

### Save Human Lives

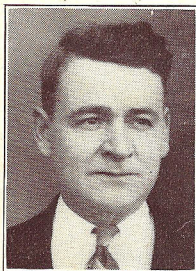
#### Two North Shore Line Men Awarded Britton I. Budd Medal for Heroism

The Britton I. Budd Medal for the Saving of Human Life was awarded to two employees of the North Shore Line at the First Aid and Safety Banquet, held in the grand ballroom of the Palmer House on February 23 in honor of First Aid graduates of the North Shore Line and the three associated electric transportation companies.

#### Saves Two from Asphyxiation

The men whose heroic actions brought them official recognition and honor were Lawrence Bentley of Lake Forest, Ill., and Emmett McShane of Waukegan, Ill. Both are employed in the Electrical Department of the North Shore Line. Their citations follow:

LAWRENCE BENTLEY saved the lives of Julius Bandmann and Claude Van Laningham, both employees of the North Shore Gas Company, on October 16, 1927, at Lake Bluff, Ill. The two men were overcome by gas while working in a gas regulator vault. Mr. Bentley, upon seeing the men being taken unconscious and apparently lifeless from the vault, alighted from a North Shore Line train and rushed to the scene. He immediately applied the Schaefer prone pressure method of resuscitation to one of the men and directed its use upon the other man, with successful results in both cases.



Lawrence Bentley

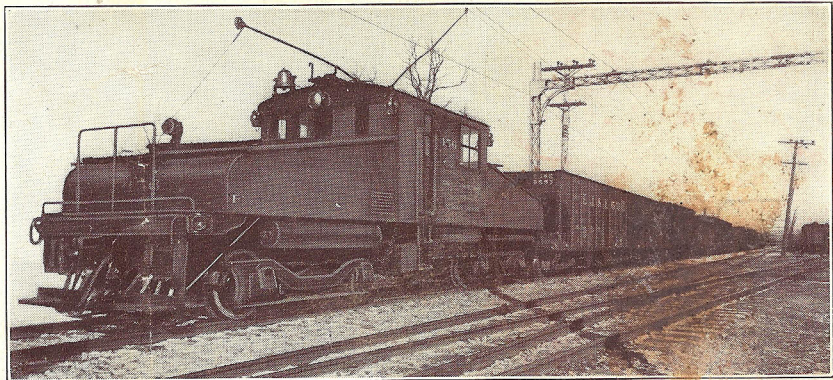
#### Revives Man After Shock

EMMETT McSHANE saved the life of Orville C. Badger, 337 Home avenue, Oak Park, Ill., on November 28, 1927, at Substation No. 4 of the North Shore Line near Fort Sheridan, Ill. Mr. Badger, while inspecting the roof of the substation, came into contact with a 33,000-volt line. The shock rendered him unconscious and caused paralysis of respiration. Mr. McShane, who was nearby, climbed to the roof of the substation, where he found Mr. Badger lying in water and apparently dead. After placing the body on the cement coping, with the assistance of other North Shore Line employees, Mr. McShane applied the Schaefer prone pressure method



Emmett McShane

### New Electric Locomotives Now in Service



Facilities of the North Shore Line for handling carload freight business have been greatly increased with the placing in service of two additional electric locomotives of a new type specially constructed for the "Road of Service." The picture shows one of them in service on the main line.

The feature of these locomotives is their double source of power—trolley and storage battery. The trolley is used on the main line and all other trackage where overhead power connections are afforded. Use of the storage battery for moving freight on industrial sidings and switch tracks without trolley connections greatly increases the flexibility of operation. An economical feature of these locomotives is the fact that the storage bat-

teries are recharged from the trolley while the locomotives are in service on the main line.

Each of the locomotives weighs 65 tons. They are each equipped with four 205-horsepower motors and a battery of 192 cells, rating 600 ampere hours and capable of delivering 260 kilowatt hours on one charge. Operating on the battery alone, one locomotive can haul 33 loaded freight cars a distance of five and a quarter miles at a speed of 12 miles an hour on one charge. With a light load each locomotive can run on the battery at a speed of 20 miles an hour.

These new locomotives furnish North Shore Line folks a new "selling point" in developing new business for the "Road of Service."

of resuscitation and succeeded in reviving Mr. Badger.

#### Others Are Commended

Special letters of commendation from Mr. Budd were given John Nordby and James Binney of the Electrical Department, who assisted Mr. McShane in rendering First Aid treatment to Mr. Badger. Mr. Nordby, Mr. Binney, D. A. Cameron of the Electrical Department, and Arthur Gerber, Jr., of the Engineering Department, the latter two of whom also assisted in the case, received letters of commendation from Dr. Hart E. Fisher, Chief Surgeon.

The citations were read by George R. Jones, Vice-President of the Public Service Company of Northern Illinois and Chairman of the Committee on Awards. Presentation of the medals was made on behalf of President Budd by Bernard J. Fallon, Vice-President in charge of operation of the four transportation companies.

#### Another Question

Pat was brought to court for questioning in connection with an automobile accident at a railroad crossing.

"Did you wave the red lamp?" he was asked.

"I sure did," answered Pat.

The next day he told his friend, "It's a good thing for me that he didn't ask if the lamp was lighted."

### North Shore Line Sends Five Representatives to State Utilities Convention

Public utilities of practically all cities and villages in the state were represented at the eighth annual joint convention of the Illinois Gas Association, Illinois State Electric Association and the Illinois Electric Railway Association, held at Springfield, May 14-15. More than a thousand delegates were in attendance.

The North Shore Line was represented by a delegation of five officials and members of the supervisory force. C. Edward Thorney, Assistant to the Vice-President in charge of public relations, spoke before the gathering during one of the sessions on "Developing Sales Instinct Among Employees." Others who attended were: J. R. Blackhall, General Manager; F. J. Kramer, Engineer Maintenance of Way; C. K. Thomas, Division Superintendent, Transportation Department, and H. C. Cordell, Master Mechanic.

Faster electric railway schedules, gas-operated refrigerators, long distance transmission of gas for small communities, rural electrification, superpower, traffic congestion and motor coaches were a few of the subjects discussed.

#### Getting There

The easiest way to get to the top is to go to the bottom of things.



## Five Teams Start 1928 Better Business Drive With Perfect Scores

### Campaign Gains Momentum as "Go-Getters" Begin to Forward Tips

Making an early start towards putting the North Shore Line over the top for another record year, five departmental teams scored 100 per cent in their January and February campaigning for the 1928 Better Business drive.

Reports from the office of Secretary L. H. Ball show that, during the two-month period, North Shore Line boosters responded to the call for more tips with a grand total of 5,247 new business suggestions.

The departments having a perfect record are: Freight Accounts, Passenger Accounts, Disbursement Accounts, Highwood Office and Stores Department. This quintet were racing down the home stretch as the first quarter of 1928 drew to a close, and individual members of these aggregations will probably cut in heavily in the initial quarterly awards.

#### Announce Special Prizes

To stimulate interest in the excellent opportunity for more business offered by the 25-ride bearer ticket books, the Better Business Committee hung up four special prizes for "go-getters" who turned in the largest number of tips resulting in sales of these books during the first quarter. The four special awards total \$100, apportioned in \$50, \$25, \$15 and \$10 shares. The 25-ride book has numerous advantages for the customer, representing a saving of from 31 to 54 per cent over the one-way ticket fare. It shouldn't be difficult to convince your friends of an opportunity to save money!

#### Many Service Features

Through the inter-line ticket arrangement with steam railroads, another forcible sales argument is furnished North Shore Line folks whereby they can increase their Better Business credits. Special winter tourist rates to points over the country are still in effect, with return dates as late as June 15. These special rates effect remarkable savings for persons contemplating trips for any purpose to points in the south and west. A complete list of these transportation bargains from all points on the North Shore Line can be secured from the Better Business Office.

Many other special offers in long and short trip passenger transportation rates have been arranged for the advantage of business getters. These, along with the regular North Shore Line service features, enable the business scout to present talking points that count when "selling" the "Road of Service" to friends.

#### GOOD INDICATION

"Did you fill your date last night?"  
"I hope so; she ate everything in sight."

## "Own Your Own Home"



By C. G. Goodsell  
Educational Director

This month we are showing the brand new home of Motorman and Mrs. R. H. Herwig, at 716 Arthur Avenue, Racine. This is one of the finest little homes we have had the privilege of photographing to date. It has eight rooms, bath and a breakfast alcove that would make anybody want to get up in time for breakfast.

Oh yes! We must not forget the big attic at the rear of the second floor where this fine quartet of boys can play on rainy days. If they get tired of the attic the basement is almost as attractive a place to play.

Oak is prevalent throughout, from the doors to the woodwork, and a Tiffany finish certainly "sets off" the en-

semble in wonderful style. Laundry tubs in the basement lighten the washing burden. The finest of plumbing and an electrical refrigerator in the kitchen leave nothing to be desired.

Motorman Herwig says that the general arrangement of the house is based, largely, on the ideas of Mrs. Herwig. That, we assume, explains why everything appears to be just right! Incidentally, they also own the vacant lot next door, which is 40 by 136 feet, and upon which they hope some day to build a two-flat building. An enterprising idea which is very commendable!

If you are contemplating becoming a home owner, get in touch with the Own Your Own Home Bureau, 72 West Adams St., Chicago, and receive excellent advice free of charge.

## Five Teams Over Top in Better Business Drive

Five teams recorded 100 per cent scores during the February campaigning in the 1928 Better Business Campaign. And these are the same aggregations which came through with perfect scores during January. A little more effort, perhaps, would pull up the other departments to where they could share the top honors. Here are the February standings of the 10 highest teams:

Freight Accounts .....	100
Passenger Accounts .....	100
Disbursements Accounts .....	100
Highwood Office .....	100
Stores .....	100
Capital Expenditures .....	44
Merchandise Despatch .....	26
Ticket Agents .....	25
Waukegan City Lines .....	10
Maintenance of Way .....	7

The time for the quarterly awards is at hand. All employees are entitled to a slice of the prize melon—providing they earn it. Why not make every day a tip day?

## "Roll of Honor"

Motorman Frank Schmidt is commended for vigilance and quick action in detecting and promptly taking care of an intoxicated man who was injured when he fell from a station platform on to the tracks.

Station Agent Peter Sorenson is commended by George H. Wallace of Racine for his courtesy and assistance in recovering a small hand bag lost on a train.

Conductor U. S. Kiehl and Agent William J. Shea are commended by P. P. Mitchell of Chicago for their courtesy in giving directions as to how to reach a certain point with which Mr. Mitchell was not familiar.

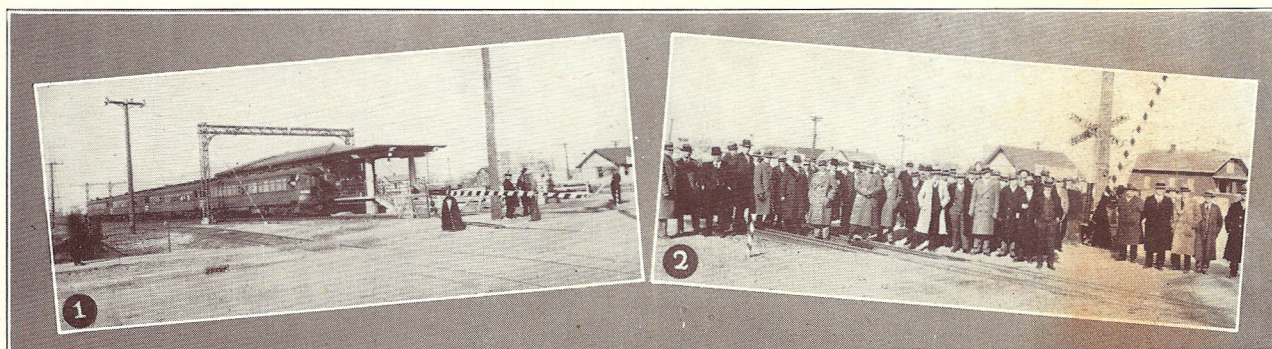
Tractor Driver J. Hoagland and Fred Schreiber, helper, are commended by Gerald S. Cooper of Kenosha for their courtesy in explaining and answering questions regarding the new freight trailers in which Mr. Cooper is interested.

Agents A. Stelman and M. Schramm are commended by Margaret D. Mason for assistance given in helping forward an important shipment consigned to the Great Lakes Naval Training Station.

Collector J. Schmidt is commended by Vista A. Shoosmith for his courtesy in a recent instance.



## Railway Signal Engineers Inspect New Automatic Safety Gates



The new automatic safety gates, recently installed by the North Shore Line at Oakton Street crossing, Niles Center, are attracting much attention from railway signal engineers of many roads. These gates are similar in principle of operation to those recently installed at Wheeler Road, near Libertyville, except that there are four gate arms at Oakton Street, so governed

that two of them drop a trifle slower in order to permit a motorist to get out before the train arrives, in case he is caught between the gate arms on the traffic side of the road.

Over 40 railway signal engineers, attending a signal convention in Chicago, were recently guests of E. M. Taylor, president of the Standard Automatic Signal Corporation, who chartered a

special North Shore Line train to take them on a tour of inspection of the gates. Several officials of the "Road of Service" accompanied the party. The picture on the left shows the special train arriving at the Oakton Street station. The gate arms are lowered. On the right, the party is grouped near one of the gates during their inspection.

## Annual Report Shows Need of More Business

(Continued From Page One)

Annual Report shows pleasing results. Passenger traffic on the main line showed an increase of 151,365 revenue passengers over the preceding year. The carload freight traffic showed an increase of 186,000 tons over 1926.

The increase in passengers on the main line is more noticeable because of the adverse business conditions and the motor coach competition. The total passenger business for the year showed a material decrease, but this was on the motor coach lines and on the city line cars in Milwaukee and Waukegan. The total number of passengers carried in the year was 19,161,925, compared with 19,461,426 the preceding year, or a decrease of 299,501.

The substantial increase in carload freight business was to be expected as a result of the greater facilities afforded by the Skokie Valley Route. Previous to the building of that line the facilities of the railroad for interchanging freight cars with steam railroads were extremely limited. The company during the year centered its activities on building up that branch of service and there is every reason to believe it will show a large and steady increase.

### Service Facilities Enlarged

Arrangements were made with connecting steam railroads during the year whereby carload freight is moved to or from stations on our line to any point in the United States, Canada or Mexico, at the same freight rates as apply on the steam railroads. This enables our company to protect industries locating on the line and opens the way for further development of our freight business.

Another branch of service inaugurated during the year was our inter-

line ticket arrangement with the steam railroads. Travelers may now purchase through railroad tickets at our stations to any point in the United States, Canada or Mexico. This service has proved a great convenience to our customers and has brought the company business.

In this branch of our service employees can render valuable assistance in the way of getting business. Comparatively few of our customers know that they can purchase through tickets at our stations for any railroad on which they may wish to travel. It is a great convenience to them and they will gladly take advantage of it, provided it is brought to their attention.

### Solid Foundation Laid

The Annual Report shows that the North Shore Line is at the turning point in its history. For years the company has been gradually increasing its facilities for handling a greater volume of business. This has meant a steady flow of new money into the property. With the increase in capital, fixed interest charges necessarily increase in proportion.

A solid foundation has been laid and we are all set to GO. The present year will require a strong and united pull. As employees our future is inextricably bound up with the future of the company. We all should stand ready to work as we have never worked before to keep the flag of the "Road of Service" in the van of inter-urban electric railroads.

### Tit For Tat

A husband found some holes in his silk stocking and said, "Wife, dear, why haven't you mended these?"

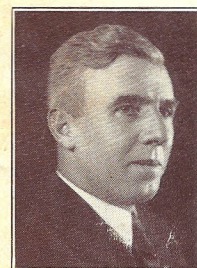
"Hubby, darling, did you buy me that opera cloak you promised?"

"N-no."

"Well, if you don't give a wrap, I don't give a darn."

## Howard P. Savage Speaks At Patriotic Gathering

Choosing as his theme the relation of America's youth to patriotism and our nation's future, Howard P. Savage, past National Commander of the American Legion and Assistant General Manager of the North Shore Line, gave an inspiring address before a monster patriotic demonstration and meeting at the Waukegan High School gymnasium on February 21.



Howard P. Savage

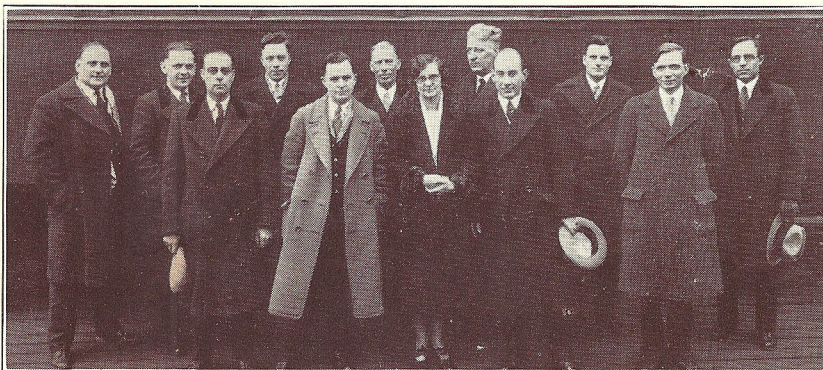
The occasion was sponsored by the Homer Dahringer Post, American Legion, to combat "Red" propaganda alleged to have been spreading around the city, directed against R.O.T.C. training in the local high school.

Several civic, patriotic and industrial organizations attended in force and applauded Mr. Savage enthusiastically. As the principal speaker, Mr. Savage briefly sketched the history of our country to the present day. He then defended the value of preparedness and emphasized the need of having the youth of today well versed in history and patriotism.

The meeting was termed a successful answer to the alleged propaganda and the *Waukegan Daily Sun* had this to say about Mr. Savage: "Howard P. Savage, nicknamed 'High Power' for the fervor and power of his talks, is one of the best Americanization talkers in the ranks of the Legion today and his presence on a program assures it of success."



## Discussions Provide Service Improvement Ideas



By Ernest G. Cox  
Director Service Improvement

"Two heads are better than one," is an adage with which nearly every one agrees. No one would deny that the knowledge of an entire group of men is superior to that of any one of them. Every day that we live we learn something new, or get a new point of view, as a result of our conversation with others.

### Discussions Prove Asset

This principle has been applied to the work of our conductors in the Service Improvement Program. Each one of them, through daily contact with passengers, has learned a great deal about a conductor's duties. Yet, any conductor, even a man of much experience, will tell you that there is always more to be learned, especially about people and how they respond to different kinds of treatment. Because there is so much difference in the nature of passengers, each one presents an individual problem, and by careful observation a conductor can always add to his store of knowledge of human nature.

Conductors and collectors, and even some motormen, who have attended Service Improvement conferences have been pleased to talk over the problems of handling the public and to get the ideas of other men on the subject. In every meeting something of value to other conductors is mentioned by some one. Sometimes it is just a "trick of the trade" which a conductor has discovered.

### Consider Many Problems

An example of this is an idea developed by Collector J. G. Downes of Chicago. He had found that sometimes passengers who wished to go to the Sacred Heart Sanitarium in Milwaukee would ask how to reach that institution after the train had left Greenfield Avenue, where they should have left the train. Accordingly, he began the practice of announcing "Sacred Heart Sanitarium" when he announced "Greenfield Avenue." Of course, there is no way to determine the number of passengers who are benefited by this announcement, yet if it is only one or two a month it is worth while. Such little acts of

thoughtfulness comprise one of the outstanding qualities of North Shore service—a quality which makes it unique among railroads everywhere.

At other times a question of more general nature is considered. One that always provokes much discussion is the question of the unruly passenger who takes exception to a perfectly reasonable request of the conductor, or who makes himself disagreeable because of a condition beyond the conductor's control. It is always agreed that the conductor's best asset in a situation of this sort is the good will and respect of other passengers who are present.

### Dramatize Typical Situations

It is sometimes very difficult for the conductor to remain self-controlled and dignified. There is always the temptation for him to say something sarcastic. But when the question is submitted to a representative group of conductors, the prevailing opinion is that nothing can be gained by extended argument and that it is a mistake for the conductor to engage in personalities. The best result is secured by a firm, yet polite and simple statement, marked by full self-control and a courteous attitude. In such a case, kindly consideration will rarely fail to appease the "grouchy" passenger and will always command the respect of others.

The conferences are generally concluded with a dramatization of a conductor-customer contact. A typical situation is enacted before the group of conductors present. Then they offer their comments and criticisms, each man pointing out what he would have done to get better results.

The accompanying photograph shows a representative group of conductors and collectors after a meeting at 61st Street Yard, Chicago. Those in the group are: Back row (left to right): Erwin Anderson, E. R. Allen, E. Kniefel, T. J. Spellman, George Stokes, H. P. Farnham, Ray Lundy. Front row (left to right): G. L. Roberts, J. G. Downes, Mrs. L. R. Elam, assistant to the Director; F. F. Hein and the writer. Other conferences are held at Roosevelt Road, Highwood and the Milwaukee Terminal.

## A. E. R. A. Membership Drive Makes Progress

### Mrs. R. Hudson Leading Close Contest—Attendance at Meetings Increases

Competition in the membership drive of Company Section No. 14, A. E. R. A., is rapidly becoming keener. Already 48 new members have been secured and 46 renewals have been made since the inception of the drive, according to L. H. Ball, secretary. The prospect of the trip to the annual convention at Cleveland, which is the prize in the contest, has spurred on the many contestants.

### Many New Members Added

Mrs. R. Hudson, company nurse, is leading the race, with Lawrence Bentley, William Erwin and Robert Newman trailing in order close behind. The new members who recently joined are as follows:

H. E. Larson  
Irwin Lange  
G. L. Hottinger  
W. C. Upton  
A. O. Packer  
M. Setterlund  
R. L. Hanson  
O. J. Borre  
I. M. Gilkison  
H. A. Waysanen  
Hazel Burbank  
Mary Crandall  
L. Friebele  
C. Christiansen  
George Mitchell  
C. R. Wood  
A. F. Kjelquist  
C. A. Klinger  
L. A. Larsen  
Elvira Beneventi  
Frank Cox  
V. B. Olson  
C. A. Walberg  
W. E. Wisdom

Grace Dunn  
J. S. Bridges  
William Kapheim  
E. F. Gamache  
F. M. Pierce  
J. E. Wood  
P. M. Cornes  
H. P. Savage  
Orren Keech  
Paul St. Mary  
Lee Abegg  
John Norby  
R. L. Mercer  
Kenneth Wilkins  
H. W. Dussy  
J. R. Blackhall  
Roy Gabrielsen  
Orin Schmidt  
E. T. Gurney  
J. W. Mears  
R. E. Keefe  
Pearl Moreland  
Esther Zersen  
A. C. Ridd

### Programs Please Crowds

The efforts of C. K. Thomas, chairman of the program committee, to provide the best of entertainment at each meeting have been highly successful. During the last two meetings such diversified entertainment as movies of the American Legion in France, presented by Assistant General Manager Howard P. Savage; a humorous dialogue and song hit, by Jack Oliver and E. T. Gurney; a one-act farce entitled the "Hick Honeymoon," given by members of the Transportation Department office force, and several comedy acts as well as popular song hits have kept the large audiences highly diverted.

Each meeting is marked by a greater attendance than the previous one. Much credit for that fact is due to Ernest G. Cox, chairman of the publicity committee.

### Which Is Better?

A passenger boarded a Shore Line Limited train at Adams and Wabash, Chicago. When the conductor stepped inside the car the passenger asked: "Does this train stop at Tower Road?"

The conductor replied: "No, sir. We stop at Elm Street in Winnetka, or I can give you a transfer to a local train."

He might have replied by merely saying: "No, sir. This is a Limited."

Which would you consider more satisfactory if you were the passenger?



## Speaking Clubs Report Many Public Appearances

January-February Engagements  
Keep Organizations  
in Action

By David E. Evans

North Shore Line organizations engaged in public relations work under the direction of the Public Speaking Clubs are much in demand throughout the Illinois and Wisconsin territory, according to the reports for January and February.

Speakers especially put in some heavy duty in filling the engagement requests which were received during that period. Of the 45 public appearances by "Road of Service" representatives, 39 were filled by speakers who addressed audiences aggregating 11,519 persons in that time. Other organizations which assisted in the program of employe activities were the North Shore Line Band, the String Orchestra and Bagley's Orchestra.

### Band, Orchestra Active

The complete list of speakers and the number of engagements filled by each follow: Howard P. Savage—14; Ernest G. Cox—5; F. F. Butterfield—3; C. K. Thomas—2; C. G. Goodsell—2; J. F. Kruszka—2; R. C. Yohn—2; H. Kresge—1; Harry Amsden—1; Lawrence Bentley—1; Frank Meade—1; B. A. Thompson—1; D. Nelson—1; J. W. Oliver—1; L. H. Ball—1; R. L. Short—1.

The North Shore Band presented a concert at a skating party given by the Racine Y. W. C. A. for factory girls on February 13. A letter of high commendation was also received for the concert given by the band at the Milwaukee Traffic Club annual dinner on January 25.

Four appearances were made by the recently organized String Orchestra which is increasing in popularity with every concert. On February 2, the orchestra appeared before 200 persons at the Racine County Asylum. On February 10 the musicians played two concerts, one before the Parent-Teachers' Association at Woodworth, Wisconsin, the other before a meeting of a similar organization at Franksville, Wisconsin. Inmates of the Racine County Tuberculosis Sanitarium were treated to a concert on February 23.

### Splendid Results Attained

An orchestra under the direction of B. A. Bagley, Conductor, is the newest addition to the musical aggregations of the North Shore Line. Mr. Bagley's orchestra furnished music at a meeting of Mygatt's Community Club on February 2, and according to reports made a very successful debut.

Splendid results are being attained from the public programs being given by North Shore Line employes, according to C. G. Goodsell, Secretary of the Wisconsin Division of the Public Speaking Clubs, who stated, "They are making many new friends for the employes and the company because of the versatility of the programs and the interesting manner in which they speak."

## Commendable Work of John M. Iverson Brings About Arrest of Three

By Albert W. Gerbin

Clever detective work on the part of John M. Iverson, Chief Special Agent

for the North Shore Line, resulted recently in the apprehension of two youths who confessed to thefts of large amounts of copper signal wire from the right-of-way near Waukegan. They were subsequently bound over to the grand jury.



John M. Iverson

Two young men picked up near South Upton were questioned at length by Mr. Iverson, who believed that they could throw some light on the disappearance of wire from the block signal system at Waukegan. In the course of the quiz they mentioned two other young men. Immediately after releasing the first two, Mr. Iverson located the two mentioned and detained them for questioning. At first they denied all knowledge of the thefts but finally weakened and signed a confession.

Leaving no stone unturned in his efforts to bring all those implicated to justice, Mr. Iverson investigated further and discovered the purchaser of the wire. The latter was arrested on a warrant sworn out by Mr. Iverson and was later released on bonds.

The arrest of these parties is expected to clear up a matter which has caused considerable concern, as the wire was taken from the block signal system, which governs the progress of trains, and its removal might have caused accidents as well as delays to trains.

## "Ask Us" Bureau Report Shows 33,709 Queries in January-February Period

January and February, generally recognized as "slow" months, brought no slump in activities for the Outing and Recreation Bureau. During that period 33,709 queries were cleared over the counters of this free service bureau. The "Own Your Own Home" Bureau also reported unusual activities during that period.

Radio talks, literature and attractive window displays were publicity mediums used effectively by the Bureaus during the two-month period. Several special talks with stereopticon views have been prepared and presented with favorable results.

E. J. Teberg, formerly director of the "Own Your Own Home" Bureau, has been appointed sales manager of the Suburban Construction Company. C. Edward Thorney, director of the Outing and Recreation Bureau, is now in charge of both organizations.

## Samuel Shawcroft Named President of E. M. B. A.

Committee Announces \$50 Cash  
Awards in Drive for  
New Members

Samuel Shawcroft, Conductor, Transportation Department, was elected President of the North Shore Line Employees' Mutual Benefit Association to serve during 1928, at a recent meeting of the Board of Trustees. Other officers selected were: Clarence Robinson, Vice-President; O. E. Foldvary, Secretary (re-elected); L. J. Wertzler, Treasurer (re-elected).

One of the first projects announced by the new officers was the launching of a new membership drive through which it is proposed to reach every eligible employe of the company not now affiliated with the organization. Special cash awards are offered to the employes bringing in the largest number of new members by June 1.

### Prizes to Three Highest

To the individual securing the highest number of new members, an award of \$25 will be made. Second and third place contestants will receive prizes of \$15 and \$10 respectively. In case of a tie, the principal amount will be paid to each participant. The association reserves the right to provide for a further extension of time limit, should it appear that the field of non-members has not been sufficiently covered.

All employes who are less than 60 years of age and in good health are eligible for membership. A letter to Secretary Foldvary, chairman of the general committee, will bring full instructions and a supply of the literature prepared for the drive.

### Committee Appointments Made

Appointments of regular standing committees of the association were also made at this meeting. They are as follows:

*Executive*—C. R. Pettengill, John Osborne, Franke Meade, Clarence Robinson, George Bernard.

*Auditing*—G. T. Hellmuth, R. D. Wells, Clarence Robinson.

*Claims*—F. J. Kramer, Frank Meade, John Orting.

*Inter-Company Employes*—G. T. Hellmuth, G. H. Mahan, John Osborne.

## Many Ski Fans Use Special Service to Racine Tourney

Co-operation of the "Road of Service" made it possible for large crowds attending the recent ski meet, held on the slide of the Racine Ski Club north of Racine, Wisconsin, to arrive on time and to depart without undergoing a long wait.

Special shuttle service was operated from the Racine station to the site of the tournament at half-hour intervals from 12:40 o'clock noon until all passengers were accommodated. Two regular trains—one leaving the Chicago Loop at noon and one leaving Milwaukee terminal at 1 o'clock—carried many ski fans to the club grounds, making a special stop.



# The Highball

Published Monthly by and for Employees of  
The Chicago North Shore and Milwaukee  
Railroad Company  
(THE NORTH SHORE LINE)  
"The Road of Service"

Editorial Offices: 1319 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.

325

Vol. 6

MARCH-APRIL, 1928

No. 2-3

## CHALLENGE

THE ARTICLE by Mr. Grant elsewhere in this issue gives an excellent interpretation of the Annual Report for 1927 and states in a straightforward manner the problems which the entire North Shore Line "family" faces this year.

There is nothing in the Annual Report for 1927 to cause alarm, as the writer sets forth. Rather have we reason to be proud of the fine showing which we made, in the face of generally adverse business conditions.

We registered substantial increases in both our main line passenger and freight traffic—the two cornerstones of any transportation company. The slump in our street car and motor coach services can logically be regarded as a reflection of conditions existing during the past year and something that can be regained with a favorable business year.

The reason for the North Shore Line showing a decrease in 1927 was the extensive expansion of our service facilities without a corresponding increase in business. Not only did we operate the Skokie Valley Route for the first full year, but we added new equipment, built new stations and generally improved our properties.

These developments were absolutely necessary if the "Road of Service" were to continue its growth and widen its field of service. And it is impossible for any person or organization to stand still—we must either advance or recede.

There is every indication that all our recent development activities were both timely and economically sound. By building the Skokie Valley Route when we did we got in on the "ground floor" in one of the choicest suburban areas throughout the North Shore territory—and we constructed a first-class line at a cost which could never again be duplicated.

Our purchase of new equipment and improvement of other service facilities came at a time when the public is demanding the best of service—and getting it. By meeting the requirements of the traveling public we have both made our regular patronage secure and added many persons to our large family of satisfied customers.

The fact that these development activities have made it essential for us to secure more business and practice strict economy is not cause for uneasiness or disap-

pointment. Rather is it a direct challenge to the entire North Shore Line "family" to go out and do greater things.

Nothing really worth while is ever accomplished without a definite object in view. And the greatest attainments are realized when the incentive to do big things is the greatest.

Big moments bring forth big persons—those with real ability to meet the situation and attain the desired results. The "big moment" is at hand on the "Road of Service." We are confident that the entire North Shore Line "family" will rally around the banner of SERVICE and answer the challenge of the hour with a zeal that knows only SUCCESS.

## PRINT

THE PRINTED word is an open sesame to the world's greatest treasures—education, culture and happiness. Through perusal of the proper sort of literature we obtain the cream of the thought of all ages and all classes of thinkers. And it is right at hand for the asking—served to our individual liking.

But it is up to the individual as to what shall be served. Discrimination is just as essential in reading as it is in selection of our friends. As "a man is known by the company he keeps," so a person's character can be judged by the character of the printed matter he reads.

Be choice in your reading. Make each printed page add something to your mental stature and contribute to your individual worth. But, above all, be a reader!

## ECHO

THE ARRIVAL of spring is but an echo of seasons passing and returning in a never-ending cycle. But there are few echoes which bear as sweet a sound to the ear.

With the budding of the trees and the return of the songbirds we have restored to us the great privilege of getting next to nature and reveling in healthful outdoor pursuits. This is, indeed, nature's supreme gift to man.

Whatever you do, resolve to spend as much time as possible outdoors during the coming months. Thereby will you get great enjoyment from a recreational standpoint and also store up healthful vigor for the next indoor period.

When in need of an idea on how to enjoy yourself outdoors, get in touch with the Outing and Recreation Bureau. And tell your friends, also, about this free service at their command.

*Self-confidence inspires whomever we meet,  
But nothing's more offensive than conceit.*

Here's looking forward to a new record year in First Aid training on the "Road of Service"!

When in doubt as to what course to pursue, don't be too proud to ask a real friend's advice.

Congratulations to Lawrence Bentley and Emmett McShane on their merited reward for heroic work well done.



**"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, 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)

The State of Illinois voted \$20,000,000 of bonds for a deep waterway in 1908. We were told officially the other day that the channel might be ready—maybe—by 1930. Nobody's fault; just the natural and inevitable result of the way the government does business; the way it has to do business. Meanwhile the United States Steel Corporation built a city at Gary, Ind.—a much more complicated enterprise than a waterway—built a city and had it functioning within five years.

In the city of Washington there are two beautiful parallel bridges, both planned by the same engineer, for construction in about one year each, at an estimated cost of \$1,000,000 each. One was built by private contract in less than a year and for less than \$1,000,000; the other was built by the government in three and one-half years at a cost of \$3,250,000.

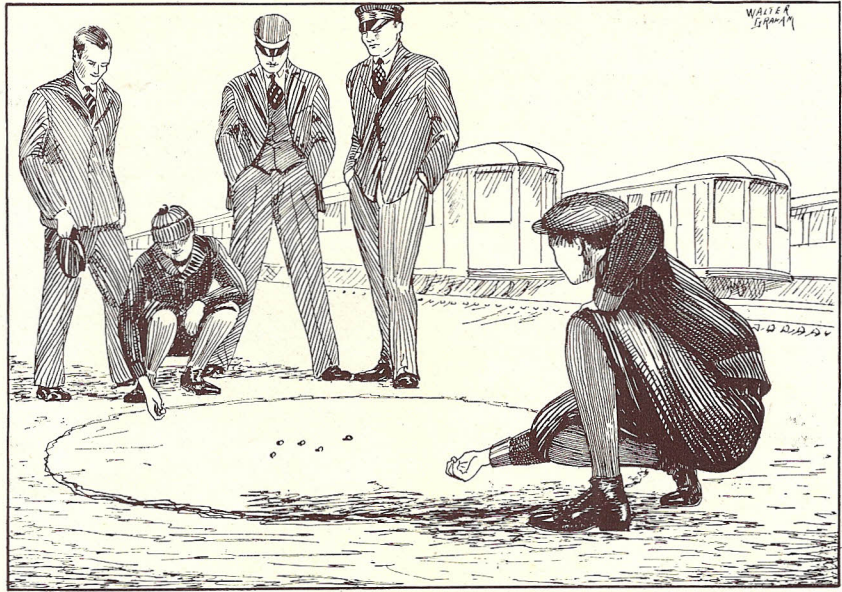
**Efforts Not Successful**

The state of Michigan recently built some concrete roads without contractors. Roads of identically the same kind—same width, same thickness of concrete and all—were built by private contractors in Illinois for \$13,000 less per mile. It would take a thick book—more likely several—to record the fact-evidence of governmental inaptitude for business, entirely apart from the obvious handicaps of political management or the intolerable impositions of bureaucracy.

When government enterprises are honestly and completely analyzed, they are never found to be successful, as private enterprises have to be if they are to live. There are no exceptions; the apparent exceptions only prove the rule. When government enterprises appear to be successful, it is always because of special and usually temporary circumstances that approximate the circumstances of private enterprise. But the controlling circumstances of government enterprises are never permanent.

Government management cannot have the continuity, in planning and operating, that is essential to successful business. Administrations—local, state and national—change frequently. The new one always wants to do something new, or to do the old job differently.

In most businesses something has to be sold, whether it be merchandise or a service—a fact usually overlooked. The U. S. Shipping Board found that ships and crews and oceans to sail on did not make a merchant marine; cargoes were essential, and a business-getting organization to provide them. Gas and electric plants, with their networks of mains and wires, are not

**"It Won't Be Long Now!"**

businesses until their products are sold.

**Proper Management Lacking**

Government agencies simply do not function in *managing* a business and merchandising its product or service. They are not built for it, as the stationary engine is not built to be a locomotive. Even if they were, they would still fail at business without *management* schooled for the job. And where would they get that? Out of popularity contests in primary elections? The Brotherhood of Locomotive Engineers learned recently that it takes more than pleasant offices, mahogany desks and a willing disposition to make a successful business. The lesson cost them \$7,000,000 in seven years.

Because of these and the hundred and one other reasons they suggest, any effort to put the government into business on a large scale is probably out of the question in the United States—for the present. It will not be out of the question—for the future—if we overlook the recurring insidious attempts, in one guise or another, to pervert our traditional theory and practice of keeping the government out of business.

"An ounce of prevention is worth a pound of cure." The malignant cancer appears at first to be but a harmless wart or pimple, and the only sure cure is to cut it out then. That is the only safe treatment for the constantly recurring attempts to put the government more and more into business. All of them, without exception, and whether or not their proponents are conscious of it, are masked approaches to the ultimate objective, which clearly is, no matter what else it may be called—communism. And by communism I do not mean some mild form of "socialization of basic industries," as the "parlor pinks" phrase it. I mean the genuine Russian "red" com-

munist as defined by the dictionary: "the abolition of all private property, and state control of all labor, religion, social relations, etc."

**All Must Face Facts**

These are facts to be faced, not by some of us, but by all of us—open-eyed. If the government comes into my business today, it will be in your business tomorrow. If the government ought to run such conveniences as railroads and telegraphs and telephones and electric plants, then all the more reason why it should run the farms and factories, the grocery and clothing stores, and do our doctoring and lawyering. And when that is attained, why should it not manage religion for us and take charge of our families?

The logic of this conclusion—the correctness of it—is admitted by all proponents of more government in business who are at once honest and mentally capable of understanding the significance of their own arguments; it is doubted only by the self-deluded.

(The End)

**T**HE acorn is small—the oak is stately and strong.

The spring is hidden in the hill-side—the brook winds its way through the valley incessantly—the river rushes on to lakes and oceans, and these carry the commerce of the world.

All big accomplishments have as their foundation the careful doing of little things called detail.

Those who have not the disposition and liking to do little things with thoroughness cannot safely be trusted with larger duties. The responsibility of bigger work comes with a complete and careful discharge of smaller undertakings.

Do the little things well and all things will take care of themselves in the natural evolution of progress.



## Transportation Aces Still Showing Heels to "Pack" in Bowling Race

Picked Team Goes to Kansas  
City—G. O. Squad Loses  
to South Shore Line

### OFFICIAL STANDINGS

Team	P.	W.	L.
Transportation No. 1	69	50	19
Merchandise Despatch	69	45	24
Waukegan City Lines	69	43	26
General Office	69	40	29
Mechanical	69	31	38
Maintenance of Way	69	26	43
Electrical	69	24	45
Transportation No. 2	69	17	52

By Albert W. Gerbin

With the North Shore Line Bowling League schedule well over the half-way mark, the five-game lead of Transportation Team No. 1 begins to assume the proportions of the Rock of Gibraltar, with the Eiffel Tower thrown in for good measure. The Merchandise Despatch boys have been bowling some neat scores but, in spite of their heroic efforts, the trainmen have increased their lead from four to five games. The Transportation boys are not crowing yet, however, as they realize that some real battles are ahead of them before they can retire with the trophy.

### City Line Boys Climb

While C. A. Clarke's gallant office lads were dropping a bitter battle to the firm of L. F. Hoppe and company, the Waukegan City Lines outfit sneaked up ahead and are now parked in third place, three games ahead of the General Office. The other standings remain the same, although it must be mentioned that the lowly Electrical Department crew threw a "hefty" scare into the lordly Transportation Team No. 1 by taking the first game of a three-game series and forcing the latter gentry to bowl some high-class games to win out.

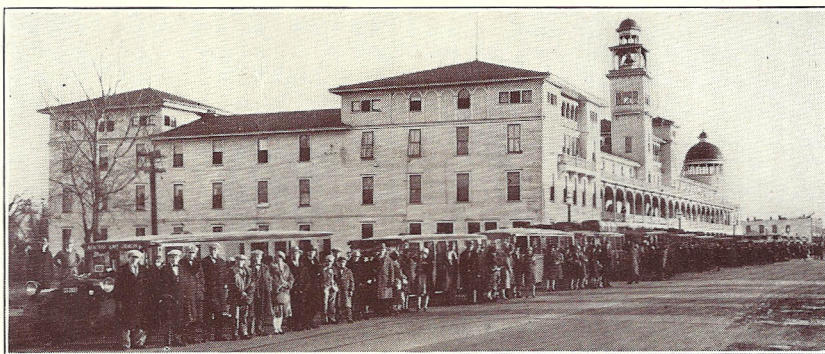
To add to the woe of our General Office boys, the General Office team from the South Shore Line took both games of a recent two-game series. The only statement issued by Captain Clarke which can be classed as an alibi is that on both occasions the regulars of his team were not all available. At any rate he is resolved to let the bowlers from our sister railroad strictly alone in the future.

### Team Goes to Kansas City

The "Road of Service" team, consisting of Anthony Jerabek, George O'Flaherty, William McNanly, George Brogan, L. F. Hoppe and Herb Mead, have left for Kansas City to endeavor to annex some of the prizes offered in the American Bowling Congress tournament. Fans who have witnessed those "pin-maulers" in action expect great deeds from them.

Jack Oliver announces that 18 members of the North Shore Line Bowling League have entered the tournament of the Chicago Evening Post to be held in the near future. As the bowlers will be divided in classes according to their averages they are assured of an even chance to get in on the prize distribution.

## Motor Coach Service Pleases Zion Musicians



One of the largest motor coach movements ever handled by the North Shore Line was successfully undertaken recently when the combined Choir and Orchestra of Zion, Illinois, an army of 450 musicians—journeyed in 16 parlor motor coaches to the Milwaukee Auditorium, where they presented a concert.

The Zion Theocrat characterized the service as "magnificent" and, commenting further, asserted that: "It was one of the finest organized pieces of transportation ever handled from this city. Special credit is due J. M. Michaels, Assistant General Passenger Agent of the North Shore Line; R. V. Johnson, and other operating officials."

The drivers came in for much praise for their careful driving and courteous attention. The men who piloted the motor coaches were: Earl McCay, Louis Cunningham, Herbert Davis, Charles Stripe, Robert DeWar, William Lindenberg, Robert Murrie, Joe Moran, Ray Scoles, Hilding Johnson, Clarence Hardie, Lyman Bowran and Charles Hartwig.

The picture shows the Zion musicians gathered around the motor coaches in front of the Zion Home just before the departure for Milwaukee. The return trip was made in the same fleet of coaches immediately after the concert.

## Girls' Basketball Team Breaks Even as Season Comes to Thrilling End

Genevieve Smith Is Champion  
Scorer—Fair Quintet  
Shows Real "Fight"

By Albert W. Gerbin

Scoring 123 points to 104 for their opponents, the flashy North Shore Line girls' basketball team recently ended their season, having won four games and reluctantly surrendered an equal number to their opponents.

### Win Four of Eight Games

Genevieve Smith, fiery center and manager of the scrappy but ladylike quintet, made things miserable for their opponents with her accurate passing and marksmanship. She was the leading scorer of the team. Florence Wagner, captain, played left forward, having for a capable running mate, Lydia Garling. Marguerite Frederick and Mathilda Hehner made an excellent pair of guards.

Lake Forest first fell before the deadly shooting of the "Road of Service" girls, 15 to 9. Next a trip to Racine was rewarded by another victory, 10 to 7. At North Chicago the girls ran into some opposition which was verily opposition and dropped their first game, 25 to 18. Kenosha was the scene of the next tragedy when the team lost a thrilling battle, 15 to 13. However, to make things even again and to work off their depression, our girls swamped Racine, 17 to 2.

## Table Tips

By Eva Hawkins Shanks

Director, Home Service Dept.  
Public Service Co., of Northern Illinois.

### Here's a Brand New Recipe for Your Electric Waffle Iron!

$\frac{1}{2}$ cup shortening	1 teaspoon baking powder
1 cup sugar	$\frac{1}{4}$ teaspoon salt
2 eggs	2 squares melted chocolate
$\frac{1}{2}$ cup milk	1 cup chopped nuts
$1\frac{1}{2}$ cups pastry flour	

Cream, butter and sugar well and add slightly beaten eggs. Sift flour and measure out  $1\frac{1}{2}$  cups. Mix with baking powder and salt and sift again. Now add alternately with milk to first mixture. Pour in melted chocolate and chopped nuts and beat well. Drop one tablespoonful of batter on each section of heated iron and bake about four minutes. (The iron should not be as hot as for baking plain waffles.)

### Lose by One Basket

Another "tangle" with the Kenosha crew again proved disastrous to our team as a single basket proved their downfall, 14 to 12. Adding to their misery a return encounter with the North Chicago girls resulted in a loss, 26 to 16. In the final game of the season with the Evanston Aces, the North Shore girls, with a reckless disregard for beautiful marcelles, annihilated the ladies of the opposition by a 22 to 6 score. Having thus soothed their feelings, the season was pronounced a success and came to a close.



# ALONG THE NORTH SHORE LINE

## Central Stenographic Department

**Paul St. Mary**  
Correspondent

Mr. Hicks has returned from his California trip, filled with many anecdotes and much wisdom. He sojourned in Hollywood and vicinity, and for a time we feared him lost to one of the movie studios. Asked if he had kissed Gloria Swanson, Mr. Hicks only continued to puff his cigar.

Yes, Harold is at home now. He danced with Dorothy and Florence at the last A. E. R. A. meeting (with one at a time).

Dorothy and Millie, this department's latest acquisitions, are also pretty well acclimated by now.

We'll let you in on a secret if you won't tell. It has leaked out that Christine has a new sheik. He is a Libertyvillain, and 'tis said Christine can be seen riding in a coupe much of the time after working hours.

### It's Florence Again

Florence chanced to see a piece of sheet music on a desk, entitled "Sweet-heart of Sigma Chi."

"Sigma Chi!" she exclaimed, "who is he, a Russian?"

### Our Suggestion

It is hereby suggested that Florence marry a grocer, or maybe a big butter and egg man (If and when she marries. So far, she hasn't been asked, so she says). Eating is her favorite occupation and she is always anticipating meal time, fearful that some day it will fail to arrive.

### And Another

It is hereby recommended that Jack Oliver discontinue the practice of placings pins and pen points in the same receptacle that holds the clips, for the benefit of his guests who wish to help themselves and are obliged to run up against such hazards in the Safety Engineer's office.

Paul: "If you don't cover up that bald spot on top of your head, someone is going to paint a picture on it some day."

Mr. Waite: "Well, you see, one can't have brains and hair, too."

Florence: "Elaine, what's the next Bulletin number?"

Elaine: "Eight."

Florence: "Are you sure?"

Elaine: "Yes, it's eight—the number following seven."

Paul: "And the one preceding nine."

Christine: "Hurray, we're going to have a new restaurant in our town."

Florence: "Why don't you get a new town?"

### Gone But Not Forgotten!

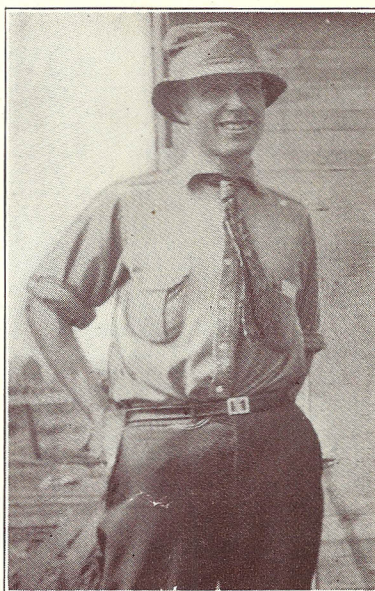
This is the last of the HIGHBALL news from that well-known and popular department known as the Central Stenographic. When this issue reaches its readers we shall have passed on to the great unknown, sometimes termed the Highwood offices. Some expert legal opinions were passed out on the event and we have carefully jotted them down. Here they are:

1. The Stenographic department officially passed away recently. When asked what had become of the Central Stenographic department, I invariably replied that we are "decentralizing."

2. Next morning, someone said "Your department is disintegrating, isn't it?"

3. Shortly thereafter, Bert Thomp-

## "Who's Who?"



Search no further for the original model for that toothpaste smile! Seek not longer for the cherub of cheerfulness! For yea, verily, he is found! He beameth forth congeniality in true hail fellow well met manner. He disperseth happiness to all and sundry peoples. He grineth cordially from ear to ear and back again. Gaze upon him—and guess who it is.

If we're not swamped with correct solutions as to the identification of this mystery man, we'll saunter forth to the back yard and gobble a few lowly "oithwoims" as they call 'em in the New York bowery district. We, ourselves, didn't even need to be told. Just one glance at that smiling countenance and we burst forth with the exclamation: "Why that's—." Gosh, we almost gave away the secret!

The "hula-hula" girls and their jolly boy friend who were pictured in the last issue are doomed to everlasting obscurity. Not a soul, mind you, nary a one, came to the rescue of a puzzled humanity with even as much as a guess as to their identity. And we're mad about it, we are. Even editors are human, and when once their curiosity is aroused they are terrors. One of these days we're going to find out who they are, and when we do. . . . However, if anyone will tell us, nothing further will come of our dire threat.

son came in and remarked: "Paul, I understand your department is defunct."

4. Your correspondent had occasion to go to the Transportation Department office that afternoon, and Leonard Frieble said, "What's the matter, you busting up?"

5. We then had business in Mr. Goodsell's office. Mr. Goodsell was still in the dark, and Mr. Foldvary oblig-

ingly explained the situation, thus: "They are dissolving."

6. The preceding opinions were advanced for Fred Wagner's consideration and he was asked for his. "You're liquidating," he said.

7. When all this was made known to Al Gerbin, the HIGHBALL'S precocious scribe, he advanced a theory of his own—that we were "disseminating."

## General Accounting Department

### DISBURSEMENT ACCOUNTS DIVISION

**Ada Mae Helfer**  
Correspondent

Mr. Boyer, listening over the telephone the other night, heard a conversation regarding feathers. One of our faithful poultry raisers wants to sell feathers, and wishes to ship them over the North Shore Line. Mike being interested in Better Business, took this up with the authorities immediately, and they decided it is very good business and wish to put Mike in charge. We have missed him at different times for periods of several days. But we understand he is interviewing the whole country for chicken farmers, especially "White Wine Dates." So, folks, when you see Mr. Boyer all covered with feathers and down, don't accuse him of stealing chickens, for it is only from loading feathers. "Bill" Kapheim has already donated his services for help, as "Bill" said he was very handy around the "chickens." ("What Kind?") Anybody else who has had experience, please see Mr. Boyer as he needs lots of help. Arrangements with the C. & N. W. and E. J. & E. R. to ship box cars over to the Skokie Line have been made and he will use the entire Skokie Line for the shipping of feathers. Passengers will have to ride on the Shore Line the days Mr. Boyer ships his pet product.

Hattie Boehm is very much annoyed over the fact that she received a valentine (a very sweet one) from some one in the office who refused to make known his identity. Come on, fellows, give her a break. This is leap year!

The momentous question before this department at this time is: Who spilled the cigar ashes in Mary McGavick's galoshes?

Auditor to the Bookkeeper: "Explain this Milwaukee Terminal situation to me."

Bookkeeper: "Oh, yes! (Thinking hard and fast.) By the way, you remember that mileage difficulty we were having down there on the South Side 'L'?" (And so through the day!)

Jack Kearney arrived in the office one morning, happy as could be. He had just read an article in the paper where a man 81 married a young woman 18. Jack said from that he sure thought there would be a chance for him. "Good luck, to you, Jack."

"Buddy" Fisher said he believes in "Safety First." He never stops on the road. He also made the remark that he couldn't be bothered with girls. But he was seen in Waukegan at the High School at noon on Washington's Birthday, watching all the girls come out.

We noticed Stanley Cretan has reserved a corner in our lobby at the noon hour. Stanley said he worked slow, but never fails. "Congratulations, Stanley!"

"Bill" Kapheim celebrated his birthday on February 8. We all wonder



## ALONG THE NORTH SHORE LINE

how old he is, anyway. "Bill" said next year he would be able to vote. From the looks of things we are afraid "Bill" will not be his own boss. But "Bill" said no woman could ever run him. (Keep it up, "Bill.")

Mary Esther Krueger, Hattie Boehm, Florence Wagner and Ada Helfer attended a card and bunco party the other night. The agreement was that the one who won a prize would go 50-50 with the gang. Florence won a pair of beautiful hose. From the looks of things we are afraid, if we wait for our turn, we will all be going barefoot around here.

Ray Cote met with a very serious accident while playing basketball at Ft. Sheridan. He was at the Victory Memorial Hospital in Waukegan for some time. One day when he was not expecting company, we found Ray very much interested. He was being entertained by an old maid 60 years old. No wonder Ray had a very speedy recovery! We like to see his smiling countenance again, but, we think someone has beat our time. Who would have thought that Ray would settle down so quickly and think of matrimony!

Favorite Sayings of the Auditing Department, heard daily, and then some: Jack Kearney "I'll have it for you in two two's."

Buddy Fisher: "Any noon mail vouchers?"

Lee Abegg: "Yes, Pete."

Hattie Boehm: "Heck!"

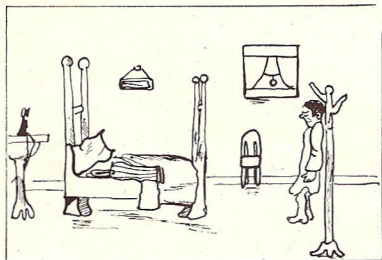
Heck Thomas: "What ho—what ho!"

Mary McGavick: "Wait a minute."

Alice Bergdahl: "My gosh!"

Johnny Gantor: "Ither" for "either" (Highwood Highbrow).

No one can deliberately pass up our dauntless and amiable Vault Clerk, one Mr. Nichols, and get away with it! So when Mr. Boyer, rushing into the Better Business Office with several "hot tips" in mind, swept past the sedate Mr. Nichols, the latter reached out and collared Michael, shouting at the same time: "That's right, pass up an old friend! You've got your mind so wrapt up in the \$100 prize that you don't even know a 'Nichol' when you see one!"



Marshall Setterlund depicts his version of the story that is "going the rounds" at Highwood to the effect that "Buddy" Fisher is getting so absent-minded that one night recently he carefully put his pants in bed and hung himself up on the clothes rack!

### PASSENGER ACCOUNTS DIVISION

Mary Esther Krueger,  
Correspondent.

George Adams: "I don't feel like doing this report."

Mary: "You should do something you don't want to do every day."

George: "I do. I get up every morning."

### The Irresistible Lover (A Play)

The cast consists of the lover, John Schotanus, and the girl—(Write your own conclusion.) The plot is simple

### "Full Speed, Skipper"



Anyone not personally acquainted with the two gentlemen who appear to be running a limited train in partnership, might assume that they are two "fast" lads. Despite the fact that their head-gear is reversed to indicate high speed we are of the opinion that someone is trying to "spoo" the reading public.

We cannot believe it possible that Frank Grum, who seems to be piloting the train, and Johnny "Duke" Walker, who appears to be giving Mr. Grum some advice about running trains, could have forsaken the Payroll Department for the Transportation Division. Upon investigation our fears are set at rest, for we discovered that these ambitious "engineers" were only exhibiting their mechanical prowess on one of the limited trains parked in the "back-yard" at Highwood one noonhour for an admiring gallery of lady friends!

enough in order to fit the role of the lover! It seems that our hero has sent for some books on: "One hundred ways of kissing and the art of making love." He says he will first practice on a "dummy." The critics declare she would have to be dumb for certain but state that he shouldn't talk that way about a lady. The result of the first rehearsal will be given in the next issue.

We understand that George Lawrentz is going to buy Eddie a pair of roller skates. He says it is a long way from the porch over to the comptometer operator's desk.

It is rumored that Priscilla Conrad demands a standing position after her return from vacationing in the wilds of Wisconsin. Horseback riding may explain the strange request!

Howard Webb is the comparatively new boy in our office, replacing the popular Thomas Townsend, who has been transferred to the Maintenance of

Way department. We hope he likes it there but we certainly miss him here.

### PAYROLL DIVISION Roy Gabrielsen Correspondent

"Vic" and Roy were discussing tires one day and Roy made the remark that he had purchased a set of balloon tires. Victor appeared much surprised and exclaimed: "I didn't know you owned a balloon!"

Spring is fast approaching and from the looks of the things around Highwood it has already arrived. The Payroll Department boys have started playing golf and baseball, some are taking pictures, while Victor is having his spring training falling in love with all the girls. "Vic" is secretly in love with some sweet young girl around Highwood, but he will not tell us her name. Stanley, too, hears the call of spring, and these nice balmy spring evenings one can see Mr. Cretan and "Z" out riding in the "Chevie" Coupe. Sunday afternoons find "Chick" and his blushing girl out also. Although Frank likes to act as though women never bother him, we were snooping around one day when whom should we discover parading down Genesee Street, arm in arm with two girls, but Mr. Frank Grum. Then the next evening, Frankie was strutting his stuff on the ice skates, and he again "picked up" a girl. But nevertheless we give Frankie "lots" of credit, as he knows who should be boss. He makes the girl friend take off his skates and put on his shoes!

Johnnie and Frank still are the undisputed billiard champs, thanks to the many efforts of Lee Abegg, Harold Oglesby and John Gantor to overcome these two boys. It is rumored that Lee has been doing some secret practice, so look out Johnnie and Frank!

Owing to the many frantic inquiries your correspondent has had from members of both sexes regarding the young lady he had at the last A. E. R. A. meeting, it is necessary to make a public statement. Her name is Edythe Bentley, daughter of the well-known Lawrence, captain of the champion Electrical Department First Aid Team.

The balmy spring weather hereabouts is certainly hard on poor Harold Eide. Everytime he boards a train he is lulled into a deep slumber by the soothing spring atmosphere with the sad result that he is often rudely awakened from his slumbers by the polite conductor who informs him that "this is the end of the line."

This information is for the private perusal of any enterprising young lady desiring to take advantage of leap year: The Payroll Department Romeos have been moved from the solitude of their quarters on the second floor to the suite formerly occupied by the now disseminated Central Stenographic Department. The Better Business ensemble now consists of Lester Ball, Walter Homan, Estelle Myers and Christine Wagner. Charles Waite and Harold Eide take up the rest of the space. Our first caller was Al Gerbin of the Publicity Department. The honor of the first new 'phone call went to Harold Oglesby.

### FREIGHT ACCOUNTING DIVISION

William J. McNanly  
Correspondent

On February 13 the Sewing Circle met at Meta Brecheisen's home for a farewell party on Sarah O'Brien. "Cootie" was played with honors going to Ann Nelson and "booby prize" to Goldie Alyea. After playing "Cootie" all gathered around the table and



## ALONG THE NORTH SHORE LINE

Sarah O'Brien was presented with a traveling stationery case as a remembrance gift from the girls of the Club. Several of the old members were there and all had an enjoyable evening.

We are all sorry to see Sarah O'Brien leave the services of the company but we all wish her happiness and success in her new enterprise.

We did not know that we had an actress in our midst but we found it out when Goldie Alyea played in "The Courtship of Tillie and Sam" at the last A.E.R.A. meeting. We knew that she was quite a songbird and she more than proved it in that performance.

We are glad to welcome a new girl to our force. She is Emma DeMeyer and she hails from Libertyville.

Alice Berg has just returned to work after a leave of absence of two weeks because of illness. She said she had tonsillitis. Anyway we know there was something wrong with her neck, as she is forever breaking her strings of beads. Ask a certain party, he knows!

Ask Martha Anderson why all the collection of candy boxes. She had charge of the candy that was brought by H. O. Burdick and Charles Lehmkuhl in honor of their new daughters. With so many new daughters in our office family, the working girls will have to watch their jobs.

Harry Borkenhagen claims he is in love but will not tell us when the big event is coming off.

### Maintenance of Way Department

**Frank E. Cox,  
Correspondent**

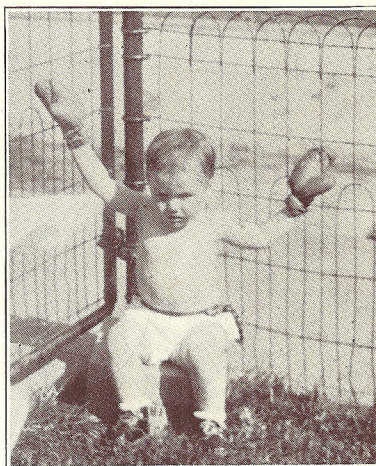
Mr. Williams became dissatisfied with the brand of weather received in this part of the country around the middle of February. He therefore packed his golf clubs and other weapons, climbed into his new Buick, and started for the sunny South, where, he states, they have better weather and more of it. Duval is making a six weeks' trip. He plans to spend one week in Georgia, and then proceed on to Florida. He will certainly have a most enjoyable trip, and we all wish that we were with him.

S. S. MacKay has left the Highwood office for the time being, and at the present time he is assisting the architectural department. We hope that he will not stay away too long.

John Anen, Carpenter Foreman and ex-officio mayor of Winthrop Harbor, recently enjoyed a two-day trip to Michigan City, travelling via the South Shore Line. John would not divulge to us the purpose of his visit, but there are two or three rumors which set forth possible reasons; one claims that John was on a lecture tour, speaking on Municipal Management, and getting a petition full of signatures; while another rumor has it that Mr. Anen was called to serve as judge at a bathing beauty contest. Take your pick, or guess yourself.

Pete Church, Foreman of Section 20, felt pretty sick the other morning. He had a sore throat and other symptoms of tonsillitis. He asked Merle Young what he could use to get relief, and Merle made up some ointment for him. Pete put the ointment on a cloth and wrapped his neck with it. It was certainly good stuff, for Pete recovered

### "Childhood Days"



At last! The worries of one Tex Rickard, dealer in assorted hams and cauliflower, are over. The problem of producing an opponent capable of knocking the erudite Mr. Tunney into dreamland for the edification of a million-dollar gate is solved. This ferocious-looking "pug" is the "dark horse" who is expected to remove the heavyweight crown from the classical forehead of its present wearer.

We freely admit that Leo Shields, two year old son of Collector and Mrs. Emmer Shields, is apparently still in the paper-weight class but you can tell by that look of intense concentration that he is planning dire things for title-holders! It is rumored that his daddy is a "scrapper" of some renown himself but even he is beginning to avoid the challenges of little "One-Round Leo."

with astonishing rapidity, and does not expect to have another sore throat in the next forty years. Merle would not disclose his formula, but Pete had a sample analyzed, and here are a few of the ingredients: onions, turpentine, horse-radish, creosote, and red lead. Pete is fortunate to have recovered, for if he had to continue the treatment long it would have been fatal.

Two meetings of the Bridge and Building Safety League were held during the past month. The North end men met at Racine on Thursday, February 9. Mr. Fitch of the Safety League spoke at this meeting. The South end men met at Highwood on Friday, February 10 and were addressed by Mr. Bing of the Safety League. Both meetings were highly interesting, and there was a noticeable increase in attendance.

Anyone who has experienced the pleasure (?) of riding with Rudolph Pavletich, Assistant Roadmaster of the south end, will testify that he is a fast traveller. A few days ago, however, Rudolph travelled at a rate which is much faster than the best his old Lizzie can do. He was in the gateman's tower at Lincoln Avenue, Highland Park, and when he stepped out on the platform he failed to maintain his good standing; in fact, he sat down, and then came all the way down the stairs in

a sitting position. After his rapid trip and very abrupt arrival Rudolph took an inventory. He was very pleased to find himself uninjured, and to find his trousers still intact. Had he found them otherwise, he would have to charge a pair to Job Order 4.

Several men of the Road Department attended the three-night course in concrete mixing, given by the Portland Cement Association at Milwaukee. All who attended found it well worth while, and if you want any information on concrete ask any one of them.

It has recently developed that our handsome V. B. Olson is an amateur horticulturist; his favorite flower is Pillsbury, and he is afflicted with a landscaping complex. When the weather does not permit the noontime debate on the volley ball court, "Oley" can be found deeply engrossed in heavy volumes treating the cultivation of the Dandelion and kindred plants. He takes great delight in telling how his Japanese Pagodas are coming up, and in pointing out just where he plans to plant some Spanish Haciendas next summer. This is just a word of warning; you're welcome!

Ray Ketchum has recently moved into temporary quarters, pending the completion of his new house. Ray failed to appreciate how many things he owned until he had to move them all. The temporary residence is on McKinley Road, near Scott Street.



Aha! and once more aha! What have we here? Evidently a scene from some old family album explaining just why the "Gay Nineties" were gay! But no, after a close scrutiny we believe we recognize some of this gay party. Hence despite the evidence of the long trailing gowns of the ladies and the high celluloid collar of the "shiek" we believe that this was taken at Highwood recently. We aren't going to give away any secrets but we do know that the Engineer Maintenance of Way is going to have to talk fast when Mrs. Frank J. Kramer catches a glimpse of this issue of the "HIGHBALL!"

On Sunday, March 4, a party of South Shore Line track foremen, accompanied by our old friend John Hubenthal, made a trip between Chicago and Milwaukee, inspecting the North Shore Line. Mr. Kramer planned to join the party at Edison Court, and phoned to Mr. Bloom, North end Roadmaster, asking him if he would be willing to join the party. Henry at once said that he would be glad to go.

When Mr. Kramer arrived at the station on Sunday morning he was surprised to find Mr. Bloom waiting for him at the station. Instead of joining the party at Racine Henry had come down to Edison Court. Mr. Kramer greeted him, and said: "I didn't expect to find you here, Henry, you must be eager to meet the crowd." Mr. Bloom replied: "Yes, I am glad to go along, my nephew, who is a Chinese mission-



## ALONG THE NORTH SHORE LINE

ary, is visiting at the house. If I stayed at home I would have to go to church three times today."

The Track and Roadway Safety Club met at North Chicago on Wednesday, February 8. Problems which the foremen encounter, and the means used to solve the different problems, were discussed at the meeting.

Mrs. Andrew Peterson passed away at her home at Waukegan on Monday, February 27. To Mr. Peterson, Harry, and other members of the family, we extend our sympathy and consolation.

Dorothy May Mitchell, daughter of Mr. and Mrs. Charles B. Mitchell, passed away at home on February 27. Dorothy was 10 years of age, and her untimely death is greatly regretted. We sincerely sympathize with Mr. and Mrs. Mitchell in their bereavement.

### To The Old Guard

Horatio Oscar Debonnerville Brown  
Lived in a house in the best part of town.

Ate sterilized food and took baths every day.

And at nine every night he was tucked in the hay;

He always wore rubbers and breathed through his nose,

Fearing germs he fought shy of the movies and shows,

He was fussy about drafts from a window or door

As he worked in his bank from nine-thirty to four.

He used no tobacco and never drank wine.

Not once in his life did he go "down the line."

He worked for an hour at the close of each day

With the Business Men's class in the Y. M. C. A.

But in spite of all that he's not here any more,

They carved on his monument "AGE FORTY-FOUR."

Track Foreman Timothy Michael McGuire

Lived in the cheapest old house he could hire,

Bathed in the wash-tub each Saturday night,

Always smoked Shields or Mechanic's Delight,

Breathed through his mouth, 'twas the easiest way.

His nose had been broken in a little affray,

Worked in his undershirt out on the track

With sunshine and rain pouring down on his back.

For twenty-four hours he'd be out in the snow

With his gang at derailments or after a blow.

He didn't drink wine but he drank old "third rail."

And helped it along with a schooner of ale;

He's still hale and hearty at SEVENTY-FOUR.

He's sitting there now in his flag shanty door.

—Anon.

### Stores Department

#### Lydia Garling Correspondent

"Red" broke his wrist in a basketball game. That accounts for his absence one week.

Tom Evans is back on the job again after being out some time due to illness.

Beulah Higginbotham, former stenographer of Mr. Swift, was a visitor here this month. It has been quite a few years since Beulah favored us with her

### "Hoot Mon!"



Who's this; Harry Lauder several years hence? The originator of the first Scotch joke? Now let us see, didn't we see this gentleman somewhere before? We can't quite place the vegetation but the handsome features behind said foliage are familiar. How about it, lads and lassie, do ye ken who this handsome auld (or is he young) mon is?

Now let us examine this view closely with our microscope—aha!—the secret is out! He is a bonny young Scotchman in disguise. But 'tis no use, for when this issue reaches the Highwood Shops his secret will out. For who is there among the brawny shopmen who doesn't know William Chalmers, a brother shopman, a noted Scotchman and versatile correspondent for the HIGHBALL?

C. G. Goodsell, Educational Director, "scooped" this view of "Bill" in native dress as he was going to Racine to assist in an entertainment.

presence. Come again soon we would like to see you more often.

Bee Brand came to see us again. We always welcome visits from our former co-workers.

A. C. Frank purchased a bottle of mysterious liquid from someone in the Electrical Department. He won't tell us what it's all about. We know it isn't ginger ale or the like, maybe it's sauerkraut juice. Won't you let us in on the secret, Frank?

'Twas on Sunday, the air was keen, Ruth was driving in her machine; Someone else was driving too  
What happened Ruth, now we ask you?

There have been rumors of a shower on Harold. We haven't the particulars

as to the kind of shower this is to be. Maybe we will have more dope next time.

### WHO'S WHO

(For more information see the party involved.)

(To be continued)

Al—no other than "Stormy" or "Fritz the Fireman."

Mr. Mears—Better known as "Dukie Do" or "Sonny."

Melvin—Always "Chollie" or "Weenie."

Margaret—Usually "Maggie" or "Maggie-Lizzie."

Russell—"Rusty" or "Red" because of that flaming hair.

Emma—Just Emma or "Emmy."

### Barnum Was Right!

Recently in our office a question was asked of two of our most promising and intelligent co-workers. The question was, "Which weighs the most—a pound of feathers or a pound of gold?"

When asked this question, deep lines of thought passed over the countenance of Melvin Nystrom. Not for long though, for he had the riddle solved. Up and spoke Melvin with dignity—"Gold."

A few snickers and then a loud laugh followed this remark. Then came the "down."

Then Al answered quickly and confidently, "A pound of feathers weighs more because there are 16 ounces of feathers to a pound and 12 ounces of gold to a pound!"

The party that asked the question was surprised by this answer. We begin to believe we have a second Einstein or Newton in our midst. We are wondering whether Al doped this out himself or if someone told him beforehand.

### Motor Coach Department

#### Lester Hatton Correspondent

Well, here we are again after a long absence from these columns which was due to our being in new quarters, etc. We now feel like carrying on again.

Herb Murrie was a speed demon until he lost his hammer. He hopes the person who now has possession of it is good at driving nails—fingernails!

### Bughouse Fables

Frank Segerson gave Slim a \$2.00 bill the other day trying to "hoo-doo" him. Now Frank is all sugar trying to get the bill back.

What is the difference between Ray Scoles and Donald "Shorty" Strang? "Oh, about two feet."

It is getting mighty suspicious around here of late with Ray Hansen paying regular visits to Waukegan, rain or shine, every Monday and Friday.

Also Oscar Borre burning up the wires talking to —?

### Warning To Operators

Don't ask anyone to lend you a punch, as the person you asked may feel good natured and give you one! This was experienced by Leo just the other day—and how!

### Auditor of Capital Expenditures

#### C. A. Clarke Correspondent

### Personnel Review

This is our annual review of the office personnel, classified by name, description and favorite recreation, published in order that you may become better acquainted and all that.