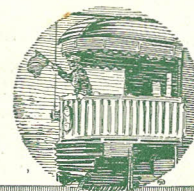


The Highball

Chicago North Shore and Milwaukee Railroad Company



Vol. 5

January, 1928

No. 12

New Equipment Costing \$900,000 Ordered

Electrical Department Team Winner in Second Annual First Aid Meet

Girls' Squad Captures Fourth Honors in Contest for Company Title

Led by Lawrence Bentley, a First Aid veteran, the team representing the Electrical Department won the championship of the North Shore Line in the second annual inter-departmental First Aid contest, held under the supervision of the Medical Department, in the Waukegan High School gymnasium on the evening of December 8.

The winning team led its nearest competitor, the Mechanical Department, by 11/5 per cent, averaging 96 3/5 per cent for the five problems. The victory was doubly sweet for the live-wires of the Electrical Department as the Mechanical Department had nosed them out in an extra problem to win last year's championship. Members of the winning team were:

L. Bentley, (Capt.) Leslie Smith
Joseph Kruszk H. K. Sorenson
George Hottinger E. R. Woodward

Final Averages Close

In addition to the five departmental teams competing, the Girls' First Aid team entered the event this year and did splendid work in winning fourth place, forcing both the Maintenance of Way and General Office teams to acknowledge the present-day supremacy of the one-time "weaker sex." The wonderful training of all the teams was apparent in the standings, which were remarkably close and gave the officials plenty of figuring to do. Official records show the following standings:

Team	Average
Electrical Department	96 3/5
Mechanical Department	95 2/5
Transportation	93 1/5
Girls' Team	92 3/5
Maintenance of Way	92 2/5
General Office	89 1/5

Much Enthusiasm Displayed

Members of the other five teams which took part in the contest are as follows:

Mechanical

J. Jennings, (Capt.) R. Horman
L. C. Coffman K. M. Wilkins
J. Slana Guy Turner

Transportation

H. Renner, (Capt.) M. Wittry
M. Gilkison W. H. Biggers
P. Naughton J. D. Beaver

Girls' Team

E. Krueger (Capt.) Hattie Boehm
Esther Zersen Florence Martini
Genevieve Smith F. Tourtelotte

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Season's Greetings

From Our President



FELLOW EMPLOYEES:

AT THIS season when the year has come to a close we glance backward to review the record we have made in the last twelve months. We look forward to the year now being ushered in with confidence that it will give us new opportunities to serve the public, upon which we depend for the means by which we earn our livelihood.

ALTHOUGH OUR business in the last year has not been as good as we had anticipated, or as we would have wished to see it, still we have reason to congratulate ourselves.

WE ARE fortunate to be engaged in an industry in which our employment is less affected by business fluctuations than most industries, hence our employment is steadier and our wages more certain.

I APPRECIATE the spirit of co-operation with which we have all worked together in the last year and take this means of extending to all our employees my best wishes.

KNOWING MANY of you intimately after many years of close association with you, I look forward with confidence to the year that is before us. I am confident that we shall continue to work together for our mutual interests to the benefit and advantage of the public which we serve.

William M. Mada.

FACILITIES IN ALL BRANCHES ARE ENLARGED

North Shore Line Prepares to Furnish Customers Greater Service

New equipment and rolling stock costing over \$900,000 has been ordered recently by the North Shore Line in an extensive program of enlarging facilities in all branches of service.

The equipment is of the latest design and includes the most modern devices known to the electric railroad industry. All of it is scheduled to be in service by next spring.

Order 15 Motor Cars

The largest single item comprises 15 all-steel passenger motor-cars, which have been ordered from the Pullman Car and Manufacturing Corporation. The cars will be equipped with the new "easy chair" type seats, upholstered in grey Byzantine plush. The windows will be four inches higher than those on cars now in use, giving increased visibility for passengers.

One of the cars will be equipped with Hyatt roller bearings to test the riding comfort of cars thus equipped in high-speed operation. There will be two toilets and a smoking compartment in each car. The entire floor of the smoking compartment and the main aisle of the main compartment will be covered with rubber tiling. Thermostatically - controlled electric and hot-water heat and emergency lighting are other modern devices to be installed. Deliveries are scheduled for next May.

Travel Luxury Offered

Two additional dining cars and an additional parlor-observation car also have been ordered from the Pullman company. The diners, seating 24 persons each, will be finished in buff paint with walnut panels, and will have ornamental side lights. The parlor-observation car will have 17 of the latest type revolving easy chairs finished in light blue frieze plush, and the interior will be finished completely in walnut. The floors of all three cars will be covered with carpet in black and gold design, with felt padding underneath. The cars, which will be

(Turn to Next Page)

New Equipment Costing \$900,000 Is Ordered

(Continued From Page One)

trailers of all-steel construction, are scheduled for delivery next June.

Fifteen additional steel semi-trailers are now being delivered by the Trailmobile Company of Cincinnati, Ohio. The trailers, which have an individual capacity of eight tons, are used in handling door-to-door freight shipments. They are mounted and transported between stations on flatcars without the trailer wheels being removed and without the merchandise being touched during shipment.

Safety Cars for City Service

Three five-ton tractors were recently delivered by the White Motor Company of Cleveland, Ohio, and are now in service on the North Shore Line. The tractors are used in hauling trailers to and from freight receiving stations in handling overnight shipments between Chicago and Milwaukee. The North Shore Line is the first railroad in the country to place flatcar-trailer equipment of this type in regular service.

Ten lightweight double-truck safety cars have been ordered from the St. Louis Car Company. Eight are for Milwaukee City Lines service and two for the Waukegan City Lines. These cars, which are 51 feet long, have a seating capacity of 56 persons each, and the seats are upholstered in green plush. Designed for either one or two-man operation, the cars are equipped with the latest safety devices, including air-operated doors, automatic treadle control for exit doors and automatic stop lights similar to those on automobiles. Two of the cars will be equipped with Timkin roller bearings, marking the first introduction of this type of car in Milwaukee city service. Deliveries are now being made.

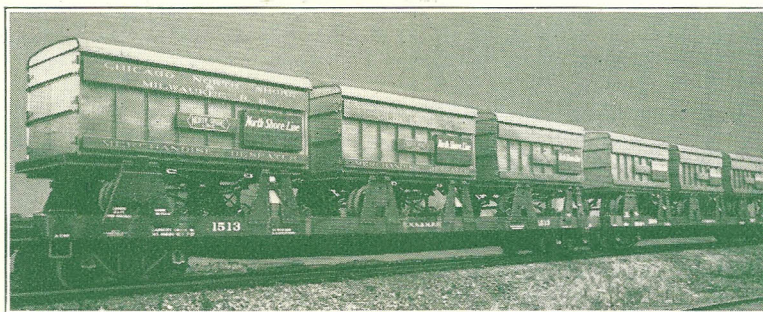
Locomotives Being Delivered

Two additional electric freight locomotives are due to be delivered this month by the General Electric Company and the American Locomotive Company. These locomotives, which are the first of their type ever built, are equipped for both trolley and storage battery operation. They are 40 feet long and weigh 131,600 pounds each. The storage batteries, containing 129 cells, are a source of power in handling freight on sidings or other sections of track not having overhead power facilities.

Employee Name Three to Serve on Service Annuity Plan Board of Trustees

Henry Draeger, Mechanical Department; Lloyd M. Triplett, Transportation Department, and August Pearsen, Maintenance of Way Department, were named trustees for the North Shore Line Service Annuity Plan to serve during the year 1928, at the recent election of employees' representatives. Mr. Pearsen succeeds William Curtis of the Motor Coach Department, who served during 1927. Mr. Draeger and Mr. Triplett were re-elected.

New Flatcar-Trailer Equipment in Service

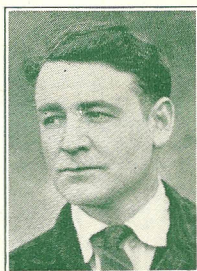


Here are six of the 15 additional steel semi-trailers now being delivered for use in our door-to-door overnight freight service between Chicago and Milwaukee. They are mounted on two of the ten 60-foot steel flatcars which were placed in service last summer. The North Shore Line is the first railroad in the country to use freight equipment of this type, whereby merchandise is delivered under seal from point of shipment to destination.

Lawrence Bentley Uses First Aid Skill to Save Two Overcome by Gas

By Albert W. Gerbin

Two employees of the North Shore Gas Company, J. A. Bandmann and C. VanLaningham, owe their lives to the fact that Lawrence Bentley, North Shore Line signalman, knows the principles of First Aid thoroughly and how to act quickly and intelligently in an emergency.



Lawrence Bentley

Apparently dead from sewer gas asphyxiation, suffered while in the course of repairing a gas main at Lake Bluff recently, the two Gas Company workers were resuscitated by Mr. Bentley.

Leaves Train to Give Aid

While passing the scene of the accident on a North Shore Line train, Mr. Bentley saw the workers being removed from the manhole. He immediately got off the train at the next stop and returned, stopping at Lake Bluff station for a First Aid kit.

He worked on the victims almost an hour, using the Schaefer prone pressure method of resuscitation until his efforts were rewarded by seeing the victims breathing normally again. When Dr. S. Proxmire arrived from Lake Forest, in response to an emergency call, the men were completely revived.

Wins High Praise From Many

Doctor Proxmire commended Mr. Bentley's efforts highly in a letter forwarded to J. W. Oliver, Safety Engineer, stating: "It is more than probable that Mr. Bentley saved their lives. I cannot commend him highly enough for his head work and system." Mr. Bandmann and Mr. VanLaningham, the men saved by Mr. Bentley, expressed their appreciation, stating that: "Due to the good train-

Where's Gus? "Ask Us!"

A representative of a Chicago organization entered the Outing and Recreation Bureau headquarters one day recently and, stepping up to the counter, inquired of the information clerk: "Where can I find this man 'Gus.' I've heard so much about?"

"Gus?" echoed the perplexed clerk, "Gus who? We have no one in the Bureau by that name."

"That's strange," replied the representative, somewhat taken aback. "I was told by a friend that this fellow Gus, located here, could answer anything at any time. I have a question to ask him. I was told to ask Gus at 72 West Adams street."

"Oh," responded the information clerk with an affable smile. "Not 'ask Gus,' but ASK US!"

ing and efficiency of Mr. Bentley, our lives were saved." J. G. Hart, General Manager of the North Shore Gas Company, also sent a warm letter of thanks.

Lawrence Bentley has long been an enthusiastic exponent of First Aid work, having graduated in the Standard Course and the Advance Course. He has also taken part in inter-company and inter-departmental competitions, acting as captain on several occasions.

Milwaukee Traffic Men Now Located in Terminal

Milwaukee passenger and freight representatives of the North Shore Line have moved into their new quarters in the Terminal Building at Sixth Street and Michigan Avenue. This space was formerly occupied by the North Shore Line terminal restaurant, which was recently closed. The traffic offices formerly were located in the Security Building.

Offices are still maintained in the Security Building by Bert W. Arnold, Assistant to the Vice-President in charge of operation, and legal and medical representatives of the company.

Electrical Department Wins First Aid Title

(Continued from Page One)

Maintenance of Way	
B. Knipple, (Capt.)	H. Muehr
V. B. Olson	Emil Adler
H. G. Mason	Frank Cox
General Office	
J. Zwetsch, (Capt.)	L. H. Ball
Ray Cote	David Meyers
F. Butterfield	J. Schotanus

Although the sub-zero weather curtailed attendance, the 500 boosters who were present vociferously implored their representatives to "Hold that fracture," and otherwise gave vent to their enthusiasm over the efforts of their teams.

Band Enlivens Occasion

Earl P. Shultis led the North Shore Line Band in several overtures which received much applause and lent a "collegiate" atmosphere to the event.

D. E. Shaffer introduced the teams, who were then instructed by D. F. Whitelaw, First Aid Instructor of the Medical Department and trainer of North Shore Line teams. Mr. Whitelaw took charge of the competition in an efficient and business-like manner, assisted by J. W. Oliver, who acted as announcer. Dr. E. C. Turner was referee. L. J. Wertzler introduced the judges: W. Hillock, G. W. Rehkopf, E. Seldon, R. W. Linn and F. Kugler of the Chicago Rapid Transit Company, and L. Flanders, of the Chicago, Aurora and Elgin Railroad Company.

Trophies Are Presented

Howard P. Savage, Assistant General Manager, announced the winners. The trophies were presented by John R. Blackhall, General Manager, who expressed great pleasure over the competition and commended all participants for their good work in First Aid. In addition to receiving the championship plaque, held the past year by the Mechanical Department, the new title holders individually were presented with bill folds, with a record of their victory inscribed thereon. The members of all other men's teams also received bill folds, and each one on the Girls' Team was personally presented with an automatic pencil by Mr. Blackhall.

Others who ably assisted in making the event a success were:

Recorders: Paul Hicks, H. Duffy, H. Liske, G. Justus, B. E. Shaffer, Nyra Stewart and F. E. Wagner.

Timekeepers: R. C. Yohn, Lee Abegg, E. T. Gurney, R. M. Ketchum, Emma Lathrop, E. Nevins and C. R. Pettengill.

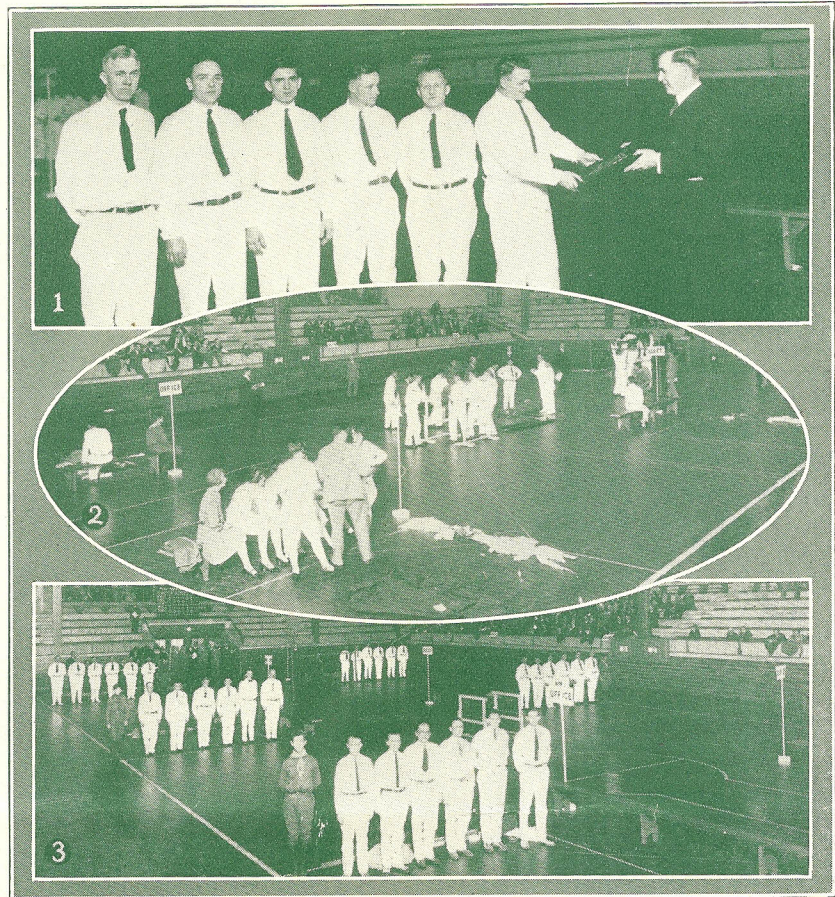
Ushers: H. Amsden, E. McShane, C. Goosman, O. F. Weston, C. Lehmkuhl, W. T. Roser, C. Hamelink, A. Christaens, Harry Peterson, Ford Wells, F. J. Meade, C. A. Walberg, R. E. Pierce, R. Soderquist, P. Klimek, G. Owens, M. Stadler, A. Kjellquist, D. Carlsen and L. R. Hutchison.

Really?

"What wonderful tales of true love the harps of the old poet told."

"Oh, I don't know—those harps were lyres."

'Twas a Hot Battle for First Aid Honors!



Here are a few scenes from the battle front at the second annual contest for First Aid supremacy of the North Shore Line, held in the Waukegan High School's large new gymnasium on December 8. Picture No. 1 shows the champion Electrical Department team and General Manager John R. Blackhall presenting the plaque emblematic of the championship to Captain Lawrence Bentley. The second picture shows a view of some of the teams at work. The wide-awake Girls' Team is in the foreground. Picture No. 3 shows the teams lined up in their places awaiting the first problem.

"Louise", on January 15, to Be Final Utility Employees' Opera Program This Season

North Shore Line folks have one more opportunity to hear a special performance of the Chicago Civic Opera Company at the reduced rates applicable on Utility Employees' Nights, as the fourth and final performance of the current season will be given on Sunday evening, January 15.

For this last presentation, the committee has secured the popular production "Louise" with an all-star cast headed by Mary Garden and Fernand Anseau, two of the most famous operatic artists on the Chicago company's staff.

Posters and application blanks will be forwarded to department heads as soon as received and will be posted in prominent locations so that all employees can make reservations. Those who desire to attend are requested to forward applications and payment in full for the number of seats requested immediately to the office of John J. Moran, Commercial Manager, where applications will be filled in the order in which they are received as long as the supply of tickets lasts.

R. C. Yohn Is Honored by Northern Illinois Lions

Following closely on his election as president of the Waukegan Lions Club, Ralph C. Yohn, General Storekeeper of the North Shore Line, was recently accorded higher honors by being chosen a director for the Northern Zone of Illinois, which embraces all Lions Clubs from Kankakee north, including Chicago.

The election is for a three-year term. In addition to this honor, conferred upon him at the district convention in Rockford, Mr. Yohn was called upon to deliver the response to the address of welcome to the 400 Lions from 19 clubs in the Northern Zone.

Mr. Yohn was one of those instrumental in securing for Waukegan the 1928 state convention, to be held May 21-22. Construction of two new hotels in the Lake County metropolis is expected to be completed in time for the conclave. The North Shore Line will co-operate in every way possible in insuring the success of the convention.

Second Year of Better Business Campaign on North Shore Line Ends

Excellent Results Attained in 1927 Drive—Final \$1,000 Awards Near

The end of the 1927 Better Business Campaign is at hand, and in a few days the results of the year's activities by North Shore Line boosters will be known.

Everything points to a new record in securing business for the "Road of Service." Excellent work was done in the 1926 campaign, and the veterans of that initial drive have used their experience to good advantage during the second year.

Many Boosters on Job

With two weeks of the 1927 campaign remaining, the records showed that 786 members of the North Shore Line family had participated by sending in new business tips. The final records are expected to increase this number considerably.

Another \$1,000 quarterly prize melon remains to be cut and distributed among the top-notchers in turning in business leads during October, November and December. The results of December activities also will show which department did the most toward making the 1927 drive a success.

Special emphasis has been laid during the past month on developing interline ticket sales business. The final cash awards of the year will include prizes of \$50, \$25, \$15 and \$10 for the most successful ones in this field of endeavor.

Departmental Race Close

The November standings presage a close race for departmental honors, with the Highland Park Accounting, Motor Coach, Valuation and Ticket Accounting teams all bunched in the lead with 100 per cent scores. Another group which must be considered in the distribution of annual honors is the General Auditing team, which has been pressing the leaders hard along the home stretch.

"We have every reason to feel proud over the results attained during the past year," said Secretary Ball. "Through the new system of conducting our campaign along departmental lines, we have instilled added interest and a keener spirit of friendly rivalry. And our company has benefited thereby.

"Our new interline ticket sales service, our new flatcar-trailer freight equipment and our increased facilities for handling additional business offer us excellent selling points in going after new business. We are ready and able to give service of the finest kind in any amount. I feel certain that 1928 will bring a new record of achievement by the 'Road of Service'."

Laugh This Off!

"Have you seen Lohengrin?"
"No, but I've heard Minnehaha."

Race for Departmental Honors in Drive Close

So close is the race for departmental honors in the 1927 Better Business Campaign that the results will not be known until the final records for the year are tabulated. There has been a tie for first place among several teams, and the November results still found them bunched in the lead. Here was the official standing of the leaders at the end of the eleventh month:

Department	Percentage
Highland Park Accounting...	100.00
Motor Coach	100.00
Valuation	100.00
Ticket Accounting	100.00
General Auditing	70.00
Ticket Agents	31.00
Baggage	25.00
Merchandise Despatch	21.00

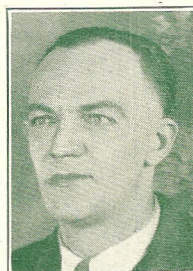
Although only one department can receive premier honors, the records show that great credit for the success of the 1927 drive will be due many other members of the North Shore Line family. And all can be certain that credit will be given where credit is due.

E. J. Daigger, Prize Winner in North Shore Line Drive, Scores on South Shore Line

One of the most persistent and active Better Business boosters in the North Shore Line family is E. J. Daigger of the Merchandise Despatch Department at Franklin and Austin station. He pulled down \$50 in the 1926 drive and has figured in the big prize money consistently.

Not content with securing new business for the "Road of Service," Mr. Daigger looked about him for new fields to conquer. He learned that a similar campaign was being conducted on the South Shore Line and immediately started out in search of business for our sister interurban electric railroad. The result was receipt of a check for \$10 recently for his good work.

"Mr. Daigger has set an example which other North Shore Line folks can well follow," said F. L. MacDonald, Superintendent Merchandise Despatch, in praising his prize-winning go-getter. "I think he deserves a great deal of credit for interesting himself in the business of the South Shore Line, and to my knowledge he has the honor of being the first member of our family to score in the campaigns of our sister companies."



E. J. Daigger

Interline Ticket Sales Service Opens Big Field For New Business in 1928

By R. S. Amis
General Passenger Agent

A few months ago the North Shore Line entered into an arrangement with all steam lines which enables us to sell tickets to all points in the United States, Canada and Mexico. This arrangement also makes it possible for the agent of any railroad anywhere in the same territory to sell tickets to points on the North Shore Line.



R. S. Amis

Provision is made whereby all transfer arrangements are taken care of in Chicago, including both passenger and baggage. Passengers leave trains at La Salle Street station where they can secure Parmelee buses without any additional cost to any station in Chicago. The arrangement does not include passenger transfer at Milwaukee, but baggage may be checked through to destination without additional cost both at Milwaukee and Chicago.

The possibilities for increasing this particular phase of our business are unlimited inasmuch as every single employe of the company can foster the sale of these tickets. It is just a matter of keeping our eyes and ears open in our own neighborhood and among our friends. If you hear of any persons going beyond Chicago or Milwaukee from a point served by our railroad tell them that our agent can sell them through tickets and check their baggage through to destination. If your friends or friends of your friends are coming to visit, write them and tell them to have their tickets routed via the North Shore Line from Chicago or Milwaukee as the case may be.

By co-operation and individual efforts there is no reason whatever why our interline business should not become one of the most valuable assets of the railroad. Let us all take advantage of this new business opportunity and help make 1928 a banner year for the "Road of Service."

AMBITION for a certain goal is the surest sign of the innate ability to reach it—but we must distinguish within ourselves the difference between true ambition and a mere wish.

A wish may be only the dream of an idler, while steadfast ambition is based upon intense desire—backed by untiring effort and tempered by the restraint of patience in any setbacks or disappointments that may be encountered.

Band and Speaking Clubs Advance in Public Favor

North Shore Line Groups Are Kept Busy Filling Engagements

Recent activities of the North Shore Line Band and the Public Speaking Clubs indicate that these employee organizations are gaining in public favor and giving a good account of themselves in their respective public relations activities. Both organizations have launched their winter programs with promise of new records in number of engagements.

Large Crowds Greet Band

The band, under the leadership of Director Earl P. Shultis, was greeted by an audience of 1,500 persons when a concert was given at South Park in Oak Park, Illinois. This was followed by the Band's participation as a unit in the parade which attended the Racine Lighting Festival, held in celebration of the installation of a new downtown street lighting system in the "Belle City." The Band also played at the Highwood City School's gymnasium, presenting a concert at the request of the Highwood Community Booster Association. The musicians made their radio debut with a concert from WSOE, the station of the Milwaukee School of Engineering. A concert was also given at the First Baptist Church, Waukegan.

The story of the "Road of Service" as told by members of the Public Speaking Clubs is received in splendid public response. Twenty audiences aggregating approximately 3,300 persons have recently heard various phases of the transportation business discussed by our orators.

Many Public Talks Given

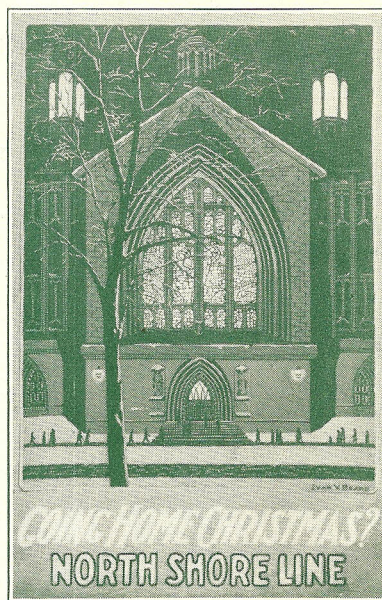
Those filling engagements and the number of talks each speaker made are as follows: R. C. Yohn, 5; C. K. Thomas, 3; C. Edward Thorney, 2; A. Amsden, 3; Joseph Kruska, 1; Daniel Cameron, 1; L. H. Ball, 1; Clarence Robinson, 1; J. W. Oliver, 1; Caesar Antoniono, 1; Earl P. Shultis, 1.

More widespread interest in the work of the Public Speaking Clubs is being shown by employees with the securing of H. D. Hughes of Chicago to give lessons in the forensic art to the club members. Mr. Hughes is a well-known teacher of public speaking, having been used a great deal in this capacity last year by the Public Utility Speakers' Bureau. He takes charge of the classes once each month, and under his tutoring the speakers are rapidly becoming more proficient.

SINCERITY and earnestness are two virtues of good folks that work silently in their favor, always helping to clear the stubble and underbrush out of their paths and make progress pleasant and easy.

These virtues promote clear understanding and quick co-operation between men and make each step a permanent advancement toward the common cause, Success.

Yuletide Poster



Here is reproduced the artistic lithograph poster displayed along the North Shore Line during the Christmas season this year. In addition to bearing a message as to the real significance of Christmas, the poster suggests a visit with home folks at this happy time. And, incidentally, it implies that the North Shore Line is the best travel medium in reaching any point in the territory which it serves!

North Shore Line Folks Study in Many Schools

North Shore Line folks are continuing to take advantage of the opportunity offered through the company's educational plan to better their business and general education, the report of C. G. Goodsell, Educational Director, reveals. Many are enrolled in preparatory, evening and correspondence schools, as well as special courses at universities and other institutions.

Among the schools patronized by North Shore Line students are: Northwestern University School of Commerce, Chicago Central Y. M. C. A. Evening School, College of Advanced Traffic, Armour Institute of Technology, and Highland Park, Waukegan, Kenosha and Racine evening schools.

With the new semester getting under way in most schools, Mr. Goodsell urges that those who are planning to request a refund in tuition notify him of their plans before going into the new term, so that their applications can be placed before the Educational Committee.

A Real Dilemma

Joe: "Great Scott, I've forgotten who wrote 'Ivanhoe'."

Jo: "I'll tell you if you'll tell me who the dickens wrote the 'Tale of Two Cities.'"

R. C. Yohn New Leader of A.E.R.A. Company Section

Officers for 1928 Installed—H. P. Savage Speaks on "Good-Will Tour"

R. C. Yohn, General Storekeeper, has assumed his duties as President of North Shore Line Company Section No. 14, A. E. R. A., to which office he was elected at the October meeting. He was officially installed at the regular monthly meeting of the organization held on November 17 at the Waukegan Parish House.

Other officers who were named to head the Company Section for 1928 also were installed at this meeting. They are: L. R. Hutchison, Vice-President; L. H. Ball, Secretary; Caesar Antoniono, Trustee.

H. P. Savage Is Speaker

The November meeting was marked by one of the best attendances in recent years. Howard P. Savage, Assistant General Manager of the "Road of Service" and former National Commander of the American Legion, was the chief speaker. He received an enthusiastic greeting upon introduction, and his reputation as a forceful and interesting speaker was enhanced by his address, entitled "Impressions of Europe Ten Years After the War."

Mr. Savage outlined the highlights of his recent trip to Paris, as leader of the "Second A. E. F.," and of the "good-will tour" throughout Europe which he made in company with a group of prominent Legionnaires in the interest of friendly relations with European nations. He explained the various types of government of the countries which he visited and gave glimpses into the personal side of statesmen and rulers whom he met.

Membership Drive Launched

President Yohn announced a new membership drive by which it is hoped to bring the roster of the Company Section to a new high mark. In order to stimulate interest in the drive, Mr. Yohn announced that the member who secures the highest number of new memberships will be awarded a trip, with all expenses paid by the North Shore Line Company Section, to the 1928 American Electric Railway Association convention at Cleveland, Ohio.

Announcement was also made of the appointment of chairman of standing committees for the ensuing year. Those named were: Chester K. Thomas, Program; L. H. Ball, Membership; Richard Marlowe, Refreshment; Paul Butler, Reception, and Ernest Cox, Publicity.

Hear Milwaukee Minister

The Rev. Frank B. Dunkley of Milwaukee, was the speaker at the December meeting. He chose Christmas as the theme of his very interesting talk, which was well received by his audience. Entertainment at this meeting was furnished by Will Ehnert and Arthur Iils of North Chicago, who presented several vocal duet and solo selections, accompanied at the piano by Mrs. A. E. Budde, also of North Chicago. Dancing concluded the program.

New First Aid Record Nears as Two Classes Finish Training Course

Highest Yearly Mark Looms
As Twenty Men Enroll
For Instruction

By David E. Evans

First Aid training of North Shore Line employes closely approached a new high yearly mark when two classes, comprising 35 members, completed the Medical Department instruction and were graduated recently. This brings the 1927 total to 102, just three short of the mark established in 1926.

With graduation of another group of 20 now receiving instruction under the supervision of David F. Whitelaw, First Aid Director of the Medical Department, the new record promised at the beginning of the year will be an established fact.

Transportation Class Graduated

A Transportation Department class of 17 members was the first of the two groups to pass the Medical Department examination on First Aid proficiency. These men are:

C. M. Harcastle	C. A. Driscoll
A. E. Zell	J. B. Andrews
Ira St. Peter	A. E. Lyle
W. B. Hall	O. Maechtle
Paul Muzik	W. Graff
L. P. Scheurer	R. H. Black
A. E. Robbins	J. S. Anderson
G. H. Leed	H. Cree
W. C. Camp	

Eighteen members, selected from various departments including several others from the Transportation Department, comprised the second class of graduates. They are:

L. R. Hutchison	Melvin Nystrom
George Mitchell	E. Davendorf
Fred Butterfield	C. Pasquesi
Roy Gabrielsen	H. Muehr
W. A. Hasney	L. L. Friebale
Frank E. Cox	W. Morrison
L. H. Ball	Paul St. Mary
Adam Raski	L. Coffman
O. E. Foldvary	Edgar Lindroth

The new class of 20 now entered in the First Aid field, which will establish a new record with its graduation, is as follows:

H. C. Kruse	E. Weins
W. Forby	W. A. Carty
G. Rewey	W. R. Fouts
C. Geldeman	W. F. Meyers
C. Holm	W. Oelschlaeger
V. J. Rozell	F. Gibson
D. Fisher	E. Van Dyke
W. J. Landers	H. Rozek
J. Schmidt	H. Schmidt
J. Grudziadz	A. Dybinski

Several members of the graduating classes had an opportunity to demonstrate their newly acquired First Aid skill at the inter-departmental contest recently. Although none of them was fortunate enough to be on the winning Electrical Department team, observers say that the newest additions to the ranks made fine showings and compared well with the veterans who completed the course previously.

Perpetual Motion?

Irate Dad: "What did you mean by dancing that hula-hula at the party?"

Flapper: "Why, Daddy, I was only putting a motion before the house."

"Personal Service" Keynote of Discussions

Trainmen Study "Human Nature" Side of Work at Service Improvement Meetings—Interest in Customer, Information and Speech Considered

By Ernest G. Cox

If you could hear the discussions which take place in the Trainmen's Service Improvement meetings you could not help reaching the conclusion that the work of a conductor or collector on a North Shore Line train is very little short of being a fine art. For the past several months our conductors have discussed in conferences the various phases of personal service and have talked in a constructive way about the "human nature" side of a conductor's work. As a result, many valuable ideas and practices known to a few men have been made available to nearly all, and each man has had the benefit of the point of view of many others.

To date three distinct series of conferences have been conducted. All of them have been devoted to the subject of personal service; yet each series has dealt with a particular phase of the subject.

"Friendly Interest" Essential

In the initial series of meetings attention was given to the effects a trainman can produce on his customers by showing an interest in them. While there are many ways in which a conductor can demonstrate an interest in his passengers, it was decided that the customer's impression was influenced principally by the attitude of the conductor, the care with which he listened to the customer's statement of his problem, the questions used by the conductor to obtain a full understanding of the customer's problem and the effort made by the conductor to please and satisfy the customer. All of these methods are summed up in the phrase "showing a friendly interest in the customer."

The second series of meetings dealt with the subject of information. The conclusion reached in nearly every case was that information, to be most satisfactory to the passenger, should be absolutely accurate, complete enough to meet the customer's problem and clear and understandable. It was brought out that our conductors, when giving information, adapt it to the needs of the type of customer they are handling.

Speech Important Factor

The third and most recent series of conferences has considered the subject of speech. The conductors agree that in their work speech is a very important consideration. Many men say that the tone of voice used in approaching a passenger very often determines whether the customer will resent or take exception to the conductor's request. Thus, the single factor of tone of voice may either prevent or precipitate a controversy. In addition to its effect on the customer in this way, the tone of voice generally

indicates whether the conductor is cool and self-possessed or is under a strain or excited. These are all elements which enter into the customer's opinion of the conductor and consequently influence his estimation of the service which the conductor represents.

Another factor of speech given careful thought is that of distinctness. The primary purpose of speech is to communicate ideas to another person, and anything which impairs distinctness tends to defeat that purpose and to increase the chance of misunderstanding. A consideration of distinctness is especially important with respect to talking to passengers on a train for two reasons. The first is that it is imperative that the conductor be not misunderstood and the other is that there is often much noise from the train which makes it difficult for the passenger to hear. So, to insure satisfactory hearing on the part of a passenger, the conductor looks directly at the person he is addressing and leans slightly toward him. He makes a particular effort to avoid talking with unnecessary interference, such as a pencil between the lips.

In this connection volume is an important item. It has been found in actual experience that, while it is necessary to talk with sufficient volume to be heard, it is undesirable to talk louder than necessary. This is based on the fact that it is annoying and uncomfortable for the average customer to be addressed loudly in the presence of other people.

Choice of Words Discussed

Some discussion was devoted to the choice of words. This is best illustrated by such a question as the best method to employ in loading passengers. The general argument is that it is unwise to use such an expression as "Step lively," because it antagonizes passengers. Such an expression may actually result in retarding the loading because of the instinctive resentment it causes in the average person. The desired result can best be obtained by announcing the train and possibly, at times, using the expression "All aboard" in a pleasant tone. Even this expression may produce an undesirable impression if it is said in a harsh or commanding tone.

A great many other very useful ideas were presented, such as methods of rejecting invalid transfers, requesting half-fares for children from reluctant parents and dealing with passengers who through mistake have been carried beyond their destination. These and many other questions of importance in handling passengers make the Service Improvement conferences very interesting and highly profitable. Our trainmen are to be commended for the support they are giving this effort to improve our standard of service to the public.

North Shore Line Folks Receive \$14,513.65 From E. M. B. A. in 11 Months

Excellent Progress Shown at Meeting of Board and Former Trustees

Members of the North Shore Line family received a total of \$14,513.65 in sick, accident and death benefits from the Employees' Mutual Benefit Association during the present year from January 1 to November 30, according to figures recently compiled by Treasurer L. J. Wertzler.

Membership Totals 1,105

This was one of the interesting and important facts made known recently when members of the Board of Trustees gathered at the Elks Club, Waukegan, for a booster meeting and dinner. Attending the gathering as guests of honor were former trustees, whose efforts in past years, combined with those of the men now serving, have brought the association to its present flourishing condition.

The association now has a membership of 1,105, Secretary O. E. Foldvary disclosed in his report at the meeting. During the first 11 months this year assistance was given in 109 sick cases, 45 accident cases and seven death cases. The per cent of benefits to premiums averages 123, indicating the important role this organization plays in caring for its members.

Financial Standing Excellent

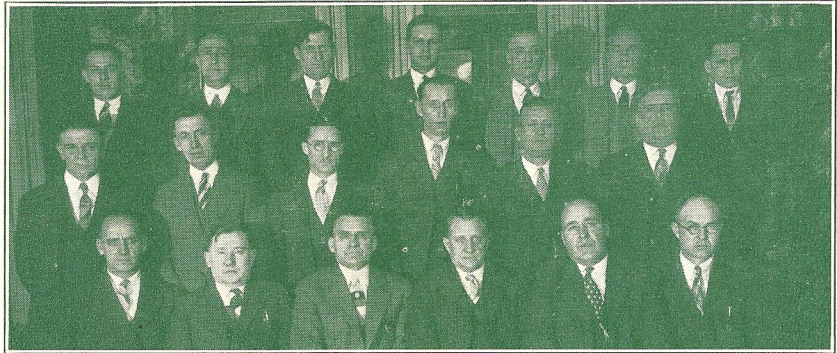
Comparative figures in the financial report for the same period last year show an increase of \$420.98 in receipts this year, while disbursements decreased \$2,553.91. The result was an increase of \$2,974.89 in net income and \$1,634.17 in total assets at the end of the 1927 period. The financial report for the period from January 1 to November 30, 1927, follows:

RECEIPTS	
Premiums	\$11,792.00
Company contributions	5,897.00
Bond interest, etc.	480.19
Stock dividends	350.00
Total	\$18,519.19
DISBURSEMENTS	
Sick benefits	\$ 9,117.90
Accident benefits	3,295.75
Death benefits	2,100.00
Salaries	1,300.00
Trustees' time lost.....	191.52
Doctors' fees	59.00
Officers' bonds	30.00
Stationery and printing.....	182.51
Miscellaneous	106.23
Total	\$16,382.91
Net Income	\$ 2,136.28
INVESTMENTS	
Bonds	\$ 9,779.41
Stocks	5,000.00
Total	\$14,779.41
Cash bank balance.....	2,813.42
Total Assets	\$17,592.83

Employees Well Represented

All but three of the present trustees were present at the meeting, namely: Carl Arnswald, Caesar Antoniono, G. J. Bernard, Henry Cordell, G. T. Hellmuth, John Orting, C. R. Pettengill, Clarence Robinson, Samuel Shawcroft, L. C. Torrey, L. J. Wertzler and R. D.

Lead Employees' Mutual Benefit Association



Here are the trustees and former trustees of the North Shore Line E. M. B. A., who attended the recent meeting at the Elks Club, Waukegan, when past achievements of the association were discussed and plans made for greater progress in the future.

Wells. Those unable to attend were John Osborne, Henry Bloom and F. J. Kramer.

Past trustees who were on hand included: Richard Draeger, O. E. Foldvary, Clifford Huttleston, J. S. Hyatt, Louis Homan, Arthur Kjellquist and J. A. Seymour. Other former members of the board who found it impossible to attend are: Thomas Deely, Theodore Fincutter, W. R. Helton, C. C. Leech, W. J. McNally, B. C. Raymond, Fred Roevers, J. W. Simons, L. B. Samuels, George Welock and Merle Young. One former trustee, George Lenfesty, is deceased, and two others, Joseph Frey and Frank Garrity, are no longer connected with the North Shore Line.

Annual Meeting January 18

Mr. Cordell presided in the absence of President John Osborne. It was announced that the annual membership meeting would be held in Waukegan on January 18, with the Parish House most likely the place of gathering as in past years.

Table Tips

By Eva Hawkins Shanks
Director, Home Service Dept.
Public Service Co., of Northern Illinois.

FRUIT CAKE

2 cups flour	½ cup coffee or grape juice
1 cup shortening	1 teaspoon baking powder
2 cups raisins	1 teaspoon cinnamon
1 cup currants	½ teaspoon allspice
1 ¼ cups brown sugar	½ teaspoons ground cloves
¾ cup candied cherries	½ teaspoon mace
¾ cup citron	½ teaspoon nutmeg
1 cup candied pineapple	½ cup pecan meats
¼ cup candied orange peel	½ cup walnut meats
¼ cup candied lemon peel	1 cup almonds (blanched)
½ cup dried apricots	4 eggs

Cream butter, add sugar and cream well. Add unbeaten eggs one at a time, beating thoroughly after each addition. Add fruits, nuts and coffee or grape juice and mix well together. Add sifted dry ingredients and beat until all are well mixed. Bake in paper lined pans in a slow oven, 225 degrees for 3 ½ hours.

"Roll of Honor"

Conductors B. Bagley, William Tobin and J. P. May and Collectors J. Smedberg, W. Thompson, H. J. Tapp, T. J. White and O. H. Burghardt are commended by Mary R. C. Stockton of Racine for their courtesy to an aged and crippled patron.

Collector V. T. Rozell is commended by L. E. Halladay of Milwaukee for his courtesy and civility.

Conductor C. R. Allen is commended by J. J. Hilt for his solicitude in assisting to change a through ticket reservation which had been made to the wrong destination.

Donald E. Zealand is commended by Howard S. Greene for his courtesy in assisting in the return of a bag left on a train.

Conductor C. W. Oakes is commended by Maxwell Zerner for his courtesy in helping to recover a coat left on a train.

Collector H. Bykirk is commended by John R. Heron for his courtesy and civility.

Collector E. W. Shields is commended by Dudley Hose for his courtesy and geniality.

Telephone Operator Eleanor Bartlett is commended by W. B. Wrenn for her courteous assistance in helping recover a lost package.

Motorman G. A. French and Conductors J. M. Selin and J. R. Davis are commended for service rendered to a Milwaukee special party.

Motor Coach Operator J. Webster is commended by C. H. Kettridge for his courtesy and careful driving.

Motor Coach Operators Earl McKay and Clarence Hardy are commended by R. D. Erickson for their courtesy and gentlemanly demeanor in handling a chartered coach party.

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. 5

JANUARY, 1928

No. 12



MAY LIFE ever hold forth greater blessings and bounties for each and every one, is the wish of the HIGHBALL, in extending felicitations to all its readers at this happy Christmas and New Year season.

RETROSPECT

OUR OLD friend 1927 has been busy writing the final pages of his autobiography. By the time this issue reaches its readers he will have finished his text and all he has written will have become history.

At this happy Christmas and New Year season we all would do well to follow this worthy example. It is meet that we take a personal inventory at this time so that we may be prepared to render a better accounting of ourselves in the year to come.

To balance our individual books of life without taking economic factors into account would be poor policy, to say the least. All of us have a rational desire to prosper as we travel the broad highway of this workaday world.

But, as we consider the past year in this respect, let us not measure our worth purely in terms of what we have earned. If we have added to our financial talents, only to squander them on increased luxuries, where have we profited thereby? It is what we have—not what we make—that counts.

Important as the dollar is in insuring us a healthy and happy existence, certainly none of us would—or should—count it the leading factor in life. Money is only a means to an end. The standards by which we measure our personal worth and progress are based on higher principles.

If we have so shaped our lives during the past year that we have arrived at a greater degree of happiness and contentment, we have indeed added to our well-being. There is nothing that does more to make life worth living than does peace of mind—that pearl of great price which the largest fortune alone cannot buy.

And let us not forget our physical welfare. To really enjoy life and help make life a pleasure for those about us we must keep physically fit. True, not all of us are blessed with perfect constitutions, but proper regard for the rules of health will insure us the greatest possible share of this prize. If we have not taken care of our physical selves we have only ourselves to blame.

Above all these other things there is a higher and nobler standard by which we must gauge ourselves. By it we measure that inner person—the soul—which makes our bodies something more than human clay. We can easily ascertain whether or not we have developed therein during the past year by measuring our conduct with the Golden Rule.

When we have taken our inventory we will have before us a chart by which to guide our thoughts and actions during the year ahead. Thereby should we be able to make even greater progress. Profiting by past experiences and girding our loins with hope, let us persevere unto that end.

OPTIMISM

ONE OF man's finest attributes is optimism. Strengthened by this saving grace, we can accomplish things that otherwise would be impossible of attainment.

It is natural to be optimistic. The one who goes through life with a smile and fortified with an "I Will" spirit is living as his Creator intended. The pessimist, with his long face and dismal outlook on life, is a negative quality reflecting the workings of an evil spirit.

Speaking in the vulgar vernacular, just "be yourself." Thereby will your optimism add to the sunshine of life and help make this world the happy place it should be.

READY

THE GENERAL consensus among commercial and industrial leaders is that 1928 will be a year of increased progress and development. While activities in almost all lines of commerce and industry were somewhat curtailed in 1927, that was to be expected following the unusual records of the previous year.

That the North Shore Line management has confidence in the future is seen in the fact that new equipment and rolling stock costing over \$900,000 has been ordered in recent months. We are enlarging our facilities in every branch of the service.

The "Road of Service" is ready to do its bit in making 1928 a banner year.

*Another year has gone, ne'er to return;
No vain regrets have those who live and learn.*

The service being rendered by the Outing and Recreation Bureau proves that it is meeting a long-felt need among people in the Chicago metropolitan area.

* * *

Congratulations to the Electrical Department on winning the First Aid championship of the North Shore Line!

* * *

The North Shore Line leads the way. Witness the new types of equipment being introduced to the transportation industry by the "Road of Service."

"Government and Business"

The following interesting and instructive address, delivered by Bernard J. Mullaney, Vice-President of The Peoples Gas Light and Coke Company, Chicago, before the Mattoon Independent Chautauqua at Mattoon, Illinois, this summer, is printed as a timely and pertinent discourse on a subject of great importance to all persons engaged in public utility enterprises.

(Continued from Last Issue)

This tendency to over-regulate is especially dangerous because again human nature is what it is. For in politics and public office, clamor for the regulation of some conspicuous business or industry is about the easiest of all roads to public attention. Hence the recent warning from President Emeritus Hadley of Yale University, when he said:

"Today it is from our law makers rather than from our law breakers that our American traditions of self government have most to fear."

We may recognize the danger without going to the extreme that Dr. Hadley has. Let me illustrate the point by the industry with which I am best acquainted, the public utility industry.

Would "Regulate" Electrical Energy

There is in certain quarters much clamor for federal regulation of interstate transmission of electrical energy. It is assumed that transmission of electrical energy across state lines is analogous to inter-state railroad transportation; hence the proposal of a federal commission similar to the Interstate Commerce Commission, or perhaps that body itself, to regulate the electric light and power business of the entire country.

The situations are not at all comparable. Eighty to 85 per cent of the freight movement in this country is inter-state—most of it traverses several states—and only 15 or 20 per cent is moved within state lines. On the other hand, more than 94 per cent of all electricity generated is used in the states where it is generated. Less than six per cent ever crosses a state line and that goes from one generating system to another, not to consumers. Much of that small amount simply flows back and forth, as it is borrowed and loaned, from and to one another, by neighboring generating systems that happen to be on opposite sides of state lines.

The paramount interest in the regulation of electrical business is, therefore, a state interest. When a small amount of electricity is traded back and forth between electrical systems in Illinois and Indiana, the regulation of it is an Illinois and Indiana job, not a national government job. This paramount local state interest will be swamped by federal regulation, unless we who do the voting give it attention, and inhabitants of this and similar communities will not like the consequences.

Politicians are Active

The electrical development commonly called "superpower," of which inter-

"Greetings of the Season!"

state electrical transmission is a detail, is doing more than any other one thing to extend all the conveniences and comforts and economic advantages of good electrical service to small communities and rural districts. It is the one way to electrification of the farm and the farm home. Retardation, if not stoppage, of this development will be one, but only one, consequence of federal interference with electrical progress.

One more illustration from the same industry. In the closing days of the last Congress, there was a resolution by Senator Walsh of Montana (not passed and subject to revival in the present Congress) for a special committee, presumably to be headed by its author, to investigate the entire public utility industry in all its details.

Nobody in the industry that I know of objects to a fair and square investigation. There is objection to an investigation that might easily be given a political twist in a presidential year. And without any special inquiry, practically all conceivable information about public utilities can be had for the asking from the public records of the regulatory commissions of the various states.

"Reds" Approve Interference

The chief excuse for the proposed investigation is alleged "stock watering" and "over-capitalizing" in the electrical industry and consequent financial damage to investors. There is no discoverable complaint of such financial damage to anybody except gamblers caught in stock market manipulations.

On the other hand, professional crooks dealing in oil stocks, mining stocks, and similar fraudulent promotions, are fleeing unwary investors out of more than \$500,000,000 a year—

some say \$1,000,000,000 a year—\$5,000,000,000 or more of it since the war. The government stopped that during the war, when fraudulent stock promoters were in competition with Liberty Bond sales, and could stop it now. But nobody seems much excited about that. Preventive effort is left mostly to private agencies and to the uncoordinated state "blue sky" laws.

(Continued in Next Issue)

Those We Love

*They say the world is round, and yet,
I often think it square,
So many little hurts we get
From corners here and there.
But this one thing from life I've found,
While journeying east and west,
That the ones we really wound,
Are those we love the best.
We flatter those we scarcely know,
We please the fleeting guest.
And deal full many a thoughtless blow,
To those we love the best.*

LET us not forget that the attainment of permanent success is a gradual process—so gradual that those who achieve it are always more concerned with the task at hand than with the ultimate goal for which they strive.

No man's success ever becomes finished and complete—but all can reach higher standards of well doing by constantly doing all things well.

Transportation Team Holds Bowling Lead as Curtain Drops on 1927

*Upsets Feature Recent Tilts
—Greater Battle Seen
in New Year*

Official Standings

TEAM	P.	W.	L.
Transportation No. 1.....	36	26	10
Merchandise Despatch.....	36	23	13
General Office.....	36	22	14
Waukegan City Lines.....	36	19	17
Mechanical Dept.....	36	19	17
Maintenance of Way.....	36	14	22
Electrical Dept.....	36	13	23
Transportation No. 2.....	36	8	28

By Albert W. Gerbin

And that's the order of the cast in the stirring North Shore Line Bowling League drama as the curtain drops on act one—with the play to be continued in 1928. Every minute of the performance so far has been as thrilling as a mystery play with its exciting upsets, climaxes and whatnot!

Comedy and Tragedy Staged

It has had its moments of comedy too, from the attempt of Jack Oliver to drop-kick a full-grown bowling ball, to the more ironical humor of the feat by "Bill" McNanly, who almost caused his opposing playmates to suffer heart failure by bowling the unprecedented score of 277 for the highest individual single-game score of the season.

Transportation Team No. 2 has assumed the role of the Motor Coach boys who were unable to participate regularly. This kind act automatically placed the new Transportation Team in last place, but it promises to be right up with its sister team in the near future. Both the Merchandise Despatch and General Office teams passed the Waukegan City Lines team, former leaders. Also taking a slam at said former leaders, the Mechanical Department boys went into a tie with them. The Road Department still leads the temporarily dormant "livewires" of the Electrical Department.

Five Stars Win Turkeys

Through the courtesy of the department heads, five turkeys were donated as prizes in the final matches for 1927 on December 19. The warriors were divided into classes according to season averages and the "fowl play" was on! When the smoke cleared away, Anthony Jerabek, "Bill" McNanly, C. A. Clarke, H. Beimdick and Johnny Gantor were tightly clutching their prospective Christmas dinners.

At this writing the five leading bowlers for 36 games in order of their rank are: Anthony Jerabek, George O'Flaherty, George Brogan, "Bill" McNanly and L. F. Hoppe. But nothing is taken for granted, as the upsets have proved, and who knows what 1928 has in store for our maple-crashers?

Ouch!

He: "I'm a little stiff from bowling."

She: "Where did you say you were from?"

Why the Pins Don't Last Very Long!



These crews of "huskies" shown above are members of the North Shore Line Bowling League, who recently began their annual bitter but friendly rivalry for the 1927-28 alley title. The top picture, reading from left to right, shows members of the teams representing the Merchandise Despatch Department, the General Office, Mechanical Department and the Waukegan City Lines. The lower picture shows the teams representing the Main Line Trainmen, Electrical Department, Motor Coach Division and Maintenance of Way Department. Transportation team No. 2, which recently replaced the Motor Coach team in the league, was not on hand when these pictures were taken.

Outdoor Volley-ball Stars Of Highwood Get Lessons on Indoor Game From Waukegan

By Albert W. Gerbin

"We have met the enemy and we were sunk!" Historically that statement is a trifle inaccurate, but if you will apply it to describe the outcome of the recent series of volley-ball tussles between an impromptu North Shore Line sextet and the Waukegan Business Men's Team—well, that's just something else again!

An enterprising group of young men from Highwood, inspired perhaps by their prowess upon the outdoor volley-ball court during this last summer and, no doubt, looking for new worlds to conquer, decided to challenge the Waukegan Business Men's Team. This latter aggregation is one of the crack outfits along the North Shore, but our heroes did not happen to be aware of that vital fact at the time.

The details of the ensuing massacre are much too gruesome to depict here. Suffice it to say that our boys struggled nobly, but in vain. Five games were played, the boys from Highwood taking the fifth one. No mention need be made of the other four save that the boys from Highwood did not win them and, as there was but one other team on the floor, it is not hard to conjecture just who did!

The sorrowful sextet from the North Shore Line was composed of Clarence Robinson, Vernor B. Olson, Joseph Kruska, William Roser, Carl Walberg and C. Addington Clarke. In commenting on the battle, Mr. Clarke laid stress upon the fact that the said debacle occurred indoors and hinted that perhaps the efforts of his teammates were hindered by lack of fresh ozone. "At any rate, we do not lust for victory; our chief aim is to develop manhood," he added, impressively.

In Our Library (1202 Edison Building)

By Marie McNamara

The following volumes have recently been received:

Forbes Business Library, a complete business library for executives, in 12 volumes:

Keys to Success, Personal Efficiency—by B. C. Forbes.

Profitable Investing—Fundamentals of the Science of Investing—by John Moody.

Organized Business Knowledge—by Joseph French Johnson.

How to Get the Job You Want—by William L. Fletcher.

Business Fundamentals—by Roger W. Babson.

ALONG THE NORTH SHORE LINE

Auditor of Capital Expenditures

C. A. Clarke
Correspondent

Just after the last HIGHBALL went to press we were favored with a new A. F. E. Ledger Clerk—Harry Borkenhagen, along with a half-dozen smoking, red-hot pipes. But, a short time later, Dame Fortune favored him with a better position and he now holds the title of Rate Clerk at the Highland Park M. D. Accounting office. Congratulations, Harry! Drop in and see us some time—and don't forget the pipe!

Van has decided not to exercise his option reported recently because he is now Captain of the A.F.E. Ledger and has decided to stay with the ship.

Titles of literature now preferred by Dave Nelson, Bert Thompson and Bill Roser: "The Super-Power Era," "Words of Wisdom From the Platform," "Government in Business," "Recreation Center of the Nation," "How to be a Public Speaker in Ten Years," etc.

You can't hold a good man down! One of our worthy co-workers has taken up "Public Speaking as it is Spoke" with all its "ifs" and "ands" and whatnot; namely—Bert Andrew Thompson, Assistant Valuation Accountant. His latest masterpiece is "How to be a Model Husband and Father" with the theory running through it something like this: "Be sociable, be political and last but not least, be civilized!" Anyone caring to hear this great orator thundering out his positive theories and to see him strut his stuff should attend the Public Speaking Class held every Friday evening at 5 o'clock in the Trainmen's Room.—Adv.

George, to Genevieve: "If you must park on the highway, get over on the shoulder!"

Genevieve: "Whose shoulder?"

C. Addington Clark's boyhood days were spent behind puffs of "Slate Cloth" cigarettes. When he has enough "mon" he says he'll start a cigarette factory of his own, selling the "Addington Special." Patents are pending on the following recipe: Take an old dirty discarded slate cloth (which may possibly be found in a country school), trample on it with muddy feet, tear it into strips and place in cigarette papers. His motto—"You'll never smoke another!" (This article submitted by one of the correspondent's scandal reporters.)

Central Stenographic Department

Paul St. Mary
Correspondent

The northeast corner, first floor, of Highwood Office building has been the scene of but few changes since the last HIGHBALL. Yes, Harry's heretofore conspicuous verbosity is missing. Our new neighbor is Estelle Meyer, formerly of the Passenger Accounts Division.

Harold is making progress—he talks to Elaine occasionally and we believe he has even talked to Florence once or twice. But he will become acquainted in time, as witness the case of Harry.

Wally Homan, the collegiate Better Business engineer, continues to progress under the tutelage of Lester Hiram Ball.

"Childhood Days"



Harking back to the days when we were very young, we recall the time when we were our parents' pride and joy. As such we were often slaves, more or less, to the juvenile fashions of the era. There was a time when all children of the male sex were forced by parental ultimatum to follow the style mandate of the child hero of the age—Little Lord Fauntleroy. The Buster Brown period came later.

Now, with that introduction, we can cite a specific instance and prove our case with a picture. The self-conscious little lad shown above is temporarily concentrating on one thought, namely: To watch for the birdie which the enterprising photographer has said may appear at any moment.

One can almost imagine the care with which the proud parents of this bonny chap prepared him for the ordeal. What pride they must have felt when the long curls were being brushed. What joy in adjusting the filigreed vest, collars and cuffs. What effort was expended in getting the flowing tie to stay put!

If you can guess this one, you're pretty good. Today he's very much grown up and employed in the Transportation Department. That's enough. The handsome baby pictured in the last issue was none other than Collector Lloyd C. Bopp in his tender years. Were you able to guess that one?

And the Employment Department has a new stenographer, Helvie Waysanen, of Lake Bluff.

It was refreshing to have Monsieur Al Gerbin drop in on us on a rainy Monday morning. As usual, his bag of tricks contained plenty of wit and repartee, which helped to dispel the inclement weather.

"Settin'?"

Florence, our gifted comedienne, originated this one. Returning to her

desk and noticing that things were strewn around, she remarked: "Someone must have been settin' here."

More Reasons Why We Like Highwood Office

(Continued from last month)

Earl Shultis' faith in musicians.
John King's horseshoe pitching ability.

Henry Cordell's—is it wit?

First Aid classes.

Vacations.

The recreation room.

P. M. Cornes, for his knowledge.

The fine view of Lake Michigan from our window.

Mechanical Department HIGHWOOD SHOPS

William Chalmers
Correspondent

A Scotchman was gazing at the morsel of humanity which had just rendered him an uncle. The infant emitted a series of gurgles. "What is he saying?" asked the proud mother. The Scotchman coughed delicately. "I think," he ventured, "he is saying 'Give Uncle Sandy a drink, mother.'"

Another good man gone wrong! Joe Van Treek, Blacksmith Helper, is now married. We wish you all the luck in the world, Joe, also health, wealth and happiness.

Some issues back there appeared a cartoon picture of Mr. Cordell with a heading "Blankety Blank." The story was that when Henry was returning from a convention he was accused of carrying off one of the blankets of the hotel where he had been staying, but on opening his grips, he was found "not guilty". This month he attended another convention of a similar nature, and the "co-mates" who had framed him the last time went together and bought a blanket to present him—to get square again. Henry says, "They are all good fellows and the blanket is a dandy." If that's the way they treat you, Henry, why not let them accuse you of stealing a Packard?

Most of us have heard of the two Scotchmen who took on a bet to see who could stay under water the longest, and neither of them have been found yet. Well, we have three such fellows with us, namely: C. Vinnedge, E. Belke and C. Lukkik. They are growing mustaches and the first one to shave clean will be the loser. The incident is creating keen interest. Maybe we'll find out more about the truth of evolution?

Most of us believe our tools are of less value as they become older. But that is not the case with a scale that was sold by Berelter to Hickey, who in turn sold it to Pierce, who, still seeing opportunity for business, sold it to his son. On each transaction a profit of five cents was made. You can't beat the Irish!

The North Shore Line Band has recently filled many engagements, and its popularity continues to grow. The cheerfulness of the boys in giving their evenings to these engagements shows the good North Shore spirit, and they are worthy of all the appreciation shown them. On November 7, election of officers was held. The following were chosen to serve for the next twelve months: Director, Earl P. Shultis; President, C. G. Goodsell; Vice-President, C. Bennet; Secretary and Treasurer, W. Chalmers; Librarian, J. King; Custodian, W. Hickey.

The band extends an invitation to all North Shore employees who might be interested in joining. Rehearsals take

ALONG THE NORTH SHORE LINE

place every Monday evening at 5:30 o'clock in the Trainmen's Auditorium, Highwood.

Stores Department

Lydia Garling
Correspondent

Al finally got a hair cut. He waited until he won a bet on the football games. Al must be Scotch.

Young Frank Pearce bought a house recently in Zion. They say he has an application in an orphanage for a couple of young charges. Can it be he's planning to get married or just establishing a children's home?

Russell Johnson, the boy with the flaming hair, is the new Commissary Bill Clerk.

Bee Brand English was a visitor here recently.

Congratulations are in order. Mr. Yohn is the new president of A.E.R.A. Company Section No. 14.

Favorite expressions:

Harold—"What's the odds?"

Al—"Oh! For gosh sakes."

Mel—"In 'Chick-aw-go.'"

Melvin is thinking about joining the opera. He does his practicing in the office.

Concession Department

Annabelle Williams
Correspondent

Elsie Ryan has returned to Racine station after an absence of six weeks due to an attack of appendicitis. Her patrons are very pleased to have her on the job again serving them in her usual cheerful manner.

The entire Concession Department wish to extend their sympathies to Mrs. Klein on account of her recent bereavement. Mrs. Klein's brother, Christ Rein, met with an accident at his work in Kenosha on October 26, which culminated in his death on October 31.

Mrs. Shultis, who is often spoken of as the "mother of the North Shore Line" and holds the position of ticket agent and concession manager at Vine Avenue, recently left for an extended visit with her daughter, who makes her home in St. Petersburg, Florida. During her absence, her position is being filled by Mrs. Strong of Waukegan.

We wish Mrs. Shultis all the good luck there is and we will be glad to see her on her return early in the spring.

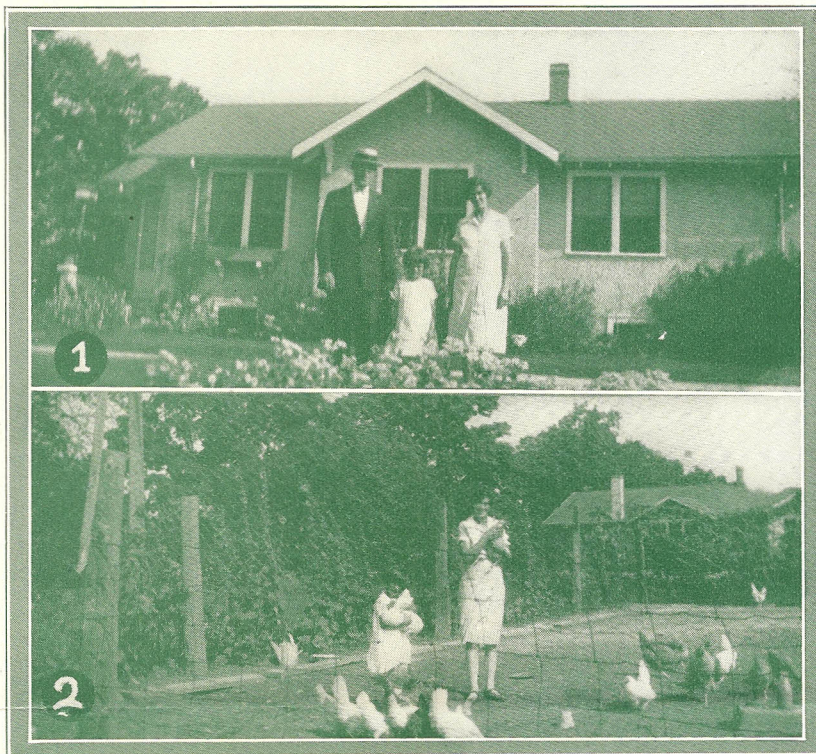
Accounting Department Passenger Accounts Division

Mary Esther Krueger
Correspondent

In stumbling over a box the other day, your correspondent landed in a seat just opposite Mr. Morrison. The latter looked surprised to see me and asked if I had enjoyed my trip. Not recalling having taken any trip lately, I asked, "What trip?" He responded, "Why, your trip over the box!"

Lillian Spor, who has been with the company for four years, has left to make her abode in "Sunny California." We hope she likes it there although we shall certainly miss her. Some of the girls went to her home to play a fare-

"Own Your Own Home"



By C. G. Goodsell
Educational Director

Ernie Boettger, the big machinist who runs the boring mill out in the Highwood shops, is another strong booster for the "Own Your Own Home" idea, as is also his helpmeet.

A little over two years ago Mr. and Mrs. Boettger and their six-year-old daughter, Dorothy, left city life in Chicago and took up residence in this real country home north of Waukegan. Here they have an acre of land, a wonderful five-room bungalow, modern in every detail, a real flock of chickens that lay eggs, and everything else that makes country life really worth while.

If you have any doubt about the advisability of buying a home out in the open, just go out and call on the Boettgers. Take a North Shore Line

local to Beach and walk east about half a mile to North Road. The Boettger home is the third house south. If you happen to lose your bearings, stop at the home of Mrs. Paul Hudson, our company nurse, and she will set you right, as the Hudsons and Boettgers are neighbors.

Picture No. 1 shows the Boettgers and their cozy bungalow, surrounded by flowers and shrubbery during the summer months. In picture No. 2 Mrs. Boettger and Dorothy are making friends with some of their feathered flock. When you can enjoy life this way by owning your own home, why pay rent? Incidentally the Own Your Home Bureau at 72 West Adams Street, Chicago, will help you solve the problems attending purchase or construction of a home. And its service is absolutely free.

well game of 500. Ada did nothing but "set" people all evening, ending up by carrying off the first prize—never mind who got the booty prize!

Your correspondent wishes to state that it is the "bunk" about her having a bunco party as stated somewhere previously. Now Hattie insists she has a prize coming. She says it's down in black and white that she won it. What can you do in a case like that? If someone is demoralizing Hattie by teaching her to shoot craps, it is not I!

Priscilla Conrad told us one day that it was the anniversary of her meeting Harold and they were going to see the "Desert Song" to celebrate. The next day she came to the office with a dia-

mond ring on the second finger of her left hand. Harold Fossum of Winnetka is the lucky man.

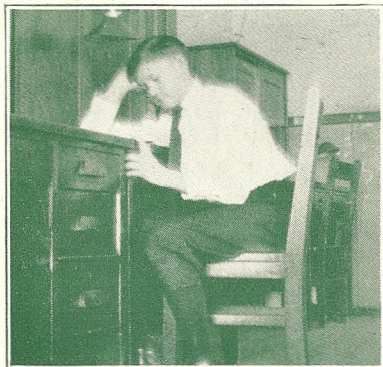
We have several more new girls in the office, namely: Rose English, (yes she is Bee's sister), Ruth Johnson of Waukegan and Angeline Garritty of Deerfield.

Marion: "Say Carl, there's something wrong here. What shall I do?"
Carl, (after looking over the report): "Find your mistake!"

Ed Lindroth was trying to "gyp" a Waukegan City Lines conductor out of a fare the other night. He handed the

ALONG THE NORTH SHORE LINE

conductor a dime and the latter gave him back a nickel and five pennies. Instead of dropping six cents in the box Ed dropped it all in his pocket. The conductor, however, called "Lindy" back and relieved him of the six pesos. Moral: You may as well pay first as last.



Do you recognize this young fellow? He looks studious does he not? We wonder if George Lawrence (commonly known as "Dutch") recognizes himself, as this view was taken some years ago. Where did we get it? Ah, that's a deep, dark secret.

Accounting Department Disbursement Accounts Division

Ada Mae Helfer
Correspondent

The football season is still in full swing around Highwood. Although the competition is slightly stronger this year, the Payroll department athletes were still in the lead at this writing. We lost a valuable man in "Al" Gerbin, who was transferred to Chicago, but his place on the team is being filled by "Vic" Walulis. This department has beaten such teams as Ray Cote's "Flashes," to the tune of 18-0, Lindy's "Airplanes," 12-0, and Dave Meyer's "Midgets," 6-0.

Sigrid Thompson has resigned her position with us and we are certainly sorry to see her leave. No, she didn't get married! Florence Martini is taking her place and Alice Bergdahl is filling the vacancy left by Florence.

Artemeze Irons surprised this office when she took unto herself a partner for life. I believe you all know the lucky man, William Rogers, of the Transportation Department. We wish them the very best of luck.

Frankie Grum has a new sweater. This is not very much news around Highwood as the sweater is so loud it speaks for itself. Anyway, there was a lot of discussion as to the way Frankie acquired the sweater and just what the letters—"K of L" mean. No, Frank is not advertising a new brand of B.V.D.'s, nor is he a walking "ad" for some hosiery company. The letters merely mean "Knights of Lithuania." The "K of L" baseball team won the north shore championship and the Waukegan City championship this season, and as Frankie was the official scorekeeper, he won a prize, which makes him a walking delegate for the "Sandwich Men's Union." I forgot to mention that the colors are a bright orange and black.

We owe our apologies to Hattie Boehm and Esther Krueger for our

item in last month's issue, because Hattie does not play "Bunko" and Esther did not have a party. So, Hattie and Esther, we beg your pardon—but invite us to the next affair so we can get the news straight.

Mr. Coatsworth from the Main Office recently made his yearly visit here. Yes, he looks as young as ever!

Luella Klann has recently joined our ranks. She fills the position left by "Artie" Irons as comptometer operator.

Pearl Hayes is also a new member in our force, filling the vacancy left by Alice Bergdahl, who was promoted.

Stanley Cretan bought a new Chevrolet coupe during the summer. Now Stanley has been complaining that his battery seems to be run down all the time. The only advice we can give to Stanley is not to keep his lights on every night when he parks his car at a certain young lady's home, near the night school in Waukegan.

Roy Gabrielsen again made a trip to North Dakota. This time he had more luck than on his previous trip as he brought his car back without any serious mishaps. Last trip he turned over in a ditch near Fargo, but this time he succeeded in bringing the car home as sound as a whistle. It has been rumored he went to visit his girl who lives in North Dakota, but as he said nothing about her and as he was gone only a week, we believe he failed in his attempt.

Mr. O'Toole and "Mike" Boyer played horse-shoes with "Bob" Keefe and "Chris" Hamelink. "Bob" and "Chris" came in rather quiet that afternoon. The score was 21-0, and we wonder in whose favor it was. From what we hear now, Mr. O'Toole and "Mike" don't choose to play. They have a good excuse—it is too cold—but never mind, that is not all there is to it.

We understand "Bill" Kapheim has been having a run for his money. We think this should be taken up with Mr. Ball or his new employee will soon have grey hair. But "Billy," we think, will understand "Variety is the Spice of Life."

Excitement! Ask Ray Cote and Hector Thomas why they suddenly started to park in the smoker on the train coming to work—merely for a few good pointers! Now, Ray and Hector may not approve of this, but they have been caught in the act. There is no way out. Never mind, boys, there are a lot of married men who would follow your example if they were not watched so closely.

This department sure feels quite proud to think that its employees have been lucky to win about 30 per cent of the prize money given for Better Business tips.

Transportation Department MILWAUKEE DIVISION

M. J. Sullivan
Correspondent

The Main Line Trainmen's Safety League held its meeting recently at the Trainmen's Auditorium in the Milwaukee Terminal. After the meeting was called to order, the minutes read and suggestions offered, W. H. Burke introduced our new General Manager, John R. Blackhall, who greeted the men with a brief but interesting talk. Mr. Oliver then flashed a few "movies" which were taken at the North Shore picnic.

At the evening meeting, L. H. Ball made announcements of award winners in the Better Business Campaign and spoke briefly on the subject. A. G. Schwefel was the principal speaker of the evening, giving a detailed and extremely interesting address on "Our

Clearing the Track After a "Heavy One"



The scenery may have changed a little with the years, but with that exception, the above picture might have been taken any recent winter when snow was plentiful. The fact is, however, it was taken more than 20 years ago, when trains were compelled to fight the snow drifts with less efficient equipment than is available nowadays. The scene is at Racine in 1906 and old motor car number 130 is "bucking the beautiful," as the photographer, Marshall of Racine, titled it.

This picturesque photograph of a North Shore winter is part of William ("Red") Scott's collection which he shows to his friends in his home in Calgary, Canada. "Red" is a popular old-time conductor of the North Shore Line and is recalled as one of the best known men of his time. The picture was loaned to Motorman William Ludwig and delivered to the HIGHBALL by Conductor George Stokes.

ALONG THE NORTH SHORE LINE

Government." Mr. Simons gave a short address on operation and its various requisites after which Mr. Burke spoke on the operation of trains over the viaducts and intersections.

The Milwaukee City Lines Men's Safety League held a meeting recently at Harrison Street station. Practically a 100 per cent attendance was present to meet our new General Manager, John R. Blackhall, who was introduced by W. H. Burke. Addresses were given by T. C. Finnell, L. H. Ball, J. W. Oliver, Mr. Blackhall and Mr. Burke.

When anyone is in need of change they can be supplied by asking Conductor Shortal of the Milwaukee City Lines. He doesn't mind it a bit when a passenger boards the car and hands him a half dollar. He might gladly hand back 45 pennies and a nickel. If in doubt, ask the policeman, Charlie!

Returning home from a nocturnal outing recently, Meyers and Swift had engine trouble. This occurred in the vicinity of Mr. Queenan's home. Thinking they would receive assistance, Mr. Meyers rang the bell at Queenan's. After he had rung for sometime a window was opened above him and a lady asked, "What is it, please?" Does Mr. Queenan live here," came from below. "Yes, yes," was the reply, "just leave him on that bench, I'll take care of him."

Heard at Roman's

Stickels—"Say, Roman, I saw you looking in Browning-King's window yesterday. Thinking of buying a suit?"

Roman—"No. Just looking. The only thing that fits me—ready made—is a handkerchief."

"You're in bad shape, Roman!"

Ryan: "You've been out with homeier fellows than I, haven't you?"

Rose: (No answer.)

Ryan: (Repeating question.)

Rose: "I was just trying to think."

Our Mr. Johnson is certainly a most courteous and helpful gentleman—especially in assisting motorists to find parking space.

It is rumored that the Milwaukee City Trainmen have secretly organized a football squad, and it was only through the greatest confidence that we were able to secure the line-up as they expect to play in a league all their own. Here it is:

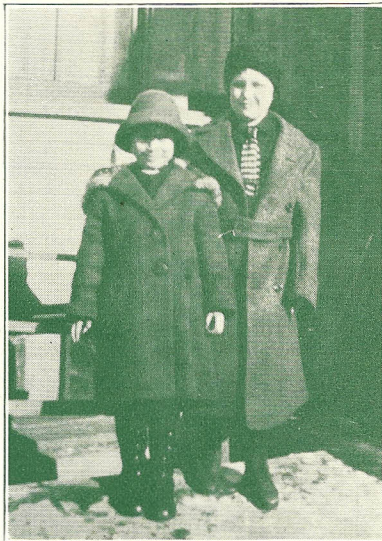
L. E.	Larke
L. T.	Kornicke
L. G.	Clark
C.	Momblow
R. G.	Ortman
R. T.	Swift
R. E.	Byrne
Q. B.	McMahon (Capt.)
Last Half	Shortal
R. H.	Leadley
F. B.	Maxwell
Water Boy	Queenan
"Sponge"	Stickels
Towel Boy	Davis

We're afraid it'll be all downs and no yards to go in their next game!

It looks as though some of the city trainmen are aspiring to swim the channel, the way they've been training at Fifth and Hayes. Swift is likely to be the most apt pupil that this country will turn out, but he has a close second in Fisher.

If there's any invention out that can supply Earl Clark, Harrison Street M. D. Cashier, with gas about 4 o'clock in the morning, somewhere between Milwaukee and Kenosha, don't hesitate in showing it to him, because he would gladly take one, or maybe two, at any price. It would be so much cheaper than shoe leather and would help his cause considerably during the winter months.

"Let It Snow!"



Preparedness for emergencies is the constant watchword of North Shore Line employees. Is it any wonder then that the youthful progeny of Conductor E. J. Whiting take after the "old man?" Here we find them all set for the chilling blasts and heavy snows of winter.

Brrr—that's a chilly picture we are trying to paint for you. In fact our imagination is so realistic that we find icicles on the elbows of our vest. But Eunice and Edwin Whiting are smilingly undaunted by our pre-arctic forecasts.

Well, their daddy, being the "Dean of North Shore Line Conductors," has been through many a frigid winter along the right-of-way and it has left his cheerfulness unchilled. So we deduct, from the cheerful smiles of these two, that they are true "chips off the old block."

"Ted" Gnevo, (pronounced Na-vo, Spanish-like), was recently wearing a heavy bandage on his right hand due to a catastrophe in the Milwaukee Traffic Office. As a usual practice, after smoothing his luxurious locks, Ted indulges in a copious draught of water. One day, on finding the ice water far from being cold, he inadvertently placed his hand in the ice receptacle whereupon he emitted a loud wail of distress. Upon investigation it was found that a large fish was swimming around in the ice tank and had bitten Ted's hand (probably thinking it was an artificial minnow), and almost needless to mention, the Gnevo family enjoyed a wonderful fish-fry. Ted is now pondering over the problem as to where the fish came from. Did it "grow up" from a piece of ice or did someone put it there—that's the question?

Some time ago, mention was made regarding J. Eddie Stemper and J. Freddy Wallner attending the Milwaukee burlesque shows, and at that time all agreed that it was shocking

that two young innocent boys (especially Freddy) would go wrong in such a manner. Eddie is now making more progress than John, inasmuch as he is proudly displaying a picture of one of these wily burlesque damsels, which is labeled "To Eddie, from Jerry." "Jerry" must like the marcel in Eddie's hair.

Now that winter has arrived, we suppose John and Eddie have hauled forth their hair reefers. We only hope that the moths beat them to it. John didn't wear his door mat to Evanston, but, of course, that wasn't a collegiate affair.

The crowds passing the Security Building during the noon hour are having extreme difficulty due to the large crowd of girls that gathers there daily. It's all caused by John Wallner who persists in draping himself against the building, in order that members of the feminine sex might have a treat by glimpsing him attired in his "Hollywood make-up." If the crowd gets much larger, people will think that "Lindy" is here again.

Wanted at Notre Dame

Two vagabonds who smashed through the lines (ticket booths, you understand), in the Minnesota game. It's tough to be broke but it sure must have been an inspiration to sit on the 50-yard line on the strength of it.

High Finance

Eddie (at lunch time): "John, have ya got any money?"

John (much perturbed): "How much d'ya want?"

Eddie: "I need a dime."

John: "All I got is eight cents."

The North Shore Line was represented at the dinner dance of the Milwaukee Traffic Club at the Hotel Pfister by Frank Burkard, Harry Carlton Elliott and Pat Miles. Frank was the anchor man of the quartet but their carol didn't sound so good because Frank's voice blared forth in full round tones "Sweet Adeline" and the other three voices chirruped "Till We Meet Again." It sounded like two stations on the same dial setting.

Harry, of course, was attired in full evening regalia, but he arrived late, as usual, and was engaged in dripping soup over his shirt front while everybody else had practically completed their dessert.

We surmise that the old Hupmobile was at fault again or else Harry couldn't find his dress collar button. However, we have it from reliable authority that Harry dressed in haste and had on a pair of checked socks, which did not meet the approval of the young lady accompanying him. So she compelled Harry to purchase a pair of black ones and Harry did the lightning change act on the way to Milwaukee while the young lady drove the car.

Robert Leroy Peters, of the Milwaukee Claim Department, has traded his large black Essex coach for a Chevrolet coupe. Pat Miles says that Pete has the right idea. We haven't heard Miss Ragesdale's comment as yet. It will likely be in the next issue.

It is said that "Pete" is having much difficulty in numerous affairs of the heart because so many of the fair sex demand his presence at the same time. Be careful, "Pete," because, even though we realize you are a good lawyer, these breach of promise suits pop up over night. Might we suggest that you write Beatrice Fairfax for a solution to your problem?

What's become of the guy that said, "Open the door, Al's coming?"

ALONG THE NORTH SHORE LINE

Girls aren't vain, not much! We're quite fortunate at Milwaukee in having a "Lindbergh Bob," which can really be characterized as "cute." We've noticed it seems to hold an exceptional attraction for our little "Sammy" boy at the terminal. He passes so many compliments to "Lindy" that the other morning she was five minutes late trying to find the tie to match her dress which "Sammy" admired so ardently several days previous.

Gertrude Puhlman, Telephone Operator at Milwaukee Terminal, has been traveling to Chicago so frequently of late that we have asked Ticket Agent Taft to investigate and find out the reason.

Maintenance of Way Department

Frank E. Cox,
Correspondent

After spending a most strenuous summer building industrial tracks on the Skokie Valley Line, Merle Young, south end Roadmaster, recently decided to take a well-earned rest. Merle started out, intending to make an extensive tour of the East coast, but the weather man put a jinx on the trip.

Our hero wanted a rest and he decided that excavating his car out of three-foot snow drifts did not come under the heading of recreation. Hence, after freezing in the mountains and swimming in the valleys, he turned the nose of his ramblor towards the setting sun and limped into his front yard after a detour of 10 days.

During his absence the Herculean duties of roadmaster were manfully carried on by Rudolph "DePalma" Pavelich, aided and abetted by Charles Casarano.

We are pleased to announce that our "Big Chief," F. J. Kramer, recently recovered from his mid-winter illness with no bad after effects and is back on the job with characteristic vim, vigor and what-have-you!

Incidentally we deem it expedient to add that his return to the fold was accomplished on pay-day, just a few minutes before the checks were dispersed. He claims it was a coincidence and, while it may be bad policy to disagree with the boss, it seems to us like uncanny foresight.

D. H. Howard, former Engineer of Construction, has left the North Shore Line and is now, we understand, assisting the Chicago, Aurora & Elgin Railroad. Mr. Howard's distinctive humor and cheerful smile are greatly missed at the Highwood office.

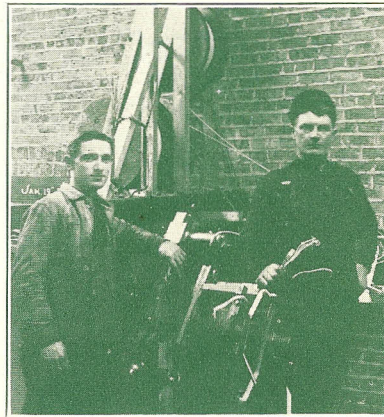
Mr. Holabird has also left the North Shore Line for other fields of industry. That most handsome trio, Oleson, Justus and Mason, now grace the Maintenance of Way forces.

"Big Jack" Millitich, Bridge Carpenter, suffered a painful injury when a flash from the third rail burned his arm severely while he was working on a bridge on the Niles Center line. Mr. Elfstrom rushed him to the hospital for treatment and Jack is on the job again as well as ever.

We heard later that, while at the hospital, Phil Elfstrom asked the doctor for a little stimulant, as the accident had been quite a shock to him and his nerves were in bad shape. The pitiful appeal, however, met with no response from the stony-hearted "medic."

Members of our office, who had been in the habit of setting their timepieces by the morning arrival of the punctual

"Who's Who?"



Impenetrable mystery shrouds the identity of the gentlemen pictured above. Despite the fact that they are members of the North Shore Line family, they are catalogued in that class of unknowns who often as individuals achieve a certain amount of fame. For instance, these fellows at the time this picture was taken probably never surmised that some day their features would be scanned by the wide circle of HIGHBALL readers who are trying to identify them.

However, such is the case. Whoever it was that sent this picture was forced to confess ignorance of their names. And we don't know either! So it's up to you, gentle reader, to enlighten the world.

Readers everywhere are crying for their identity to be revealed. Who are these unknown shopmen of the Highwood shops? The solution of this mystery is demanded in the name of suffering humanity. The world is impatiently waiting for the clouds of anonymity to be pushed aside and the sun of revelation enabled to shine through. Won't some kind person relieve this shadow of uncertainty? It's an opportunity that comes once in a lifetime. Insure yourself a place in history!

Mr. Fitzgerald, Signal Supervisor, were nonplussed one day recently when he failed to appear. It later developed that Mrs. Fitzgerald had suddenly been taken very ill and was threatened with pneumonia. We are glad to report that, after a period of careful nursing and rest, Mrs. Fitzgerald has completely recovered.

Our Hunters Are Loose Again

With the opening of the hunting season several of our sportsmen took down their muzzle-loaders, oiled them a little and went forth to bring home the bacon, or any other form of live stock unwary enough to pass in front of their artillery.

Mr. Elfstrom went downstate and returned with about 12 ducks and one goose. His explanation of his bagging of the goose, while out duck hunting, was that the unlucky fowl flew between his gun and a duck at which the gun was pointing at the time of the tragedy.

C. B. Willison, in charge of the south end signal gang, took a day off and wrought great havoc among the bunnies just west of Racine. Clyde shot so many rabbits that a special session of the Wisconsin State Legislature was seriously considered to pass a law prohibiting him from going hunting again until next year.

Ralph Harrison, Signal Maintainer on the Shore Line, also went out for some rabbits. We didn't get the number of the deceased but his menu for the next day read: Breakfast, fried rabbit; lunch, bunny stew; dinner, roast rabbit. After that it was rabbit a la king.

"Bill" Miller Meets the Judge

While we were all greatly distressed but not surprised when Ted Horatio Fincutter ran afoul of the police department and was "jugged" for a few hours recently, yet the detainment of peaceful, little "Billy" Miller, our artistic sign painter, by the formidable police of Racine was a great shock to us.

We have great respect for the mild-mannered Mr. Miller and at first we could not credit the story. But it was all too true and, had it not been for certain financial adjustments, he might even now be cracking rocks or painting the well-known gray prison walls, or whatever incarcerated sign painters have to do.

William was ambling merrily along in the old Dodge truck, laden with ropes, ladders, paint and so on, with the artistically decorated paint spray clattering along in the rear. He was observing all known traffic regulations and, when a cop rolled alongside, "Bill" thought he was going to ask for a match. But the officer asked to see the license plates for the caravan. Greatly surprised, "Bill" clambered out and made a careful survey, which netted one plate, very well obscured on the rear of the truck.

The amiable officer demanded about three more for the two vehicles. William patiently explained that the lack of the other plate for the truck was due, no doubt, to a lack of foresight on the part of the Secretary of State and that he was hauling no trailer but that the paint spray outfit had been hooked on by mistake and was just dragging along. William offered to drop the whole affair if the officer was willing but the latter merely told him to meet him at the judge's chambers in the morning and they would discuss it further.

Hence, we find Mr. Miller, reinforced by the doughty Otto Lawrentz, Painter Foreman, in court the next morning. A brief consultation evolved the payment of a little fine. Incidentally this little donation netted the alert officer two roubles, which may explain the latter's reluctance to listen to Mr. Miller's most logical and forceful arguments!

Carl Walberg suffered the misfortune of slightly spraining his ankle on the volley-ball court recently. He referred to it as a minor subcutaneous abrasion but the fact remains that the volley-ball team was deprived of the services of one its brightest stars until the aforesaid whad'y'allit abrasion healed.

W. G. Fitzgerald, "Super-Sheik" McKay and Ye Scribe went down to see the recent Radio Show at the Coliseum. "Mac" became separated from the party the first 10 minutes. This was a great disappointment to us as we had expected that electrical wizard to give us one of his inspiring and illuminating lectures on the latest whatnots of the radio world. A dragnet thrown out revealed the missing professor deep in the interior of a console model endeavoring to discover a method of removing static painlessly.

ALONG THE NORTH SHORE LINE

Chicago Division

**Jack Searle
Correspondent**

Dear Friends:—

To all of you, members of this great North Shore Line family, who have read our foolish prattle and, perhaps, have smiled a bit over the antics of the boys in the Chicago Division generally and at Adams and Wabash in particular, speaking for the whole crew, I want to extend to you the compliments of this happy season and also thank those of you who have assisted in furnishing choice leads for our column news.

Very sincerely,

"Jack."

A Short Travel Talk

Old Man Kindle: "Well, when I was in London, there was quite a celebration going on. They built a great building there, covering a whole city square, and completed it in just 21 days."

Dusty Rhoades: "Why, when I was in New York, a well-known contractor advertised that he would finish a downtown skyscraper in 10 days, and then he turned around and did it in seven."

General Hickey: "My, my! I can see you boys haven't been around much. Why, when I was in the 'L' train just YESTERDAY morning, coming downtown, I noticed that some workmen had started excavating to lay the foundation for a 30-story building. I thought no more about it until I passed on my way home last night, and would you believe it, they were already throwing the dead-beats out for not paying their rent!"

"Steve" Returns to the Fold

Signal Engineer Stephenson, of "Barnacles-on-the-neck" fame, returned home from a trip "down East" just as this issue was going to—er—press, and dashing up madly, he greeted us:

"Hello, fellows, I've just come in from Pittsburgh; here, have a cigar."

"A—cigar?" said we, raising our eyebrows.

"Yes," echoed Steve, blushing furiously, "smoke it 15 minutes a day and in 30 years you will have the equivalent of a college education. It tastes like candy and makes you feel years younger."

"Steve," says I, just like that, "If you'll promise me that it will cure fallen arches, gallopin' dandruff, the seven-year itch and the hebejeebies, I'll smoke the darn thing!"

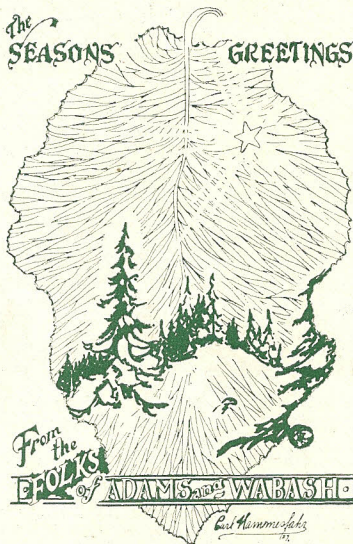
"What a man!" sighed Steve. "But go ahead and smoke the darn thing. I'll stand back while you light it."

Well, I lit a match and as I touched it to the cigar, Steve streaked it for the steps, so I thought maybe I'd better not experiment with it. But, after all, the cigar did not explode—no—I didn't light it!

Oh! These Portable Auditors!

There is a rumor going around a out Walter Jeppe, our "wild and woolly" portable auditor. I fear they are holding out some of the details on me, but from what I've heard, it seems that "Wally" called Sheldrake 9600 and asked for the commissary department. When a man lifted the receiver at the other end and announced "Commissary," Walter commenced to read off a list of the things that he wanted sent down to Wilson Avenue. The fellow at the other end seemed to be puzzled as to what it was all about. After about five minutes, during which they did not get anywhere, "Wally" impatiently demanded: "Say how long have you held that job you've got?" "Four years," was the cold but dignified reply.

"What!" howled our hero, "Do you mean to tell me that you have worked for the North Shore Line for four years?" "Oh, no! This is the Sherman Hotel." ("Wally" is recuperating and will be out in a week or so now.)



Our genial Conductor Harry Ford, who has been in the service for about 18 years, just recently entered the dining car service. Now another old-timer, Mike Rutkowski, is threatening to bump Harry out into the cold and get in on that hot coffee himself.

If these boys were to switch that way I'm thinking that there would be plenty of the "Old Ned" raised by the passenger friends that each of them have made in large numbers. But I guess there's no immediate cause for excitement, anyway.

The Scribe Replies

Dear Editor:—

The Gang here is now going around circulating the following story about

my Spanish girl friend and myself, and if any of them mention it to you, please accept it with the proverbial "grain of salt."

This is Archie's version of it, but it is characteristic of the rest: "Jack's little friend was telling one of the girls here in the station about how Jack had been explaining to her the different plays used in baseball. She finished up by saying: 'But when I asked him about the 'squeeze play' I think he put something over on me!'"

No doubt, the boys mean well, but it ain't right, and anyway I still claim that her house has the most comfortable front hall I was ever thrown out of! We do not choose to—I mean. Sincerely yours, "Jack."

P. S.—I call her "Grapefruit," because when I squeezed her she hit me in the eye.

Miss Williams is Rewarded

Who says that our supervisors don't practice what they preach?

Annabelle Williams was standing at the counter in the Kenosha station giving instructions to one of her girls, when an old man came along who evidently didn't approve of a certain amendment. He very unsteadily dropped a dollar bill which he did not notice. Miss Williams picked it up and gave it to him. His thanks were sincere and he, with great dignity, tore it in two and shared the bill with her!

Miss Williams blushed prettily but hasn't told us yet what she did with her half!

"Just Around the Corner"

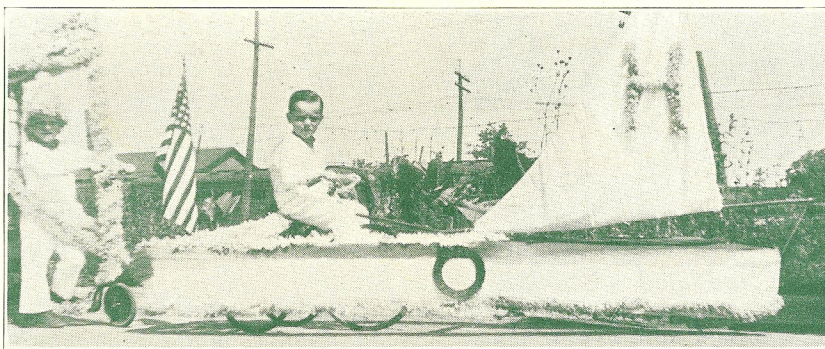
Information Artist (Outing and Recreation Bureau): "Something I can do for you, sir?"

Inquirer (waving both arms in the air wildly): "I mova da house justa one week ago. Dey no coma to pushem up da light. Watsa mat, watsa mat? My wife, she no like cooka da spaget in da dark: my babies dey cry."

Information Artist (pointing to Electric Application Department in the next room): "Just around the corner into the next room, please."

Note: Walt Neilsen's wife started to ask him where something was the other night and before she said any more than "where?" he replied: "Just around the corner to your right, madam!"

Youthful Mariners of Highwood



When the good ship "H," manned by the Muzik brothers—Robert and James—went sailing down the streets of Highwood recently as part of the Highwood Day parade, the landsmen spectators on the sidelines cast many an envious glance at the handsome,

young seafaring gentlemen comprising the crew.

The dashing tars, sons of Conductor and Mrs. Paul Muzik, made such an impression on the judges that they were awarded third prize for their smart little float. This picture was forwarded by Hazel Burbank, Transportation Department correspondent.