

Surface Service

• MAGAZINE •

VOLUME 15

MAY 1938

NUMBER 2



DEMONSTRATING THE SOCIAL SECURITY
TABULATING MACHINE



INSPECTION TIME AT NORTH AVENUE DEPOT

"The importance of neatness in personal appearance cannot be overemphasized," said Superintendent of Transportation W. A. Hall recently. "It is a major factor in attracting new business and in retaining the good-will of present patrons. Every trainman should pay constant attention to each detail of his personal appearance."

Stationmaster E. L. Brookman is pictured here as he checked the appearance of his North Avenue train force.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 15

MAY, 1938

No. 2

2 Months Receipts for Taxes

**Direct and Hidden Levies Equal \$530
Annually per Employee**

Taxes, direct and hidden, consume an amount equal to all of the fares collected on the Surface Lines system for over 2 months of the year. Of each average fare collected more than 1 cent goes to taxes.

These facts are disclosed in figures compiled by the Accounting Department for the fiscal year ended January 31, 1938, which show that \$8,493,941, or 17 per cent of gross receipts for that year, went for this purpose.

The importance of this huge tax contribution can be realized better by a consideration of what could have been done for the same amount of money. For \$8,493,941, a total of 4,900 additional employees could have been employed at the average annual pay of Surface Lines workers.

For this amount of money 19 per cent more service could have been provided than was operated in the previous fiscal year.

This sum is equivalent to the fares of 124,000,000 additional revenue passengers.

It would have financed the construction of 55 miles of car lines, or would have covered the cost of 526 street cars of the type used on Madison street, or 1,652 25-seat gasoline buses, or 693 40-seat trolley buses.

Equals \$530 Per Employee

The money spent for taxes is equal to \$530 for each employee on the system.

When one speaks of taxes, it is customary to mention only direct taxes paid to the federal, state and local governments, but these are but a comparatively small part of total taxes paid. Most of the taxes are indirect or hidden, so that the tax payer pays them without being aware of the fact that they are included in the purchase price of everything he buys.

The man who rents an apartment pays his share of the taxes on the building in his rent. The man who buys groceries or clothing or other goods must pay his proportionate share of taxes on the processing of foods or goods, as well as the taxes the manufacturer is forced to pay as a part of his overhead.

Likewise, car riders through their fares pay Surface Lines' taxes. The amount of these taxes is of immediate concern to passengers and employees alike, for the size of the tax cut from the fare affects both service and wages.

Direct and Indirect

In compiling the accompanying table, Auditor Kennedy has given consideration to these factors. He has listed not only direct taxes paid by the Chicago Surface Lines and the underlying companies, but the hidden taxes as well.

On electric power purchased, for instance, nearly \$1,000,000 of taxes paid by the Commonwealth Edison Company is included in the bill to the Surface Lines as an indirect tax paid on the power consumed. Similarly a part

CHICAGO SURFACE LINES

Direct and Indirect Taxes Period February 1, 1937
to January 31, 1938

Federal:

Social Security tax.....	\$ 347,173	
Old Age Benefits.....	\$285,672	
Unemployment	61,501	
Income tax	170,455	
Income tax on bond interest	75,377	
Gasoline tax	11,547	
Lubricants tax	5,886	
Excise tax on tires.....	2,931	
Automotive parts tax.....	628	
Underpayment on Mail Carriers Transportation (Ordinance requirement)	230,700	\$ 844,697

State:

Social Security tax—Unemployment	\$ 553,506	
Gasoline tax	34,073	
Corporate Franchise tax	15,250	
Vehicle Licenses—tax.....	12,359	
Sales tax on Material and Supplies, etc.	?	
Tax on Electricity resold.....	1,387	616,575

Political Subdivisions:

State Capital Stock, Personal Property and Real Estate taxes (1936 tax).....	\$3,087,590	
Installation of new paving in track areas.....	608,045	
Interest at 5% on Companies investment in street paving (exclusive of foundation)	626,491	
Maintenance of paving in track areas	339,366	
Street Cleaning and Snow Removal (Ordinance requirement) Payments to City	365,776	
Snow Removal (Company expense)	91,305	
Enforced relocations of fixed plant	320,800	
Free transportation to City Employees in uniform (Police, Fire and Health Depts.)	487,500	
Board of Supervising Engineers	144,000	
Trolley and Gas Bus vehicle taxes, license fees, etc.....	9,061	6,079,934

Federal State and Local Taxes Concealed in Bills Paid by Company:

On Electric Power purchased..	\$ 925,261	
In Insurance Premiums.....	18,510	
In Telephone Bills.....	8,663	
In Freight on Material and Supplies	?	
On Gas purchased.....	301	952,735

Total Ascertainable Direct and Indirect Taxes\$8,493,941

of all insurance premiums, telephone and gas bills represents taxes paid by the companies providing these services.

It will be seen by a study of the accompanying table that the various taxes are assembled according to the governments which collect them, either federal, state or local political subdivisions. Thus of \$900,679 paid by the Surface Lines for Social Security taxes, including old age benefits and unemployment compensation, \$347,173 went to the federal government and \$553,506 to the state government. These taxes will be increased this year by about \$300,000, due to an increase in the tax rate, to a total of \$1,200,000.

Items Explained

Most of the items in the table are readily understood, but some of them may need explanation. The items on installation of new paving in the track areas and maintenance of paving are included because these are public benefits provided under the terms of the 1907 ordinances but of no advantage to the company in providing service. The item for street cleaning and snow removal is required by the ordinances and represents principally payment of \$1,000 per day directly to the city but is of no advantage to the Surface Lines, since the city does not clear the car lines of snow. This work is done by the Surface Lines at an additional cost, last year, of \$91,305. This item is included because it is properly a public benefit tax.

The cost of maintaining the Board of Supervising Engineers is properly included as another tax. This Board was created by the City in the 1907 ordinances to supervise Surface Lines accounting and engineering.

No amount was given for the tax concealed in the cost of materials and supplies, including transportation charges on them, it being impossible to compile these figures due to the numerous sources from which materials are obtained.

If it were possible for every citizen to compile figures on the total direct and hidden taxes he pays, he would be surprised at the large percentage of his earnings paid out in taxes every year.

NEW DUTIES FOR BLARE

Takes Over Work Formerly in Charge of Mr. Burgee

John E. Blare of the Public Relations Department has been assigned as representative of the Surface Lines at the City Council, the work formerly in charge of the late Joshua Burgee.

Mr. Blare has been with the Surface Lines for 12 years. Following his service in the Army during the war, he went to work for the Chicago Rapid Transit Company, serving in the capacities of switchman and towerman, later being assigned to the Schedule Department. He was employed by the Schedule Department of the Surface Lines 12 years ago and served as a schedule writer until June, 1936, when he was transferred to the Public Relations Department as public relations assistant.

Housewife: "Have you any good pork?"

Butcher: "Good pork? I've got some pork that will make better chicken salad than any veal you can buy."

AN ANGUISHED MOTHER APPEALS TO YOU!

The havoc and misery that reckless drivers leave in their wake was never more poignantly expressed than in the following letter sent Judge Braude of the Safety Court. Judge Braude, as part of the fine work he has done to cut the accident toll, recently wrote a daily paper with a plea "Don't run over my little girl." So moving was the letter than an anguished mother replied in kind.

One of Judge Braude's frequent admonitions to drivers is "Do not drink when you are driving. Do not drive when you are drinking." Much of Judge Braude's good work can be helped by Surface Lines employees who will heed the implied warning in the following condensed version of the anguished mother's letter:

"Dear Judge:

"I have just read your letter to 'Dear Driver'. I'm glad you can say 'Dear Driver' because I can't. Sometimes when I think of them they appear as something between a leopard and an elephant—they sneak up quietly with great speed—like a leopard, but suddenly become as huge and impossible to stop as an elephant.

"You see, I'm a mother. I have a daughter, too. If she's a wee bit late getting home from school I become so horribly frightened I think death would be preferable to the awful torture I must endure. Of course, she must go out to play—'all the other kids do.' At night I am afraid to pray that God will watch her and keep her from harm because I used to do that when we had our daughter—and our son.

"Now we don't have him anymore because I let him out to play once too often and one of your 'Dear Drivers' cut him down. Less than 10 minutes after he went out to play my neighbors brought me one of his little shoes—you should see what being hit by a car can do to shoes—I didn't recognize that one. He had on his play shoes—we were saving his 'new' shoes for special occasions—he was buried in them!

"Honestly, Judge Braude, a mother can never again be completely happy. Tears well at the most unexpected times and places, but you must restrain them at all costs because even a beast will hide his cuts and bruises from the world by dragging his injured body to his lair and licking his wounds away from the light of day.

"At night you witness that accident 10,000 times. Your body aches because you can't drive from your mind's eye the picture of those wheels going over that tiny body and you pray God it didn't hurt too much; you wish you could have borne that pain for him—you will, the rest of your life.

"It's all such needless slaughter in a world already saturated in grief, bloodshed and death. Something must be done about it. Your little girl and my little girl must not be sacrificed. Please let me know what I can do to help . . ."

"Do you want all of your office furniture insured against theft?"

"Yes, all except the clock. Everybody watches that."

Conditions Force Economies

Further Adjustments Made In Effort to Lighten Operating Expenses

Economic conditions, the extent of which was fully discussed in the last issue of SURFACE SERVICE MAGAZINE, have forced further operating economies which have resulted in the abolishment of the positions of assistant day and assistant night carhouse foremen by Superintendent of Shops and Equipment H. H. Adams on April 16, and the lay-off of 500 trainmen by Superintendent of Transportation W. A. Hall on April 25.

The first move is directly in line with the changes announced for the Transportation Department last month and is another step towards curtailing expenses in the face of greatly reduced revenue.

The lay-off of the 500 trainmen, the first in the history of the system, affects only the extra list of men hired last year in anticipation of improved business which failed to materialize. Due to the greatly reduced number of passengers carried this year, the extra men have had little or no work for the past few months. When business conditions improve sufficiently to warrant more employment the men who have been laid off will be given the first opportunity to return to the service.

Loss of \$19,788 in Day

A check of the riding figures and revenue for the month of April, however, shows both sliding faster down a decline that began in the latter part of August, 1937. At the conclusion of the day's business April 30, there was a decrease of \$19,788 between the revenue for that Saturday and for the same Saturday of 1937. The month of April ran \$383,271 behind the same month last year. There was a decline of 7.37 per cent in the number of revenue passengers carried on the system during April.

Such staggering losses are in a large measure responsible for the operating economies which started when the salaries of all persons earning over \$300 per month were cut 10 per cent on April 1. This first step was followed immediately by a change in the set-up of the Transportation Department supervisory forces, the adjustments made by the Shops and Equipment Department and shorter work time in the Track Department.

The last economy measure to date was decided upon April 25 when President Richardson regretfully announced the lay-off of 500 trainmen from the extra rank. It was the first time since the beginning of the depression in 1930 that the Surface Lines laid off men because of decreased business.

"Our gross receipts are running about \$10,000 a day less today than they were last year," Mr. Richardson explained in making the announcement April 25. "When industrial conditions began to improve in the early part of 1937 we found it necessary to add about 500 men to the train service, but in the latter part of the year, owing to the industrial slump,

riding began to drop off and the recession has become progressively worse.

Earnings Under Depression Low

"In the first quarter of this year, Surface Lines gross earnings were below the gross earnings for the first quarter of 1932, the worst year of the depression. At the same time, residue or net receipts were 43 per cent less, mainly due to higher wage rates and social security and other taxes.

"Lay-offs were avoided in 1932 by agreement of the men to a spread-the-work policy. At this time, however, there is an unusually large extra list and to provide work for all under any spread-the-work plan would be an undue hardship on the entire operating force. Consequently, there seems but one thing to do—to lay off men who were hired in anticipation of improvements in conditions which failed to materialize."

In accordance with the labor agreement lay-offs were in the order of seniority. The first men laid off were those who were employed most recently, all of whom were on the extra list at the time.

Won't Affect Service

The dropping of these extra men from the force comprising approximately 12,000 trainmen, Mr. Richardson stated, does not affect the service, which is based on the number of riders.

"At present, 176 car miles are being operated per 1,000 revenue passengers carried," he said, "while at this time in 1929, our peak year, we were operating 149 car miles per 1,000 passengers. In other words, we are now providing 18 per cent more service on the basis of the number of passengers."

Revenue decreases have been even more apparent since the report in the last issue of the magazine. The Easter shopping week, usually a busy time, showed a revenue decrease of \$55,628 over the same week a year ago. That decrease jumped to \$74,651 in the following week and the succeeding week ending May 1 ran \$81,011 behind the same week a year ago. The table accompanying this article shows the whole picture since the beginning of the year to date.

New Appointments Made

The economies practiced by the Shops and Equipment department, as stated, abolished the positions of assistant day and assistant night carhouse foremen in 16 stations plus the bus divisions at Ardmore and North Avenue.

As a result of those changes the following men were named assistant carhouse foremen at the following stations:

Cottage Grove: J. H. Warnken; Burnside, Peter Streelman; Seventy-seventh, Earl Eyer; Sixty-ninth, A. D. Ormond; Archer, H. O. Stuewe; Lawndale, J. G. Foster; Blue Island,

G. O. Edmonds; Kedzie, R. A. Naessens.

North, E. P. Luttrell; Armitage, John Nuisl; Division, Denis Cremin; Elston, A. S. Tomkiewicz; Noble, Thomas Hoey; Lincoln, Harold Glover; Limits, L. H. Demzien, and Devon, L. A. Sandberg.

Ted Hildebrant was named assistant bus foreman at Ardmore and P. J. Clancy assumed the same post at North Avenue.

KEEPING 'EM ROLLING

Division Improves Record—Retains First Place

Division depot retained first place in the keep 'em rolling records for April with an average of 17,070 miles operated per pull-in, an increase of 15.8 per cent over the previous month. Burnside spurted from fifth place to the runner up's spot with an average of 10,186 miles per pull-in, an increase of 21.2 per cent.

Notable percentage increases were recorded for Noble, Elston and Lincoln, which increased 31.3 per cent, 30.9 per cent and 29.9 per cent, respectively. Elston and Noble, formerly in thirteenth and fourteenth positions, moved to seventh and eighth. Lincoln moved up one notch to fourteenth place.

Percentage losses were charged against Devon, Lawndale, 69th, 77th, Limits and Blue Island.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc.
1.	Division	13	17,070	15.8
2.	Burnside	4	10,186	21.2
3.	Devon	6	9,883	11.9*
4.	Lawndale	5	9,620	17.7*
5.	Archer	1	8,483	15.1
6.	Cottage Grove	1	8,187	.6
7.	Elston	5	8,015	30.9
8.	Noble	5	7,600	31.3
9.	Kedzie	1	7,560	9.2
10.	69th	—	7,389	21.2*
11.	North	—	7,248	4.8
12.	77th	—	7,066	13.4*
13.	Armitage	4	6,883	1.8
14.	Lincoln	2	5,945	29.9
15.	Limits	4	5,082	23.7*
16.	Blue Island	2	3,736	9.5*

* Denotes decrease.

Carhouse records for the past six months:

Carhouse	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.
Division	1	1	1	1	2	2
Burnside	2	5	8	8	11	9
Devon	3	3	3	2	5	6
Lawndale	4	2	5	4	1	1
Archer	5	8	6	6	3	3
Cottage Grove	6	7	4	7	6	5
Elston	7	13	14	14	14	7
Noble	8	14	11	12	12	14
Kedzie	9	9	10	9	8	10
69th	10	4	12	5	4	11
North	11	10	9	10	13	8
77th	12	6	2	3	9	4
Armitage	13	11	13	13	7	15
Lincoln	14	15	16	15	16	13
Limits	15	12	7	11	10	12
Blue Island	16	16	15	16	15	16

THE WOMAN'S TOUCH

St. Louis, Mo.—Mrs. H. E. Miller, veteran conductorette with twenty years continuous service on the street cars, states that the most finicky transit riders are women. Mrs. Miller came into the transit service in St. Louis with 60 other women during the war, when manpower was at a premium, and she and two other women are the only ones remaining on this type of work. Detroit still uses three of the 350 women who volunteered to work on the city street cars in 1918.

WEEKLY DECREASE IN EARNINGS

January 9 to May 1, 1938,

As Compared With Corresponding Weeks in 1937

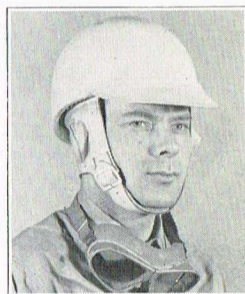
Week Ending	Decrease for Week	Per Cent of Decrease	Cumulative Decrease
Jan. 9	\$45,399	4.70	\$ 45,399
Jan. 16	24,929	2.56	70,328
Jan. 23	48,711	4.91	119,039
Jan. 30	79,823	7.93	198,862
Feb. 6	65,172	6.45	264,034
Feb. 13	62,028	6.24	326,062
Feb. 20	66,653	6.68	392,715
Feb. 27	54,916	5.59	447,631
Mar. 6	69,509	6.85	517,140
Mar. 13	74,142	7.34	591,282
Mar. 20	74,473	7.36	665,755
Mar. 27	79,766	7.95	745,521
Apr. 3	64,104	6.46	809,625
Apr. 10	82,021	8.19	891,646
Apr. 17	68,763	6.90	960,409
Apr. 24	87,296	8.77	1,047,705
May 1	89,190	9.11	1,136,895
May 8	100,661	10.04	1,237,556

RACES MIDGET CARS

Hanscom Seeks Speed and Thrills on Chicago Tracks

If you see a jersey bearing the inscription "Chicago Surface Lines—'600'" under a helmet and goggles piloting a midget car a mile a minute around tracks in this vicinity that will be Herbert Hanscom.

He's the one man in all the employes of the Surface Lines who can break speed and safety laws with impunity. He breaks both as a hobby after working hours as he drives his tiny machine in quest of the numerous cash prizes that are offered winning drivers in this newly popular sport.



Hanscom, 24, has been attached to the Legal Department during the year and one-half for which he has worked for the Surface Lines. He came here from the east where he drove his own car in numerous races in Pennsylvania, New Jersey and New York. Won 'em, too, in case you haven't heard. Herb estimates he has won better than \$500 during his short racing career—not bad for a spare time hobby!

In case you aren't up on the midget racing fad, Herb will tell you the little autos average from 60 to 65 miles or more per hour as they whizz about a track which is one-fifth of a mile around. The less important races are usually 10 lap affairs which means you can't take your eyes off the midget cars for long if you want to see the finish. The feature races are at longer distances—usually from 25 to 100 laps.

If you're out at the races and you see the sign of "600"—the jersey donated by the fans of the Legal and Accident Investigation Department—don't forget to give Herb a hand. See 'im? There he goes!

Here's Where Money Goes

Surface Lines Pays Four Times As Much Tax As Individual for Social Security

Here's the answer to a question that is as old as money—here's where the money goes.

Since the enactment of the Old Age Benefit and Unemployment Compensation Acts, up to March 31, 1938, the Chicago Surface Lines has paid to Federal and State governments \$1,416,278.23. This does not include the cost of keeping records or the amount paid by employees.

On the basis of 16,100 employees, a conservative figure for the period in question, that sum represents an average expenditure of \$89 per employee.

During the period for which the Surface Lines paid out approximately \$89 for each worker, the average employee has contributed only \$22—less than one-quarter of the expense borne by the Surface Lines.

If you'll add the \$89 and the \$22 and multiply that sum by 16,100 you'll arrive at the approximate total of social security payments made to State and Federal governments. It is a staggering figure and it will grow greater as time goes on.

These figures were contained in some of the disclosures made to a group of representative employees over which Chief Clerk Charles W. Meyer of the Accounting Department presided recently. The meeting was held to explain the social security set-up and the manner in which the recording is done by the Accounting Department.

Employees Pay Too

Up to March 31, 1938—the end of a 15 month period since the enactment of the old age benefit law—employees' pay checks had been tapped for a total of \$340,976.44. It is by dividing that figure by the number of employees that one arrives at the average tax of approximately \$22 paid by the average employee.

Unemployment compensation taxes are drawn from employers—employees paying nothing. The Unemployment Compensation Act became a law on January 1, 1936. In the beginning employers were taxed at the rate of 1 per cent of the total pay roll. That rate of assessment was doubled and made 2 per cent in 1937. For 1938 the tax has been set at 3 per cent, the limit until further changes are made. Based on the pay rolls for 1937, the tax will add another \$1,200,000 to Surface Lines' operating expenses during the present calendar year—an increase of \$300,000 over last year.

There is one

nice thing about the Unemployment Compensation tax fund—no administration expenses are deducted therefrom. That is to say there are no direct expenses. The Federal government reimburses the state from its proportion of the tax. Unlike the Old Age Benefit collections made by the Federal government the unemployment compensation funds are earmarked and cannot be used for ordinary expenses of government. No unemployment compensation will be paid until July 1, 1939.

Tax Rate Will Jump

The old age benefits are paid to the Federal government by employer and employees under 65. For 1937, '38 and '39 each pays 1 per cent; for the following three years the rate is 1½ per cent. In 1943 the rate becomes 2 per cent and is the same in 1944 and 1945, after which it jumps to 2½ per cent for the following three years. Thereafter, which means 1949, the rate is 3 per cent and no further boosts are contemplated, according to authorities.

If you'd like to know approximately what a regular employee earning \$2,000 a year will receive as a monthly benefit upon retirement at age 65 this will give you an idea. If you are 55 now you can look forward to all the security that \$29.17 per month will bring you when you reach 65. If you are 40 and have 25 good years left to work, your benefits will be \$52.08 each month, assuming you have met various other provisions of the act. The average age of Surface Lines trainmen will probably figure close to 45. In that case the average man of 45 can look forward to \$45.83. None are eligible for monthly payments unless retired from regular employment.

Costs 83c to Keep Your Record

Time now to get back to the story of where the money goes. This will all be Chicago Surface Lines money when we discuss it. The little matter of keeping all the records costs money. Broken down, the expense of record keeping alone is 83 cents for each and every Surface Lines employee. Rental of printing

punch machines, an automatic verifier, a horizontal sorter and the tabulator which is shown on the front cover of this issue, comes to \$4,416 a year.

Also included in the 83 cents per employee are such items as book-keeping, proving, sorting, punching, etc.

The tabulator was photographed on page 11)



Interested in Social Security

SURFACE SERVICE MAGAZINE

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H. O. Crews Editor
H. F. Peck Associate Editor

BASEBALL AND BUSINESS

The opening of the baseball season is the logical time to give some thought to teamwork.

All over the system would-be baseball players—some good, some bad and some indifferent—are about to go out and “do or die for dear ol’ Devon” or whatever their station may be. It’s a very commendable spirit and it has never yet failed to knit men more closely together.

If you have watched any of the softball contests in the Surface Lines league you’ve probably noticed the “all for one” spirit that characterizes each team as it battles to win. You have seen the best sluggers forget about poling one out of the lot to lay down a sacrifice that will move a runner into scoring position. The cockiest pitcher or the flashiest fielder will often forego a chance to be a hero in order that the team might come out on top.

You see, through it all the thought of victory is uppermost. Everyone pitches in so the team can win. If there is enough teamwork, some steady hurling and some timely hitting you have a championship team, pictures in the papers and a big silver cup.

Business, too, pays premiums for teamwork.

THE EMPLOYEE’S VIEW

Recently we had an opportunity to confer on several subjects with Motorman W. G. Echols of North Avenue. It was through his graciousness that we were allowed to cull these quotations from a

letter which he had addressed to a local newspaper editor:

“We have found that courtesy, friendliness and cheerfulness are big business getters and that a smile on the face of a trainman is as valuable as a full page ad in your paper.

“The transportation business is our business and we want to make it greater and assist it by honest work.”

Conductor David Sax of Kedzie voiced similar sentiments when he was interviewed recently over the radio by “The Man on State Street.”

There is nothing new about either statement. Courtesy, cheerfulness and friendliness have long been the greatest assets to any business. Similarly, most men realize that by helping their firms they help themselves in the long run.

It was interesting to find two trainmen in separate sections of the city voicing principles this magazine has emphasized on numerous occasions.

It isn’t at all surprising to find that these men have records of which they and the Chicago Surface Lines can be proud.

HE FOUND A SILV’RY LINING — IN A GLOOMY SPOT

Even the gloomiest moments have a silvery lining if you’re in the right frame of mind. As witness to that we recount the following episode which took place in the transportation offices recently.

Some of the extra men given lay-offs due to economic conditions were having the situation explained to them by Assistant Superintendent of Transportation R. J. McKinney. In the course of a brief talk Mr. McKinney, as a ray of hope, mentioned the fact that numerous deaths on the system make constant inroads in the staff of regular trainmen.

“Death takes as many as 300 men in the space of six months’ time. In almost every case that means that other men move up to regular positions. As a result, the chances are good that some of you might be called back to work shortly even though there is no great business pick-up,” he explained.

One man brightened visibly.

“Gee,” he said, “I hope that keeps up.”

“It has for a good number of years now,” said McKinney.

“Oh, I don’t mean that,” said the man. “I don’t want any of the Surface Lines men to die—but I do hope people keep on dying—I’m going to work for an undertaker tomorrow!”

Complaints Follow Riding Curve

Unprecedented Decrease In Both—Courtesy
Record Continues Climb

There is no good news in the fact that riding figures continue their precipitous decline, but there is an abundance of cheer in the fact that the complaint listings have shown a drop which is all out of proportion to the decline in passengers.

Evidence reaching Executive Assistant J. V. Sullivan indicates that a steady decrease in the number of complaints has been apparent since the showings of "Make 'Em Like You," a courtesy picture, were made in the various depots. Whatever the cause, the increase in little acts of politeness has caused fewer passengers to complain.

The comparison of complaints for April, 1938, and the same month of 1937 show only 422 complaints against the 609 received last year. That decrease of 187 complaints is one of the largest recorded in recent months. Much of it is attributable to the fact that passing up figures dropped from 111 to 48 and to a notable decrease in the discourtesy classification.

More Commendations

To make the courtesy record even more satisfactory there is an increase in the number of commendations received. April, 1938, brought 65 commendations against the 39 which came in during the same month last year.

A sentence in one commendatory letter might well be built into an editorial, for it expresses a general sentiment of all passengers by saying "people riding street cars every day do observe these important things."

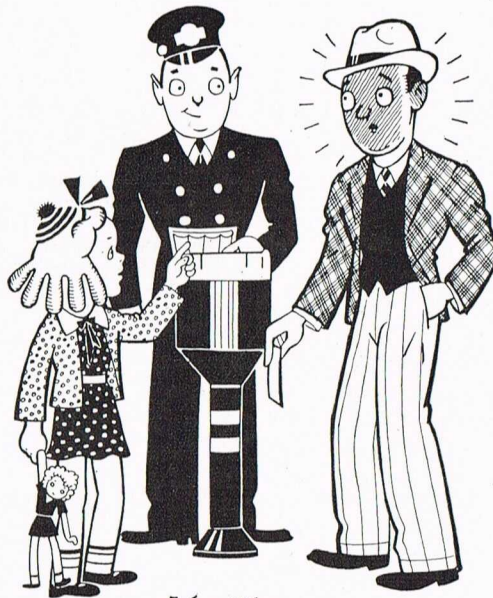
That statement was made by Lillian Lekke, 2914 North Harding avenue, who specifically complimented Motorman Frank J. Ruska, badge No. 325 of Lawndale, for his capable handling of the car and for his marked politeness in directing her to a destination in an unfamiliar part of the city.

Mrs. E. K. Walby, 1126 East 47th street, thought that she was being shown special attention, but as she later observed all passengers were treated with equal consideration by Conductor Joseph A. Kalchbrenner, badge No. 9198 of Cottage Grove, whom she commended.

Smoke from cigars is usually annoying to passengers, who frequently complain. It is a situation which can easily be controlled by tactful politeness. That fact was demonstrated in the letter of Terence O'Donnell, Jr., 1158 Center street, who complimented Conductor Lawrence P. Peters, badge No. 9708 of Archer, for politely putting a stop to such practices.

Motorman Charles A. Tuskey, badge No. 6071 of Kedzie, was praised for returning a purse lost by Mrs. Lillian Vittorini, 3100 Polk street.

TROLLEY SPARKS



ELIOT HIRSCH

"Daddy, why is it I'm eight years old at home and only six years on the street car? And, oh, Daddy, why is your face so red? Huh, Daddy?"

Aids Sick Man

Unusual courtesies were shown L. E. Reiter, Plaza hotel, by Conductor Fred G. Mowatt, badge No. 13806 of Devon. Mr. Reiter became ill on a car and was attended by Conductor Mowatt, who saw him safely into the hands of friends at the hotel.

Conductor Karl J. Jensen, badge No. 6650 of 77th, was commended for calling streets well and for dealing politely with several obnoxious passengers. The commendation was made by George E. Searle, 845 Wolfram street.

Numerous complaints are made against discourteous conductors who force passengers to retrieve fares which are dropped to the floor. Such is not the way Conductor Joseph N. Coury, badge No. 6170

of Kedzie, handles similar instances. When a lady dropped her fare and found the coins had scattered throughout the front part of the car he helped her to a seat, located the coins and then presented a transfer. This gentlemanly conduct was observed by Mrs. L. W. Houlihan, 432 South Humphrey avenue, Oak Park, who commended Conductor Coury.

F. J. Troke, 2215 North Rockwell street, wrote in appreciation of attention given his wife when she had a heart attack. His praise was for Conductor Charles H. Margaron, badge No. 14394 of Lincoln, who attended Mrs. Troke.

Praise Honesty

The honesty of numerous conductors was praised during the month. Among those to receive special mention was Conductor Patrick Scanlan, badge No. 6544 of Archer, who followed Mrs. F. Bruederle, 1245 West 31st street,

into the car and returned an extra dollar which had stuck to another bill.

The "world would surely be a happier place" and the "trips would seem shorter and be more pleasant" in the opinion of Vivian A. Clark, 1118 East 64th street, if all conductors were as polite as Conductor Walter L. Black, badge No. 8724 of 77th.

C. W. Weed, 5535 Ellis avenue, sent a letter of appreciation for the courtesies extended him by Conductor James Wenham, Jr., badge No. 1334 of Cottage Grove.

Conductor Charles L. Clarke, badge No. 8702 of Noble, was termed "one in a million" by Mrs. J. Hines, 3535 West Beach avenue, who asks for more men with his "courtesy and spirit."

Blind persons and those not similarly afflicted always appreciate any attention shown the less fortunate. Motorman Walter Vlach, badge No. 1493 of Blue Island, was commended by Mrs. M. Longshaw, 3030 South Komensky avenue, for helping a blind man from the car and escorting him safely to the curb.

All the qualities of a good trainman were credited to Conductor George W. Cregar, badge No. 3470 of Cottage Grove, by Miss Katherine Schillen, 4159 North Claremont avenue.

BOWLERS WIND UP SEASON

North Avenue Takes Championship for Second Time

For the first time in the history of the Street Car Men's Bowling League, the championship team played a repeat performance. The North Avenue Regulars, captained by Edwin "Tacks" De Lave, wound up the season on April 19 with top honors for the second year in succession.

Cottage Grove No. 1, Limits and Noble followed in the compilation of the season's winning teams. The race was hard-fought and in doubt until April 12, when the North Avenue team met and won three games from Cottage Grove to clinch the title.

The North Avenue Regulars carried the same line-up as was used last season, John Malone, Elmer Shattuck, Andrew Nelson, Al Johnson and Captain "Tacks" DeLave. They managed to win 61 games while losing 29 and compiled a percentage of .766.

David Kinnamon of 69th's No. 1 team rolled the high individual series, 652. Honors for the highest individual game went to George Kornacki, of Limits, who bowled over 269 pins. Joseph Schmoeller of Lincoln was the most consistent bowler through the season and his average of 182 took honors.

Final standings of the 16 participating teams follow:

Team	Won	Lost	Pct.
North Avenue Regulars.....	61	29	.766
Cottage Grove No. 1.....	56	34	.622
Limits	50	40	.556
Noble	50	40	.556
Division	49	41	.544
Sixty-ninth No. 1.....	48	42	.533
Devon	48	42	.533
North Avenue No. 4.....	46	44	.511
Lincoln	44	46	.489
North Avenue No. 2.....	43	47	.478
Kedzie	40	50	.444
Seventy-seventh No. 1.....	40	50	.444
North Avenue No. 3.....	38	52	.422
Seventy-seventh No. 2.....	36	54	.400
Cottage Grove No. 2.....	36	54	.400
Sixty-ninth No. 2.....	35	55	.389

TRANSFER CHECKING URGED

Survey Suggests Chance to Gain Additional Revenue

Through proper transfer checking and the refusal to accept invalid transfers, conductors and operators can add materially to the revenue of the Chicago Surface Lines. Such is the conclusion of a recent survey made by Schedule Engineer L. M. Traiser.

Terming the acceptance of invalid transfers a "discrimination against the legitimate customer," Mr. Traiser calls attention to the fact that the "ability to read and check the validity of transfers quickly and accurately is an essential requirement of duty."

The survey of transfer handling has revealed a need for more care and instruction. It is stated that some trainmen have all transfer information well in hand while others seem to have no simple or workable method. To the first class a short review of fundamentals will be helpful. To the second class, transfer instruction is called "especially necessary."

A booklet to trainmen, soon to be released, describes corrective measures by which trainmen can collect money that is rightfully due the Surface Lines, revenue sorely needed at this time. It is explained that "of all invalid transfers offered for fare, a large percentage are late. Most of this fraudulent use is by passengers who make stopovers, and it actually amounts to an attempt to make two or more trips for the price of one."

The booklet further points out that if "only one transfer in a hundred is found wrong and a new fare is collected, it will increase the revenue \$1,000 per day." The time clock is termed the "first and most important of all transfer checks."

More invalid transfers are tendered in shopping districts than in any other sections, according to Traiser, and he urged that special attention be given all transfers offered through such sections. His conclusions are backed up by surveys which show that 15 per cent of all transfers offered at 63rd and Halsted were late—the average being 14 minutes. At Stony Island and 63rd, 11 per cent were late. Late transfers accounted for some 20 per cent of all transfers offered at Halsted and Madison, Lawrence at Broadway, and Lawrence at Kimball.

The booklet offers the following cautions:

"Transfers, like cash fares, must be checked."

"Failure to check transfers encourages fraudulent transfer use."

"Fraudulent transfers accepted represent fares lost."

"Late transfers are usually fraudulent."

"Trainmen accepting fraudulent transfers are doing a poor job."

The witness was on the stand during an important trial.

"You say," thundered the defense attorney, "that you saw the two trains crash head-on while doing sixty miles an hour. What did you say when this happened?"

The witness shrugged.

"I said to myself," he replied, "'this is a helluva railroad.'"

Social Security Taxes

(Continued from page 7)

graphed as it was grinding out S.S. 1 B, a form return required by the federal government. Across the page it lists the social security number of each employe—there are nine figures in each social security number—the name of the employe and the amount of taxable wages. There are 22 names to a sheet and the tabulator can turn out 48 sheets an hour. It can list all taxable wages and then total them up for you in a jiffy in case you want that done. The totals for each department are entered for governmental information.

On the basis of 48 sheets per hour the records of 8,448 employes can be tabulated in one day. In other words, it takes two days to run off the returns for the government on that one machine.

There are, naturally, other steps to be taken before the final returns can be tabulated by the machine. First a printing punch machine cuts the individual employes' pay roll detail card on which is entered the amount of wages each pay period. At the end of a year there is one master card and 24 other cards, one for each pay period, 25 cards in all for each employe of the system.

Processes Enumerated

As a second step the cards are put in the verifier which checks the pay roll numbers. Then they go to the tabulator to be checked and proved. That process requires a complicated wiring which may be seen in the lower left hand corner of the cover picture. Then the cards go to the sorting machine which does just what its name implies. Then there is a new wiring set-up for the tabulator and it goes about the process of selecting all the information from the cards that is necessary to meet the requirements of the returns demanded by the government.

Here is a recapitulation to show you where the money goes. Remember, the expense of keeping the multitude of records is not included in the following figures:

FEDERAL AND STATE SOCIAL SECURITY TAXES

Accumulated from the date of the Act to March 31, 1938.

CHICAGO SURFACE LINES EXPENSE

Unemployment Compensation	Date of Act
	Jan. 1, 1936
Federal	\$ 351,008.50
State since July 1, 1937.....	724,308.81
	\$1,075,317.31
Old Age Benefits, Jan. 1, 1937.....	340,960.92
	\$1,416,278.23

EMPLOYEES' EXPENSE

Maybe you thought you weren't paying an income tax last year. You did, however, for an employes' payment under the Old Age Benefits act is referred to by the government as—

Employes' Income Tax on Taxable Wages	\$340,976.44
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The first of a series of 50 modern street cars, construction of which was commenced at the first of the year by the Third Avenue Railway of New York City, are now in operation in that city and a further lot of 25 is contemplated, which would bring their total fleet of new streamlined cars up to 100. Most of these new vehicles will be used on the Broadway line.

TRICKS OF THE TRADE

A Neat Little Device Solves Transfer Problems

Did you ever wonder what happens to the unused blue transfers?

One answer is—they're counted. And therein lies a story. On recent week days 206,100 blue transfers have been printed for use. During the month of April that made a total of 6,183,000 that were printed. But the sales for the 30 day period totalled only 1,723,905.

If you do a bit of subtracting you'll see that 4,460,095 remained to be accounted for. That's where the five young ladies in the blue transfer room enter the picture.



In the accompanying illustration you see Betty Lambert at the micrometer which is calibrated to count the transfers. If you look closely at the cut you will see that the transfers make a full book of 25 as is registered on the micrometer dial. Even the small thickness of one transfer is detected by the sensitive machine which counts the blue transfers returned by every conductor.

The girls in the transfer room will check the conductor's report of transfers sold and add that to the number returned. If the total is 25, 50, 75 or whatever number was first taken from the depot, everything's OK.

But the machine makes everything much easier. That's why five girls can check on the sales of some 6,000 conductors. Convinces you that this is a Machine Age, doesn't it?

THE FRONT COVER

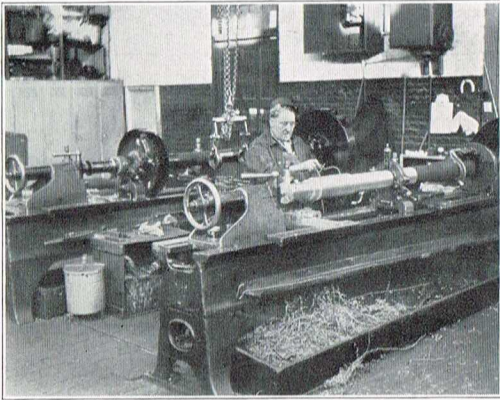
Chief Clerk C. W. Meyer of the Accounting Department is pictured on the front cover as he explains how the tabulating machine fills out Social Security form I-B for the federal government. In the picture, from left to right, are T. F. Coan, Federal Social Security Board Representative H. J. Vasconcelles, C. M. Smith, Stationmaster E. L. Brookman, Assistant Chief Clerk A. W. Malmquist, Mr. Meyer, L. M. Braff, Assistant Superintendent of Transportation J. B. O'Connell and Operator H. E. Rohde.

AXLES TO ORDER

They're Trimmed to Size by Skilled Shop Men

In a brief trip to that "West Side Wonderland," which is more generally known as the West Shops, *SURFACE SERVICE MAGAZINE* readers learned something of the process a wheel goes through so that it may be properly fitted to an axle. It is only a hop, skip and a jump over to the axle lathe at the same shops where you'll find axles being put in trim to receive wheels.

Axles are always purchased in rough or semi-finished state, according to Foreman Ed Olson of the Truck Shop. They're heavy, too, Pullman axles tipping the beam at approximately 493 pounds before they are put on a lathe that can trim them down to measurements of 1/1000 of an inch. A newly purchased axle will take plenty of trimming on occasions, but it is also possible, and profitable, to build up many worn axles and then shave them down to the proper measurements again. The West Shops handled 403 new axles at the two lathes during 1937.



Adolph Anderson at the Axle Lathe

When refitting a worn axle the "buttons" or the extreme ends are built up by welding and then shaved to size. There were 601 axles renewed in 1937. Adolph Anderson, who is operating the lathe in the accompanying photograph, explains that extreme cold and the spring thaws will break more axles than almost anything else.

When an axle comes in to be built up they have a tricky way of telling whether the shaft is strong enough to stand it. It's very simple. They merely paint the shafts with white paint. Then if there are any flaws oil will seep out of the breaks and discolor the white paint.

They're mighty careful about all those steel shavings from the grinding that is done. They are segregated, melted down for scrap and sold.

To assist bus crews to maintain more regular intervals between buses, London is experimenting with a "headway recording clock." Conductors insert a card in the clock situated at Marble Arch and the time and number of minutes separating the bus at the clock and the preceding bus is automatically recorded. With this knowledge it is hoped that the crews may be helped to remedy irregular running.

You Can't Please 'Em All— Witness Our Queer Correspondence

"I am reporting about your Street Car Conductors. Your Street Car Conductors are all rotten, when I get on your street cars and give 7c fare to your Conductors and ask them for a transfer. I don't know why I should pull the transfer out of your conductors hands, how would your conductors like to take care-fare out of the passengers hands, they would not like it, how would they like to get folded transfers from the passengers they would not like it, then why should I a passengers of your Street Cars—every-day in the week pull the transfers out of your conductors hands. The trouble with your conductors are, their jobs are to easy. If the people would stop riding Street Cars your conductors would not have any jobs.

"But when they see a Pretty face girl get on the car and wears a beautiful smile they give the transfers to them. there are all kinds of people in this world but a conductors job is to be a gentleman and not a bum. If a white man can't respect the public then give a colored man a job that can. If your conductors want respect they got to give respect, When I give a transfer I don't want to pull it out of your lazy conductors hands.

"Thank you."

CHANCE FOR PRIZE MONEY!

Magazine Offers Cash for Transit Improvement Suggestions

More opportunities for winning cash prizes are offered this year than in any previous year in the Transit Journal Maintenance Contest, according to a recent announcement made by *Transit Journal*, sponsors of the contest.

Prizes of \$25, \$10 and \$5 are offered for any "handy gadgets and shortcuts that make your work easier" in both rail and rubber-tired divisions. The contest is open to any employees of a traction company and entries can be submitted up to midnight on August 1.

In addition to the major awards offered for suggestions, ideas and improved methods of doing things, the magazine will pay \$2.50 for each item which is published in *Transit Journal*, whether it is a prize winner or not.

All entries should be addressed to the Contest Editor of the magazine, 330 West 42nd street, New York, N. Y.

HEADLINES AGAIN!

Governor Rietz Continues Newsworthy

You just can't keep John Rietz, popular bonding foreman and District Governor of the Lions International, out of the headlines.

The current issue of *The Lion*, official publication of the organization, devotes much space to his achievements since he took office last spring. Mr. Rietz' name "led all the rest" in a compilation of district governors who secured new members in a membership drive. He was rewarded with a fountain pen desk set.

Mr. Rietz' picture was used in four other instances in the magazine.



A. J. KLATTE MARRIED

Electrical Engineer and Mrs. Katharine B. Flanagan Wed on April 22

The host of friends of A. J. Klatte, electrical engineer, received announcement recently of his marriage to Mrs. Katharine B. Flanagan of 6422 North Claremont avenue. The wedding took place at the Jefferson Park Congregational church at 4 p. m. April 22. Rev. Dr. Lewis A. Convis was the officiating minister.

Mrs. Klatte is the daughter of Mr. and Mrs. Nicholas Hennek, 4815 Hutchinson street, and has a wide circle of friends in the north-west section of the city.

The couple went to French Lick Springs, Indiana, on their honeymoon and will be at home at 5505 Agatite avenue after May 15.

GARDENERS ARE BUSY

Plan New Beauty For Surface Lines System

If you've noticed the back cover of this magazine yet you know that the gardeners are busy—not only at the Burnside station which is pictured—but all over the system.

Though faced with greatly reduced budgets due to business conditions it has been found possible to decorate and improve upon the surroundings of several properties, according to V. E. Thelin, chairman of the Garden Committee.

"We lack the money to do many of the things we would like to do to enhance our reputation as good neighbors," said Mr. Thelin, "but we know from past experience that the gardeners will do the best they can. The loop in front of Devon depot is to be improved as is the property in the rear of that station. Madison street travellers will find the exterior of the Springfield avenue loop-house more attractive through the installation of window boxes. Wherever possible the flowers and gardens will be accessible to the public view."

The Madison-Austin and the Milwaukee-Inlay loops which annually attract much favorable comment are already showing signs of beauty. And throughout the system ardent gardeners are striving to build gardens that will catch the eyes of the public and the Garden Committee who reward prize-winning gardeners in October of each year.

The Bogota transport system in Colombia, South America, is receiving another shipment of new streamlined street cars from the United States.

OBITUARY

Deaths on the System from April 1, 1938 to April 30, 1938

Transportation—General Office: Joshua Burgee, employed October 1, 1885, died April 4, 1938.

Archer: John W. O'Connor, employed November 13, 1907, died April 19, 1938; Christ Weyhmuller, employed December 26, 1906, died April 9, 1938.

Blue Island: Laurence C. Meiser, employed December 17, 1901, died April 28, 1938.

Burnside: Andrew J. Jacobson, employed March 14, 1906, died April 16, 1938.

Cottage Grove: William T. Claxton, employed July 1, 1904, died April 9, 1938; Dan J. Fitzpatrick, employed June 14, 1912, died April 12, 1938; Patrick J. Gallagher, employed May 15, 1905, died April 30, 1938.

Devon: Herbert G. Ferguson, employed November 3, 1925, died April 23, 1938.

Division: Matthias Kreten, employed March 24, 1908, died April 5, 1938; Mathew Kupinski, employed April 8, 1907, died April 6, 1938.

Kedzie: Frank Eckerle, employed March 25, 1902, died April 4, 1938; John B. LaVoy, employed December 31, 1912, died April 22, 1938.

Lincoln: John G. Mueller, employed March 28, 1896, died April 4, 1938.

North: Peter Jensen, employed October 2, 1907, died April 11, 1938.

Shops and Equipment—North Avenue: Anton Tarabolski, employed October 22, 1919, died April 19, 1938.

West Shops: Carl G. Berglund, employed March 1, 1921, died April 21, 1938; Conrad Stoeffhaas, employed July 16, 1915, died April 5, 1938.

Utility—Harry M. Debus, employed August 1, 1918, died April 28, 1938; James P. Long, employed June 1, 1889, died April 7, 1938.

EMPLOYEES RELIEF FUND

April, 1938

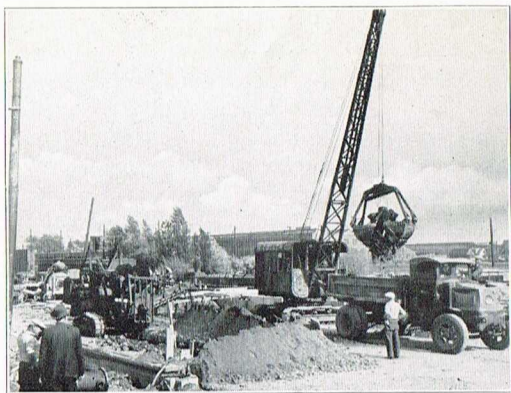
The Surface Lines Employees Relief Committee received 11 applications for relief during the month of April. After investigations were made five of these were approved for weekly assistance and one for temporary assistance. There were 320 active cases on the relief rolls at the end of the month, 18 having been removed by death or other causes.

Including the \$14,134 spent during the month of April, a total of \$1,133,685 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

"THE STREET CAR'S BEST"

The British Columbia Electric Railway Company which operates the transit system in Vancouver publishes the most lively and interesting passenger pamphlet we have read. In their latest issue they describe their extensive street car remodelling program and conclude with this statement:

"We are doing it because we know the street car is still the best vehicle for mass transportation in a city like Vancouver and we want to keep our cars as modern as possible."



NEW HOME FOR BUSES

Start Construction of Storage Building For Gasoline Buses

Ground was broken April 19 for a new gasoline bus storage building at the southwest end of the North Avenue depot grounds. The building will cost approximately \$95,000 and is expected to be ready for occupancy around August 1.

Of the total cost of the structure approximately 80 per cent will go for wages of men working on the project and the other 20 per cent will go for raw materials, according to an estimate made by Superintendent of Buildings and Drafting H. W. Busch.

Only the actual construction work has been placed with outside contractors. Chicago Surface Lines surveyors laid out the plat of ground and plans for the buildings were drawn by Surface Lines architects.

The building will measure 60 x 330 feet and will house 50 buses. It will contain three inspection pits, one repair pit and one pneumatic-hydraulic floor hoist to elevate buses when necessary.

The structure is of brick construction with concrete flooring and motor operated steel curtain doors at either end. The roof is supported by flange "H" beams 36 inches wide and the roof is to be made of pre-cast reinforced concrete slabs with a tar and gravel roofing.

A separate heating plant will serve the building with heated fresh air. There are motor driven exhaust ventilators in the skylights and separate ventilators in each of the pits.

Departments and Divisions

Accounting

Mrs. Evelyn Jensen of the comptometer division, who left the service on Friday, April 15, was guest of honor at a noon-hour farewell luncheon on Thursday, April 14. Mrs. Jensen was presented with some very practical gifts.

Sympathy is extended to Mrs. Olive Battersby of the pay roll division, whose father passed away on Wednesday, April 13.

Thomas F. Coan.

Electrical

Everett Balzer of Grand and Leavitt recently had a slight accident in which he suffered a hair singe and face burns. Best wishes, Everett, for a speedy recovery.

If anybody ever had the thrill of a life time it was Bruce Dinter, who spent the week-end at Louisville, Kentucky, seeing the Derby. Bruce's favorite horse didn't finish first!

"Advertisement"—William C. Becker, armature repair foreman, is in the market for a pump with one million gallons capacity per week. But one of the important requirements is that it must not be of the "priming kind."

James Elliott of 44th and Kedzie substation is the proud granddaddy and Mr. and Mrs. James Elliott, Jr., are proud parents of a baby daughter. Congratulations and best wishes to all concerned.

Billy.

Engineering

We extend our congratulations to C. H. Gremley on his marriage to Mrs. Alice Marks on March 19.

Fred Acker is convalescing from a recent operation at Hahnemann hospital. John Murray is at St. Anne's hospital. We hope for their speedy recovery.

It is with deep regret that we announce the death of Harry Debus, employed in the Utility Department at Grand and Leavitt. He was faithful in his work and well liked by his fellow employees. Sincere sympathy is conveyed to his family.

Schedule-Traffic

The stork made his appearance at the home of Mr. and Mrs. Edward Hill with Helen Marie, a 7½-pound baby girl, born at St. Mary of Nazareth hospital on March 31. Congratulations, Mr. and Mrs. Hill.

Girard T. Donahue and Miss Margaret Morrison were married in St. Louis, Missouri, on April 18. Best wishes for a long and happy life to Mr. and Mrs. Donahue.

The sympathy of the department is extended to Frank J. Misk, whose mother passed away on April 22 and was buried at the Bohemian National cemetery.

George Weidenfeller.

Shops and Equipment

South Shops: Sincere sympathy is offered to Walter Moss, machine department, upon the loss of his brother, who passed away on April 10.

Burnside: A visit to any of the boys who are on the sick list would be appreciated. Frederick Kulovits, who is at the Chicago Memorial hospital, is on the road to recovery after a severe siege of the flu. Frederick Mathiesen is at home recovering from an attack of rheumatism. John Zallys, who is still confined at the Oak Forest Sanitarium, according to latest reports is recovering rapidly.

77th Street: Paddy Murphy, manager of the "Repairs" baseball team, announces that the squad is now ready for competition. Although the team has lost last year's leading hitter, Jim Meehan, and John Ciechna, the star pitcher, Paddy says he has two promising rookies in Charley Walsek, who is developing into some slugger, and Sam McElwee, who will probably be 1938's star pitcher. Murphy challenges any team on the system to meet his aggregation on the diamond.

Archer: Robert Evans, repairman, is at present confined to the Speedway hospital and would appreciate a visit from the boys.

Elsie S. Frank.

West Shops: During the past month, the following employes passed away: Carl Berglund, carpenter, West Shops; Anton Tarabolski, car repairer, North Avenue, and Conrad Stoeffhaas, painter, West Shops. These men had been employed by our company over a period of seventeen, nineteen and twenty-three years, respectively. We wish to extend our condolences to the bereaved families.

Lillian Hultquist.

Around the Car Stations

Devon

Conductor Jack Riley recently returned from a trip to New Orleans in which he covered 2100 miles. He calls that an easy accomplishment for his new Pontiac.

Motorman John Jensen confirms our opinion that the unusually luxuriant growth of foliage on Lawrence avenue this spring should be credited to L. L. Smith whose steady traverse on Lawrence avenue since December 1st, had a most beneficial effect thereon.

Conductor Herman Pahlke, one of our die-hard bachelors, fell victim to the wiles of a charming Marguerite on April 9. Faust had nothing on you, Herman, but here's hoping you'll have a better fate.

Did you ever stop to consider how empty and meaningless our days would be without: Smitty's spellbinding, Schmitt's Motor Club cigar, Holtberg's anxiety over who's up, and what's open? Schultz's "You Nasty Man" and Saklem's stature?

We regretfully announce the death of Motorman Herbert Ferguson who passed away April 23. To the members of his family we express our sincere condolences.

John Binder

Division

After a sickness of 5 months, Motorman Nigh Smith returned to work March 31. Motorman Smith is an old-timer whose service record starts in 1886.

On his way to work April 14, Motorman Theodore Kauwling was struck by a hit-and-run motorist. So severe were his injuries that a doctor who happened on the scene refused to allow the police to move him until an ambulance arrived. Motorman Kauwling is convalescing at the Belmont hospital and appears on the way to recovery.

Motorman Matthias Kreten passed away on April 5 and Motorman Mathew Kupinski passed away April 6. Both men had been on the sick list for a long time.

Conductor William Mueller's mother passed away April 17.

Conductor Laverne Staton's son, who had been sick, passed away May 3. A desperate attempt was made to save his life. Several blood transfusions were made but were futile.

To the families of the deceased sincerest sympathies are extended.

Conductor and Mrs. Joseph Wronski celebrated their fifth wedding anniversary May 6. Congratulations!

Your correspondent wishes to announce that his pride and joy, that little human dynamo, Ralph Chester Johnston, celebrated his second birthday April 29.

Chet Johnston.

Lincoln

Congratulations are in order for Conductor Joseph Schmoeller, who received top honors for high individual leader in Division 241's Bowling League, which ended its season April 12.

Sunday, April 3, was a lucky day for Motorman Eugene Coach, who was fortunate enough to win \$70 at the Lincoln Booster Club. May he be as lucky in all other contests he enters.

A son has arrived at the home of Conductor Michael Joyce. This little fellow, weighing 8 pounds 14 ounces, was born during the month of April and has been christened Patrick. Congratulations to the mother and father.

Sympathy is extended to Conductor Joe Jacobs, who lost his father this past month.

Another old-timer, Motorman John G. Mueller, passed away on Thursday, April 4. Services were held at Drake and Son's chapel and the burial was in Roschill cemetery. Sincere sympathy is extended to the family.

Henry Spethman.

Seventy-seventh

Though married last September, Motorman Frank Kugler recently spent a belated honeymoon in New York and was disappointed that no one tried to sell him the Brooklyn bridge. He said, however, that he helped pay off some of the mortgage on the Holland tunnel, and also observed that you could stack plenty of hay in some of those tall buildings.

The soft ball season opens with a bang on May 15 when our entry in the pennant race meets the belligerent Archer team. Our gang has been priming long enough to make it quite a bang, so be sure to come out and see the fireworks. Bring your own popcorn and peanuts.

Collecting money is a pleasure for Conductor George Kobar. It's a pleasure because his hobby is collecting rare coins, so don't be surprised if he should offer you two dimes for a nickel. There'll be a catch to it.

But there's no catch to the money hobby of Motorman John Brennan. It's just good-natured generosity that prompts him to donate coins to little boys and girls. We only hope this noble gesture isn't shocked some day by his meeting up with someone like the tough little fellow who, when given a coin, remarked, "Heck! Only a nickel. I could get two bits from my old man any day for not givin' our neighbor's kid a black eye!"

The N. A. Leuffgen family recently celebrated the arrival of a baby boy.

Condolence is extended to the following men on death in their families: Motorman J. B. Smith, his sister; Motorman A. W. and Conductor E. A. Lundquist, their mother; Conductor P. J. Byrne, his sister, and Conductor W. Balling, his father.

Walter F. Story.



THE GARDENS GET ATTENTION

When Spring comes 'round the corner Surface Lines gardeners are always prepared for the summer season. The photographer snapped Foreman Rudy Nebelsiek at Burnside as his men work in an effort to retain top gardening honors won last year.

