, thanks," replied the victim as he picked himself up, "I've just had one."

The fellow who used to kick about a one-cent advance in car fare now pays 75 cents a day for a place to park his automobile.

A man, like a tack, will only go as far as his head will let him.

Two Nickels for a Dime of Course

Conductor to Clerk: Give me a spring for my dime barrel, please.

Clerk—We have only nickel springs left.

Conductor—That's all right. Give me two nickel springs.

Car Fare—One Way

For hours one of the young fellows down at Greenville and his sweetie had been together on her front porch. The moon cast its tender gleam down on the young couple who sat strangely far apart. He sighed. She sighed. Finally:

"I wish I had money, dear," he said. "I'd travel."

Impulsively she slipped her hand into his; then, rising swiftly she sped into the house.

Aghast, he looked at his hand. In his palm lay seven cents.

Pat's Precaution

Foreman—"Pat, you had no right to touch that wire. Don't you know you might have been killed by the shock?"

Pat—"Sure, I felt it carefully before I took hold of it."

Psalm of the Street Car Conductor

MAN who works on the rear platform of a street car is but a few days upon earth, and his life full of trouble. He fooleth, fusseth and fighteth all the days of his life. He goeth forth in the morning full of joy and gladness, and he returneth before night in scraps and fragments.

He standeth for hours at a time upon his feet and squalleth like a love-sick tomcat unto the four winds, and his passengers heareth him not. He suppresseth much bad language when his fellowman standeth upon his feet also.

When he layeth upon report, his life is uncertain, for he knoweth not at what hour he mayeth be dispatched.

He maketh a date with his sweetheart and his relief taketh unto himself an oversleep, and his sweetie goeth forth to the movies with his enemy, and his blood boileth over.

He catcheth a wild motorman who turneth the corner on the ninth point and throweth him into the arms of a lady passenger, whose pugilistic escort knocketh him into the arms of Morpheus before he hath time to apologize.

He reporteth without his money-changer, and receiveth all of the fifty-cent pieces in circulation, and the motorman's wrath waxeth hot because he draggeth the line.

He taketh a cigarette at the end of the line, when lo! and behold! the superintendent appeareth in a cloud of dust, saying, "Conductor, what hast thou done? Yea, verily, I shall see thee later."

He giveth two bells to go ahead, when lo! and behold! some dumb-bell attempteth to board the car while in motion, and is thrown so hard that it jarreth his ancestors unto the third and fourth generations, and he then setteth up until midnight to write an account thereof.

He waiteth five minutes for a passenger who is without ambition, and is bawled out by same because he misseth his boat.

And so it shall be, yea, verily, unto the end of time.

—*Market Street Railway, San Francisco.*