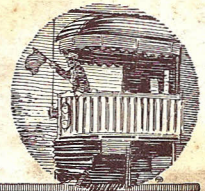


The Highball

Chicago North Shore and Milwaukee Railroad Company



VOL. 6

June-July, 1928

Nos. 6-7

Second Annual Basket Picnic for Employees to Be Staged on August 22

North Shore Line Family to Gather Again at Sunset Park, Highland Park

Recalling with happy smiles the joyous success of last year's picnic, members of the North Shore Line family are looking forward with much anticipation to the second annual basket picnic to be held Wednesday, August 22, at the same location which proved to be ideal—Sunset Park in Highland Park.

C. G. Goodsell, Chairman of the Executive Committee, which includes J. W. Oliver and C. K. Thomas, promises that the event will be even more pleasant than last year's. He assures all that it will be "a good old fashioned basket picnic with free coffee and plenty of milk for the children."

Sports and Fun for All

No attempt will be made to run off events on a definite schedule, as this leads to confusion. Announcements will precede the events in plenty of time to permit all to congregate. The first activities will start at 9 A. M. (Standard Time). No one will be overlooked, as provisions have been made embracing athletic and competitive events of all kinds. A special feature will be contests and sports for little tots, 6 years of age and under, for which many fine prizes have been provided.

A championship tug-of-war match promises to attract much interest as the Trainmen will defend the title they earned last year. The following teams will compete: Conductors, Motormen, Electrical Department, Bridge and Building Gangs, Section Men, Shops and Illinois and Wisconsin M. D. Departments. Another feature will be the horse-shoe elimination tournament which will rage all day long. Many plan to enter in an endeavor to wrest the title from Jack King, Shopman, who won last year.

Baseball and Boxing Scheduled

The annual baseball game between the Illinois and Wisconsin divisions is scheduled to start at 10:30 A. M. Wisconsin will seek revenge for the 7 to 6 trimming they received last year. The North Shore Line Band, directed by Earl P. Shultis, will be on the job all day long. They will be assisted by a volunteer "German band" which promises some clever entertainment. Howard Bentz, well-known "Road of Service" battler, will put on a boxing exhibition with an opponent to be announced later. Dancing from

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Air-Rail Service Is Established by North Shore Line and N.A.T.

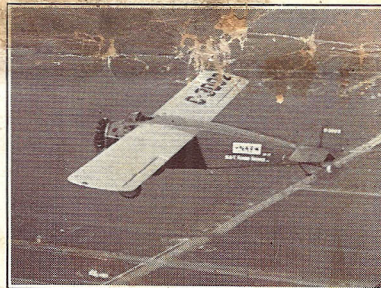
By Luke Grant

Arrangements have been made between the North Shore Line and National Air Transport, Inc., through which our company becomes the authorized agent for the sale of tickets for air transportation from Chicago to any of the cities served by the airplanes of the N. A. T.

North Shore Line agents at Milwaukee, Racine, Kenosha and Waukegan will have on sale through tickets enabling the purchaser to continue his journey from Chicago by airplane to St. Louis, Kansas City, Dallas, or any of the other cities east, south and west served by the air transportation line.

Offers Best Connections

Travel by airplane is growing in popularity at a rate which the average citizen does not appreciate. The National Air Transport carries government mail on regularly scheduled trips



One of the all-metal planes of National Air Transport, Inc., leaving the Chicago Municipal Air Port.

from Chicago to Dallas, Texas, and also is doing a large passenger business, especially between Chicago and Kansas City.

The North Shore Line is the most logical and convenient route for the first lap of an air journey, because it has the best connections with the flying field. The Municipal Air Port of Chicago is located at Cicero Avenue and West Sixty-third Street. Passengers from Milwaukee or any of the cities on the North Shore Line who purchase interline rail and air tickets travel by rail to Sixty-third Street, Chicago. There they can board a surface line car which carries them direct to the hangars of the air transportation company.

Sell Interline Tickets

Agents of the North Shore Line are supplied with tariffs and time schedules of the National Air Transport and can sell a through rail and air ticket to a customer, just as they do interline tickets over a steam railroad line.

North Shore Line Motor Coach Routes Taken Over By Metropolitan System

Howard P. Savage Is Appointed to Succeed Fred A. Klock as General Manager

The extensive motor coach service of the North Shore Line was taken over by the Metropolitan Motor Coach Company on July 1. Almost simultaneously with this operating change comes the announcement that Howard P. Savage, Assistant General Manager of the North Shore Line, has been appointed General Manager of the Metropolitan System, succeeding Fred A. Klock, who has resigned to become affiliated with the American Motor Transportation Company, operating coaches between Los Angeles and New York.



Howard P. Savage

"Riders of Marigold motor coaches of the Metropolitan System will continue to enjoy the same high-class service under this management as they did when the coaches were operated by the North Shore Line," said Mr. Savage. "We will continue to operate coaches over established routes on regular schedules as feeders to North Shore Line trains. Bringing the coach lines under a centralized management, in fact, insures more efficient operation such as should be of greater benefit to the users of our coach service."

Serves Many Communities

Service of the Metropolitan Motor Coach Company had been restricted to operation of Marigold coaches on limited schedules between the Chicago Loop and downtown Milwaukee. Upon taking over the North Shore Line service it extended its operations over 12 routes connecting North Shore communities with leading resorts in the Northern Illinois and Southern Wisconsin lake regions and important communities to the west of the rail lines. The routes and leading communities served are as follows:

Kenosha, Twin Lakes, Powers Lake, Lake Geneva. Waukegan, Zion, Kenosha. Waukegan, McHenry, Woodstock. Waukegan, Lake Villa, Antioch, Fox Lake. Libertyville, Grays Lake, Lake Villa, Fox Lake, Highland Park, Lake Zurich, Wauconda. Highland Park, Deerfield, Northbrook, Wilmette,

(Turn to Next Page)

Better Business Departmental Honor Roll

North Shore Line "go-getters" are doing things under the revised operating plan of the Better Business Campaign placed in effect recently. The quotas set at the beginning of the present quarter are in many cases being topped and multiplied as the employees send in their business leads. The report for the month ending June 15 shows the results attained by the 10 high teams as follows:

Department Or Division	Percentage Participating	Cash Results	Percentage Of Quota
Ticket Agents	75	\$3,133.71	1,205
Disbursements Accounts	50	1,146.64	1,103
Highwood Offices	62	778.02	810
Passenger Accounts	100	513.18	307
Waukegan City Lines	23	195.40	110
Maintenance of Way	8	616.13	103
Motor Coach	5	264.00	80
Freight Accounting	8	64.00	62
Stores	31	28.60	56
Commissary	13	52.55	22

On these honor rolls there is but one department showing 100 per cent employe participation. Every employe now has a direct responsibility for \$1 worth of new business each week. Do your part to swell your departmental quota, thus placing it among the list of leading boosters of the North Shore Line.

Coach Routes Taken Over By Metropolitan System

(Continued from Page One)

Glenview, Techny. Niles Center, Wheeling. Niles Center, Des Plaines. Glencoe, Wheeling. Evanston, Niles Center.

Direct Connections Made

Direct connections with North Shore Line trains are made by Marigold coaches at Kenosha, Waukegan, Highwood, Highland Park, Glencoe, Wilmette and Evanston on the Shore Line Route; at Niles Center terminal, Glenayre, Northbrook, Bieregata and Highmoor on the Skokie Valley Route, and at Libertyville terminal. North Shore Line stations serve as motor coach stations in these communities. Downtown terminals also are maintained at Kenosha, 616 Fifty-ninth Street, and at Waukegan, on County Street south of Washington Street.

Operates "Marigold" Coaches

The Metropolitan Motor Coach Company operates Marigold coaches. All the coaches of the Metropolitan System are painted goldenrod with green trimmings and bear a monogram reading "Marigold Coaches — Metropolitan System." Other companies included in this network of motor coach lines serving communities throughout the metropolitan area to the north and west of Chicago are:

The Western Motor Coach Company, operating coaches between Chicago and western suburbs throughout the Fox River Valley; the Niles Center Transit Company, furnishing service between Chicago and suburban points to the north; the Northwestern Transit Company, operating local service in Oak Park, Ill., and the Evanston Bus Company, furnishing local motor coach service in Evanston, Illinois. The new Union Bus Depot, at Roosevelt Road and Wabash Avenue, in the heart of the Chicago Loop, is the main terminal for all coaches of the Metropolitan System operating in and out of Chicago. Stations also are maintained at the Auditorium and Uptown Hotels in Chicago. The Milwaukee

Picnic for Employees to Be Staged on August 22

(Continued from Page One)

6 P. M. until all are satisfied will conclude the day.

Every employe is requested to pack a lunch and bring the family. Not a single idle or dull moment will mar the day. The executive committee announces that there will be many prizes for men, women and children. All of the awards are valuable and useful. They include such articles as electric toasters, percolators, necklaces, Dutch clocks, carving sets, baseball bats and gloves. There will be plenty of parking space as well as lunching facilities. And the weather-man will be bribed to provide a perfect sunny day to match the spirit of the occasion!

"Ask Us" Bureau Service Aids 23,853 During June

Vacationers and outdoor fans who are confronted with the summertime problem of "where to go—what to do" are finding the Outing and Recreation Bureau a valuable aid in helping them decide the question. During the month of June, 23,663 inquiries were cleared over the counters of this department of the "Ask Us" headquarters.

During the same period, the Own Your Own Home Bureau had 190 interviews with persons desirous of building or purchasing homes in one of the many advantageous localities in the Chicago metropolitan area. Both organizations report heavy demands for the literature on outing and home topics which the bureaus disseminate.

Attractive toys and useful articles, made by children of the recreational centers throughout the South Park system of Chicago, are now being displayed in the window at 72 West Adams Street.

terminal of the Metropolitan Motor Coach Company is located at 141 Sixth Street, just a half block north of the North Shore Line terminal at Sixth and Michigan streets.

Business Boosters Top Quotas as Revised Plan Is Placed in Operation

Tips Are Worth \$13,666.18 to Company in Two Months —Ticket Agents Lead

New business, amounting to the sum of \$13,666.18, has been secured by North Shore Line Better Business boosters in the two-months period since the revised campaign plan, by which every employe is allotted a quota of \$1 worth of new business each week, went into effect on April 15.

Tips totaling 1,949 were received at the Better Business office in the same period. Although this number is smaller than the average amount received in a like period under the former plan, there were more actual business-getting tips among this number than in 3,000 of the former class.

Ticket Agents Score Heavily

The Ticket Agents' group led all other aggregations during the May 15 to June 15 period by getting enough business to record the remarkable score of 1,205 per cent—more than 11 times its quota—as a result of bringing in \$3,133.71 worth of new business.

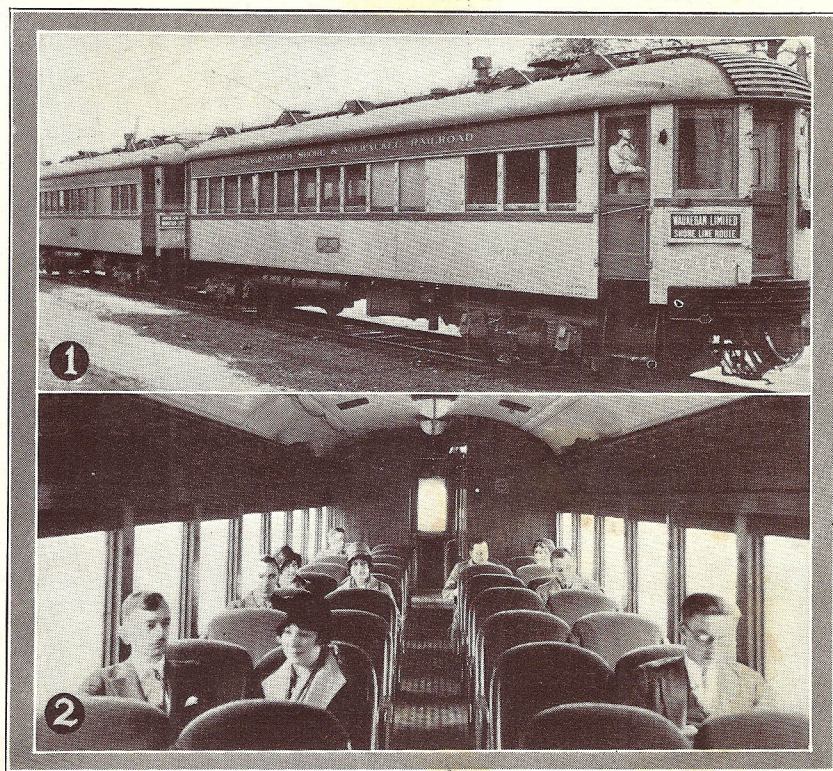
During the April 15-May 15 period, the first month of the new campaign, the agents scored 895 per cent with 66 per cent of their group participating. In the May-June campaigning they had 75 per cent of their force working in the interests of more business, with the result already mentioned. How far ahead would they go if they had 100 per cent co-operation?

Cash Results Mean Business

The Disbursements Accounts team, runners up during both periods, scored 665 per cent in the April-May activities with 52 per cent employe participation. In the May-June period, despite the fact but 50 per cent of their employes sent in tips, the team scored a percentage of 1,103—more than nine times as much as allotted. Highwood Offices were third both months with percentages of 430 and 810, also far ahead of their quota.

"The reports show the departmental activity percentage because nothing attempted means nothing accomplished", said Secretary L. H. Ball. "But the records show that one tip resulting in enough revenue will put the tipster and his department way up in the quota percentage. For instance, one department might have 100 per cent participation yet, because the tips developed no business, the department would score a zero in its quota percentage. On the other hand, a department might have but five per cent of its employes working for the campaign and yet go over the top on business secured. The new plan makes every employe responsible for so much new business and, judging from results, the family has accepted the challenge to prove its business-getting ability."

New Cars Are Last Word in Travel Comfort



All of the 15 new all-steel passenger motor cars recently ordered by the North Shore Line have been delivered by the Pullman Car and Manufacturing Corporation and are now being used in regular service.

In designing these cars it was sought to meet the requirements of the public today for the best in travel equipment. The cars embrace all the latest devices for insuring our customers maximum comfort and convenience.

"Easy Chair" Seats Popular

The new "easy chair" type seats upholstered in grey Byzantine plush are an outstanding feature of this new equipment, giving our customers the luxury of a parlor car or a private automobile at regular fare. That these seats are proving popular with the traveling public is seen in the fact that several persons have offered to pay for their seats, thinking they were in a parlor-observation car.

Other facilities making these cars the latest thing in modern rail equipment are two heating systems—electric and hot-water—with thermostatic control insuring an even temperature at all times; emergency lighting, two toilets and a smoking compartment in each car. One of the cars is equipped with Hyatt roller bearings to test the riding comfort of cars thus equipped in high-speed service.

Exterior Appearance Improved

The exterior appearance of the cars has been improved by elimination of the opaque pane over the main pane in the windows. This made it possible to increase the height of the main

pane four inches, giving greater visibility for customers. At the same time the exterior letterboard was widened 7½ inches, making the cars seem longer and more compact. The new North Shore Line colors—orange with maroon trimmings—also enhance the appearance of the cars and insure greater safety through increased visibility.

Two additional diners and one additional parlor-observation car, which will also give customers the utmost in travel luxury, are now being completed by the Pullman company.

The top picture gives a general exterior view of the new passenger cars. Below is an interior view, showing the new "easy chair" type seats.

Special Trains Carry 3,000 Pilgrims to Religious Fete On Eucharistic Anniversary

Approximately 3,000 persons made use of the extensive special service, provided by the North Shore Line in co-operation with the Chicago Rapid Transit Company, in journeying to the religious fete celebrating the second anniversary of the International Eucharistic Congress, held at St. Mary's of the Lake, Mundelein, Sunday, June 10.

Nine special trains, consisting largely of Rapid Transit equipment operated from Chicago, beginning early in the morning and carrying the crowds directly to the gates of the Seminary.

Passengers from Milwaukee and intermediate points transferred at Lake Bluff to shuttle trains operated throughout the day between that point and the Seminary.

Public Speaking Clubs Report Many Activities

Fill 132 Engagements Before 15,942 Persons During Second Quarter

In one of the most active periods since their organization, members of the North Shore Line Public Speaking Clubs filled 132 engagements before an aggregate audience of 15,942 persons during the second quarter of 1928 according to a joint report recently compiled by the North End and South End groups.

The North End Club, through Secretary C. G. Goodsell, reported 93 talks, two First Aid demonstrations and five North Shore Line String Orchestra engagements during the month of April. Four talks were made by members of this group during May. The outstanding feature of the quarterly activities was a safety campaign conducted in the Kenosha Public Schools during the week of April 16. Eleven speakers assisted in this campaign, making 79 talks in 18 different schools.

Many Speakers Participate

R. C. Yohn, Secretary of the South End Club, reported 18 talks for his group during the months of May and June. The remaining engagements reported in the list of 132 appearances were First Aid demonstrations, concerts by the North Shore Line Band and musical entertainments before public groups furnished by various talented members of the "Road of Service" family.

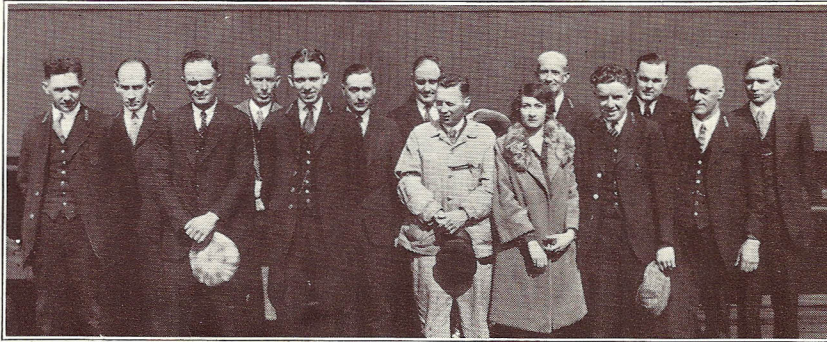
Members of the North End Club who took part in the speaking activities and the number of appearances made by each were as follows: J. W. Oliver—18; Ernest G. Cox—17; C. G. Goodsell—16; Richard L. Short—14; Kenneth Wilkins—7; L. H. Ball—6; Fred Butterfield—4; F. J. Meade—4; B. A. Thompson—4; C. K. Thomas—3; W. M. Brown—2; H. J. Phillips—1; Lawrence Bentley—1. The South End Club reported talks as follows: R. C. Yohn—8; John Kruska—4; Harry Amsden—3; H. Kresge—3.

Safety Drive Brings Praise

The safety campaign conducted in Kenosha schools brought a letter of appreciation from G. F. Loomis, Superintendent of Schools, who wrote: "I want to express to you my personal appreciation and that of the principals for the very good service rendered by your representatives in the safety talks delivered in our schools."

The North Shore Line Band was in demand for celebrations held in various communities during the period. The musicians played at Waukegan when the Ladies' Benefit Association of that city sponsored a country fair day during May. The band also marched in the Memorial Day Parade at North Chicago on May 30. When the Libertyville Chamber of Commerce held a street parade and concert on June 12, the "Road of Service" musical organization furnished music for the occasion.

Seek to Raise Standard of Personal Service



By Ernest G. Cox
Director Service Improvement

Does your standard of service measure up to what the traveling public expects of the "Road of Service"?

The North Shore Line enjoys an enviable reputation in the matter of personal service to its individual customers. Every employee is a direct beneficiary of this established reputation and has a distinct right to take pride in it, for it is an accomplishment of the men and women who for years have striven to please the public. These questions then remain: "Can this standard still be improved upon?" and "How?"

Service Vital to Nation

Every man and woman in the North Shore Line organization should be conscious of the fact that he or she is an integral part of an important transportation system. As such, he or she is discharging a vital function in maintaining the economic life of the nation, for it is the railroads of our country which have transformed it from the "wilderness of magnificent distances" of a century ago to its present state as the home of one of the greatest nations of the world. And today the importance of transportation agencies is in no way diminished, but is rather the determining factor in our national progress.

Because of the immeasurable importance of the railroad in modern civilization, much careful thought is constantly being devoted to its improvement and perfection. Improvement has taken place in practically all branches of railroad work, for the better service and greater satisfaction of the traveling and shipping public. Tracks and roadway, bridges and buildings, signal devices, cars and sources of power supply and distribution have all been improved in order that the standard of railway performance shall be kept at a level to conform to advances in other lines of industry.

Consider Practical Problems

Has this same development taken place in the matter of human relations? Can it truthfully be said that we have raised our standards of personal dealing with the public in the same measure that we have improved the physical elements in our service?

It is with the practical application

of these problems that our Service Improvement conferences deal. In these meetings of small groups of employees, such as the one pictured herewith, conductors talk over the merits of faults of particular customer situations with a view to raising our standard of personal service. Suggestions for improvement take many forms, such as better information, directions more easily understood or remembered, better choice of words in handling difficult situations, more friendly attitude or definite ways of helping in a customer's particular problem.

Experience Deciding Factor

In the discussion of such problems of every-day occurrence, they are settled, if possible, on the basis of the practical experience of the employees in the group. It is not always possible to reach an agreement, but differences in points of view are discussed and, if possible, the collective judgment of the whole group is determined. And thus the standards of personal service are set by the very men whose duty it is to serve each day the passengers for whom the railroad is operated.

The accompanying photograph shows a representative group at a meeting held in 61st Street yard, Chicago. Reading from left to right they are: Conductors B. West, F. F. Hein, P. A. Baulsir, T. J. Spellman, C. L. Donaldson, A. Wilson and E. Anderson; Motorman F. H. Witwer, Mary Crandall, stenographic assistant, Conductors A. Tapp, G. J. Smith, Daniel Webster, and C. W. Oakes, and the writer.

Honors in E.M.B.A. Drive Are Won By Merle Young

Excellent Results Attained in Membership Campaign—465 Applications Received

Stepping into the lead at the inception of the Employees' Mutual Benefit Association membership drive and maintaining it throughout, Merle Young, Roadmaster Maintenance of Way Department, won the capital prize of \$25, turning in 111 applications. Second prize of \$15 went to Thomas C. Finnell, Assistant Superintendent of the Milwaukee City Lines, who turned in 39 applications. F. L. Miller, Station Agent, Franklin and Austin, Chicago, won third prize of \$10 with 34 applications. The contest closed May 31.

Results of Drive Gratifying

Herman Englebrecht, Merchandise Despatch Department, turned in 53 applications but was not officially entered in the contest. The Membership Committee, however, recommended that a special prize of \$15 be awarded him for his fine showing.

O. E. Foldvary, Secretary of the Association and Chairman of the Membership Committee, expressed himself as greatly pleased with the excellent results attained in the drive. A total of 465 applications were turned in by 42 persons, making a total of close to 1,500 employees who now belong to the organization. Approximately 50 per cent of the employees who were not members when the drive started made application for membership.

Goal Is 100 Per Cent

"Although the results of the drive are highly gratifying," said Mr. Foldvary, "we do not propose to rest on our laurels. The Membership Committee will disband but a Departmental Committee will be organized to carry on the work with the intention of obtaining the application of the few hundred remaining employees. We believe that, once employees are fully acquainted with the many benefits obtainable for only \$1 a month, we shall experience little difficulty in reaching our goal of 100 per cent membership."

NOTICE TO MEMBERS OF THE E. M. B. A.

The Association requests each of its members to send to the Secretary's office the following certificate with the member's correct address and other information as requested. It is very important that the Secretary's office have on file the proper mailing address of all its members in order that important mail may not go astray, especially such mail as has to do with the nomination and election of trustees of the Association.

Members will please give this request their prompt attention. Mail certificate to O. E. Foldvary, Secretary, E. M. B. A., Highwood.

Department
Name
Occupation
Street Address
City State

Personal Service Wins Over Comfort and Speed In Pleasing Customers

Interesting Debate Is Feature of Program at Company Section Meeting

By Albert W. Gerbin

"Does the personal service of the trainmen contribute more to the satisfaction of the customer than the condition of the roadbed, the quality of the equipment or the speed of schedules?" This important question was the subject of a lively and interesting debate, which featured the May meeting of Company Section No. 14, A. E. R. A., at the Waukegan Parish House.

The side of personal service was successfully upheld by G. J. Bernard, M. W. Brown and E. G. Cox, who acted as captain. L. R. Hutchison, William Pierce and Raymond M. Ketchum, captain, defended the negative in a valiant attempt to reduce personal service to a secondary position in relation to roadbed, equipment and speed.

Personal Service Triumphs!

Proving by records that human nature is so susceptible to kind treatment, civility and many other finer points of personal service that minor physical discomforts are overlooked, the affirmative so conclusively presented their argument that the decision of the five judges was unanimous in their favor.

Clever use was made of the article written some time ago by James O'Donnell Bennett, noted feature writer of the *Chicago Tribune*, which compared the North Shore Line with a steam railroad. The article pointed out that physically the steam road was a trifle more comfortable, but that the personal service of North Shore Line employees made it a greater pleasure to ride on the "Road of Service."

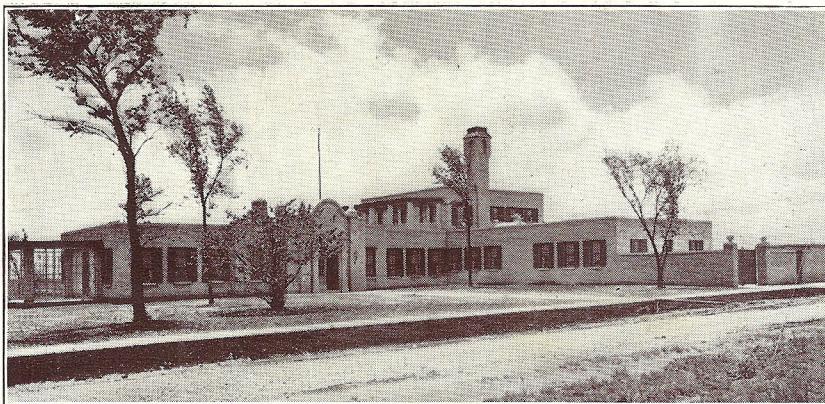
The negative team based their arguments upon the fact that business upon the North Shore Line had increased with the rehabilitation of the roadbed, the purchase of new steel equipment and the increased speed of schedules since the road came under the present management. Failure to link that important fact with the question under discussion proved to be the undoing of their case, which otherwise was well worked out and presented in an interesting manner.

Membership Drive Continues

The judges were C. E. Huttleston, H. C. Cordell, J. W. Oliver, L. J. Wertzler and William McNanly. The decision in favor of personal service seemed to meet with the approval of the audience of over 300 persons. Music for the program was furnished by a mixed quartette consisting of Phyllis Dowkes, Mrs. Margaret Wanner, William Ehnert and Arthur Illes, accompanied by Mrs. Madeline Budde.

R. C. Yohn, President of the Company Section, announced that there

Libertyville Dedicates New Memorial Hospital



An event of considerable importance and interest to residents in North Shore Line territory was the recent dedication of the Elizabeth Condell Memorial Hospital at Libertyville. Located at Stewart and Cleveland avenues, just a short distance south of the North Shore Line station, this institution fills a long-felt need for hospital facilities in this growing Lake County community.

The hospital is of Spanish design and is constructed in a cross shape. It contains 24 beds, a complete operating room, nurses' quarters and all other modern equipment. The completed structure represents an invest-

ment of approximately \$120,000, of which \$20,000 was contributed by the late resident whose name it bears. The balance of the sum and the four-acre tract upon which the institution stands represent the generosity of public spirited citizens during a campaign conducted by civic and patriotic organizations.

Among the prominent persons taking part in the dedicatory ceremonies were Samuel Insull and Dr. W. A. Evans, health editor of the *Chicago Tribune*. Music was furnished during the program by the Chicago Rapid Transit Company Band. The picture gives a general exterior view of the hospital.

Hints on Home Owning

By C. Edward Thorney, Director,
Own Your Own Home Bureau

Every American family should have an American home. The way to start to own a home is to start. The friend with a flair for statistics may attempt to divert your attention. He may try to show you, with the aid of paper and pencil, that the difference between cost of renting and cost of buying, if invested regularly in good securities, will in the same length of time it takes to purchase a home amount to more money than the value of the home.

The trap door through which this argument disappears is the "if." A man on a salary, particularly the man of family, finds ample needs for all the controllable currency he ever finds in his pay envelope. But a contract payment for a home must be met—and when made, it sticks. Home owning is an old story. Millions have owned homes and millions more will.

would be no meeting during the summer months. However, the membership drive will continue throughout the summer. Over 52 new members have been secured since last fall, according to L. H. Ball, Secretary. Mrs. P. Hudson still leads in the race for new members and has excellent prospects of winning the trip to the annual A. E. R. A. convention in Cleveland, which is the prize offered.

What men have done, men can do again.

QUESTION: "The attic of our home is extremely hot in summer. What can we do to make it cooler?"

ANSWER: Use any one of the forms of wall board especially prepared for insulation. Use a board that looks well in itself so as to avoid the muss of plastering. This insulating material will keep your home cooler in summer and warmer in winter.

QUESTION: "Which costs more, stained or enameled woods?"

ANSWER: Assuming that the same kind of wood is used for the finish, enameling is more expensive than staining on account of the extra labor and materials required.

QUESTION: "Is it necessary to have metal lath in the bathroom?"

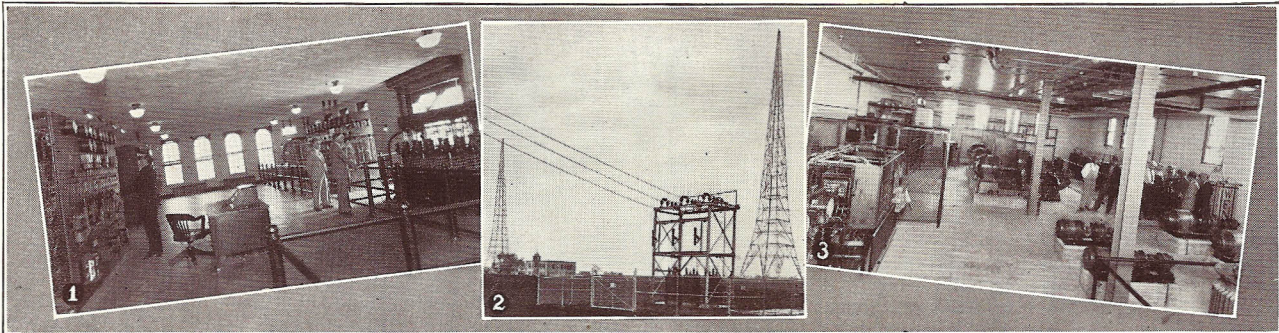
ANSWER: It is necessary if you want a good and permanent job. Wood lath does not do well in a bathroom because there is so much moisture, and consequent swelling and expanding will crack the plaster. Run metal lath up at least 6 feet 4 inches.

— or a Postage Stamp

He: "I wish I had a nickel for every girl I've kissed."

She: "What would you do? Buy yourself a package of gum?"

New "Voice of Service" Transmitting Station in Operation



Completion of the new 50-kilowatt transmission plant of the Great Lakes Broadcasting Company—operating as WENR-WBCN, "the Voice of Service"—places these two stations among the most modern and powerful radio broadcasting stations in the world.

The new equipment is now in daily operation at reduced power, and it is hoped that negotiations with the government will soon be completed, allowing use of the full 50-kilowatt capacity. Experimental work with the high-power equipment, conducted in the early morning hours under a special license, indicates that the twin stations will be heard over the entire country and in many neighboring foreign countries with unusual volume.

Test Determines Location

The new station is located on a 40-acre plot of land four miles south of Downers Grove, Illinois. The geographical location is such that signals from this station will reach the north and south sides of Chicago with ap-

proximately equal intensity, so that satisfactory reception may be had by all receivers in Chicago.

In order to determine the best location, a 1,000-watt portable transmitter was installed in a test location. A set of instruments was mounted on a truck and moved about until it was determined at which point was produced the most uniform reception throughout the city.

The transmitter building is a two-story brick structure of attractive design. The main part of the building consists of a power room on the main floor and an operating room on the second floor. Other facilities on the second floor include the engineer's office, control room, dormitory, dinette, locker room and toilet facilities.

Attractive Programs Offered

The antenna towers are 300 feet high and are located 700 feet apart. These towers, which can be seen for several miles around, will be provided

with beacon lights as a warning to aviators.

Power for the station is supplied by two outdoor substations located on the property. These substations are connected with the Public Service Company of Northern Illinois system. Four pairs of wires connect the broadcasting studios in the Straus Building, Chicago, with the transmitter station.

The twin stations broadcast alternately on a wave-length of 1,040 kilocycles, 288.3 meters. Among the many features appearing regularly on the programs are light operas sung by the Great Lakes Quartette, concerts by the Edison Symphony Orchestra and many humorous and other musical features by a selected staff of artists.

Pictures above show views of the new station. No. 1—Main operating room. No. 2—General exterior view, showing broadcasting towers, station building in background and one of two substations for power supply in foreground. No. 3—General interior view of power room.

Rapid Progress Made On City Line Extension

Rapid progress is being made on the extension of the Waukegan City Line from Glen Flora to Greenwood Avenue, which is now nearing completion, according to Frank J. Kramer, Engineer Maintenance of Way. Mr. Kramer expresses pleasure at the speed and efficiency which has marked the work throughout.

Latest Equipment Used

Approximately 1,115 cubic yards of dirt was excavated to make room for the single-track extension, which is 2,640 feet long. Dayton resilient steel ties are being used, on which 102-pound rail is laid. The joints are thermit-welded. The entire structure is laid in concrete, requiring 3,550 square yards of paving.

Many compliments have been received from residents along the route of the extension on the quiet, orderly and efficient manner in which the project has been carried on. Louis Homan, supervisor, is in charge of the construction.

Track in Use Soon

Mr. Kramer estimates that cars will be using the new extension by the first of August. The route is along

North Avenue, from Glen Flora to Greenwood Avenue, formerly the northern city limits of Waukegan. Since the extension of the city limits farther north this region has become thickly populated, and the additional transportation service soon to be inaugurated is hailed with great satisfaction by the residents.

Services of Official North Shore Line Photographer Available to All Employees

Do you wish to have a studio portrait, or a group picture of a birthday party, wedding or other private gathering taken in your home or at some other convenient location? If so, the services of the North Shore Line official photographer, A. F. Scholz, are now available at reasonable rates.

Arrangements have been made whereby any member of the North Shore Line family can take advantage of this opportunity to get good pictures taken with a minimum of trouble and a maximum of satisfaction. You can set the time and place to suit your own convenience, and Mr. Scholz is equipped to give you any style of photograph you may wish.

For further information on this offering write to Mr. Scholz, Bureau of Photography, Room 1319, 79 West Monroe St., Chicago, or telephone him at Belmont 0022, Chicago.

Five North Shore Line Representatives to Attend Wisconsin Utilities Forum

B. W. Arnold, Assistant to the Vice-President in charge of operation; John R. Blackhall, General Manager; J. W. Oliver, Safety Engineer, and Kenneth Wilkins, Student Engineer, will represent the North Shore Line on the program of the Transportation Section convention of the Wisconsin Utilities Association, to be held at Sheboygan, August 16 and 17. Henry Cordell, Master Mechanic, is vice-chairman of the convention.

Mr. Oliver, who is chairman of the accident prevention committee, will discuss means of making the streets and highways safe for all the people. Mr. Blackhall will read a paper on "Regenerative Braking and Rheostatic Heating of Cars." "Air Brake Installation and Maintenance" is the subject of a paper to be read by Mr. Wilkins.

The delegates will make an inspection tour of Sheboygan and Kohler, ending at Elkhart Lake. Athletic contests will be held at the lake, followed by the annual dinner, at which Mr. Arnold will be master of ceremonies.

Excursion Trains Being Operated Each Sunday

New "Bargain Rate" Specials During Summer Months Proving Popular

Special excursion trains, which are now being operated by the North Shore Line each Sunday during the summer months between Chicago and Kenosha, Racine and Milwaukee, are proving very popular, according to R. S. Amis, General Passenger Agent. Under the new "bargain rate round trip" policy, which went into effect on June 17, patrons can now make the round trip for \$3.00 from either terminal point. The round trip fare to Chicago from Racine is \$2.75 and from Kenosha, \$2.50. These rates apply only on the Sunday excursion specials.

The northbound special leaves Roosevelt Road at 8:25 A. M. (Chicago Time), and arrives in Milwaukee at 9:40 A. M. Excursionists are able to spend the entire day in Milwaukee as the return trip is made at 7:15 P. M. (Standard Time). The southbound special leaves Milwaukee at 7:30 A. M. (Standard Time), and makes the return trip from Chicago at 7:25 P. M. (Standard Time).

All-steel equipment is used in the excursion specials, which operate over the Skokie Valley Route. Literature describing the many attractions in both terminal cities, as well as other points of interest along the North Shore Line, is distributed to the passengers en route. Better Business Campaign workers will find these special excursions to be a good selling point in their efforts to secure new business.

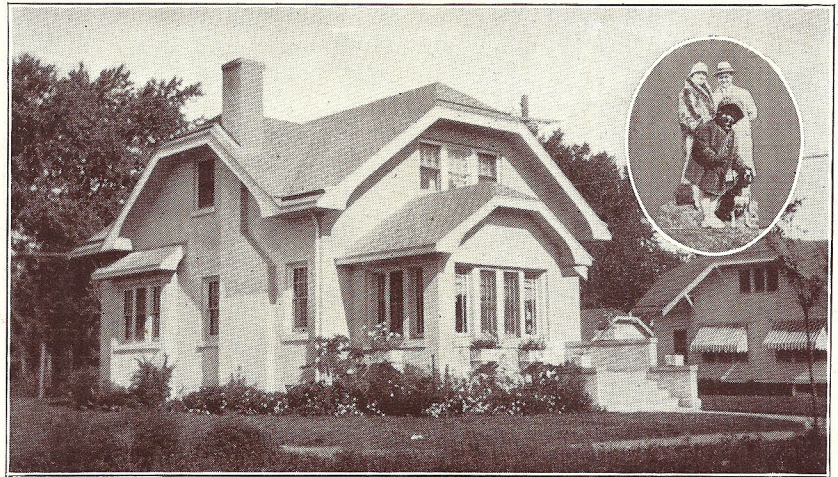
Start Elevation Work on "L" Right-of-Way From Church to Isabella Street, Evanston

Work has been started on elevation of the Rapid Transit right-of-way between Church and Isabella streets, Evanston, on the North Side Division. This extension, when completed, will give the Rapid Transit Lines elevated tracks for almost the entire length of the North Side Division, the Linden Avenue terminal in Wilmette being but one station removed from where the present improvement will end.

The first move toward elevation was the construction of a temporary passenger and freight terminal for the North Shore Line on the west side of the tracks at Church Street. A temporary track has been laid from this point to University Place, and construction of a temporary trestle for the northbound track elevation has been started on this section.

Rapid Transit employees of the Maintenance of Way Department are doing the track work on this new North Side improvement. It is expected to have both northbound and southbound trestles completed and "L" trains operating "up on sticks" by the end of the year, according to D. H. Howard, engineer for elevation.

"Own Your Own Home"



By C. G. Goodsell, Educational Director

The beautiful home featured this month is the treasured possession of Mr. and Mrs. L. A. Larsen. It is ideally located at 914 Belmont Avenue, Racine. Mr. Larsen is the Merchandise Despatch Agent at Montrose station in Chicago and is well known to most of us.

This is a very attractive and substantially built home. It is finished in white cement, rough plaster, on cement block. It has a 12-inch wall to grade and a 10-inch wall to the roof. The inside walls are plastered on lath which is nailed onto two-inch strips, thus making the house warm in winter and cool in summer. It has seven rooms and bath. The large living-room has a brick fireplace, with the chimney exposed to the ceiling and an oak mantel. There is a 10 by 12 foot sun-parlor, enclosed by double French doors. The kitchen is finished in white enamel. Oak trim predominates throughout the house.

The lot is 40 by 120 feet and has a fine two-car garage at the rear. Needless to say such a fine layout is indeed "home, sweet home" to Mr. and Mrs. Larsen, as well as Doris May, aged four, their daughter, all of whom are shown in the inset above. Oh, yes, "Beans" the dog completes the family circle and does much to make things lively around the Larsen residence.

T. B. MacRae, Former North Shore Line General Auditor, Succumbs at Wilmette Home

Thaddeus B. MacRae, Auditor of the Chicago Rapid Transit Company and formerly General Auditor of the North Shore Line, died at his residence, 518 Linden Avenue, Wilmette, on the morning of July 3, after an illness of two months. At the time of his death Mr. MacRae was president of the Accountants Association of the American Electric Railway Association and was well known in the railroad accounting field.

Funeral services were held, July 5, in the chapel at Forest Home Cemetery, Forest Park, at which cemetery the body was interred. He is survived by a widow to whom the sympathy of the North Shore Line family is extended in her bereavement.

THE best and biggest men of all times have been self-made men—most of them started out with what the world would call a poor chance.

Their chances were no worse and no better than those which surround every individual today.

Utilities Research Commission Seeks Man With Engineering Education for High Position

An unusual opportunity for someone with an engineering education and some experience in public utility work is offered by the Utilities Research Commission, which is seeking a man with the above qualifications to act in the capacity of co-ordinating agent for the commission. His work will be of an executive capacity, assisting the officers and committees of the organization and forming contact between them and the various university laboratories where the commission's work is in progress.

The Utilities Research Commission was established five years ago by the North Shore Line and associated public utility companies to conduct research in engineering problems. Its work is attracting nation-wide attention and its co-operation is welcomed in laboratories of leading universities. It has research work now in progress in five universities, on 18 problems concerning steam, electricity, gas, ice-making, chemistry, etc. The expansion of work has brought about the need of an executive to co-ordinate and expedite its work. Applications for this position may be filed with H. B. Gear, Secretary of the Commission, Room 1716, Edison Building, Chicago.

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.

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VOL. 6

JUNE-JULY, 1928

Nos. 6-7

"BOOST!"

THE CHICAGO World's Fair Centennial Celebration in 1933 promises to exceed in splendor and importance any similar event in the history of mankind.

It is fitting and proper that it should be so. For Chicago today ranks as the second largest city in the United States and third largest in the entire world. And those who speak with authority predict that it soon will be the world's greatest and largest metropolis.

But the World's Fair in 1933 is not planned merely to set forth the accomplishments of Chicago during the past hundred years—great as these accomplishments are. Nor is interest in this forthcoming exposition a local proposition.

The Fair will draw peoples from over the entire world, and practically every country will be represented by an interesting exhibit. Science, art, religion, industry, commerce and all other institutions of man will join in making this a world-wide exposition of human achievement.

Everyone in the Middle West—and the entire United States for that matter—should be a booster for the Chicago World's Fair in 1933. It will do much to bring this section of our great country, and especially the Chicago metropolitan area, into its own as one of the finest and most progressive regions in the entire world.

We, as members of the North Shore Line family, have especial reason to be interested in and boost this great exposition. It will be held in one of the cities which we serve. And we are—or should be—interested in anything that promotes the territory of which we are a part.

Looking at the exposition from a purely selfish standpoint—which, of course, we should not do—the World's Fair means additional business for the "Road of Service." A good share of those visiting the exposition from cities along the North Shore Line will use our high-speed electrified service in traveling to and from the Fair.

However you view the great project, the fact remains that we all should be boosters for the Chicago World's Fair in 1933. And one way of showing our interest in the exposition at this time is to join the World's Fair Legion. Thereby will we be helping insure the success

of this great enterprise and at the same time advancing the best interests of our company and the territory we serve.

RESULTS

THE ACCOMPLISHMENTS of North Shore Line folks in the Better Business Campaign during the first two months the revised operating plan was in effect were most satisfactory indeed.

Over \$13,000 in new business was directly due to the persistent efforts of our "go-getters" in lining up "tips" that brought actual returns through service rendered.

The results attained by some departments are remarkable. But the most remarkable thing of all is the splendid display of interest and enthusiasm in the third year of the campaign.

It just goes to show that North Shore Line folks can and do get results when they set themselves to any task.

*Why worry? It brings nothing but grey hairs;
Just laugh away your troubles and your cares!*

SHARKS

THERE are various kinds of sharks. Probably the one we think of first on mention of the word is the man-eating variety of fish or mammal that inhabits the deeps.

But the shark we are referring to here is the human species, defined by the lexicographer as a "grasping and tricky rogue, a swindler, a sharper."

We are all potential victims of this land shark—for he is no respecter of persons. Unless we practice eternal vigilance, we are apt to be ensnared in one of the myriad "get rich quick" schemes which are his stock in trade.

The only way to protect ourselves against this predatory person is to take nothing for granted, to investigate before investing. And, to make certain beyond all reasonable doubt, all we have to do is get in touch with the Chicago Better Business Bureau, 111 W. Washington Street, telephone Central 3910.

This organization, supported by leading citizens, has as its aim to rout the sharks and crooks by turning the spotlight of publicity and disclosure upon them. Its services are free, and its information is reliable.

What Others Are Thinking

PRESENTING THE FACTS

(Editorial, Chicago Journal of Commerce)

The address of President H. T. Sands of the National Electric Light Association is a clear and candid exposition of the attitude of the electric light and power industry toward the federal trade commission's present inquiry. The utility companies, as Mr. Sands relates, have endeavored by honest means to distribute information respecting their activities. They have fostered the dissemination of useful knowledge, dealing principally with the technical progress of their industry. They have done this in order to pierce the fog of ignorance covering many of their operations, and also in order to counteract the efforts of the active and well-financed proponents of government ownership.

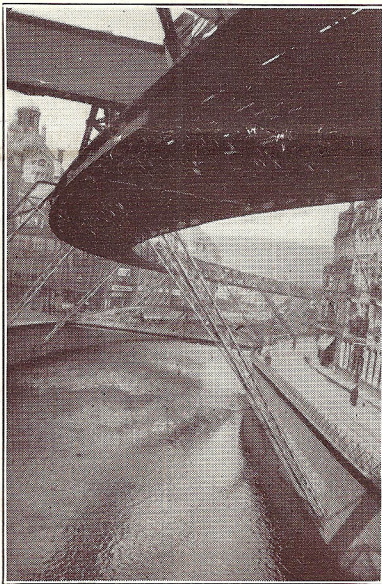
The proponents of government ownership, in their recent campaign against the mythical animal called "the power trust," have attempted by distortion of facts and by unfair argument to convince the public that the utility industry has been indulging in unfair methods of propaganda. No such conclusion can intelligently be reached by one who considers the entire range of testimony given before the federal trade commission.

Transportation in Europe

The following interesting and instructive article was written by Harold H. Rice, Outing and Recreation Bureau. It is based on his observations and experiences during an extended trip through western Europe last summer.

(Continued from Last Issue)

In Elberfeld, Germany, I saw what I believe to be the most unusual rapid transit system there is. It is an elevated monorail system. Instead of running on two rails on top of the structure the trains run on one rail underneath the structure. Ordinarily a city the size of Elberfeld does not need rapid transit, but this city stretches out for a considerable distance along a creek, with high hills on each side. The monorail line is built along this creek and it follows its many curves. The stations resemble our own elevated stations to some extent. Between the platforms there is a wire netting to prevent anyone from stepping off into the river below. Standing on the platform seems rather futile, because you don't expect to see a train coming along swinging from an overhead structure like a monkey from the limb of a tree.



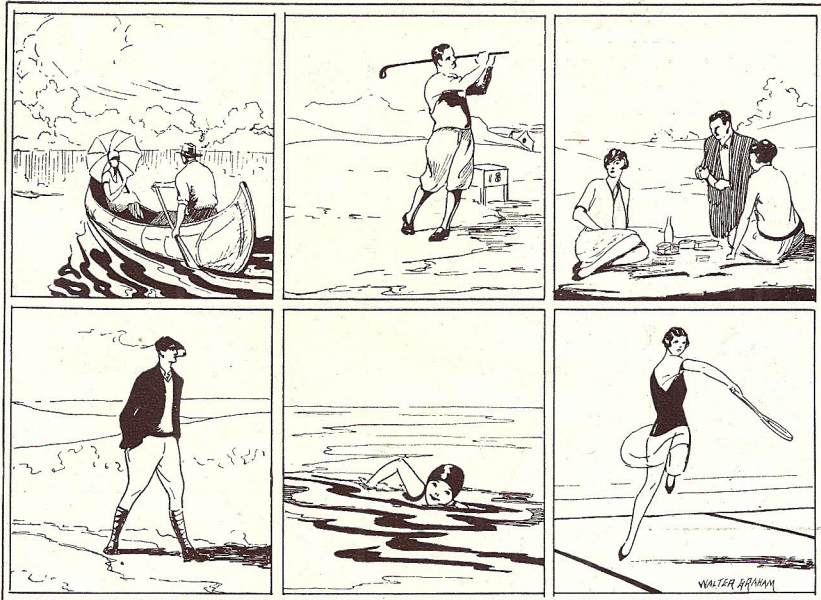
Overhead tracks and right-of-way of the monorail system at Elberfeld, Germany—an unusual use of "air rights" over a body of water. The picture was taken from a station platform.

The trains are two-car multiple-unit, not much different from our own. The power control and the air brakes are not unusual. It gives you a rather sinking sensation to stand on the front end of a train and see it start off with nothing but the river many feet below, but the Germans seem to have taken normal electric railway equipment and used it satisfactorily in this special way.

Interurban Lines Scarce

There are different types of interurban lines in Europe. The lines most

Vacation Time in Chicagoland



(Tell your friends to ask the Outing and Recreation Bureau, 72 W. Adams St., Chicago, telephone State 0080, for information on where to enjoy any of these outdoor recreations. The service of the Bureau is "free to all the public.")

like our American interurban systems are to be found in Germany. There is a line along the Rhine from Cologne to Bonn that greatly resembles our American systems. They have large cars and run four-car multiple-unit trains. They use the pantograph and catenary wire and run local and limited trains at high speed. An additional line of this nature is projected to run north from Cologne to Dusseldorf and through the surrounding country. The tramways of the various cities extend into the nearby towns. From London the various steam roads have electrified suburban service for about 30 miles. Outside of these there are no interurban lines, but the local train service of the steam roads is vastly more extensive than ours.

In Holland there is some railroad electrification but that part of the system offers no different type of service than the ordinary steam road service. In Switzerland most of the mountain railways are electrically operated. These use a cog road for all or a part of the distance. Most of the Swiss Federal Railways are electrified and give a very high-class service.

In France and Belgium there exist what are known as light railways. They cover the country with their lines, some electric but mostly steam. They are narrow-gauge lines and some of the steam lines do not look a whole lot bigger than some of our amusement park trains. They run four and five-car trains—steam as well as electric—right through the streets and handle baggage and mail just as the standard roads do. They are very slow and follow alongside the highway. While such lines could not exist in the United States, the lack of suitable highways, private automobiles and busses gives these little roads, some with only a half dozen trains a day, a

business that permits them to exist at least.

Trains Not So Fast

We hear quite a bit about the speed of European railroads. Although there are lots of trains with long non-stop runs, they are not fast. The only place that I noticed speed comparable with that of our eastern steam roads and our electric railroads was on the electrified sections in Switzerland and France. The greater portion of the rail mileage of Switzerland is electrified and the cleanliness of it seems to fit in with the snow-capped mountains and the light buildings and clean streets, characteristic of Switzerland.

There is no such thing as a timetable folder as we know it. In many places you can buy a timetable of the vicinity from the station newsstand, at prices ranging from two cents to a dime. The whole matter is simplified, however, because on the continent there is just one system of railroads in each country—the government system. The bulk of the people depend upon the timetable in the station for their information. Great hallways are taken up with boards, on each side of which are pasted the schedules of the various lines of the vicinity. Anyone who does not want to trust his memory must copy the schedule on paper. Those who complain about having to translate American schedules into daylight time would be no better off on the European continent. There everything is published in the 24-hour system of time and the passenger must translate the year around. His 5:15 P. M. train will always be posted as leaving at 17:15 P. M.

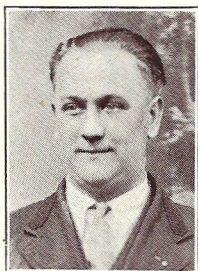
(The End)

John DeSmidt Decorated By Three Countries for Heroism in World War

Captured Trio of Machine-gun Nests and Nine Prisoners Single-Handed

By Albert W. Gerbin

"I knew it had to be done, and I couldn't very well send anyone else, so I went myself."



John DeSmidt

This was the modest explanation offered by Motor Coach Operator John DeSmidt in relating an amazing narrative of heroism during the World War, when as a Sergeant in the 132nd Infantry of the 33rd Division, he captured three German machine-gun nests single-handed.

And, even today, Operator DeSmidt does not see anything heroic about his action—although his decorations, consisting of a French Croix de Guerre presented by Marshal Foch, the British Distinguished Conduct Medal presented by King George V., and the American Distinguished Service Cross presented by Major-General Bell, offer irrefutable testimony to his bravery.

Captures Three Nests

It was during the Somme offensive on July 4, 1918, that Sergeant DeSmidt distinguished himself. The 33rd Division (Ill.), known as the "Prairie Division," was acting in the capacity of "shock troops," being hurled into the line at any point where the opposition was most stubborn. At one point hidden German machine-gun nests were severely hindering the advance, and an order was given to Sergeant DeSmidt's platoon to wipe out the nests at any cost. Not willing to send any of his men to an almost certain death, and knowing that "it had to be done," DeSmidt took it upon himself to carry out the order.

Armed with a hand grenade and an automatic pistol, Sergeant DeSmidt crept into the heavy woods and came upon the first nest sooner than he had anticipated. The gunners, taken by surprise, surrendered promptly. The prisoners reluctantly told of two other nests hidden nearby. DeSmidt captured one without difficulty, but the gunners of the other offered resistance. Finally DeSmidt hurled the grenade into the remaining nest, bringing about immediate capitulation of the occupants. Sergeant DeSmidt, returning unscathed, was credited with three captured machine-guns with ammunition, and nine prisoners.

Wounded Severely by Shrapnel

Soon after, at a divisional review at Moline Woods, Sergeant DeSmidt was presented with the Croix de Guerre and the Distinguished Conduct Medal. The American Distinguished

Wins Honor Award



Honorable mention in the poster group of the seventh annual exhibit of advertising art, sponsored by the Art Center of New York, was won by the above North Shore Line poster displayed last winter on "Road of Service" station platforms.

Recognition in this contest establishes the poster as one of the outstanding examples of attractive advertising art of the past year. Competitive exhibitions, comprising the best posters shown by the leading advertisers of the nation, were entered in the contest. Despite the fact that the poster group stood out as exceptionally strong this year, the "Ski Jumping" poster was adjudged one of the best of the lot. Willard Frederic Elms was the artist who designed the poster.

Service Cross was presented to him in the United States.

On July 18, during the Somme offensive, DeSmidt was struck by a shrapnel shell and severely wounded. He remained at a French hospital until he was removed at the close of the war to the United States. While he was at the French hospital he was awarded a second lieutenant's commission, which he holds today in the reserves. His wounds necessitated eight operations, during which 14 pieces of shrapnel were removed from his body.

Helped Build Skokie Line

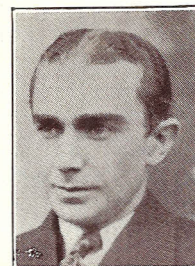
When he was discharged from the hospital in 1921, DeSmidt took a position in the Signal Department of the Chicago and North Western Railway Company, where he remained until 1925, leaving to take a position in the electrical department of the construction forces then engaged in building the Skokie Valley Route of the North Shore Line. He was later transferred to the Motor Coach Division which is now part of the Metropolitan System.

The Naked Truth

"I haven't a thing to wear," has been the cry of the women all through the ages, but the modern women are the first to wear it.

R. C. Yohn Commended For Fine Work at Lions Convention in Waukegan

R. C. Yohn, General Storekeeper of the North Shore Line and former President of the Waukegan Lions Club, received many commendations from high officials in the International Lions organization for his work in making the state convention, held recently at Waukegan, a complete success. As president of the local chapter for the past year Mr. Yohn did much to bring the state meet to Waukegan.



R. C. Yohn

The city was literally turned over to the 600 visitors. Parades, golf tournaments, banquets and concerts featured the convention. The new Genesee theater was the scene of a "midnight frolic," during which the Lions staged a "stunt night" program. A huge ball at the Valencia ballroom in honor of the Lion Governors concluded a joyous affair. Business, however, was mixed with the fun, for the election of new state officers was held.

Mr. Yohn's many friends on the North Shore Line are pleased to hear of his success in this field as he has devoted much of his time to the ideals of Lionism. At the recent election of the Waukegan Club he was made a director. He is also on the board of directors of the northern zone. As a token of the esteem in which the Waukegan Lions hold him, Mr. Yohn was recently elected delegate to the International convention to be held at Des Moines, Iowa, in July.

Final Report Sets \$19,250 As Amount Given Children's Society by Utility Chapter

Complete returns on the recent membership drive conducted by the Utility Employees' Chapter of the Illinois Children's Home and Aid Society show that the final receipts totaled \$19,250, surpassing by a substantial amount any previous year's proceeds. Of this sum \$637.10 was subscribed by North Shore Line folks.

Fifteen public utility organizations participated in the drive for memberships, over 3,000 employees of these companies taking membership cards in the chapter. Over 10,000 persons gave sums of varying amount to the chapter, all of which goes to help carry on the splendid work of the Children's Home and Aid Society among unfortunate juveniles of the state.

THERE are two things that men should never weary of, goodness and humility; we get none too much of them in this rough world and among cold, proud people.

Chicago Prepares for World's Fair in 1933



Elaborate preparations are being made for the Chicago World's Fair Centennial Celebration to be held in 1933. International in scope, the Fair has already aroused world-wide interest and promises to become the most successful project of this nature in history.

Typifying and celebrating Chicago's stupendous growth in the past 100 years, the World's Fair is expected to attract millions of people and billions of dollars to the Chicago territory.

Build Islands for Site

A new and greater Grant Park is to be built along the lake front as a site for the World's Fair. A series of five islands, stretching from a point south of Roosevelt Road to Jackson Park and separated from the mainland by a wide lagoon, will be constructed. Permanent buildings containing types of architecture from all countries of the world will be erected to house the exhibits.

Modern science and invention will contribute their most outstanding accomplishments of recent years for public display. There will be a series of parliaments and a congress of science, art, religion, government and world problems in session during the event.

Boosters Join Fair Legion

The World's Fair Legion of original signers, organized to give all public-spirited persons in the Chicago metropolitan region an opportunity to boost this great enterprise, has a membership drive under way at present. Many thousands have joined this organization, which affords a chance to subscribe \$5 to the advance ticket sale of the Fair. For this amount the subscriber receives a handsome certificate, suitable for framing, which entitles the possessor to 10 souvenir admission tickets to the Fair at a later date.

The striking poster reproduced above is now being displayed to advertise the Fair.

"Roll of Honor"

Motor Coach Operator John Jappas is commended by Ruth Bell for courtesy and careful driving.

Information Clerk Gertrude Puhlman is commended by Mrs. L. F. Pooler for courtesy.

Motor Coach Operator E. L. McKay is commended by Merritt R. Laubheimer for courtesy and careful driving.

Conductor Ray M. Voelpel is commended by Richard M. Graham for honesty in recovering and promptly returning a pocketbook left on a train.

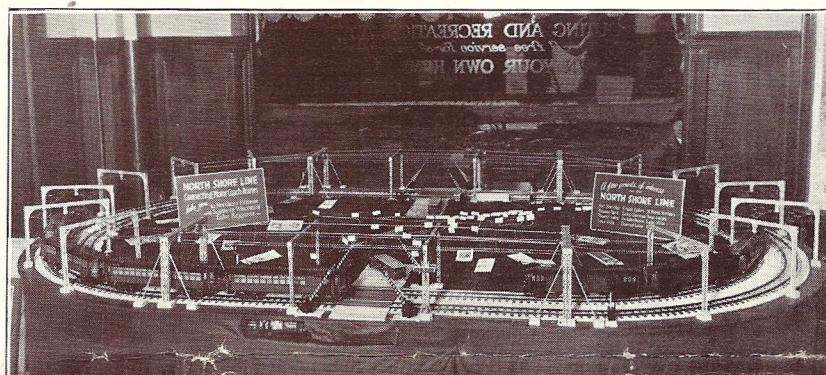
Shopman Jerry Slana is commended by H. L. Mitchell for honesty in returning a pocket book found by Mr. Slana on a train.

H. P. Savage Is Honored By Lewis Alumni Union

Howard P. Savage, former Assistant General Manager of the North Shore Line and past national commander of the American Legion, was honored by his old schoolmates when at the recent annual election of the Lewis Union, the alumni association of Lewis Institute, Chicago, he was named president for the ensuing year. Mr. Savage was graduated from Lewis Institute in 1903.

The Union is at present making plans for a midwinter reunion of all Lewis Institute graduates, of which it is estimated by the committee in charge there are 5,000 in Chicago and suburbs.

Miniature North Shore Line Is Unique Exhibit



One of the most complete replicas of a modern interurban electric railroad ever constructed is being used by the North Shore Line as a graphic illustration of our service. Built on the scale of one-half inch to the foot, this model electric line faithfully reproduces every detail of both equipment and operation on the world's fastest interurban electric railroad.

Two Trains Circle Tracks

The double-track right-of-way is ballasted with fine gravel. Overhead is catenary construction, with miniature steel towers and copper trolleys. Around the circular tracks run two four-car trains. One is a miniature duplicate of an all-steel passenger train, including two regular coaches, a diner and parlor-observation car. The other is a merchandise despatch train, including three cars used for handling regular less-than-carload freight shipments and one electric refrigerator car for handling perishables. All the cars are painted in the new North Shore Line colors—orange with maroon trimmings. The interiors of the cars are illuminated by tiny electric bulbs.

There are two crossings, protected by the new type of automatic electric safety gates recently installed at several points on the North Shore Line, which are operated by completion of a track circuit by approaching trains.

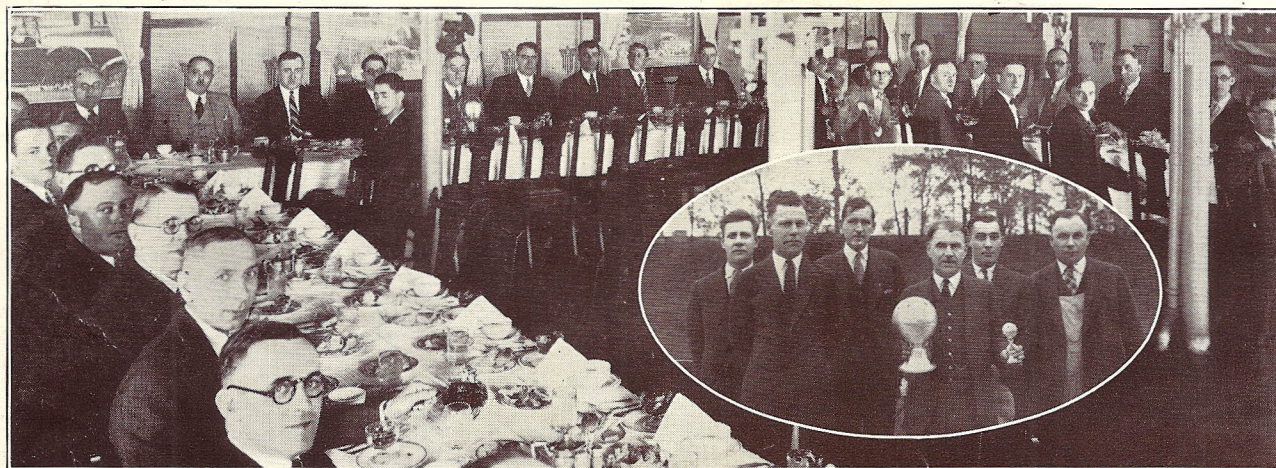
Block signals alternately flash green and red as the trains circle the tracks. Marigold motor coaches of the Metropolitan System, which are used extensively in auxiliary service, are stationed at the crossings. In the center of the oval formed by the tracks is a bas relief of the entire North Shore Line system, including both rail lines and Marigold motor coach routes, with cards designating all important points served.

Exhibit Draws Large Crowds

The exhibit was recently displayed in the window of the Outing and Recreation Bureau, 72 West Adams St., Chicago, and attracted large crowds of interested spectators. It was constructed under the supervision of Henry Cordell, Master Mechanic, and Kenneth Wilkins, Student Engineer, who displayed unusual ingenuity in attaining such mechanical perfection in this working model.

According to John J. Moran, Commercial Manager, it is planned to use the model at various fairs and other public gatherings as a means of telling the public about the "Road of Service." It will be a feature of the North Shore Line exhibit at the Wisconsin State Fair in Milwaukee, August 27 to September 1. The picture shows the exhibit while it was being displayed in the Outing and Recreation Bureau window.

Winning Transportation Team Awarded Trophy at Bowlers' Banquet



Transportation Team No. 1, headed by Robert C. Bottner, won the championship of the North Shore Line Bowling League, after leading for several months in a season unparalleled for interest and enthusiasm. In addition to winning first place, the team also set a record for high team series with a mark of 2,809. C. Horton, a member of this aggregation, won the trophy for the highest individual game with a score of 278. The only record this team did not set was that of high single series, which was established by William McNanly of the

Merchandise Despatch team with 686 points.

General Manager John R. Blackhall awarded the trophies to the victors at the annual banquet, recently held at the Hotel Clayton in Waukegan. The picture above shows the bowlers about to enjoy the feast which ended the season's program. The inset shows members of Transportation Team No. 1 with their trophies. Reading from left to right the victors are: R. C. Tank, I. R. Sals, R. G. Bottner, captain, H. L. Mead, L. C. Otto and C. Horton.

Election of officers for the following season was held after the dinner.

Howard P. Savage was named to succeed Joseph W. Simons as president of the league. C. K. Thomas was elected vice-president and Ernest G. Cox, secretary-treasurer. Henry Cordell, C. E. Huttleston, Mr. Thomas, F. L. MacDonald and Mr. Simons, sponsors of the teams representing their departments, gave short talks commending the interest displayed during the season. J. W. Oliver was presented with a bowling bag and a box of golf balls by the league in appreciation of his fine work in helping make the past season a success.

North Shore Line Fourth In Utilities Flower Show

J. W. Mears, Supervisor Dining Car Service, and H. C. Borkenhagen, Merchandise Despatch Department, repeated former triumphs when many of their entries were awarded prize ribbons at the Public Utility Employees' Home Garden Association spring flower show, held on the main floor of the Peoples Gas Light and Coke Company building, June 11 and 12. John Orting, Mechanical Department, also entered for the first time this year. The entries of the three "Road of Service" employees placed the North Shore Line fourth among sister utilities.

Out of six entries by Mr. Mears, five received ribbon awards; three first-place, one second and one third. Out of 10 entries by Mr. Borkenhagen, five received ribbon awards; three first place ribbons. Their entries netted them \$5 in prize money.

Both Mr. Mears and Mr. Borkenhagen have been consistent winners in the flower shows held every spring and fall by the association. Together their entries in the recent show earned the North Shore Line 220 points, which is the identical score they made in the spring show of 1927. They also scored in the fall show of 1927 with several beautiful varieties which were silent tributes to their gardening skill.

Mr. Mears, it is recalled, won third place honors in last year's *Chicago Tribune* contest for the landscaping skill he displayed in developing a small 30-foot lot into a well-planned garden.

Pleasant Summons

Bill: "Say, Jack, how did you get that red on your lips?"

Jack: "That's my tag for parking too long in one place."

Tracks Behave When Maintenance Men Meet!



We'll wager that the rails didn't stray from the "straight and narrow" when these maintenance supervisors and foremen of both the North Shore Line and the South Shore Line got together at Michigan City recently!

F. J. Kramer, Engineer Maintenance of Way, led a party of "Road of Service" track men on an inspection trip over the sister railroad as guests of James Mallon, Assistant Engineer of the latter road. To the trained eyes of the visitors the recently rehabilitated South Shore Line roadbed appeared to be in excellent condition indeed.

ALONG THE NORTH SHORE LINE

Transportation Department

CHICAGO DIVISION

Donald Zealand
Correspondent

Members of the North Shore Line family deeply regret to learn that Mrs. Agnes Searle, mother of Jack Searle, our regular Chicago Division correspondent, was fatally injured in an automobile accident recently in Chicago. A brother, Joseph Searle, was hurt but has now recovered. Jack suffered an injured shoulder and is still unable to carry on his duties. We all extend our sympathy to Jack in his bereavement and hope for his speedy recovery. Meantime the writer is substituting as HIGHBALL "scribe" to the best of his ability.

Ticket Agent Ralph Curry of North Chicago Junction has been a frequent visitor to Chicago recently. Ralph and the writer are members of the Civil Air Corps of the U. S. A., and the La Salle Flying Club. When we ask Ralph about the organization he claims that it is the best in the country. The purpose of the organization is to educate the American public in the fundamentals of commercial aviation and to place America foremost in aviation in the world. We both think the organization is very educational and interesting. We will get up in the world yet!

Since the last issue of the HIGHBALL several changes have taken place on the Chicago Division. Jack Searle has been transferred to the Uptown Station, making it necessary to call upon Highwood any time that relief help is wanted at Adams and Wabash now. John Lang has been down town a couple of times. John is a good worker and we were glad to have him with us as he is well liked by all who know him. We hope that there will be occasions for you to come down again, Johnnie.

Frank Zimmerman is working in the second floor ticket office at Adams and Wabash, in Keith Kuhlman's place. Keith, with a friend, is touring Europe via motorcycle. He expects to be gone several months, visiting all the leading cities while on his trip. He promised to tell all the kings and queens about the "Road of Service" and invite them to ride whenever they visit us. So far he has reported no refusals. (Maybe he has not seen any yet!) However, kings and queens notwithstanding, we wish our "North Shore Lindy" a dandy time on his trip.

The weather man has promised a very dry spell shortly. (Confidentially—we don't believe it). The reason? Because all the fellows down here have sworn to carry raincoats all the time now.

Carl Hammesfahr, of the Adams and Wabash staff, and wife returned a short time ago from a honeymoon that "took in" Wisconsin and Michigan. Both reported a very enjoyable trip. Mrs. Hammesfahr, before her marriage, was Irene Candra. We wish them all the prosperity and happiness possible.

MILWAUKEE DIVISION

Ray E. Helgert
Correspondent

Our Superintendent, W. H. Burke, was recently honored by an appointment as a member of the Advisory Board of the Milwaukee Safety Commission. This appointment was made by Mayor Daniel W. Hoan, of Milwaukee, and comes to Mr. Burke as a reward for the interest and time he has devoted to safety work in the Cream City. We all congratulate him.

Our Four Horsemen!



Here we have four well-known horsemen of the "Road of Service" minus their trusty steeds, which have become obsolete since our heroes discovered that North Shore trains are more reliable and consume less oats. From left to right "they" are T. F. Gnevo, Roy Thompson, Howard P. Savage and the gentleman greeting him with such an air of civic pride, otherwise identified as Frank J. Burkard.

This picture appeared in the *Wisconsin Evening News* on May 22, when Mr. Savage appeared as the principal speaker at a luncheon of the Civitan Club in Milwaukee, of which Mr. Burkard is a member. Mr. Savage also made a tour of inspection of St. John's Military Academy at Deerfield on the same day. The Milwaukee Civitan Club is a business men's organization. Commanders of American Legion posts in Milwaukee County were also present at the luncheon as guests of the club to hear their former national chief tell of his impressions of foreign countries after the war.

A brief but interesting conversation was overheard between Trainmen Carty and Engstrom, as follows:

Engstrom: "What was it, a boy or girl?" Carty: "Both!" Engstrom: "What?" Carty: "Yep, twins!" Congratulations!

Eric Bendler, who started to work as night operator at Harrison Street some time ago, is getting along nicely and says he likes the work.

It is rumored that William Leadley, on a recent visit to Madison, sat in the governor's chair. It was a whole week before "Bill" would come down to earth and talk to anyone.

Oscar Swift, Trainman, carried an Indian blanket to work and found it rather embarrassing. Too bad it couldn't fit in a pocket, eh, Oscar?

Earl Clark, Ticket Agent at Harrison Street, toured northern Wisconsin on his vacation recently. An enjoyable trip was marred by an accident which did some damage to his car.

Sam Berrong, Day Yardmaster at the terminal and Chairman of the Safety League, "fights shy" of publicity, but we cannot refrain from saying that he handles the position of chairman with the grace of a veteran. Needless to say, everyone knows he is more than capable as yardmaster.

The following safety talk was made by Ray Dooley, Receiving Clerk, at a Merchandise Despatch safety meeting recently and was praised by J. W. Oliver, Safety Engineer, as an excellent short discussion of this important subject:

"While this is primarily a safety meeting, it is not my intention to stand up here and give you a long, lengthy talk on safety or safety measures, as I feel that there are men here who are more capable of talking to you on that subject than I am.

"However, I want to touch on one phase of the safety issue that has not as yet been talked on, and that is fatal accidents. So far as I know or have ever heard there has never been a fatal accident in the Merchandise Despatch Department and I hope that there never will be. Nevertheless, while we have minor or more serious accidents, there is always the possibility of fatal accidents.

"We have, each and everyone of us, someone who is near and dear to us; someone who would miss us should we not return from our daily labor. It may be a father or a mother, a wife, brother or sister, or little ones who wait and watch for our return. Think of the disappointment and the heartaches that would be theirs should something happen to us. So, while we are working it pays, not only to work for our own safety, but for the safety of those who are near and dear to us. We should also watch and work for the safety of our fellow men, those who are working with us.

"It always pays to stop, look and listen when we are confronted with a large or heavy piece of freight. We should stop, look the situation over and, after we are firmly convinced in our mind as to the safest and easiest way to handle it, then proceed, always, however, being on the alert for the unexpected to happen and remembering that it is too late after the accident has happened. Remember that it is too late when the crepe hangs on the door. The tears of friends and relatives will never bring back the life of the loved one again. It might perhaps have been avoided if the situation had been studied over before, but then it is too late. And so it behooves us all to watch not only our own work but the work of our fellow men, for their safety as well as our own."

Charles Shortal, Milwaukee City Trainman, returned to work recently after being ill for more than a month.

Stores Department

Lydia Garling
Correspondent

A. C. Frank must have spent his vacation in his own back yard. At least he reported no excitement.

George Zack spent most of his vacation acquiring a coat of tan. He played much tennis and golf. A side trip to South Bend completed his week.

This office is about 100 per cent when it comes to golf. None, however, have broken any course records so far this season.

Melvin and George cop the "red flannel knickers" and the title "Midnite Golfers." Recently they played a match game and finished the 18th hole sometime between 9:15 p. m. and midnight.

ALONG THE NORTH SHORE LINE

Al—"I hope there's nobody in it."
Ruth—"In what?"
Al—"I have to look for a bath tub in the ledgers!"

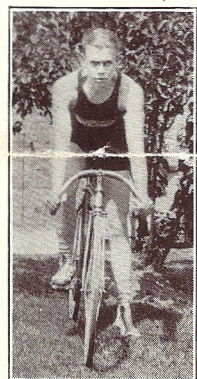
Helen McOmber brought her small daughter, Alice, in to see us recently. She's a cute youngster.

Donald Lathrop, son of our chief clerk, graduated from Lake Forest College this June. Congratulations, Donald!

Mary Milnamow is quite a climber, they say. One night she locked herself out of the office and had to climb in through the window, to the amusement of many. It's lucky for Mary that she's thin or she probably would have had to go home without her coat and hat.

Almost any nice evening or Sunday afternoon one can see Harold Oglesby prancing gracefully around the tennis courts in North Chicago. When asked why he was doing so much exercising lately, his answer was: "I'm reducing." Alas, and alack! After all our expectations, we seem doomed to disappointment. For on the great day of August 22, we had visions of our own "tiny" Harold pulling, puffing and wheezing as the anchor man in the fat men's tug-of-war!

This view shows our own Carl Stone, demon bike rider of the North Shore



Line. Carl goes the six-day riders one better as he is out seven days in the week on his two-lunger. (He provides the two lungs.) Carl, who is a member of the Amateur Bicycle League of America and rides under the colors of the "Road of Service," recently rode in the Olympic trials. He was going strong at the 26th mile when an Airedale took Carl's shin for some new species of soup-bone and made a grab at said shin-bone, causing him to

fall from his bike.

However our hero expects to retrieve his laurels in the CHICAGO TRIBUNE Bike contest. During his spare time Carl drives a commissary truck under the able supervision of Mr. Lakenan.

Traffic Department

F. J. Devaney
Correspondent

Mr. and Mrs. R. S. Amis are the proud parents of a nine-pound baby girl, Dorothy Grace, born May 25. Congratulations! We know she will be a welcome playmate to the other little Miss Amis, Harriett, who is six years old.

Ask our good-looking chief clerk just why he is so fond of the popular new song: "Sweet Sue"?

Do you like tales of thrilling heroism? Then ask Fireman Dan Lyons to tell you about the two ladies he recently rescued!

E. F. Weber went on a fishing trip over the week end, recently, but it turned out to be a slumber party.

Anyone desirous of purchasing nice fresh vegetables should communicate with "Farmer" Lewellen of Waukegan.

The Traffic Department recently re-

"Watchful Waiting!"



Leaving no stone unturned in its effort to make the recent task of transporting pilgrims to the second anniversary commemoration of the Eucharistic Congress at Mundelein a success, the North Shore Line established "watchful waiting posts" at strategic points along the route. Maintenance of Way, Electrical, Transportation and Mechanical forces joined in preparing for any possible emergencies.

This view shows one of the "watchful waiting posts"—the tower at the South Upton interlocking plant—and three of its temporary inhabitants. Reading from left to right, the "waiters" are: Leslie Acox, Transportation Department; Harry Ellis, Shops, and A. Shultis, Shops.

ceived an inquiry asking on what river we operated our ferry truck service!

When we asked Al Mehl why he calls his girl "Hinges," he replied: "She is something to adore." Sounds like a hot-weather pun!

Waukegan City Lines

Elden Dunn,
Correspondent

It looks as though Waukegan City Lines are getting bigger and better every day. As the outskirts of the city limits continue to grow they crave our service, so we are going out North Avenue with the spikes. Construction was started the first of June.

Did you ever hear of the aviation department of the Waukegan City Lines? Neither did we but we were successful in making William Ives, Supervisor, believe that we had a plane here. His curiosity overtook him and he was here in the office for details on the matter. He asked if we would consider \$1 enough hush money on the matter. We accepted and gave him credit in the Community Chest Funds. We have to admit that "Bill" is a good listener.

Remember the excitement that Herb O'Donnell had? Well, Herb has things going smoothly now. We thought we could call on him one evening. We will admit that it was a little late, but as friends we felt that we were always

welcome. To our surprise, after we succeeded in arousing him from his sleep, he wouldn't let us in and when we insisted on seeing him, he quietly notified the police. Then Herb looked out of a side door as the flivver squad brought us single-file up out of the basement. Of course, we were in the right and had the law on our side. So we decked him out in a few of our clothes, loaded him in with us and ate a heavy breakfast with him.

L. W. Curry is a newcomer on the Waukegan City Lines and we certainly are glad to have him with us.

James Danks, shopman in the Mechanical Department at North Chicago Barns, had a very painful experience a few days ago. He was the principal figure in a hold-up staged in Waukegan on Market Street.

The safety meetings held at North Chicago Barns, June 15, were very interesting to all. Mr. Gordon of the Safety Bureau was present and gave a very interesting speech on "Personal Attitude." Mr. Oliver and Mr. Kenry also gave interesting talks.

M. Groate attended the races at Indianapolis just to satisfy himself that on a straight getaway he was still in the races.

Bill Ives and Stewart Failing are both trying to do something for science. We find the chief accessory on Bill's car is bailing wire. Stewart is using water instead of gas. He says the "old wreck" is in good shape yet, as he looked in the gas tank and found it full of — water.

Mechanical Department

HIGHWOOD SHOPS

William Chalmers
Correspondent

Ernest Devendorf and Sam Seifert are still on our sick list, but we are glad they are making good progress in getting well. We hope to have them back with us very soon.

We are glad to have Dick Horman back to the shops again. He has been sick for several weeks.

Carl Vinnedge of the Machine Shop has moved from Waukegan to Zion. His progress in this new town seems rapid as he is now known as "Apostle Vinnedge."

Erny Boettger took Guy Turner out in his car for a trip and landed in Zion immediately after a thunder storm. Alas, Guy's trip was over, for he had to get out and push. Some usually get out and walk home. It's a shame, Guy.

Louis Spasoff has joined the list of automobile owners and now possesses a Jordan sedan, which is a beauty. Tell us some of your experiences, Louis.

This month we account for three new additions to the band. Roy has a new sousaphone. Bradshaw a new saxophone, and Hickey a new trombone. It's a real treat to see and hear the boys. You bet the band travels in no rut!

Well, the boys have all the new passenger motor cars out on the road, and a good deal of comfort they are indeed. If you had seen the boys "shoot them out" in record time you'd say there is real co-operation in our Highwood shops.

The boys in the shop are interested in the new book entitled: "The Care and Feeding of Children," by "Baron" Duffy.

ALONG THE NORTH SHORE LINE

Jim Jost, Freight Car Foreman, reports an addition to the Jost family. The new arrival was an eight-pound boy, and we understand that both mother and child are doing well. We hear that Jim is going to make a Freight Car Repairman out of him in a few years.

The "barnyard golf" contest is going to be an event of real interest this year at our picnic on August 22. Hickey, Jennings and Keech are the only ones so far who have endeavored to make Jack King look to his laurels. Hold to it, Jack!

They all fall sooner or later! Kenneth Wilkins, Student Engineer in the Mechanical Department, has decided to take the fatal step. After a courtship of several years he "popped the question" and was accepted by Eleanor Hathorne of Waukegan. The young lady has been teaching school in Hammond, Indiana, which explains the frequent trips that our young "Lothario" has made between Waukegan and Hammond. "Baron" Duffy, the "well known man about town," has given his sanction and we all wish the young couple much happiness.

From a very authentic source we hear that Henry Cordell is taking up polo and spends his Sunday mornings clad in "plus fours" and a derby, on a brave stallion chasing the elusive pellet up and down the fields. What-ho? No fishing?

Harry Phillips, Highwood Freight Agent, has for some months been occupying a corner of the Mechanical Department office. This young man is very attentive to a certain young lady, and it looks very much as if they will be the next ones to be extended well wishes. "Baron" Duffy has placed his stamp of approval on this romance also.

And, with all this marrying going on, the "Baron" himself is becoming interested and no longer flits hither and yon like a wild spinach looking for its mate. What is the lucky girl's name?

MILWAUKEE SHOPS

Henry E. Draeger,
Correspondent

John Sandgraf's Essex coach sure knows its groceries, since he uses it for a delivery wagon.

One of the night men came around with a camera and took some good "snaps" of the gang. Albert Zichuhr is being billed for one cracked lens. Too bad our foreman, Mr. Jayner, did not get in on those rare "snaps."

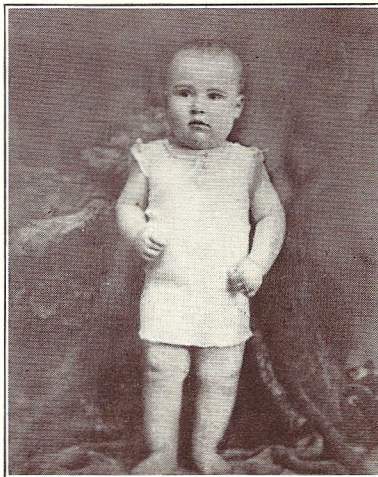
On the day the Bremen fliers were due at Milwaukee a terrific commotion was heard southwards. This was about 8 A. M. and, as the fliers were not due until noon, we called the Journal for information. They informed us that the fliers had not arrived and explained that the noise we heard was caused by O. Joyner and Charlie Enstrom trying out their automobiles at Racine!

A. Bauer, mentioned in the last HIGHBALL as the champion bowler of St. Francis, now agrees to uphold his title and challenges anyone on the North Shore Line, age, race or height no drawback!

Since Abie, our oiler, has been laid up with illness, H. Smidth, alias "Highpockets," has taken up his duties and is doing very good work.

When Andrew took a few days off, several rumors started. One was that he was plowing his farm. Another stated that he was married. The last one worries the boys most, as they are

"Childhood Days"



For reasons visible to the naked eye we envy the husky little fellow shown here. Notice, please, that costume! Wouldn't that solve completely the hot weather question of how to keep cool? Of course, we are not advocating the adoption of this style as a dress for general public display. However, even at that, some of the present-day young ladies don't wear much more—generally speaking. So, right in the midst of a heat wave, we cast an envious optic on the habiliments of this youngster.

At first glance now, would you believe that the young fellow gazing so defiantly into the face of the camera here is Oswald Foldvary, Secretary of the E. M. B. A.? Neither would we. But that's who it is! He was a chubby little chap and undoubtedly the pride and joy of the Foldvary homestead at the time, some years past, when this picture was taken.

all interested in good smokes, especially free ones!

We had one of the best safety meetings last month and the boys are quite "sold" on safety. Interesting talks were made by H. C. Cordell, J. W. Oliver, John Orting and Mr. Gordon of the Safety Bureau. The latter always makes a hit with the boys when he talks. As a result of this peppy meeting, the shop force here is quite determined to make the rest of 1928 go by without an accident in the Milwaukee Shops.

Maintenance of Way Department

Carl A. Walberg,
Correspondent

It is with the deepest regret that we learned of the sudden death of Mrs. William Miller, and we extend to Mr. Miller, our Signal Foreman, and to his little ones, our heartfelt sympathy.

The sudden death of P. Gozdziala, acting foreman for Section Gang No. 16, Howard Junction to Dempster Street, brought much sorrow to those of this department. Pete was working

with his gang on the track at the Dodge Avenue bridge when he slipped and fell onto the third rail and was electrocuted.

We now know the reason why Ray Ketchum is having a new home built at Lake Forest. The Ketchum family have a new arrival, whose name is Patricia Ann. Ray believes in giving the youngsters plenty of room to romp around in. Congratulations, "old top!"

Claude "Spud" Hogan, our Signal Maintainer, with working headquarters at Dempster tower and Oakton Street gates, figured that he would take on more maintenance work, so ventured into the field of matrimony on June 15. Now it is Mr. and Mrs. Claude Hogan. Best wishes, "Spud."

W. G. Fitzgerald, Signal Supervisor, left on June 20 for a two-weeks vacation in Northern Wisconsin. Bill came back with some bigger and better fisherman's stories. Incidentally, Cal Coolidge and Wes Linstroth had some good company. C. E. Willison kept up the job while "Fitz" was on his vacation.

Public Service Company—"We would like to have you people clean up the right-of-way, adjacent to our Church Street plant."

P. R. Elfstrom—"You bet we will and as soon as we can get at it."

P. S. Co. (2 weeks later)—"Say, you fellows sure cleaned up the right-of-way. We wonder if we can have our car stops back?"

P. R. Elfstrom, Assistant Engineer of Construction, left the service of the company on July 1 to join the ranks of Henry Danischewsky, general contractor of Milwaukee. Members of this department regret Phil's departure but wish him the best of success in his new work.

A safety suggestion has been sent in that the combination to operate the Piper's Road telephone be sent up to Mr. Bloom. (The safety tip was for the protection of the telephone booth.) How come you get the combination, Henry?

G. Arnsward: (Calling the M. of W. on 'phone from Substation No. 5) "Say Ray, I haven't enough tarpaulins for the roof."

Ray: "How much do you want, Godfrey?"

Godfrey: "As much as I got."

Ray: "How much is that?"

Godfrey: "Half as much as I need."

Ray: "All right, we will send it over to you."

(We hope Mr. Arnsward got what he wanted.)

In order to keep Charles Cross in good humor, the roof on Substation No. 5, Skokie Valley Route, should never be mentioned to him. "It leaks again, Charley!"

Charles Cascarano, Foreman of Section Gang No. 4, is to be a real citizen of the good old U. S. A. Charley, with the honorable escort of Messrs. Young and Ketchum, went to Waukegan to get his papers for citizenship cleared up.

The other day John Anen received word that a crossing plank was a little high. He came up to the office to find out where the trouble was, but was unable to get information. The office had not been notified as to the location of the crossing plank. The mystery was cleared up later, when it was found to be on the miniature railroad constructed in the Electrical Shops.

Millie "Mumps" Wrench was back again on duty Friday, May 11, at 8:30 a. m., after having a two weeks' siege of mumps. Of course they were Libertyvillian mumps. Where else could Millie have got them? How's the neck, Millie?

ALONG THE NORTH SHORE LINE

Frank J. Kramer and Dorothea Freeman are the golfers of this department. Mr. Kramer came "busting" into the office the other day with a real set of golf clubs, exclaiming: "I just bought these. How do you like them?" Look out, golf ball! Dorothea came in one morning, looking like she had sawed about 30 cords of wood. On being asked what was the matter, she exclaimed: "Oh, it's that wonderful game of golf!"

Phil Elfstrom, Merle Young, Bill Fitzgerald and Duvall Williams are the fishermen. When they hold their council meeting and talk about fish, I tell you their fish stories just can't be beat. The other fellow hasn't a chance!

On May 20, Mr. Kramer, our Supervisors and Track Foremen had an interesting trip over the South Shore Line. Our party was treated royally by James Mallon and members of the South Shore Maintenance of Way Department. The purpose of the trip was to inspect track work and roadway conditions on this line. The party left Chicago in the morning and arrived in South Bend at 2 P. M. They had dinner and visited South Bend. The trip was enjoyed very much by all and they are contemplating a similar trip in the near future over the Chicago Aurora and Elgin Railroad.

Fincutter's gangs are constructing two first-class concrete station platforms at Kenilworth. The citizens of Kenilworth will now know where the North Shore Line stops in their village.

The crossing gates on the south end of the line have been given a new spring coat of paint. They look fine. The decorators were Signalmen R. Harrison and F. Cox.

Due to the great amount of business the Arcole Construction Company is doing in Niles Center, the North Shore Line was required to install another sidetrack at the gas plant location in order to handle the freight business for this concern. We like to see more business coming our way.

Better Business Office

Walter H. Homan
Correspondent

We are glad to see Christine back after an illness of several days. We didn't know how much we'd miss her until she became ill.

Your correspondent returned from a vacation very sunburnt and broke. It's a good thing we returned when we did, for Francis Ball, nephew of Lester H., had taken our place and might have seriously threatened our livelihood. He certainly kept things humming!

Harold Eide recently returned from a vacation, which he declared he spent trying to sell insurance to ladies who wear high heels. The lad has quite a good "line" and must have made a success of a dangerous job.

Charles Waite has a hobby, which consists of making files for Better Business records.

General Accounting Department

PAYROLL DIVISION

Roy Gabrielsen
Correspondent

"Vic" Walulis returned to the "old grind" after two weeks of golfing and visiting with "Knute" Rockne at Notre Dame. "Vic" has the complexion of a forest ranger and the appetite of a star boarder.

Learn First Aid Early



This picture shows youngsters from the Racine County schools participating in a First Aid contest, for which members of the Electrical and Mechanical teams of the North Shore Line served as judges. Many grammar schools entered teams of four members in this contest and the Union Grove School, scene of the event, was crowded with friends and interested visitors. The rapid spread of interest in such work is seen in the fact that the winning team came from the Burbank School, which is a little one-room school in the town of Caledonia, near Racine.

The following First Aid men from the "Road of Service" acted as judges: Lawrence Bentley, John Kruszka, George Hottinger, H. K. Sorenson, Dan Cameron, L. Smith, Harry Renner and Jerry Slana. The contestants were trained last January with the aid of North Shore Line First Aid veterans.

Wesley Linstroth, after having kept us in suspense for two weeks with promises of mammoth fish, returned from Spooner Lake, Wisconsin, empty handed. He alibied that, since the arrival of President Coolidge in Wisconsin, the fish just don't "choose to bite."

Your correspondent spent a week visiting an aunt at the Mayo Brothers' Clinic in Rochester, Minnesota.



The "barnyard golf" season is now in full sway at Highwood. Here is the way a couple of the General Office stars struck our mailbox-cartoonist, Marshall Satterlund, when he espied them in the midst of a close shoe-flinging contest during the noon hour one day recently. We tactfully refuse to mention any names.

The writer wishes to take this opportunity to say goodbye to his associates and friends at Highwood as he is leaving to join the forces of the Metropolitan Motor Coach Company. It

has been a real pleasure to work with, and to record the doings of, the entire Auditing "gang."

DISBURSEMENT ACCOUNTS DIVISION

Ada Mae Helfer
Correspondent

We have had quite a mumps epidemic. Our chief clerk first had them and was confined to his home in Wilmette. Next Millie Wrench stayed home, suffering from the same ailment. She lives in Libertyville. The next victim lived at Round Lake! Here is a good chance for some of you amateur sleuths who read mystery stories to do some good investigating work.

Pearl Hayes was absent from work for several days and returned with a black and blue jaw, also minus a tooth. She declared that the casualties were from association with a dentist—in a professional manner, of course!

If you want to see a man who can rally in a crisis to turn defeat into a glorious victory, you should watch our General Auditor on the horseshoe courts. With the score 20 to 18 against him, this man of iron can step up and dauntlessly declare he will make a ringer to win—and then do it!

Hector Thomas created quite a sensation when he drove down in a new Nash recently. He is contemplating a trip to New York, but declines with becoming modesty to state whether or not he will be accompanied by anyone. But "still waters run deep," and we wouldn't be surprised to see Hector adrift on the sea of matrimony at any moment.

Luella Klann and Julia Ludlow are also coming to work regularly in a green limousine. This will bear investigation!

At the time this issue went to press the girls were planning a golf tournament to be supervised by Frank Grum, professional of the Payroll Division. The following planned to enter: Frances Dalton, Florence Martini, Frances Tourtelotte, Millie Wrench, Florence Wagner, Luella Klann, Hattie Boehm, Luella Attridge, Genevieve Smith, Esther Krueger and the writer. Watch for the results in the next issue, but don't be disappointed if the scores are suppressed!

PASSENGER ACCOUNTS DIVISION

Mary Esther Krueger,
Correspondent.

Eddie Lindroth believes the early bird catches the worm. We don't know just what worm he was trying to catch, but he took his vacation in May. He motored to Champaign, where he spent the week with his brother, who was attending school there.

Who is the little farm girl with the milk pail? Or perhaps you can tell us who the girl is, riding the horse. She looks familiar. Why, it's none other than Rosie English spending her vacation in Peoria!

"Mat" Hehner at this writing is spending her vacation at the family home in Marion, Wisconsin. She says the weather is ideal up there and she is spending most of her time in a rose garden reading. We hope she won't be too educated when she gets back.

Alice Ulfers spent most of her vacation around Highland Park, visiting and attending picnics.

Helen Large and Angie Garrity are vacationing at this writing. We hope they will have some interesting experiences to relate when they return.