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# PEPPY LETTERS SPUR TEAM MEMBERS TO PUT BEST EFFORTS IN BETTER BUSINESS CAMPAIGN

The Better Business Campaign is being conducted in a most systematic and efficient manner.

There is nothing slipshod or halfhearted about the methods being used in this big drive. Everything is being done in a manner conducive of only one result—SUCCESS.

Many of the team officers are issuing letters to members of their teams periodically. These letters are an inspiration to anyone having the interests of the North Shore Line at heart. Read these two and see for yourself:

## 1926 BETTER BUSINESS CAMPAIGN

February 4, 1926.

The other day a man stepped into the neighborhood drug store and asked the druggist for a bottle of hair restorer, at the same time removing his hat to demonstrate to the druggist that he was not buying this remedy for the purpose for which it was patented. The druggist with a questioning twinkle in his eye remarked: "For what use are you buying this?" The customer replied: "I am buying this and am going to place the same on my desk as a constant reminder of a lost opportunity." The druggist replied: "I fail to see the connection," whereupon the customer made the following explanation:

"Recently I had an opportunity to make some real money, and while I was hesitating the opportunity passed by. This reminded me of the old adage that one must grip opportunity by the forelock, for once it is passed not Mercury himself could apprehend it, opportunity being bald behind."

It occurs to the writer that we of this group are letting opportunities go by, to pick up more business for the North Shore Line. This is proved by the fact that some of our members are gleaming very valuable tips from the home town paper. As an illustration: Within the week one of our members received a tip covering a party of some 30 men going to Milwaukee. The tip was given to Mr. Thorney, and three hours later we had the business.

It has also been brought to the writer's attention that some of our group members are under the impression that they must follow these tips up and land the business themselves, but this is in error. All that is necessary is to get the tip, or sufficient information which will enable our Traffic Department to follow, and they do the rest. Let's get together and read the social events of our home paper and, regardless of how small the tip or information may appear, send it in to headquarters and we will do the rest.

Yours for more tips,

(Signed) C. J. Swift

P. F. McCall, Captain

Lieutenant

When things are being done so thoroughly and efficiently, can anyone doubt that the North Shore Line organization will put this Better Business Campaign over? We'd say there isn't!

## Spirit of North Shore Line Employees Shown in Better Business Campaign Praised

A spirit of co-operative loyalty and enthusiasm predominates among members of the North Shore line family. It is being emphasized by the Better Business Campaign.

The public is awakening to realization of this attribute now as never before. The following letter, received by William M. Adams of the Merchandise Despatch Team, who is employed as Delivery Clerk at the Sixth and Clybourn Station, Milwaukee, tells its own story:

We do admire the spirit of your visit. You are all right. The writer would be highly pleased if all our men would learn and get imbued with the same spirit.

In connection herewith, will state that this company is a stockholder in the North Shore Line, and gets its dividends regularly. The writer also bought bonds of your company when they were unseasoned, but he had confidence in the management, and the values increased. Your North Shore Bulletin is always read, as it is interesting and entertaining; so, you see that wherever we can turn anything in the way to benefit the North

## BETTER BUSINESS CAMPAIGN

Through Business Division

Just a word to the trainmen, their wives and families, of through trains, passenger, merchandise despatch and work trains, as well as interlocking towermen and their families.

As we are anxious to increase the business of the North Shore Line, "OUR" railroad, let us send in all the tips possible, let us talk North Shore and sell its service. Let us increase the number of riders and shippers.

Wives and families of employees can do a great deal. Every tip counts. Every new rider and every pound of merchandise helps to gain our objective. Send your tips to the Secretary of the Better Business Campaign at Highwood, or give them to any of the following Lieutenants:

James Bock

R. Noske

W. J. Smith

A. L. Johnson

Tom Spellman

C. K. Thomas

J. Van Sickle

A. E. Johnson

A. Schoen

J. M. Selin

J. R. Davis

Remember that each member of the family gets an individual credit for each business tip sent in, which in turn helps you to get part of the \$5,000. I am not at all selfish, but it would please me greatly to see the members of the Through Business Team take it all. It has been said in previous issues of the HIGHBALL that some divisions favor disbanding other teams. That's fine optimism, but I believe that our tips are going to help put the increase over the two million dollar mark. So let's bend to the oar and pull for the North Shore. Don't forget the tips on information which may mean more business.

Let's go. Thank you.

W. H. Burke,  
Field Agent

D. A. Miner,  
Captain

## Lead Field Agents



George Wasshausen (left), who won first honors among Better Business Campaign Field Agents in January, and W. H. Burke (right), who ran him a close second.

Shore Line, we certainly do, and will keep on doing so.

In conclusion will say that this visit of yours explains to the writer why the North Shore Line is such a great success. If all the men with the company act and work for the Chicago North Shore and Milwaukee Line as you do, it will grow and keep on growing fast.

Yours very truly,  
M. HILTY LUMBER COMPANY  
(Signed) C. G. Forster

Watch the Mercury Climb!

## BETTER BUSINESS

DECEMBER

NOVEMBER

OCTOBER

SEPTEMBER

AUGUST

JULY

JUNE

MAY

APRIL

MARCH

FEBRUARY

JANUARY



The space between the months represents the distance the mercury should rise to indicate that the full quota of new business for that month was obtained. January results covered only half a month of actual work in the campaign. There's going to be a big jump when the February results are registered!



1926

## NEW CARS ARE BIG FACTOR IN BETTER BUSINESS CAMPAIGN

### Increased Facilities Give Teams Good Selling Point—Can "Deliver the Goods"

Purchase of 20 new passenger cars, three new diners and five electric refrigerator cars at a total cost of approximately \$800,000, by the North Shore Line, is one of the big factors giving impetus to the "Better Business Campaign."

This new equipment, by increasing the facilities of the North Shore Line, offers an excellent "selling point" in soliciting patronage from the public.

#### Can "Deliver the Goods"

The people are quick to respond when they know that ample provisions have been made for their comfort and convenience. Likewise, those carrying the message of North Shore Line service are stimulated to greater effort when they know that they can "deliver the goods."

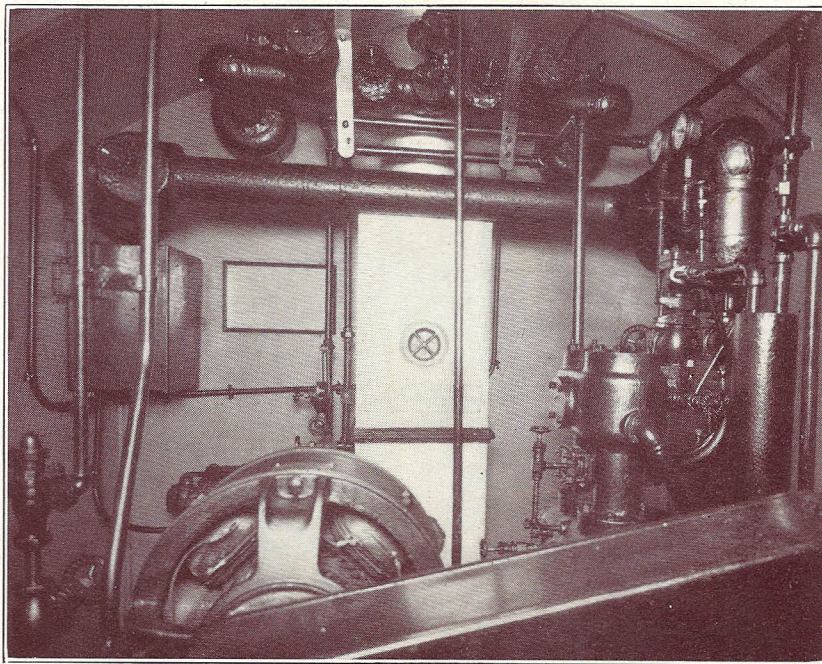
The refrigerators, costing \$16,400 each, are the outstanding item in this new equipment. They are the first cars of this type purchased by an electrified railroad in this part of the country.

Each car has its own electric refrigeration plant and is equipped with a motor control cabin. The five cars have been delivered. They will be used in transporting meats and other perishables north between Chicago and Milwaukee and bringing butter, eggs and other products of the dairying district, which the North Shore Line serves, to Chicago.

#### Latest Types of Cars

The new passenger cars are the latest word in electrified railroad equipment, costing more than \$30,000 each. They are scheduled to be delivered and placed in service in time for the International Eucharistic Congress, to be held in Chicago and Mundelein during June. The cars will appreciably increase the capacity of the North Shore Line for handling

## REFRIGERATION MACHINERY IN NEW CARS



Here is a close-up of the electric refrigeration machinery, which makes the five new cars recently purchased by the North Shore Line a new departure in up-to-the-minute service. This method of refrigeration insures an even temperature, cleanliness and speedier delivery of perishables.

its portion of the more than one million persons expected to attend the great religious gathering.

The diners have a seating capacity of 24 persons each and cost over \$26,000 each. All the latest devices for quick and efficient service are embodied in these cars, which represent an unusual type of service on electrified railroads.

#### Captains Speak Out

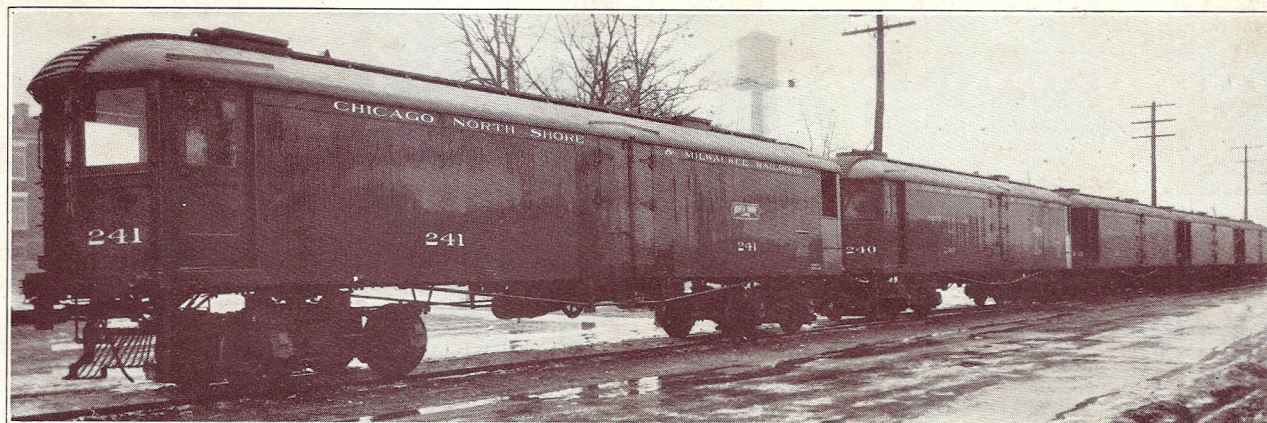
"The Company couldn't have done anything to give us greater encouragement than they did when they bought these new electric refrigerator cars," said F. L. MacDonald, Captain of the Merchandise Despatch Team in the

Better Business Campaign.

"As for those 20 new passenger cars," said Captain C. R. Pettengill of the Transportation Team, "well, no one need worry as to whether they're needed or not. We're out to keep them filled. The Eucharistic Congress will give us a fine start. But they're going to be filled—from then on."

Daniel Webster, Captain of the Dining and Parlor Car Team, said significantly: "North Shore Line dining car service speaks for itself—or rather our patrons speak for it. You don't think anyone would miss eating one of those North Shore Line steaks if he could help it, do you?"

## NORTH SHORE LINE BUYS ELECTRIC REFRIGERATOR CARS



Electric refrigerator service will soon be a new feature of Merchandise Despatch Service on the North Shore Line. The picture shows the five new cars recently delivered at a purchase price of \$16,400 each. The cars are equipped with electric refrigeration machinery, and each one has a motor control cabin. They are the first cars of this type to be ordered by a high-speed electrified railroad in this part of the country, and among the first purchased by any railroad in the United States. An extensive field in the "Better Business Campaign" is opened by this new service.



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## LAWRENCE BENTLEY DOES EXCELLENT WORK IN GIVING FIRST AID ON TWO OCCASIONS

**Signalman of Electrical Department Responds to Emergencies After Crossing Accidents—Highly Commended in Letters from President Budd and Doctor Fisher**

Lawrence Bentley, signalman, Electrical Department, distinguished himself twice within a period of ten days recently by administering First Aid treatment to people injured in automobile accidents at North Shore Line grade crossings.

In the first case, Mr. Bentley rendered First Aid to a fellow employe, Flagman Bernard Kloeppfer, who was run down at the Elm street crossing, Winnetka, by an automobile driven by a lady who disregarded his stop signal. A week later, a small motor truck driven by a youth ran into the train on which Mr. Bentley was riding, at the Three Mile Road crossing, badly injuring the youth. Mr. Bentley again put his First Aid training into practice with telling results.

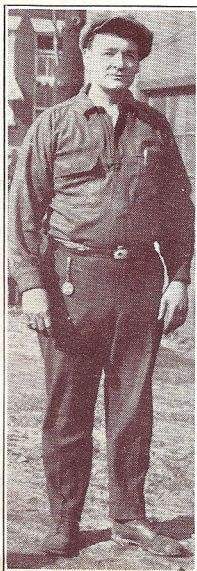
Mr. Bentley was working on a pole one day on the west platform at the Elm Street station. He saw a northbound express train approaching and noticed that Flagman Kloeppfer had walked to the center of the street with his stop sign in position and blowing his whistle. An auto was traveling east at about 15 miles an hour. The driver paid no attention to the warning signal, and in crossing the tracks struck Kloeppfer, knocking him to the street.

### Meets Emergency Promptly

Rushing to the scene, Mr. Bentley found on examination that the flagman's right leg was broken about half way between the ankle and knee. He was also severely cut and bruised. With the aid of a Boy Scout who had witnessed the accident, the signalman applied a splint and then rushed Kloeppfer to the St. Francis Hospital, Evanston.

In the Three Mile Road accident, Mr. Bentley, who was inspecting the signals along the road at that point, heard the bell ringing as a train sped past the crossing. A few seconds later the train slackened speed and stopped. The motorman alighted from his cab. Although he was not aware at the time that the motor truck had run into the train, he had heard the impact and had stopped the train to investigate.

A passenger on the rear car had seen the collision and informed the motorman, who changed trolleys and backed up to the crossing. As the train approached Three Mile Road, Mr. Bentley



Lawrence Bentley

saw the injured youth being dragged to the side of the tracks by one of the other occupants of the truck. He took the First Aid kit out of the North Shore Line car and went to the aid of the victim.

### Gives Expert Treatment

Upon examination, Mr. Bentley found that the youth had received a compound fracture of both legs and a severe scalp wound. Mr. Bentley applied a tourniquet, iodine, bandages and a compress to the youth's head. He also made a splint out of an umbrella and administered aromatic spirits of ammonia treatment for shock. He then took the injured youth to St. Mary's Hospital in Racine and stayed until a doctor took charge of the case.

There were three other boys on the truck, but they had alighted a moment before the collision, when the driver had slowed down preparatory to stopping. They said that their backs were turned at the moment of the impact and they did not see the accident. The only reason they could give for the accident was that the brakes did not work as quickly as the driver expected them to.

After leaving the injured youth at the hospital, Mr. Bentley returned to the scene of the accident and made a thorough investigation of the signal and track boxes. They proved to be in good working order.

### Wins High Commendation

Britton I. Budd, President, wrote the following letter to Mr. Bentley:

I am advised by Dr. Fisher of the very able work done by you in rendering First Aid to our flagman at Elm Street, Winnetka, who was run down by an automobile, and again in the case of the man injured at Three Mile Road.

I wish you to know that I appreciate your prompt and efficient action in both the above cases, and it gives me great pleasure to commend you for the unusually good judgment and skill shown.

Dr. Hart E. Fisher, chief surgeon, also wrote as follows:

Please allow me to extend to you my commendation and gratitude for your excellent First Aid treatment given to the flagman who was injured while at his post of duty. Again congratulations are to be extended to you for your action in the collision case at Three Mile Road.

The First Aid treatment you rendered was of such value that it should be an incentive to your fellow employes to perfect themselves in this work. It is very pleasing to me to know that one of our boys assisted so creditably in time of accident.

Mr. Bentley has been with the North Shore Line since September 25, 1917. He was among the first employes to take up First Aid training.

### Taking Him at His Word

Tommy (at tobacconist's)—Please, father wants to know if it's true there's a tobacco trust?

Proprietor—Quite true.

Tommy—Well, father would like to be trusted for two ounces, please.

## Appreciation of Group Insurance Is Expressed by William W. Townsend

Testimony as to the benefits to be received by employes of the North Shore Line through the Group Insurance Plan is given in the following letter received by J. W. Simons, Superintendent of Transportation, from William W. Townsend, former Merchandise Despatch Agent at Highwood, who is now on the total disability list:

I am in receipt of your favor dated January 13 enclosing check from the Metropolitan Life Insurance Company for the third installment on their policy issued to me. I want to thank you and Mr. Feron for the consideration you have shown me in this matter.

This is the first instance I have known where a man was able to collect and spend his own life insurance without danger of going to jail for it.

Mr. Townsend heeded the promptings of good judgment and took advantage of the Group Insurance offer. He is reaping the benefits today.

## North Shore Team Giving Demonstrations at First Aid School in Milwaukee

At a First Aid school being conducted by the Safety Division of the Milwaukee Association of Commerce, a North Shore Line Men's First Aid Drill Team is giving demonstrations before a group of between 800 and 1,000 students. The organization of this school attests to the great interest being displayed in the study of First Aid work.

The first of the meetings in which the North Shore Line team participated was held on February 18. Dr. Edward Quick of Milwaukee gave a talk on "The Treatment and Prevention of Infections." This was followed by a demonstration of treating bleeding cases and bandaging.

### Red Cross Man Speaks

The second meeting was held on March 4. Dr. H. W. Gentles, Chairman, First Aid Division, American Red Cross, spoke on "First Aid Treatment of Dislocations, Sprains and Fractures." This was followed by a demonstration by the drill team.

On March 18, Dr. T. J. Aylward of Milwaukee will speak on "Tact in Handling Injured Persons," and the North Shore team will show the correct way of transporting the injured.

### Meetings End April 1

The school will conclude its sessions on April 1 with an address on "What Not to Do in First Aid, Eye Injuries and General Cases," by Dr. Philip F. Rogers of Milwaukee. The team will give a general review of first aid problems at this meeting.

Members of the North Shore Line team taking part in these demonstrations are: Frank Meade, Michael Wittry, Harry Renner, Lawrence Bentley, Napoleon Van Paries, Dan Cameron and James Jennings. L. J. Wertzler, Assistant Auditor of Passenger Accounts, is in supervision. The meetings are being held in the Museum Lecture Hall, Milwaukee Public Museum Building.



## EXCELLENT PROGRAMS ENJOYED BY MEMBERS OF COMPANY SECTION

### Joint Session Held With Employees' Mutual Benefit Association in January

At the regular January and February meetings of A. E. R. A. Company Section No. 14, talks on subjects in connection with operation of a transportation system, the benefits of the Employees' Mutual Benefit Association and other topics of interest featured the programs. Interest in these meetings continues to spread among employees and their families and, despite bad weather conditions on both nights, fairly large crowds were in attendance.

The January meeting was held jointly with the annual meeting of the E. M. B. A., and a very interesting program was arranged by the committee in charge, of which Oswald E. Foldvary, Secretary of the Association, was chairman. The purpose of this meeting was to bring a better realization of the many benefits which members of the E. M. B. A. and their families enjoy.

#### School Head Talks

Henry Cordell, Master Mechanic and President of Company Section No. 14, gave a talk on "Cost of Maintenance and Equipment," in which he made some interesting comparisons between the maintenance costs of 1919 and 1925. He said that the upkeep figures had increased about 79 per cent in the six-year period. By means of a chart he showed the division of expenses by percentage and explained where the North Shore Line maintenance dollar goes. Much valuable information was gained from his address.

Mr. Foldvary then introduced T. A. Simpson, Superintendent of Schools of Lake County, who stated that he believed some of the credit for the marvelous progress of the North Shore Line could be attributed to the pleasant relationship existing between the Company and its employees. He also pointed out that the E. M. B. A. was a splendid organization to promote better co-operation within the Company. His address was very well received.

Mr. and Mrs. Foldvary entertained with a violin and piano duet. Mrs. Foldvary also gave a humorous reading entitled "Ma and the Auto." As usual they proved capable entertainers.

#### E. M. B. A. Advantages Told

Masters Gordon and Orban Heidrich, sons of Conductor Frank Heidrich, presented some especially good xylophone selections, which spoke well for their talent. They were accompanied at the piano by Mrs. Esther Friend Kennedy.

C. J. Swift, Purchasing Agent, was then introduced as "Lord Helpus" and proved himself a very able humorist in a comedy sketch.

Jesse S. Hyatt, General Manager, told of the advantages of having such an organization as the E. M. B. A. in a company.

"The North Shore Line is a road of

### *Guardians of the Law Get Their Man*



When Richard Rogahn (with white shirt and hands in pocket) fired on North Shore Line trains recently, he little reckoned with the efficiency of Racine County and North Shore Line guardians of the law. The result was that within 24 hours he was under arrest, and 72 hours after his criminal offense he was on his way to the Wisconsin penitentiary at Waupun to serve a life sentence.

Firing on North Shore Line trains was only one of a long series of crimes which Rogahn confessed. His confession of dynamiting a lunch wagon at Racine

last November, resulting in the death of Stanley Packamore, was the crime for which he is now paying the penalty.

Three of the men who played an important part in capturing Rogahn are shown in the picture. On the left are Fred Kubath (with puttees) and Frank Bassinger (with sweater coat), Deputy Sheriffs under Sheriff Martin Herzog, who led in the capture of Rogahn. On the extreme right is William G. Ives, North Shore Line Supervisor, who was praised and rewarded by President Britton I. Budd for his meritorious service in insuring the safety of our patrons.

service for the public," he said. "The E. M. B. A. is our own service to ourselves. In addition to the financial service which is rendered by such an organization, the spirit of friendliness it creates among the employees is an important factor in creating a better spirit of co-operation among the personnel." He also urged the employees to try to keep accidents at a minimum and protect their health in order to reduce the necessity for benefits as much as possible.

#### Shows Gasoline Movie

The speaker of the evening at the February meeting was Major Parker of the Standard Oil Company. He gave a lecture, illustrated with motion pictures, on the manufacture of gasoline from the crude oil to the finished stage when it is piped into tank cars for shipment. The pictures also explained the manufacture of the various by-products such as kerosene, lubricating oil, gas oil and coke, in addition to showing how the crude oil is

pumped from the oil fields to the refining plants.

President Cordell appointed a nominating committee, composed of C. Huttleston, R. C. Yohn and W. C. Schultz, to name candidates to fill the two vacancies in the board of directors which occurred when the term of Thomas Deeley expired and the former Miss K. C. Grant left the service of the Company to be married.

Entertainment was furnished by Fred Ketch, ventriloquist, who performed for about 30 minutes to the pleasure of all present. After adjournment, there were the usual refreshments, and dancing and a social hour were enjoyed.

#### Origin of the Species

Lars: "Where you from come?"

Ole: "Nort' Dakota. Where you from come?"

Lars: "Oh, Ay no from come. Ay bane here."



## NORTH SHORE LINE MAKES BIG STRIDES DURING YEAR 1925

*Growth and Expansion in All Departments Shown by Annual Report to Stockholders—Skokie Valley Route and New Cars Increase Facilities—Many Improvements Made*

The North Shore Line carried a total of 18,229,160 passengers during the year 1925, or an increase of 1,057,975 as compared with 1924, on the combined transportation facilities of the Company.

This is one of the many interesting facts on growth and expansion set forth in the annual report for the year 1925 recently sent to stockholders by the Company.

The main line railroad, connecting the Chicago Loop and downtown Milwaukee and serving intermediate points with high-speed electric transportation, carried 9,814,594 revenue passengers, an increase of 354,480 over the previous year.

### Merchandise Despatch Grows

A total of 536,095 tons of merchandise was transported over this line by the merchandise despatch service. This is an increase of 202,207 tons over the total merchandise handled in 1924. Healthy increases were also made in the express and milk departments.

"The larger electrically operated railroad service provided the public is seen in the fact that North Shore Line trains operated 10,989,774 car miles, an increase of 1,107,975 miles over the previous year," adds the report. "This does not include car mileage of city lines.

"On the Milwaukee city lines, 2,787,742 revenue passengers were carried, representing an increase of 175,625 over the total number transported in 1924.

"In Waukegan, where the company operates both the street railway and supplemental motor coach service, 4,663,321 passengers were carried, an increase of 352,494 over the previous year.

### Motor Coach Service Gains

"On the motor coach routes, operated as auxiliary to the high-speed electrically-operated railroad, 963,503 passengers were carried. This is an increase of 175,376 over the total carried in 1924."

Calling attention to the fact that the year 1925 was an interesting one, both from the viewpoint of the development of the North Shore Line's business and its properties, the report adds:

"It marked the virtual completion of the Skokie Valley Route, the new additional main line that will directly connect Libertyville and Mundelein with downtown Chicago and downtown Milwaukee, and the making of large improvements in previously existing properties.

"There was a good general increase in business such as naturally results from real effort to serve the public. The soundness of the Company's fixed policy that its obligation is to provide the kind of transportation the public wants, regardless of what the variety may be, and not merely give service of a character which may be the 'easiest way', was fully demonstrated again during the year. Studies, in many directions, are in constant progress, aimed at keeping the Company's various services at a high standard.

### Big Investments Made

"Operating revenue in 1925 was \$6,850,-

165, which is an increase of \$651,178 over 1924. Gross income, after operating expenses, depreciation and taxes, was \$1,613,621, an increase of \$302,318. Net income after fixed charges was \$780,630, an increase of \$79,910. It is an interesting comparative fact," continues the report, "that at the time the present management assumed operation of the North Shore Line in 1916, the road and equipment had a valuation of \$12,251,997.

"In the intervening period to the end of 1925, a total of \$22,089,374 additional was raised from investors and spent for right-of-way, track improvement, stations, cars and other equipment, bringing the value of the road and equipment as of the end of 1925 up to the large sum of \$34,341,371."

### Skokie Service by June

Attention is called to the fact that construction of the new Skokie Valley main line has progressed so rapidly that it will be in complete operation by June 1, a month before the International Eucharistic Congress at Mundelein, which is expected to attract more than 1,000,000 people from all parts of the world.

The new line, connecting at the south with the present main line at the northern Chicago city limits, bisects the famous Skokie Valley and Lake County countryside, again joining the old main line at North Chicago. It will not only provide high-speed electric transportation for the "Valley" and to Libertyville and Mundelein, but also a new high-speed outlet for through traffic between Chicago and Milwaukee. It also will permit of enlargement of the Company's merchandise despatch service.

"The Skokie Valley right-of-way," adds the report, "is owned by the Company. It is double-tracked and has steel catenary construction its entire distance. The line to Dempster Street, Niles Center, has been in operation since February 1, 1925, trains of the Chicago Rapid Transit Company providing service under a track leasing arrangement.

"With completion of the Skokie Valley Route, the Company will own and operate approximately 230 miles of single track. It is significant that all of the right-of-way between Chicago and Milwaukee is entirely owned, except for short distances in a few towns aggregating about three miles."

### Big Improvements Made

To provide for the growing traffic, the report points out, 20 additional passenger cars and three more diners have recently been ordered at a total cost of approximately \$800,000.

The policy of the North Shore Line is to constantly improve its facilities in keeping with requirements for service of the highest efficiency. In addition to the expansion program already noted and the general maintenance of Company property, the report calls attention to the following improvements on the Shore Line Route in 1925:

Progress was made in the installation of the block signal system, considerable work being completed on the section between North Chicago and the State Line. This most modern of railroad block signal systems will be pushed to completion as rapidly as possible.

Stone ballasting of the roadbed was carried on to an extent that, at the end of the year, three-fourths of this work had been completed.

Replacing of main line track with 100-pound rail, making for still greater riding comfort, met with distinct progress.

### Much Material Used

Considerable progress was made in installation of steel catenary construction. This involves the setting of steel poles on concrete piers, replacing existing wooden poles and also extensive improvement of the usual form of overhead trolley wire system.

Building of a new steel bridge over Oklahoma Avenue, Milwaukee, is well under way. A new station and platform at Ravinia were practically completed. A large motor coach garage to cost \$125,000 is under construction at Waukegan. The merchandise despatch station at Racine was practically doubled in capacity. A new passenger station at Winnetka is well under way. Plans were drawn for a passenger station at Mundelein to cost \$50,000, and this will soon be under construction.

Some impression of the improvement work done by the North Shore Line in 1925, the report states, may be obtained from the fact that 34,073 ties were renewed, 7,178 tons of 100-pound rail laid, 30,902 rail anchors installed, 476 concrete piers sunk for catenary construction, 33,500 lineal feet of stone and cinder ballast laid, six bridges installed entailing 111,600 pounds of steel and 1,470 cubic yards of concrete, and 15,600 yards of excavation or fill completed, as well as 13,350 yards of ditching, in addition to countless other smaller items entering into proper maintenance of tracks, buildings and equipment.

### Employees Are Stockholders

At the end of the year, the North Shore Line was operating 47 limited trains daily between Chicago and Milwaukee, in addition to its express and local service.

Two additional non-stop Limited trains were added during the year. As soon as the double-tracking of the line between Lake Bluff and Mundelein was completed in July, a frequent service was inaugurated.

Parlor and dining car facilities on the Limited trains are being used on a constantly increasing scale. This is attested by the fact that 79,000 meals were served and 39,000 riders were carried in parlor cars during 1925.

The stockholders of the North Shore Line number 8,250, the majority of whom are residents of the communities served. The larger percentage of employees are stockholders.



## REMARKABLE SAFETY RECORD IS ESTABLISHED BY ELECTRICAL DEPARTMENT FOR YEAR 1925

Only Two Days' Time Lost Through Accidents, with Average of 75 Men  
on Payroll—Improvement of 1,000 Per Cent Made  
Over Record for Year 1924

By Esther Kennedy

Only two days' lost time from accidents during the entire year, with an average of 75 men on the payroll—that



Clifford Huttleston

is the safety record set by the Electrical Department in 1925 under the leadership of Electrical Engineer Clifford Huttleston.

This record, which is one of the most remarkable in the history of the North Shore Line, is praised in the combined report of the Bureau of Safety and J.

W. Oliver, Safety Engineer.

It is pointed out that the Electrical Department finished the year 1924 with 20 days' lost time, which was considered an unusually good record. The 1925 record means an improvement of 1,000 per cent in safety during the year.

In my opinion the Department owes this record to the fact that every employe has his heart and soul in the safety work. This is proven by the enthusiasm marking the meeting of League No. 1, held at Tip Top Inn, on the eighth floor of the Waukegan National Bank Building on January 25. The meeting was called to order after a splendid dinner had been served.

### Urges Continued Effort

J. S. Hyatt, General Manager, gave the principal talk of the evening in which he remarked upon the marvelous record established by the Electrical Department during the past year as previously explained by Mr. Oliver. He urged the men not to lay down on the safety work because of an almost perfect record but to instruct others so that they may be benefited to the same extent. He used as an illustration the powers of Europe, which had fallen because of excess confidence in themselves.

The subject of "Overhead and Substation Construction on the Skokie Valley Line" was touched upon by Caesar Antoniono in a short address, which proved very interesting.

I. Gordan used the word "Think" as his topic for a short talk. He remarked that many men have plenty in their heads but nothing in their hearts, also that the word "think" should be kept uppermost in our minds, which would prevent more accidents than all the safety devices invented.

Mr. Huttleston and E. Nevins responded to calls for short talks. Mr. Huttleston used as his theme "Past Accidents as a Lesson to Us in the Future" and Mr. Nevins spoke on "Safety Meetings as Schools for Safety Instruction."

### Hazards Are Great

Members of League No. 1, composed

## Take Care of Your Stock Certificate

Your stock certificate is a valuable paper. While its loss or destruction does not deprive you of your rights as a shareholder, it is evidence of your ownership of stock.

If your certificate is lost, stolen or destroyed, it may be possible to secure a new one; but the loss may prove troublesome, and meeting the necessary requirements which are incidental to the issuance of a new certificate will involve delay and cause you some expense.

Therefore, it is important to put your certificate away in a safe place promptly upon receipt.

of Substation Operators and Construction Substation Men, are working under dangerous conditions such as handling switching of lines and high voltage wires. League No. 2 is composed of Linemen, Signalmen, Telephone Men, and Bonding Men, whose work is considered to be under the most hazardous conditions in electric railway operation, the principal hazard being their constant working by and with high tension wires.

Mr. Nevins expressed in the following words the secret of the successful year just past, and of which these men are very proud:

"The same rule applies to safety attendance at safety meetings as to children's attendance at grade schools, in that you cannot neglect either one without falling behind in studies, and in this particular instance, without disastrous results."

## SCHEDULE OF SAFETY MEETINGS

for April, May, June, 1926  
The North Shore Line

COMMITTEE	PLACE	TIME	APRIL	MAY	JUNE
Main Line Trainmen	Milwaukee	11:00 A.M. 7:30 P.M.	Mon. 5	Mon. 3	Mon. 7
City Trainmen	Waukegan	1:30 P.M.	Tues. 6	Tues. 4	Tues. 1
Main Line Trainmen	Highwood	1:00 P.M. 7:30 P.M.	Thurs. 1	Thurs. 6	Thurs. 3
City Trainmen	Milwaukee	1:30 P.M.	Fri. 2	Fri. 7	Fri. 4
Bridge and Building	Highwood	8:00 A.M.	Fri. 2	Fri. 7	Fri. 4
Shopmen (Day)	Milwaukee	12:30 P.M.		Fri. 7	
Shopmen (Night)	Milwaukee	8:15 P.M.		Fri. 7	
Mer. Desp. Agents	Chicago	8:00 P.M.	Mon. 12	Mon. 10	Mon. 14
Bridge and Building	Racine	3:30 P.M.	Tues. 13	Tues. 11	Tues. 8
Electric League No. 2	Highwood	4:45 P.M.	Wed. 14	Wed. 12	Wed. 9
Shopmen (Day)	Highwood	12:30 P.M.		Wed. 12	
Shopmen (Night)	Highwood	8:30 P.M.		Wed. 12	
Track and Roadway	Highwood	9:00 A.M.		Mon. 17	
Mer. Desp. Agents	Milwaukee	8:00 P.M.	Mon. 19	Mon. 17	Mon. 21
Office League	Highwood	4:30 P.M.		Mon. 24	
Electric League No. 1	North Chicago	8:00 P.M.	Mon. 26	Mon. 24	Mon. 28
<b>INTERMEDIATE COMMITTEES</b>					
Electrical Dept.	Highwood	9:00 A.M.	Wed. 21	Wed. 19	Wed. 16
Trans.-Mech.	Highwood	10:00 A.M.	Thurs. 22	Thurs. 20	Thurs. 17
Waukegan City	North Chicago	4:00 P.M.	Thurs. 22	Thurs. 20	Thurs. 17
Milwaukee City	Milwaukee	2:00 P.M.		Fri. 7	
Maintenance of Way	Highwood	10:00 A.M.		Fri. 21	
Central Committee	Highwood	10:00 A.M.	Mon. 26	Mon. 24	Mon. 28

J. W. OLIVER, Safety Engineer.

## Collector P. Selser Wins High Praise for Special Service Given Passenger

"The Road of Service"—that is the reputation which the North Shore Line has established. And, in doing their part to uphold the Company's reputation, the employes have made themselves many friends.

One of the most recent proofs of this fact is given in the following letter commending Collector P. Selser, which was received by J. W. Simons, Superintendent of Transportation, from

Clarence B. Randall, Assistant Vice-president of the Inland Steel Company. The letter reads:

Not long ago I experienced such an unusual act of courtesy on the part of one of your employes that I wish to comment upon it.

On Friday, January 29, I took the 8:52 Limited from Winnetka to Milwaukee. I was buying my ticket when the train arrived, and in my hurry I boarded the train without taking my ticket, although I had already paid for it.

The Collector, whose name is P. Selser, upon learning of my difficulty and collecting a cash fare, telephoned back to Winnetka asking them to hold my ticket. He then went to the personal inconvenience of calling at the Winnetka station at the end of his run, securing the ticket and delivering it to my home. I appreciated his act of courtesy tremendously and thought you might like to know about it.

"It is such acts of courtesy and service that have built the solid foundation of good public opinion which is enjoyed by the North Shore Line," Mr. Simons said in commenting upon this incident. "Mr. Selser proved himself interested in his job and the Company which employs him. He is to be highly commended for his action."



## NORTH SHORE LINE EMPLOYEES AID IN FINDING NEW HOMES FOR UNFORTUNATE YOUNGSTERS

*Utility Chapter of Illinois Children's Home and Aid Society Doing Great  
Humanitarian Work—Campaign for New Members  
to Be Started Soon*

By L. C. Torrey

As employees of the North Shore Line and as members of the larger group of utility employees enjoying a bond of



L. C. Torrey

common interest in the promotion of the public utility business in and near Chicago, we are justly proud of the outstanding accomplishments attained through exceptionally capable leadership and through a fine spirit of co-operation by all of the employees. It is especially gratifying that, with all the worldly attributes by which our great organization has grown to be an important factor in the life of this community, we have not failed to demonstrate that our industry has a heart and is ready to use it.

Several years ago, a committee was appointed by the management to investigate and to recommend some local agency through which the utility employees might most effectively operate a philanthropic service of their own. The result was that the Utility Employees' Chapter of the Illinois Children's Home and Aid Society was organized in the spring of 1923. This Chapter is now an integral part of the parent Society and is contributing a definite portion of the Society's income. Through our support, a long list of neglected but worthy children are being put on their feet and given a chance to live lives of useful service.

### New Homes Provided

The Society, with headquarters at 308 North Michigan Avenue, Chicago, was organized in 1883, not for the purpose of maintaining orphanages or large permanent institutions for the care of the children, but rather to provide in private families new homes for children whose lives had been placed in jeopardy through gross neglect or abuse in their original homes. This field is reached through the untiring work of field agents stationed in all parts of Illinois, these agents first endeavoring to improve the conditions in the original home and only as a last resort appealing to the Juvenile Court to award the care of the destitute child to the Society.

In every case, the new ward is received into one of the three homes established at Evanston, Du Quoin and Potomac, where the child is given a thorough physical examination and such treatment as is necessary during a period of from one to six months. In the meantime, the field agent has been collecting such information as may be useful later on in placing the child permanently in a home where conditions of relationship may be made as congenial as possible.

### They Thank You



Adrienne, Margaret and Peter—ten, eight and four years old respectively—and their dog, Fluffy, are three of the 35 children who are being cared for by the Utility Employees' Chapter of the Illinois Children's Home and Aid Society. They were found, unkempt and ill-nourished, in a dilapidated box-car near the railroad tracks by a Chicago representative of the Society.

Their mother was in a hospital. The father was weighted down with the impossible task of making ends meet with his meagre income as a day laborer. Thanks to the generosity of the Utility Employees' Chapter, the three children are now happy and well cared for by a kindly housewife, who is temporarily mothering them while the father gets on his feet financially so he can provide for his loved ones.

In every case where a child is placed by the Society in a private home, the Society maintains watchful care over the youngster for at least six months, and at the end of this period legal adoption follows naturally if both the child and the foster parents are satisfied with each other. In this way some 1,600 children each year are converted from public liabilities into real assets to society.

### New Members Sought

Each of us has an opportunity to help in this worthy philanthropic movement by means of the \$5 annual subscription which is solicited as a membership fee. The current membership campaign is expected to start within a few weeks and we are all anxious to have the North Shore Line make as strong a showing in this endeavor as it has in previous years.

## Club and School District Meetings Are Featured by North Shore Line Programs

"Whenever an interesting evening's entertainment is wanted, just call on the North Shore Line"—that seems to be the slogan in North Shore towns. For representatives of the "Road of Service" have been called upon twice recently to furnish programs at meetings of civic organizations and, as usual, they acquitted themselves with honor.

At the recent Ladies' Night meeting of the Kenosha Kiwanis Club, the Girls' First Aid Drill Team and the prize-winning North Shore Line Duo presented a program which was enthusiastically received by the Kiwanians and their fair ladies.

### Add New Problem

The First Aid demonstration consisted of problems in resuscitation, bandaging and transportation of injured. A new feature was constructing a stretcher from two poles and a rope, which the girls have recently added to their repertoire. The girls who took part in the demonstration were: Esther Zersen, Mary Esther Krueger, Ada Helfer, Hattie Boehm, Sarah Turner, Florence Martini, Julia Ludlow and Emma Lathrop. They were assisted by Lawrence Bentley.

L. J. Wertzler, Assistant Auditor of Passenger Accounts, gave a brief talk on the work of the team and their record in first aid demonstrations. Mrs. Wertzler accompanied the party.

The North Shore Line Duo—Mrs. Esther Friend Kennedy and Mrs. Helene Homan Fancher—added to their popularity with a number of selections, including the song which won them a silver cup in a recent radio contest—"Mah Lindy Lou." They also offered "Dream Pal," "Where Can I Find You," "Moonlight and Roses" and "Remember." All of the numbers went over big, and the singers were applauded into several encores. A banquet was served in the Grill Room of the Elks Club previous to the program.

### Hanche School Entertained

Another program which employees of the North Shore Line took charge of and put over in de luxe manner was at a community meeting at the Hanche District School, a short distance south of Racine. The entertainment varied from saxophone solos to a First Aid demonstration, and was well received throughout.

The speaker of the evening was Chester Thomas, Motorman, who gave an address on "The North Shore Line As a Community Enterprise." Mr. Thomas proved himself a capable orator and told some interesting facts about the Company and its business of furnishing high-speed transportation to North Shore communities. The Shop Male Quartet, consisting of Ralph E. Pierce, first tenor; Jess Sholders, second tenor; Archie Shultis, barytone, and James Jennings, bass, offered selections which set the audience to applauding for more.

Much favorable comment on the evening's entertainment was heard, and a vote of thanks was given to the North Shore Line for having such talented employees.



# The Highball

Published Monthly by and for Employees of  
The Chicago North Shore and Milwaukee  
Railroad Company  
(THE NORTH SHORE LINE)  
"The High-Speed Electrified Railroad"

Editorial Offices: 1325 Chicago Trust Bldg.,  
Chicago, Illinois

LUKE GRANT ..... Managing Editor  
E. R. EGGER ..... Editor

Contributions from North Shore Line employees should be in the hands of the Editor by the first of the month for publication in issue of that month. Name of contributor is desired, although same will not be used if so requested.

Employees not receiving THE HIGHBALL at their homes by mail are urged to report the fact, with their address, to the Editorial Offices. Give Department in which employed, to aid in preparing mailing list.

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Vol. 4

March, 1926

No. 3

## VISION

THE North Shore Line has established a reputation as the "Road of Service" not only through meeting all service requirements but also through anticipating and preparing for increased traffic demands.

Construction of the new Skokie Valley Route at a cost of \$8,750,000 represents a great expansion in North Shore Line facilities. It meets a growing demand for high-speed electrified transportation to the west of the Shore Line Route.

However, to a great extent, this expansion is a pioneer movement in preparation for future business. It is material proof of the foresight of our Company executives and their confidence in the future of the North Shore region.

Purchase of 20 new passenger cars, five electric refrigerator cars and three new diners at a total cost of approximately \$800,000 is another example of preparedness for better business.

The new passenger cars will meet a pressing need during the coming International Eucharistic Congress, as will also the diners. But purchase of this equipment would not be justified for this alone. It is backed by the conviction that our passenger service will steadily increase—as it surely will.

Purchase of the new refrigerator cars represents a new departure in merchandise despatch service. It goes further than merely anticipating future growth in business. We are stimulating the growth of an increasingly important phase of North Shore Line service by broadening that service.

Anyone, and any business organization, with an average amount of persistence and effort, can keep abreast of the times. But it takes men of vision to anticipate and be prepared for the future. The North Shore Line is indeed fortunate in this respect.

## CREATION

OPTIMISM is the keynote of North Shore Line development and expansion. It is justified by the steady growth in business ever since the Company came under the present management.

There is every reason to believe that our business—passenger, merchandise despatch, motor coach and otherwise—would go on increasing without any appreciable

effort on our part. The natural growth of the North Shore territory would bring this.

But there is a zest in creation—whether it be creation of a machine, an idea or new business. Members of the North Shore Line family have this creative urge. It has given birth to a "Better Business Campaign."

The success attending this new undertaking bespeaks unity in purpose and action. It also proves that the desire to create new and better business is backed by the ability to do so.

## CHARITY

"In faith and hope the world will disagree,  
But all mankind's concern is charity."

THESE lines from Pope's immortal Essay on Man lend the enchantment of poetry to a great and noble purpose. Charity forever will be the foundation upon which our social structures of fellowship and brotherly love are builded.

Perhaps no human attribute is more often misconstrued than is charity. Some regard an act of charity as a gesture of condescension, reflecting adversely upon the recipient. How utterly false, how incorrect such inference! The dictionary refutes the implication by defining the word as "spiritual benevolence" and "Christian love."

Charity does not imply merely the giving of alms. It is reflected in thoughts as well as deeds. Pity the person who cannot think charitably of his fellowman, who is not actuated by the desire to live and let live.

However, the charitably inclined will seek the opportunity to transform thoughts into action. So have the utility employees sought out and found a fruitful field for charitable activity in the Children's Home and Aid Society.

The fruits of this Christian love will live and, in so living, return a tenfold blessing to those who sowed the seed.

## RESULTS

RESULTS speak for themselves, they say. Hence there is scant reason for editorial reference to the First Aid accomplishments of North Shore Line employees.

However, we cannot pass up this opportunity to commend those who have done such noble work. They have set a mark which others may well strive to attain.

First Aid work is an integral part of North Shore Line activities today. What greater satisfaction is there than that which comes from a deed well done?

They say things come to those who wait,  
But watch your step—you may be late!

When it comes to safety, we take our hats off to the Electrical Department. It all goes to show what can be done when you really try.

\* \* \*

Now that our girl athletes have organized a bowling team, the boys will have to be careful. They're still the fairer sex—but we'll have to quit using the word "weaker."

\* \* \*

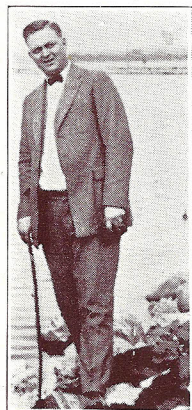
The Amateur Photography Contest now under way offers employees an excellent chance to view the North Shore Line from the angle of a spectator seeking scenes of beauty and interest "along the Line."



### "Thoughtfulness—the Universal Safeguard"

Following are excerpts from a talk made by L. A. Larsen, Assistant Merchandise Despatch Agent, Sixth and Clybourn Station, Milwaukee, at the North End Merchandise Despatch Department safety meeting, held in Milwaukee the evening of February 15. The speaker makes suggestions of value to the cause of safety.

The word safety has a large and broad meaning. But in our particular work, when we use or think of the word safety, our mind develops generally along one thought, namely: Freedom from danger, injury or damage.



L. A. Larsen

These safety meetings take up but one phase of our work, although a very important part. The purpose of these meetings is to impress upon all of us the need for preservation of health and the protection of life and limb. Unless we absorb these facts and apply them to our daily work, whatever it may be, it would be just as well not to have any meetings, and the time so spent is actually wasted.

The haunting regret in every accident is the thought that we might have so acted that it need not have happened.

#### Education Is Essential

One of the main things in the prevention of accidents is education in safety and accident prevention, and that is exactly what is being done by these meetings. We have to teach the principles of safety. We won't get the right kind of results in preaching alone—and I believe there is quite a bit of difference between teaching and preaching safety. Another thing is for all to fully realize their responsibilities and their obligations both to themselves and their fellow workers.

The one preventive that covers every possibility is the habit of being careful. By being careful today you can avoid a pain tomorrow.

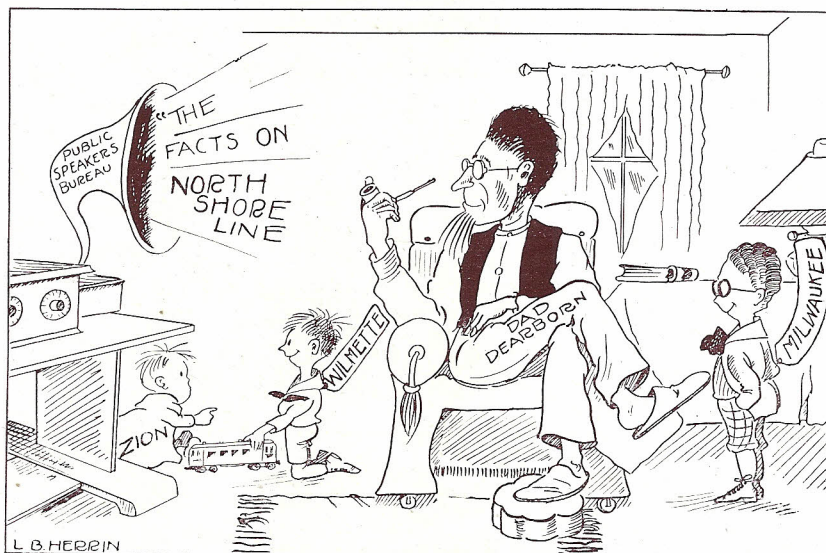
Carelessness is the direct cause of practically every accident. The common term "carelessness" is more truthfully defined by the word "thoughtlessness." The great universal safeguard against accidents is thoughtfulness, which means being careful. A person must think—and the time to think is before, not after, the accident happens.

In the line of preventing accidents, there are many ways a person can use thoughtfulness. For instance, observation of the condition of tools and equipment being used will often prevent an injury. Also, observation of packages and boxes will remove the possibility of injury from protruding nails or wire.

#### Small Things Count

Prompt action in caring for small injuries will remove the possibility of serious consequences. These small

### "THE PROGRAM'S COMING IN FINE!"



things can soon develop into something serious and cause great suffering.

Obedience to safety rules is another evidence of thoughtfulness—or carelessness. Gangplanks should be properly adjusted before being used. But we have a list of all these rules, which cover the field of accident prevention thoroughly and must be remembered in order to do any good.

I remember reading an article in which someone said: "All the trouble in the world is caused by things so small that no one has bothered to take care of them." I believe we can apply this also to our safety work, especially to our accidents and injuries. Many of them are so small that we consider it just a waste of time to take the proper care of them or take any precaution at all. But before we get through with them, these injuries have often become quite serious and mighty painful.

#### A Good Resolution

A good thought to have in mind is: "I am today what I am, because yesterday I was what I was." Safety, to accomplish its end with the foremen as well as with the men, must become a controlling motive rather than a set of laws and rules.

There is one resolution which I believe we can make, and which will greatly decrease our accidents if earnestly made and carried out. It is:

"From now on I will practice safety first, preach safety first and do everything in my power to prevent any injury to myself and my fellow men."

#### Food for Thought

I will close my talk by reading a little piece, which I believe speaks very impressively and carries an excellent lesson on safety. It is in the nature of a "letter to the public" and reads as follows:

Although I am on the street every day, no one wants to come up and speak to me face to face, but a lot of people talk behind my back. Guess it's because I'm a tough guy to get along with. An army has nothing

#### "Be a Booster!"

If you think the North Shore's best,  
Tell 'em so!  
If you'd 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,  
Don't you know?

If you're used to giving knocks,  
Change your style;  
Throw bouquets, quit using rocks  
For a while;  
Let the competition roast—  
Treat it as you would a ghost;  
Meet all banter with a toast  
And a smile.

When a stranger from afar  
Comes along,  
Tell him who and what WE 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!

—"A. M." (Con. Clerk, Kenosha)

ing on me for power. Figures will tell you that I am more deadly than machine-gun bullets. As a home-wrecker I win the prize. I've got a lot of crust to say it, but my victims are the rich and the poor, the strong and the weak, and I am well known to widows and orphans. Railroads and automobile clubs put up a lot of publicity against me, but I am still ahead of the game. Yours for taking all and giving nothing.

#### CARELESSNESS

There is plenty of food for thought in this letter. In fact, it is a challenge to us all and calls for us to train ourselves along the lines of greater thoughtfulness—the one enemy whom carelessness cannot overcome.

#### "Them Was the Days!"

Whatever trouble Adam had,  
No man in days of yore  
Could say when he had told a joke:  
"I've heard that one before."



## HIGHBALL PICTURE AWARDS DUE SOON

### Conductor A. F. Hartman Submits Striking Photo—All North Shore Employees Eligible

The Amateur Photography Contest of the HIGHBALL for employees of the North Shore Line is officially under way!

It started on January 1, in accordance with the announcement made in the November issue. It will continue indefinitely.

The picture reproduced in this issue was taken and is submitted by Conductor A. F. Hartman, who lives at 6749 Oakley Avenue, Chicago. The caption—"Hitting the Ball on the Badger Limited"—tells the story.

#### Excellent Contrast Seen

Conductor Hartman snapped this photo from the front platform of the famous "Badger Limited" of the North Shore Line while it was speeding at 50 miles an hour past Lake Forest Station.

While the distant scenery shows up as distinctly as though the picture were taken at a standstill, the blurred roadbed and nearby scenery plainly show by contrast that it was "taken on the fly," as Conductor Hartman terms it.

This photograph excellently illustrates the sort of pictures suitable for entry in the contest. In addition to portraying a beautiful scene along the North Shore Line, it is directly connected with the operation of the world's leading high-speed electrified railroad. In other words, it is a little story all in itself about "the road of service."



made the first of April on pictures printed during the first three months of this year.

Any picture telling the story of the North Shore Line—through persons, events or scenery—may be entered. Special emphasis will be placed on artistic quality and worth of the pictures for reproduction purposes, in awarding the prizes.

A committee of three judges will pass on the merits of all pictures, both for use in the HIGHBALL and in awarding the prizes. Such pictures as are deemed worthy of consideration for honors will be printed, and credit given the persons submitting them. All pictures printed in the HIGHBALL will become the property of the HIGHBALL. No pictures will be returned unless requested by the sender.

#### Get in the Contest!

The aim of the contest is to develop interest in photography among North Shore Line employees outside the regular run of pictures used each month.

Let's hear from you other amateur photographers! There are plenty of you to make the competition keen. Also, if you have any snapshots that will add interest to the HIGHBALL, whether they can be entered in the contest or not, send them in. We want all the pictures about and of interest to you readers we can get.

#### MODERN ENGLISH

A youth left the farm and got a job in the city. He wrote a letter to his brother who elected to stick to the farm, telling the joys of city life, in which he said: "Thursday we autoed out to the country club, where we golfed until dark. Then we motored to the beach."

The brother on the farm wrote back: "Yesterday we buggied to town and baseballed all the afternoon. Today we muled out to the cornfield and ge-hawed until sundown. After we had suppered, we piped for a while. After that we staircased up to our room and bedstead until the clock fived."

### North Shore Line Men Stage Model Committee Meeting at Midwest Safety Conference

Considerable inspiration and valuable information were obtained by leaders in safety work on the North Shore Line recently when the Fourth Annual Midwest Safety Conference was held at the Hotel La Salle in Chicago. The conference marked the revival of the Chicago Safety Council, which had been dormant for some time.

Three sessions were held during the day, being attended by safety leaders from leading industrial and public service organizations throughout the Middle West.

A feature of the morning program was the staging of a model Mechanical Department safety meeting by members of the North Shore Line organization. J. W. Oliver, Safety Engineer, presided as chairman, and Kenneth Owens served as secretary. Short talks on safety were made as part of the program by Henry Cordell, Master Mechanic, and Ralph E. Pierce, Armature Foreman, Mechanical Department. The large audience evinced great interest in the proceedings.

An interesting program was given in the evening following a dinner in the grand ballroom. G. T. Hellmuth, Claims Attorney, was chairman of the meeting. The toastmaster was Charles B. Scott, president of the National Safety Council and general manager of the Bureau of Safety, representing the various companies under the management of Samuel Insull and associates.

A feature of the evening's program was the excellent music furnished by the "Rapid Transit Harmony Kings," a newly organized jazz orchestra, and the Pullman Porters' quartet.

#### "Everybody's Doing It"

Client—I want to find out if I have grounds for a divorce.

Lawyer—Are you married?

Client—Of course, I am.

Lawyer—You have.



Conductor A. F. Hartman (right) getting a laugh out of a "good one" being told him by Collector E. R. Allen (left). What's the joke, "Al"?

#### First Prizes in April

Under the conditions of the contest, three prizes will be awarded every three months for the three best pictures telling the story of the North Shore Line. First prize is \$5, second prize \$3 and third prize \$2. Initial awards will be



## GIRLS' FIRST AID DRILL TEAM WINS NEW LAURELS ON TRIP TO QUINCY AND MACOMB

**Gives Demonstration Before Household Science Division of Illinois  
Farmers' Institute—Also Appears Before Two Groups of Utility  
Employees—Widely Entertained in Both Cities**

Honors continue to be heaped upon the members of the North Shore Line Girls' First Aid Drill Team.

The latest distinction was their selection to appear in demonstration before the annual meeting of the Household Science Division of the Illinois Farmers' Institute at Quincy.

The trip, which occupied three days, proved another triumphal tour for members of the team. For, in addition to appearing before this important group of women, they gave demonstrations before large groups of employees of the Quincy Gas, Electric and Heating Company in that city and the Central Illinois Public Service Company in Macomb.

This trip, coming close on the heels of the journey to Springfield, further emphasizes the reputation the North Shore Line has established through its First Aid teams. The following interesting account of the trip shows that a hearty welcome awaits members of the North Shore Line family wherever they go in carrying the message of First Aid.

### *Our Trip to Quincy and Macomb*

By "One of the Gang"

Our Girls' First Aid Drill Team, consisting of Mary Esther Krueger, Captain; Ada Helfer, Dorothy Lawrentz, Sarah Turner, Esther Kennedy and Mary McCarthy, with L. J. Wertzler, Frank Meade and our Company Nurse, Mrs. Paul Hudson who acted as chaperone, left Highwood Office at 3:40 p. m., February 16, bound for Quincy, Illinois.

We must tell of an amusing incident which occurred when our car stopped at Quincy and Wells Street station, Chicago. Mrs. Hudson wanted to get off there because she remembered positively that we were to go to Quincy. We finally convinced her she was wrong, so the party was not broken up and we finally arrived at the Adams and Wabash station. We were then taken to the Union Depot and to our train which was waiting for us (we suppose) and where we had a private compartment.

After getting ourselves "placed," we went to the diner and partook of a fine dinner, although we will say that it couldn't beat the famous North Shore Line dinners on our dining cars. Ada was so pleased with her dessert that we heard her exclaim "This ice cream is so good it just melts in my mouth." (That is a good one, isn't it?) Five of us were entertaining ourselves playing "500" when "Dot" and Sarah entered the compartment dressed all up like gypsies, including war paint 'n everything. They tried to sing for us but, as we did not seem to appreciate their efforts, they left us and wandered out to the observation platform.

We arrived in Quincy at 12:40 p. m., and proceeded to the Quincy Hotel where rooms had been reserved for us. It was 2:15 o'clock Wednesday morning when we were finally "hitting the hay." Now imagine our surprise when we discovered that Mrs. Hudson had her knitting out and working on it! We never realized before how ambitious she is. We want to say that we waited all of ten minutes for Mr. Wertzler and Frank to take us in to breakfast, which only goes to show that the women are not always the ones to keep someone else waiting.

A very interesting sign—to us—posted throughout the hotel read: "LAKE COUNTY WANTS—DESERVES THE 1927 ANNUAL MEETING. ILLINOIS FARMERS' INSTITUTE AT WAUKEGAN."

It seemed to be the general feeling that the meeting would be held in Waukegan in 1927, and that the North Shore Line would be used for transportation of delegates.

The team put on the first demonstration at 10:30 a. m., in the First M. E. Church before an audience of about 500 women of the Household Science Division of the Illinois Farmers' Institute. They seemed very much impressed with our work and asked many questions, which Mr. Wertzler was kind enough to answer. Dr. Ball, who has several clinics in Lake County, was their principal speaker. Lake County was well represented. Mrs. H. C. Wells, 415 Douglas Avenue, Waukegan, was that city's representative.

### **Make Tour of Quincy**

In the afternoon three cars were placed at our disposal by employees of the Quincy Gas, Electric and Heating Company, who drove us around the city, showing us the principal buildings and parks. Probably the most interesting sight was at the gas plant, where we were privileged to see how coke is taken out of the ovens, put in conveyors, cooled and finally dumped into moving conveyors which carry it to the terminal, where cars are loaded for shipment. The city of Quincy is called the "Gem City" and also is the farthest west of any city in the state of Illinois.

Due to the fact that "Dot" had a birthday Wednesday, we had a lovely birthday cake with—well, several candles, as well as favors for everyone, and two "gifts" for "Dot." We were very much honored to have as our guest Lillian Kampe of the Quincy Gas, Electric and Heating Company.

At 8 p. m., we put on our second demonstration at the Elks Home, for employees of the above named company. About 75 people were present. After this demonstration we were entertained with a dance in the Elks Club ballroom. Thursday morning was spent in several different ways. Several of the girls went

### **Better Co-operation and Better Work Big Aids in Better Business Campaign**

Many valuable suggestions, made with a view to insuring success in the Better Business Campaign, are being received along with an ever increasing number of business tips.

One of unusual merit is that diligent effort on the part of the North Shore Line family toward better co-operation and better work would be a great contribution toward better business.

Maintenance of on-time records of trains in and out of terminals, and a more thorough and conscientious inspection of all trains and equipment, so delays will be reduced to a minimum, are mentioned as examples of how better business can be stimulated.

As the North Shore Line employs making this suggestion says:

"Better service and better workmanship would mean BETTER BUSINESS, less waste in time and material—and a greater net."

shopping; two called on a relative and two of the party were bowling. Esther Kennedy seemed very uncommunicative in regards to the bowling scores, but Frank told us that he beat "Ek" in two games. So we figured that was the reason she had nothing to say.

### **Appear at Macomb**

We left Quincy at 12:30 a. m., and arrived in Macomb at 2:45 p. m., where we proceeded to put on a demonstration for employees of the Central Illinois Public Service Company. There were about 150 present, and a more interested audience was never demonstrated to than this one. They asked numerous questions and were particularly interested in seeing just how the famous rope stretcher is made. They showed us some of their work, which we certainly enjoyed.

The officials, superintendents, foremen and office employees gave a lovely banquet for us in the hotel dining room, after which we were taken to their hall, where they had arranged for a dance for all their employees who wished to attend. We certainly were treated most wonderfully and believe we all regretted having to leave. We left Macomb at 10:30 p. m., and arrived in Chicago Friday morning at 7 o'clock. After a breakfast served to us in the lunch room at the Union Depot, we were taken to our Adams and Wabash station, where we boarded an express train, arriving at Highwood in time to resume our labors at the office. Thus ended a perfect trip.

Words cannot begin to express our appreciation for the wonderful time which we had. To Mr. Herleman of the Quincy Gas, Electric and Heating Company and E. H. Negley, Division Manager, Division E of the Central Illinois Public Service Company, we owe the success of our trip in so far as their companies were concerned. To Mable McClenahan we owe the opportunity of taking this trip to Quincy to demonstrate before the Household Science Division of the Illinois Farmers' Institute.

Our entire party would welcome the opportunity to entertain any of our friends who were so good to us, if they should ever come to Chicago or any other cities on the North Shore Line. In fact, we take this means of inviting them to pay us a visit so that we may reciprocate. We know this has been a most successful trip.



### Kenosha Girl Meets First Aid Emergencies on Trains; Praised by President Budd

The importance and practical value of First Aid training have been splendidly demonstrated on North Shore Line trains by Agnes M. Wright, X-ray technician and first aide to Dr. Andrew J. Weber, 508 Security Building, Milwaukee.

On two occasions recently Miss Wright has rendered great service by her resourcefulness in times of stress and her quick response to emergencies.

The first instance was in last December, when a North Shore Line train struck an automobile that crashed into the crossing gate at Prairie avenue, Kenosha. The driver of the car, S. L. Stulka, was fatally injured. There was no doctor on the train, and none could be reached immediately. Miss Wright was a passenger on the train en route to her home in Kenosha. She promptly responded to the emergency, using a silk scarf which she was wearing in giving First Aid treatment and doing everything in her power to prevent the inevitable.

Again, on January 18, when Richard Rogahn—now serving a life sentence in the Wisconsin penitentiary at Waupun for his crimes—fired on a North Shore Line train near Racine and wounded a passenger, Miss Wright was on hand to meet the emergency. In the absence of a doctor she gave First Aid treatment to the injured passenger, M. J. Shifris, 1423 South Central Park avenue, Chicago, who suffered a scalp wound when struck by a spent bullet in the back of the head.

The following letter, accompanied by a check for \$50, was sent to Miss Wright by President Britton I. Budd:

I have learned through our crews of the effective work which you have done a number of times in cases of emergency or accident, and in rendering First Aid to the man who was shot by the miscreant firing into the train.

I wish to assure you of my appreciation of your presence of mind and being generally helpful, for I am sure your actions must have been reassuring to the rest of the passengers.

Credit is due Conductor T. J. Spellman for reporting Miss Wright's noteworthy deeds and thus making it possible to officially record them among the things the North Shore Line is proud of.



Agnes M. Wright

### AROUND THE SHOPS AT HIGHWOOD

By William Chalmers

We were glad to hear that Ernest Boettger got over his moving in such an excellent manner, even though it was about eight degrees below zero. His little chicken farm is doing well. He tells me of finding three eggs which appeared during the transportation. Perhaps this may put chicken science a little further ahead, to know what to try when chickens go off laying.



William Chalmers

H. Ellis was off work for a few days last month and we are all glad to see him on the job again. I wonder if he was fixing that loose railing at 14th Street. I guess it would be wise to look at it again, as I heard that Adam Raski was at Milwaukee the other Sunday and on his return walked through two cars trying to get off.

There is no doubt that most of us think hiking a very healthful exercise. Any who differ would do well to see Ed Huff, who stayed too long after an A. E. R. A. meeting and missed the last train at Lake Bluff for Libertyville. So he took to hiking, getting home in the wee hours with weather registering about zero. Go to it, Ed; you'll be big and strong like most of us—some day.

A party who, when calling on a friend, was encountered on the porch by a dog, paused for a moment. Looking at the animal, which was still growling, he noticed its tail wagging 200 to the minute. He thought he'd better walk on, for it was hard to know which end to believe.

We are glad to see Joe of the blacksmith shop looking like himself again. He had an accident while skating, cutting and bruising his eye in a tumble. Why not take shock absorbers with you when you go skating, Joe?

Walking into a fellow from Zion who was deep in thought, I accosted him as to what he was thinking about. Taking me into his confidence, he said: "I was thinking of after death." "Gee," said I, "you're cheerful. What were you thinking about in that sphere?" "Well," said he, "I was wondering how I was going to get my white robes on over my wings." I said: "Well, I've often wondered how I was going to get my hat on over my horns."

Well, "Jack," we see you're back as our trustee on the E. M. B. A. for another two years. It's hard to get rid of a good man. You'll have to advertise your wishes a little stronger next time. We did our best in our section.

It was pleasant to see the new safety officers falling into the harness so well at the last meeting, although they omitted to call on two fellows who had been rehearsing for a month before as to how and what to say. But "Herbie"

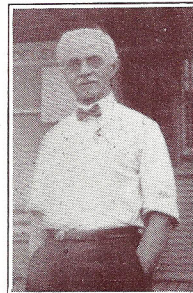
### W. H. Tuttle, Mundelein Agent, Called by Death

By Hazel Burbank

It was with deep regret that the many friends of W. H. Tuttle, former Agent of the North Shore Line at Mundelein, learned of his sudden death on January 22, after an illness of only three days. Mr. Tuttle was well known along the line and was liked by all. He had been with the company since January 10, 1921.

Mr. Tuttle was born at Newmarket, New Hampshire, on November 17, 1856. During the major part of his life he was engaged in the shoe manufacturing business, superintending and operating his own plant at Lynn, Massachusetts. He is survived by his wife, Bertha, and a son, Ralph, who succeeded his father as North Shore Line Agent at the Mundelein station.

Funeral services were held at the Holland Funeral Home in Waukegan, and the body was taken to Graceland cemetery, Chicago, for cremation. The remains will be taken to Georgetown, Ohio, for burial.



W. H. Tuttle

won't forget the next time, and we're all looking forward to hearing something good after this long term of rehearsal.

Regarding our Better Business Campaign, we certainly are all on the job, and no wonder after the way Henry Cordell, Master Mechanic, put it to us at our last meeting. He surely is a go-getter, and there is every reason why we should follow. The way he was showered with questions shows interest, and his ready answers show us he knows his stuff. So hop to it, boys; be salesmen of the North Shore Line. A portion of that \$5,000 looks good to me. How about you?

There is a fellow in the band by the name of Roy who plays a tuba, and he sure has the wind to blow that horn. Of course, it's easy for him, after playing the bagpipes in the old country. His only objection is that he can't wear his kilts in our band!

We are all very pleased to hear of the progress of our band and its popularity. The boys are always at something somewhere. I understand at present they are working hard on several new musical numbers, so we'll all be looking forward to hearing them during the summer. The members of the band certainly appreciate the continued efforts of their director, Earl Shultis.

I heard a story the other day of a Scotsman who sent his pajamas to the laundry and put a pair of socks in the pocket. Wonder who it was?

Picking up a paper, I noticed an advertisement for vacuum cleaners which read as follows: Don't kill your wife; let electricity do the dirty work.

### HIGHBALL EXCHANGE

FOR RENT—Five-room flat, furnace heat, all modern. Fifth dwelling north of Highwood station. For further information call or see W. E. Wisdom, Electrical Department, Highwood.

FLAT TO RENT—Five rooms, furnace heat, new building, sleeping porch, all modern conveniences, \$50 a month if rented before May 1. Address G. Hokenson, 1747 N. Linder Ave., Chicago, Ill. Phone Columbus 4396.



## North Shore Line Legion Post Shows Big Increase in Membership for 1926

By David E. Evans

Showing an increase in membership of approximately 150 per cent over 1925, North Shore Line Post, No. 752, American Legion, is looking forward to 1926 as its biggest year. Commander Ray M. Ketchum, under whose guidance the Post has prospered so well, expects the membership roll to go even higher before the first half of the present year has passed.

A merit certificate, awarded each year by National Legion Headquarters to posts that show a 100 per cent paid-up membership for the ensuing year on January 1, was presented to the North Shore Line veterans' organization in recognition of their splendid work. The post at present occupies fifth place in the standing of Illinois Legionnaire organizations for the highest percentage of membership gain to start 1926.

The next regular meeting will be held March 16, in the Trainmen's Room at Highwood. Howard P. Savage, National Executive Committeeman and Past State Commander, has promised to be present.

On March 2 a meeting was held for the purpose of organizing a Ladies' Auxiliary Corps of the North Shore Line Post. Great interest has been displayed in such a group and it is expected the ladies will be quite active within a few weeks.

Plans for a show to be held sometime in April are rapidly nearing completion and, although nothing definite could be stated at the time this issue of the HIGHBALL went to press, complete details will be announced in the next issue.

## DR. W. C. ALDEN JOINS MEDICAL DEPARTMENT

Dr. Ward C. Alden has joined the staff of the North Shore Line Medical Department under Dr. Hart E. Fisher, Chief Surgeon, as specialist in diseases and surgery of the eye, ear, nose and throat. He is a graduate of the Chicago College of Medicine and Surgery in the class of 1917.



Dr. Ward C. Alden

During the World War, Doctor Alden served in the Medical Department of the Navy, being stationed at the Great Lakes Naval Training Station. He served for one year as specialist for the Veterans' Bureau and spent two years in various Chicago medical institutions. He took post-graduate work in the New York Post-Graduate School of Medicine and the New York Eye and Ear Infirmary.

Doctor Alden studied for two years at the University of Pennsylvania Graduate School of Medicine, Philadelphia, where he took his master's degree in medical science. Returning to Chicago, he entered special practice at 1554 Howard Street, where he still maintains an office. He also is attached to the staff of Rush Medical College, as specialist in the eye department.

Since Doctor Alden joined the Medical Department, the facilities of the eye, ear, nose and throat department have been considerably enlarged, giving employees added benefit in cases of this nature.

## C. A. Klinger Named Leader of Milwaukee Merchandise Despatch Safety League

By T. C. Finnell

The Merchandise Despatch employees of the Milwaukee Division have formed a Safety League and are holding regular meetings the third Monday of each month.

Charles A. Klinger, agent at Harrison Street station, was elected chairman at the first meeting, held on January 18. L. A. Larsen, assistant agent at Sixth and Clybourn, was elected vice-chairman, and William Bogie, Sixth and Clybourn Station Clerk, was named Secretary.

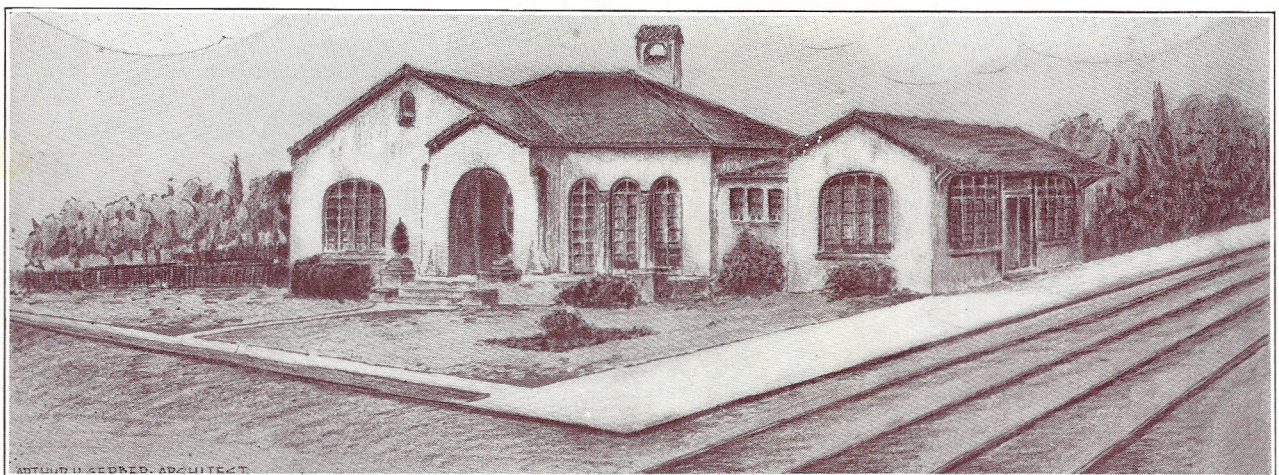


Charles A. Klinger

The second meeting of the new Safety League was held at Sixth and Clybourn station the evening of February 15. Mr. Larsen gave a short but very impressive talk on the subject "Thoughtfulness, the Universal Safeguard." H. Wood of the Safety Bureau also gave a very impressive talk on being careful in the handling of merchandise. F. L. MacDonald, General Merchandise Despatch Agent, spoke on safety and also on the Better Business Campaign.

It was left for C. E. Thorney, Secretary of the Better Business Campaign, to conclude the program, and he did so with a snappy talk of encouragement to all in their Better Business efforts, which undoubtedly instilled increased enthusiasm in all those present.

## Skokie Valley Stations to Enhance Beauty of North Shore Land



Plans and specifications have been prepared for the nine new stations to be erected on the Skokie Valley Route of the North Shore Line. Construction work will start in the near future.

These structures are a new departure in station design, as the above reproduction of the architect's drawing shows. They will add an artistic touch to the

surroundings, fitting in admirably with the high type of residences that are being built in this new North Shore suburban residential district.

The stations are of Spanish style, with cement plaster exterior walls and red tile roof. They will contain all modern improvements for the comfort and convenience of North Shore Line patrons.

The new Skokie Valley Route will be in operation and ready to handle its portion of the great throng when the International Eucharistic Congress opens its sessions in June. The Company is co-operating with other transportation organizations in preparations for transporting the followers of the Catholic faith to and from Mundelein.



## Among North Shore Line Athletes

David E. Evans, Sports Editor

### NORTH SHORE GIRLS START BOWLING TEAM

#### Defeat Mundelein and Chicago Opponents After Losing First Tilt—High Scores Made

North Shore Line girls, having established themselves as young ladies of talent and ability in more ways than one, recently decided to enter the realm of sport, and from all indications they are going to gain an enviable reputation in this field of activity.

A bowling team, composed of girls from the Highwood offices, has recently met and defeated two other ladies' teams, and shows high promise of developing into one of the best aggregations of pin topplers among the fair sex along the North Shore.

#### Make Good After Defeat

Although their first three-game series resulted in defeat at the hands of the Mundelein Ladies' Team by a margin of 197 pins, the North Shore bowlers played a return game a week later and sent the same team back to Mundelein with a defeat by 184 pins.

In both these games Dorothy Suydam featured with high games of 154 and 160, respectively, and high averages for three games of 140 and 152. In the first series the North Shore team knocked over a total of 1,641 pins, while in the second they bowled for a grand total of 1,852.

#### Beat Chicago Team

Having tasted victory and finding the flavor to their liking, they took on the ladies' team of the Chicago Hardware Foundry for three games at the Waukegan Recreation Rooms and hung up another win with a total score of 1,762.

Esther Kennedy featured in this series with a high game of 140, while Bess Cudahy rolled for a high three-game average of 128 $\frac{2}{3}$ . Mrs. Kennedy was close on her heels, however, with an average just  $\frac{1}{3}$  of a point less. They defeated the Chicagoans by a margin of 212 counters.

The girls comprising the North Shore Line team are: Esther Kennedy, Bess Cudahy, Luella Attridge, Alma Tegtmeyer and Dorothy Suydam. This is their first season as an organized team. If they continue in the same style with which they started, we can expect some scores that are going to make the male of the species turn in some mighty high scores to beat them.

#### A Terrible Error!

Sharp (leaving hotel)—You've left something out of this bill, Mr. Grabb.

Landlord—Indeed! What?

Sharp—You haven't charged us for last week's fine weather.

#### Now, You Stop!

Very—I see where Doc Davis operated on Susan Sadye, the actress.

Dumb—I'll bet he cut a mean figure.

### BASKETBALL NOTES

By "Whiz Bang"

With six games played, the North Shore Line quintet have found their stride in the North Shore Basketball League. Though they lost the first three games, the close scores indicate the team was in the battle every minute. It was unfortunate that we got away to a poor start, due partly to late organization. The fact that the boys won the next three games played would indicate they are out for business.

"Jack" Barrett will be missed, as he has gone back to his studies at Wisconsin. "Jack" was one of the high point men, being especially good on long shots. We are counting on Roy Cote and "Dick" Farwell to shoot just a little harder and more often in order to make up for some of "Jack's" baskets.

The sensation of the season so far was the remarkable work of "Dick" Farwell in the Libertyville game at the Barwell Gym. In this game "Dick" accounted for 15 points out of a total of 29 for the team. Kenneth Owens has developed rapidly, and is now playing good basketball at guard.

All employees who are interested in having a North Shore Line team high in the league, and who are interested in good, fast, clean games are invited to follow them.

Following are the scores of the games played:

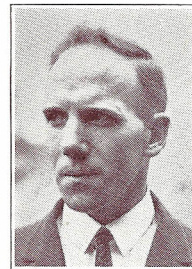
Lake Forest.....35	North Shore Line.....27
Libertyville.....22	North Shore Line.....19
Waukegan.....21	North Shore Line.....20
Great Lakes.....22	North Shore Line.....23
Libertyville.....20	North Shore Line.....29
Winnetka.....28	North Shore Line.....32

It is plain that the North Shore Line basketballers are getting better with every game. Let's get back of them and cheer them into the championship!

### JOHN OSBORNE HEADS BENEFIT ASSOCIATION

Has Been Employed in Mechanical  
Department Since 1912—  
Other Officers Named

John Osborne, Electrical Repairman in the Mechanical Department, Highwood, was elected president of the North Shore Line Employees' Mutual Benefit Association at the annual business meeting of the organization, held recently.



John Osborne

Mr. Osborne has been employed in the Mechanical Department of the North Shore Line since April 15, 1912, when he entered the service as a truckman. He

was born at Bamberg, England. Master Mechanic Henry Cordell fittingly described the new executive when he said: "Mr. Osborne is an all around good fellow."

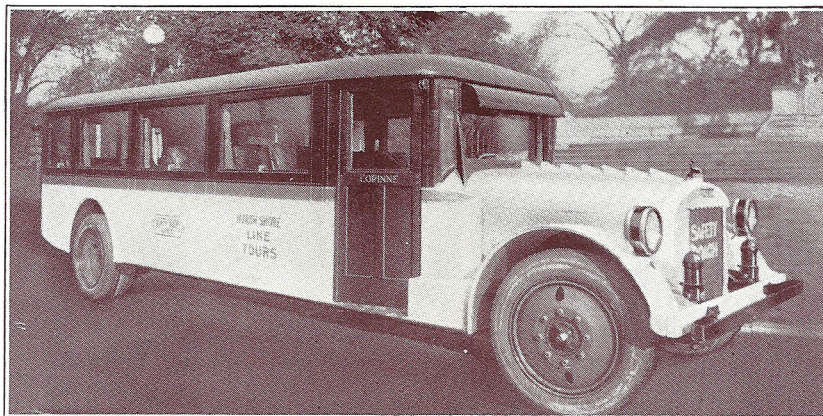
Other officers for the new year were named as follows:

Vice-president, H. Bloom; Secretary, O. E. Foldvary; Treasurer, L. C. Torrey.

Trustees representing the company are: Clifford Huttleston, F. J. Kramer, J. W. Simons, Henry Cordell, G. T. Hellmuth and L. C. Torrey.

Trustees representing the employees are: L. J. Wertzler, General Offices; H. Bloom and C. Arnsward, Maintenance of Way Department; B. C. Raymond, Transportation Department, Waukegan City Lines; F. Roevers, Mechanical Department, Wisconsin Division; S. Shawcroft, Transportation Department, Illinois Division; G. J. Bernard, Transportation Department, Wisconsin Division; J. Osborne, Mechanical Department, Illinois Division; C. Robinson, Electrical Department.

### One "Selling Point" in Better Business Campaign



Among the many things the North Shore Line has to offer the public is chartered motor coach service for special trips to any points throughout the beautiful North Shore land. This picture shows "Corinne," one of the luxurious parlor coaches, which Bert W. Arnold, Manager Motor Coach Department, and his men are making count in the Better Business Campaign.