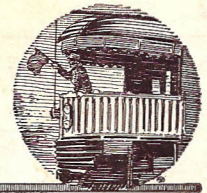


The Highball

Chicago North Shore and Milwaukee Railroad Company



VOL. 6

October-November, 1928

Nos. 10-11

North Shore Line Wins Speed Trophy Again

*Increased Speed and
More Extensive Service
Feature New Schedule*

*Two-Hour Limited Trains Now
Operated Between Chicago
and Milwaukee*

Inauguration of two-hour limited service between the Chicago Loop and downtown Milwaukee via the Skokie Valley Route, and the addition of four new trains to the regular Chicago-Milwaukee limited service, are features of the new operating schedule of the North Shore Line, which went into effect with the ending of daylight saving time on Sunday, September 30.

Running Time Reduced

This new high-speed passenger service between Chicago and Milwaukee is maintained by operating trains without stop between Kenosha, Wis., and Dempster Street, Niles Center. Four limiteds operate under this new non-stop schedule, making all regular stops in Chicago and also receiving passengers at Racine. Two of the new limiteds make all regular stops en route, including Waukegan and North Chicago Junction.

Two of the crack North Shore Line limiteds operate under the new non-stop schedule daily except Sunday. The Badger Limited, northbound, leaves Adams and Wabash station in the Chicago Loop at 7:15 a. m., Grand Avenue at 7:20, Belmont Avenue at 7:30, Wilson Avenue at 7:35, Howard Street at 7:42 and Dempster Street at 7:49 a. m., arriving at Kenosha at 8:32 a. m., Racine at 8:44 and downtown Milwaukee terminal at 9:19 a. m. The Interstate Limited, southbound from Milwaukee terminal at 7:15 a. m., leaves Racine at 7:49 and Kenosha at 8 a. m., arriving in the Chicago Loop at 9:15 a. m.

Give Maximum Convenience

Two new limiteds, operating daily except Sunday, leave downtown Milwaukee and the Chicago Loop at 7 a. m., stopping at Racine, Kenosha, Zion, Waukegan, North Chicago Junction and all Chicago stations. The Badger and Interstate limiteds, which carry diners when operating on the new non-stop schedule on week-days, make all regular limited stops on Sundays without diners.

The two other non-stop limiteds operate daily, leaving the Chicago Loop and downtown Milwaukee at 3:45 p. m., and carrying parlor-observation cars

(Turn to Next Page)

"Ours Again!"



Here is the handsome ELECTRIC TRACTION Speed Trophy, which was awarded the North Shore Line for the second successive year at the 1928 convention of the American Electric Railway Association. If we win it again next year, it's ours to keep—and the "Road of Service" means to do that very thing!

Special Performance of "Rigoletto" for Utility Employees' Opera Night

Verdi's popular opera, "Rigoletto," will be the second of the four special utility employees' Sunday night performances of the Chicago Civic Opera Company to be presented during the current season. The date of this performance is December 2.

Employees can secure application blanks for this performance from their department head, to whom the order forms will be forwarded in ample time to insure early application. Tickets will be distributed through the Commercial Department, to which all requests must be sent.

TAKES HONOR SECOND YEAR IN SUCCESSION

South Shore Line Runner-up—Chicago Aurora and Elgin Scores

The North Shore Line for the second successive year holds international honors as the fastest interurban electric railroad in North America.

This record was established with the awarding of the ELECTRIC TRACTION Speed Trophy for 1928 to the "Road of Service" at the 47th annual convention of the American Electric Railway Association recently held at Cleveland, Ohio. The trophy was also won by the North Shore Line last year.

High Records Established

Official records based on operations during the past year show that the North Shore Line leads all other interurban electric railroads both in elapsed and running time. Trains operating over 87.19 miles of track between Chicago and Milwaukee established records of 53.9 miles an hour, not including stops, and 41.8 miles an hour, including 14 regular schedule stops.

Second honors both in running and elapsed time among the 22 contenders for the Speed Trophy were won by the Chicago South Shore and South Bend Railroad (South Shore Line) with records of 52.8 miles an hour, not including stops, and 41.44 miles an hour, including 14 regular schedule stops.

Third honors in running time went to the Chicago Aurora and Elgin Railroad ("Sunset Lines") with a record of 50.9 miles an hour. Thus the three associated interurban electric railroads serving the Chicago metropolitan area captured the lion's share of honors for high-speed transportation service.

Praises Donors of Trophy

Presentation of the Speed Trophy—a handsome silver loving cup—was made on behalf of the committee on awards by Guy A. Richardson, Vice-President of the Chicago Surface Lines. Other members of the committee were Thomas Fitzgerald of the Pittsburgh Railways, chairman, and Walter A.

(Turn to Next Page)

North Shore Line Sets Record to Win Speed Cup

(Continued from Page One)

Draper of the Cincinnati Street Railway.

John R. Blackhall, General Manager, accepted the Speed Trophy in behalf of the North Shore Line, with the following remarks:

"The pride which I quite naturally feel in accepting this award on behalf of the Chicago North Shore and Milwaukee Railroad organization, deep as it is, is no greater than my sense of appreciation to the donors of the trophy.

"I feel that Mr. Kenfield and his associates, the publishers of the *ELECTRIC TRACTION*, in establishing this award have provided a stimulus to cause our industry to put forth greater efforts to meet a particular public demand—the demand for faster and more efficient transportation service.

"Must Improve Performance"

"In many ways during recent years the public at large has been brought to a new conception of speed. The airplane is probably the most remarkable agency in bringing this about. It has made obsolete our ideas of speed of only a few years ago.

"The electric railway, if it is to grow in public favor, must improve its performance in this, as in every other respect. I repeat that not only my company but the electric railways of the entire country are indebted to *ELECTRIC TRACTION* for providing this incentive to improve performance on the part of both management and personnel.

"In accepting this trophy, I wish to make particular acknowledgment of the service and earnest efforts of our loyal group of employees in all departments.

"Greater Safety Attained"

"May I emphasize particularly that in the two years it has been the good fortune for the North Shore Line to achieve this distinction, safety of operation has in no measure been sacrificed to speed. On the contrary, the effort to operate our trains faster has been an inspiration to greater caution, with the result that our accident record during these two years has been markedly superior to that of years past.

"We operated throughout the past year without one fatality or serious injury to a passenger."

The Speed Trophy becomes the permanent possession of the company winning it three years straight. It was held in 1925 and 1926 by the Galveston-Houston Electric Company, which took third honors in elapsed time this year. Indications are that the competition for the cup in 1929 will be between the North Shore Line and the South Shore Line. But every member of the North Shore Line family is determined that the trophy shall be permanently retained as another tribute to the remarkable accomplishments of the "Road of Service."

North Shore Line Veterans Take Part in Annual Legion State Conclave at Waukegan

Frank J. Kramer, Engineer Maintenance of Way, represented North Shore Line Post No. 753, American Legion, at the annual state convention of the Department of Illinois, which was held recently at Waukegan. Mr. Kramer is commander of the "Road of Service" post. Over 20 members of the post participated in the gigantic parade, which was the feature of the convention and took several hours to pass the reviewing stand.

The North Shore Line established a special round trip rate between Chicago and Waukegan for the Legionnaires during the convention. Shore Line limited trains were routed over the west line in Waukegan in order to co-operate with the Legionnaires in the staging of the mammoth parade. The Metropolitan Motor Coach Company arranged sight-seeing tours along the north shore for the visitors at special rates.

More Extensive Service Features New Schedule

(Continued from Page One)

on each trip. The southbound train is the Metropolitan Limited, which leaves Milwaukee 15 minutes earlier than under the old schedule. A regular limited operates daily from Milwaukee at 4 p. m., in place of the Metropolitan Limited under the new schedule, making all limited stops.

"The North Shore Line inaugurated this new high-speed service with a view to giving its customers the best possible service at the time when it is most needed," said R. S. Amis, General Passenger Agent, in explaining the new schedule. "All four of the non-stop limiteds operate to and from 63rd and Dorchester, Chicago, which means that these trains offer the fastest and best transportation between the heart of Milwaukee and the South Side of Chicago. In fact the North Shore Line is the only transportation system operating trains between these points.

Over 200 Trains Daily

"Addition of the two new 7 a. m. limiteds to our week-day schedule gives Waukegan and North Chicago Junction the same amount of through service as under the old schedule. By having the Badger and Interstate limiteds stop at Waukegan and North Chicago Junction on Sundays, when the 7 a. m. limiteds do not operate, our regular daily service to these communities is maintained.

"The aim of the North Shore Line is to give the greatest possible amount of service with a maximum of speed, comfort and safety. The new schedule shows that we are operating more than 200 trains daily in the various branches of our transportation service."

Twenty North Shore Line Folks at A. E. R. A. Meet

"Road of Service" Delegates Take Part in Program at Convention

Headed by President Britton I. Budd, a delegation of 20 North Shore Line officials, department heads and members of the employe force attended the 47th annual convention of the American Electric Railway Association, held recently at Cleveland, Ohio. The "Road of Service" representatives united in proclaiming this year's gathering one of the finest ever held.

Two of the group participated in the programs of the various branches of the association. G. T. Hellmuth, General Claims Attorney, read a paper on "Effect Upon Accidents of Automatic Traffic Control Installation and Parking Restrictions," before the Claims Association. John R. Blackhall, General Manager, was sponsor at a luncheon at which "New Cars" was the topic of discussion.

Discuss Service Improvement

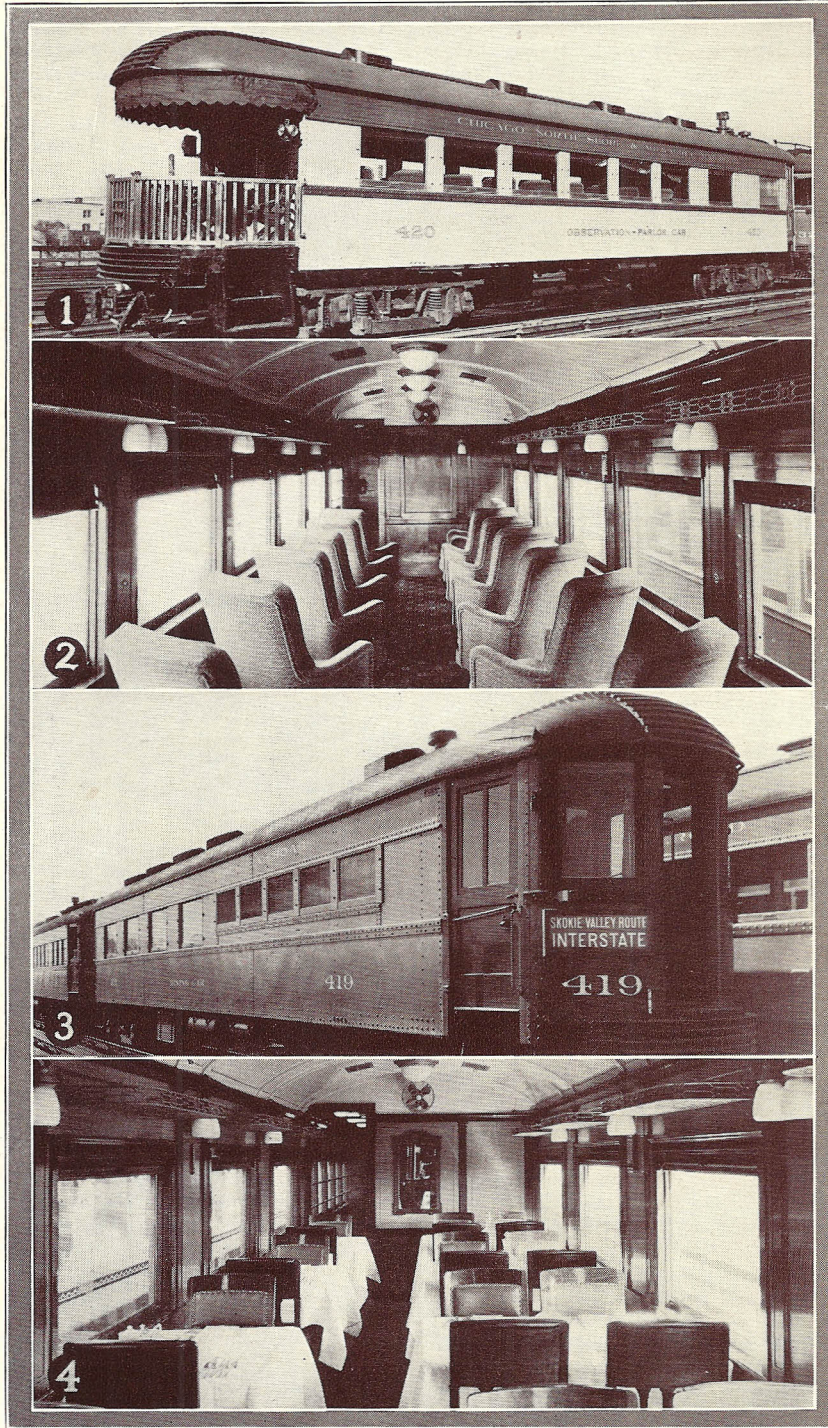
The Service Improvement Course, which is being conducted among North Shore Line employes by Ernest G. Cox, was the basis of an interesting series of discussions at the convention. A class of conductors from the Cleveland Railway Company was organized and met in conference with Mr. Cox to demonstrate how the conferences were handled. Transportation officials of various electric railway lines formed other classes to discuss means of improving personal service.

The North Shore Line exhibit at the convention consisted of the miniature railway which has been making such a hit in local exhibitions. Thousands of visitors were attracted to the booth by this operating model of the "Road of Service" and pronounced it one of the most interesting exhibits at the convention. John J. Moran, Commercial Manager, was in charge of the booth during the conclave.

Kenneth Wilkins and Pullman C. Carr of the Mechanical Department erected the exhibit and were on hand to see that it was in good operating condition.

Company Well Represented

Other North Shore Line folks who attended the convention were: B. J. Fallon, Vice-President in charge of operation; H. M. Lytle, Vice-President in charge of public relations; M. J. Feron, assistant to the Vice-President in charge of operation; E. E. Kretschmer, Director of Purchases; H. A. Otis, Engineer Car Equipment; Jesse L. Hyatt, Engineering Assistant to the Vice-President; Chester K. Thomas, Division Superintendent; B. W. Arnold, Assistant to the Vice-President in charge of operation; C. R. Mahan, Comptroller; W. W. O'Toole, General Auditor; Emil Czerwan, Electrical Department; Mrs. Paul Hudson, Visiting Nurse, and Mary Crandall, secretary to the Director of Service Improvement.

Latest Thing in Travel Luxury

Here are views of the new diners and parlor-observation car just placed in service on the North Shore Line. These cars are the last word in travel luxury and embrace all the latest modern devices for the comfort and safety of our customers. (1) Exterior view of parlor-observation car. (2) Interior view of parlor-observation car, showing revolving easy chairs. (3) Exterior view of one of the diners. (4) Interior view of diner, combining both beauty and utility in design and furnishings.

THRIFT separates the temperate, well-behaved, respected, from the unsatisfactory members of society.—Carnegie.

Figuratively!

We call your attention to that fact that although gold diggers used to be "forty-niners," they are now perfect 36's.

New Diners and Parlor Car Placed in Service

Equipment and Rolling Stock Costing Over \$900,000 Added in 1928

Two additional dining cars and one parlor-observation car ordered by the North Shore Line from the Pullman Car and Manufacturing Corporation have been delivered and are now in regular service between Chicago and Milwaukee.

This makes a total of 18 new all-steel cars that have been placed in high-speed passenger service by the North Shore Line on the main line this year. Fifteen passenger motor-cars embracing all the latest modern devices for the comfort and safety of passengers, including the new "easy chair" type seats upholstered in grey Byzantine plush, were delivered by the same company during May and June.

Give Travel Luxury

The three cars just delivered are the last word in travel luxury, combining both beauty and utility in design and construction. The diners, seating 24 persons each, are finished in buff paint with walnut panels and have ornamental sidelights. Their elegance of finish is emphasized by the absence of superfluous decorations, a beveled mirror on the walls adjoining the kitchen being the only embellishment.

The parlor-observation car has 17 of the latest type revolving easy chairs finished in light blue frieze plush, giving the occupant freedom of movement while in transit. The interior is finished entirely in walnut. On the floors of both the parlor-observation car and the diners is rich carpeting in black and gold design, with felt padding underneath.

Other Equipment Delivered

New equipment and rolling stock costing over \$900,000 has been placed in service by the North Shore Line during 1928 in developing facilities to meet modern traffic requirements. Other items include ten lightweight double-track safety cars for Milwaukee and Waukegan city service, two additional electric freight locomotives, 15 additional steel semi-trailers for handling door-to-door merchandise despatch shipments and three five-ton tractors for hauling trailers to and from freight receiving stations.

THE fellow who starts out in the morning behind time buckles a handicap on himself that follows him throughout the day.

He is wrong himself—and when a man is wrong and knows it he is sure to diffuse a feeling of discomfort wherever he goes and leave its imprint upon the product of his hand and brain.

People who get into the habit of being always just a few minutes behind time go through life dragging the heavy chain of a disturbed existence behind them.

All Better Business Activities Now Directed By Traffic Department

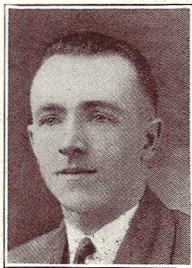
R. S. Amis Heads New Bureau Which Co-ordinates Selling Efforts

Better Business Campaign activities have been placed under the direct supervision of the Traffic Department with the organization of a Better Business Bureau to co-ordinate the efforts of employe "tipsters" with the work of regular traffic solicitors.

Heading the bureau is R. S. Amis, General Passenger Agent, who has been appointed Director. Mary V. Dunne of the Traffic Department force is assisting Mr. Amis as secretary. The headquarters of the bureau are in Room 602, 79 W. Monroe St., Chicago.

Co-operation is Urged

In announcing the organization of the Better Business Bureau, J. R. Blackhall, General Manager, issued the following statement: "During the two years the Better Business Campaign



R. S. Amis



Mary V. Dunne

has been in effect it has been the means of developing a substantial amount of new business for the North Shore Line. In view of this result, it has been decided to carry on the campaign as a permanent feature of selling our transportation through the North Shore Line family.

"The new bureau will enable us to eliminate duplication of correspondence and other records and afford prompt attention to employes' tips. I take this opportunity to sincerely thank every employe who has taken part in the campaign and to solicit co-operation with the bureau to the end that we may continue the good results attained in the past."

Committee Advises Employes

In order that the bureau may maintain closer contact with the individual employe, a district advisory committee, consisting of members of the Traffic Department force, has been organized. Members of the committee are located at convenient points over the system so that employes may discuss with them at any time any problems that may arise in connection with selling North Shore Line service.

This committee is composed of T. F. Gnevo, Assistant General Passenger Agent, Milwaukee; F. J. Burkard, Assistant General Freight Agent, Mil-

Revenue-Producing Better Business Trips

The following tips were awarded credits for business secured in the Better Business Campaign between August 15 and October 15. All revenue-producing tips are now listed in the HIGHBALL, the practice of sending individual letters to the tipster informing him of the result of his business tip having been discontinued. Check up on your tips by watching the numbers listed in each issue.

Tip No.	Kind of Business	Credits Awarded	Tip No.	Kind of Business	Credits Awarded
7-442	Passenger	1	9-127	(2) Interlines	4
7-665	Interline	162	9-137	Passenger	6
7-689	Passenger	22	9-138	Commutation	8
7-807	Merchandise Despatch	2	9-139	Commutation	2
8-012	Motor Coach	6	9-140	Motor Coach	22
8-094	Service	4	9-185	Interline	2
8-097	Passenger	15	9-197	Freight	12
8-134	Service	1	9-205	Passenger	2
8-170	(2) Interlines	4	9-208	Commutation	3
8-182	(2) Interlines	4	9-209	(2) Interlines	4
8-189	(3) Interlines	6	9-210	Commutation	8
8-193	Passenger	18	9-211	Commutation	4
8-202	Interline	2	9-212	Interline	2
8-205	Interline	2	9-213	Commutation	12
8-214	Passenger	2	9-218	Interline	2
8-220	Commutation	3	9-219	Commutation	7
8-221	Motor Coach	17	9-227	Commutation	9
8-222	Commutation	10	9-234	Commutation	3
8-228	Passenger	45	9-236	Interline	2
8-241	Passenger	4	9-237	Interline	2
8-251	Interline	2	9-238	Interline	2
8-270	Interline	2	9-242	Commutation	7
8-271	Commutation	1	9-247	(2) Interlines	4
9-004	Commutation	3	9-254	Commutation	3
9-006	Interline	2	9-255	Interline	2
9-007	(2) Interlines	4	9-256	Commutation	2
9-008	Interline	2	9-258	Passenger	10
9-010	Interline & Commu-	4	9-262	Commutation	1
9-013	Commutation	1	9-275	Motor Coach	2
9-023	(4) Interlines	8	9-276	Interline	60
9-024	Commutation	7	9-278	Commutation	3
9-025	Commutation	33	10-015	Commutation	3
9-033	Commutation	20	10-016	Commutation	1
9-038	Commutation	1	10-018	Commutation	9
9-048	Interline	2	10-019	Commutation	6
9-049	Interline	2	10-021	Commutation	1
9-050	Interline	2	10-026	Service Suggestion	2
9-051	Interline	2	10-033	Commutation	1
9-052	Interline	2	10-034	(15) Interlines	30
9-060	Passenger	2	10-037	Commutation	3
9-067	Motor Coach	5	10-041	Commutation	8
9-069	Motor Coach	5	10-042	Commutation	9
9-080	(2) Interlines	4	10-043	Passenger	16
9-083	(2) Interlines	4	10-055	Commutation	1
9-095	Commutation	3	10-056	(2) Interlines	4
9-096	Interline	2	10-069	Interline	2
9-100	(2) Interlines	4	10-070	Interline	2
9-103	Passenger	2	10-071	Commutation	5
9-108	Interline	2	10-078	Commutation	3
9-110	Commutation	15	10-079	Passenger	5
9-125	Commutation	4	10-093	Interline	2
9-126	Commutation	4	10-096	Passenger	10

waukee; H. C. Elliott, Traffic Agent, Racine; H. R. Erickson, Traffic Agent, Kenosha; P. J. Butler, Traffic Agent, Waukegan; J. M. Michaels, Assistant General Passenger Agent, Chicago, and Gorman Bennett, Assistant General Freight Agent, Chicago.

Selling Points Increased

There will be no material change in the method of conducting the Better Business drive under the new bureau. One credit will be allowed for each \$5 worth of new business obtained as before. The bureau at frequent intervals will issue bulletins outlining the various phases of North Shore Line service so that the employe salesman may be fully informed when he approaches the prospective customer. These bulletins will be mailed to the home of every employe.

The new developments and improvements in North Shore Line service during the past year were pointed out by Mr. Amis as added selling points for the employe solicitor. "The North Shore Line is continually increasing its value as a transportation agency,"

he said. "Witness the many new phases of service inaugurated during the past year. We are anxious to secure the support and co-operation of every employe, and it is the aim of the bureau to do everything possible to secure this co-operation."

September Record Month For "Ask Us" Bureaus

September was a record month of activity for the Outing and Recreation Bureau. The information queries of 23,076 persons were cleared over the counters of this "Ask Us" bureau during the period. A record was established in the distribution of literature handled through the bureau, when 88,000 pieces of pamphlet matter was disseminated to the public.

The Own Your Own Home Bureau also reported unusual activity during the month. The free service to prospective home-owners attracted 302 persons who were interviewed by the staff of this bureau.

New Better Business Awards Spur Boosters To Increased Efforts

All-Expense Eastern Trip and Emblem Buttons Arouse Keen Competition

Official tabulation of the first ballots cast in the contest to select the winner of the special Better Business award of a one-week trip to points of interest in the East, with all expenses paid by the company finds C. A. Walberg of the Maintenance of Way Department in the lead with 1,400 votes to his credit.

Following close on his heels in second position is Charles A. Waite, Supervisor of Records, who has amassed a total of 1,039 votes. James Marsh, Conductor, Transportation Department, is in third place with 843 votes to his account.

Two More Ballots

Results of the second ballot were not available at this writing, but enough votes hang in the balance to bring about changes in the standing of the leaders. Every employee who has participated in the campaign since the first ballot was mailed is entitled to vote, one vote being allowed for each credit earned during the quarter. A third ballot will be mailed at the end of the fourth quarter, and the employee who has the largest number of votes to his credit after this tabulation will be the winner of the trip.

The lapel button and pin awards for those who earn the required number of credits are making a big hit with business boosters. A number of "go-getters" have already received bronze and silver buttons, and as all credits are cumulative it is safe to predict that many others will be proud possessors of these "merit badges" in the near future.

Replace Cash Awards

J. W. Oliver, Safety Engineer, was the first member of the North Shore Line family to receive a silver button for earning 50 or more credits on better business tips turned in after July 15. Charles A. Waite was awarded the first bronze button.

The trip to the East and the bronze, silver, gold and diamond lapel button and pin awards replace the cash prizes formerly awarded in the Better Business drive. North Shore Line folks are working hard to earn credits and get one of the handsome little emblems. Wearing one establishes the possessor as a real booster for his company, and this reputation is certainly one of which any employee of the "Road of Service" may well be proud.

Boarding House Banter

Landlady — Isn't this a good chicken?

Boarder — It may have been morally, but physically it's a wreck.

First Winners of Better Business Merit Badges

The following Better Business boosters were awarded miniature North Shore Line emblem lapel buttons and pins for merited work in the Better Business Campaign up to October 15. Credits are given for each \$5 of revenue produced from employees' tips. Ten credits win you a bronze award, and 50 credits a silver emblem.

SILVER

J. W. Oliver C. A. Waite
W. R. Voss James Marsh
M. Rutkowski

BRONZE

C. R. Pettengill	Lawrence Bentley
A. Guschausky	Hattie Boehm
M. M. Boyer	David E. Evans
Wm. Kapheim	Julia Ludlow
Grace Dunn	Pearl Moreland
J. W. Oliver	C. A. Waite
Chas. Cascarano	R. M. Ketchum
Harry Peterson	H. J. Phillips
J. H. Nichols	Paul E. Nordgren
L. J. Wertzler	Mrs. H. Cronacker
R. G. Curry	F. Daniels
H. A. Densmore	W. O. Eubanks
Mrs. M. Heaney	Carl Hammesfahr
W. A. Helms	H. J. Humphreys
L. Knadstadt	John J. Lange
E. W. Moyer	A. O. Packer
Fred Sorenson	W. R. Voss
H. C. Beindick	James Marsh
Peter Naughton	M. Rutkowski

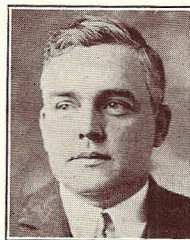
Winning one of these awards only requires a little initiative in getting business-producing tips. Any alert North Shore Line employee can earn one. Have you got yours?

High Medical Honor Won By Dr. Hart Ellis Fisher

One of the highest honors that can be conferred upon a physician and surgeon by his profession was recently bestowed on Dr. Hart Ellis Fisher, Chief Surgeon of the Medical Department, with his election to a fellowship in the American College of Surgeons.

This honorary body, which is composed of the cream of the medical profession, has a membership of only about 8,000 out of approximately 150,000 practicing physicians and surgeons in the United States. Fellowships are conferred only after careful study of the applicant's record, with a view to making it the most representative group of outstanding men in the profession.

Dr. Fisher received his fellowship at the 15th annual convention of the organization in Symphony Hall, Boston, October 12. Following the convention he visited the medical departments of leading utilities in Boston and New York to study their methods of caring for the health of their respective employee groups.



Dr. Hart E. Fisher

North Shore Line Gardeners Take Third Honors in Utility Employees' Fall Flower Show

Scoring 2,150 points, home gardeners of the North Shore Line family took third place honors in the annual autumn flower show of the Utility Employees' Home Garden Association, which was held recently in Customer's Hall of the Edison Building, Chicago. Six "Road of Service" employees entered a total of 119 exhibits in the various divisions of the display.

Wins Vegetable Sweepstakes

August Guschawsky, Electrical Department, led all North Shore exhibitors, being awarded 39 ribbons with his 40 exhibits. He scored top honors in the vegetable division, with one of the finest displays ever entered in the show. Mr. Guschawsky won ten first place ribbons in this division and copped the first prize award in the vegetable sweepstakes. He also won the second highest amount of prize money, totaling \$19.

C. G. Goodsell, Educational Director, also scored heavily in the vegetable displays, winning three first prizes and second in the sweepstakes. His total prize money amounted to \$7. Other North Shore Line exhibitors who were entered in the show were: J. W. Mears, Dining Car Supervisor; A. M. Zahnle, Transportation Department; H. C. Borkenhagen, Freight Accounting; R. Newman, Mechanical Department.

Edison Gardeners Lead

Gardeners of the Commonwealth Edison Company took first place with 5,520 points and 397 exhibits. Employees of The Peoples Gas Light and Coke Company scored 4,430 points with 276 exhibits, taking second honors. Representatives of the Chicago Rapid Transit Company and Public Service Company of Northern Illinois finished fourth and fifth respectively.

Special Congress Street Stop Made for Convenience Of Civic Opera Devotees

Special travel accommodations are being afforded opera lovers of North Shore communities by the North Shore Line during the current season of the Chicago Civic Opera, which opened on October 31. The main entrance to the Auditorium, where the performances are presented, is located on Congress Street, only a few steps from the Congress Street station of the Rapid Transit Lines.

From 7 to 8:30 p. m. each evening during the opera season all southbound North Shore Line trains make a special stop at Congress Street station to permit opera goers to leave the trains at this convenient point. For their convenience on the return trip after the opera, all northbound trains stop at Congress Street station from 10 to 12 p. m.

This gives North Shore residents service almost to the door of the Auditorium in going both to and from the opera. The special stop is made by trains operating over both the Skokie Valley and Shore Line routes, as well as those in the Libertyville-Mundelein service.

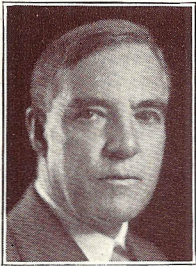
Company Section Stages "Political Convention"

Ovations, Parades, Band Music and Oratorical Appeals to Voters Feature Novel Method of Electing Officers on "Non-Partisan" Ticket

By Albert W. Gerbin

At last the long-looked-for "Third Party" made its political debut on the night of October 18, at the regular monthly meeting of Company Section No. 14, A. E. R. A., in the Waukegan Parish House, when a "convention" to elect officers for the ensuing year was staged.

This "party" showed remarkable strength in applying the well-known political "steam-roller" to elect in rec-



J. R. Blackhall



F. J. Kramer

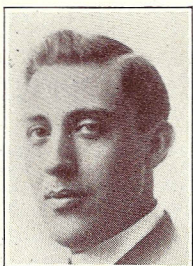
ord time the following candidates: John R. Blackhall, President; Frank J. Kramer, Vice-President, E. G. Cox, Secretary and C. K. Thomas, Director.

Thomas Is "Keynoter"

L. H. Ball, as national committee chairman, introduced the temporary chairman, C. K. Thomas, amid a great ovation from the delegates representing the cities along the north shore and the North Shore Line Band. Mr. Thomas delivered the "keynote" speech, in which he "pointed with pride" and "viewed with alarm" in oratorical manner. Following adoption of the credentials of all delegates, J. W. Oliver was named as permanent chairman on the first roll call.



E. G. Cox



C. K. Thomas

The permanent chairman called for William "Pabst" Ludwig for the report of the platform committee. The report, received with wild acclaim, covered all issues from prohibition to economy, and defined the new party's platform planks as being "hickory, not soaked in oil!" The new party was finally decided to be non-partisan, after a bitter debate by "wet" delegates. Promises were made to start A. E. R. A. meetings on time, to provide more ice-

cream and "bigger and better free lunches." (Great Ovation).

"Landslide" for J. R. Blackhall

Messrs. Blackhall, Kramer and O'Toole were candidates for president and the first roll call revealed that no one had a majority. The second ballot, featured by the swing of the huge Waukegan delegation of 43 votes to Candidate Blackhall amid a bedlam, became a landslide for the latter, although the lone Lake Bluff delegate, Lawrence Bentley, held out for Candidate Kramer.

W. W. O'Toole, running on a "wet" platform, and Mr. Kramer, the "conservative engineer candidate," were nominated for vice-president. The first ballot gave Mr. Kramer the necessary majority. "Ernie" Cox won over C. R. Pettingill on the first roll call for secretary. "Keynoter" Thomas defeated Louis Homan for director on the first ballot, which was featured by the splitting of the one vote of the Lake Bluff delegate.

Delegates Quite Noisy

Nominating speeches were made amid great ovations and parades by the delegates, carrying banners and well provided with noise-making devices. The band aided and abetted the demonstrations at all times. Mr. Oliver dignified by a frock-coat and ribboned glasses, pounded heartily and whistled frequently for order. Several times two enthusiastic delegates, Messrs. Cordell and Nevins, were admonished for untimely demonstrations.

The delegates and the cities they represented were: J. F. Kruszka, Chicago; P. M. Cornes, Evanston; C. A. Walberg, Glencoe; Ed Nevins, Highland Park; H. S. Phillips, Highwood; C. G. Goodsell, Kenosha; Lawrence Bentley, Lake Bluff; R. M. Ketchum, Lake Forest; L. J. Wertzler, Libertyville; W. H. Burke, Milwaukee; Thomas Deeley, North Chicago; Louis Homan, Racine, E. T. Gurney, Waukegan; H. C. Cordell, Wilmette; J. M. Iverson, Winnetka, and Clarence Robinson, Zion.

The "play by play" account of the "convention" and the clever speeches made by all would fill a volume. The best demonstration of the fine time had by everyone was made by Mr. Blackhall, who in his acceptance speech stated: "Never have I been elected to any office in such a novel and enthusiastic manner!"

Worse Than War

The following extract from a love letter written home to his wife by a soldier on active duty in France will ever evoke tender memories in the hearts of former service men:

"Don't send me no more nagging letters, Lottie! They don't do no good. I'm three thousand miles away from home, and I want to enjoy this war in peace."

Extension of Waukegan City Lines Is Completed

Increased Service Is Provided Residents of Growing Community

The new Waukegan City Lines extension was opened to service on October 10, when the first car left Glen Flora Avenue for Greenwood Avenue at 5:44 a. m. George Kenry, Superintendent of the Waukegan City Lines, announced that cars now run every 20 minutes from the new northern terminal. As cars also leave the Glen Flora terminal every 20 minutes, a ten-minute service is now provided at the Glen Flora-North Avenue intersection.

Completion of this project by workmen under the supervision of Frank J. Kramer, Engineer Maintenance of Way, is hailed with great satisfaction by the many residents of this new and thriving section of Waukegan. In addition to the praise of the residents, City Engineer Bleck added the official stamp of approval when he complimented Mr. Kramer on the excellent work done.

Besides completing the Waukegan extension, the Maintenance of Way forces have also recently installed new crossings at Mundelein and at Kinzie and Osborne Roads in Racine. The erection of a shelter on the Skokie Valley Route at Lake Bluff will complete the construction program for this year, which has been one of achievement for the Maintenance of Way Department.

Trainmen's First Aid Class Completes Course

Graduation of a Transportation Department First Aid class—every member of which took the training on his own time—is the latest development in this employe activity on the North Shore Line. The trainmen who completed the course and took the Medical Department examination as members of this class were as follows:

Homer Wilson	A. M. Trout
J. E. Bennett	A. Kjelquist
C. McGraw	T. E. Russell
W. Dowse	T. Marks
J. Wylie	E. Gartley
A. M. Zahnle	B. Wickham
H. Farnham	W. A. Hall
L. Corrigan	J. Marsh
G. C. Hopkins	L. E. LeMay
Sam'l Shawcroft	L. Newton
B. Moran	L. A. Blake

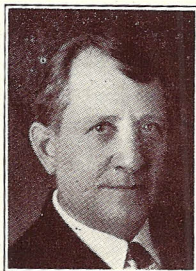
Another class, consisting of employes in all departments of the company, is now in training under the supervision of David F. Whitelaw, First Aid Director of the Medical Department. This group will finish the series of classes in November, and it is expected that other groups will be organized in the near future.

HE WHO will not economize will have to agonize.—Confucius.

J. W. Oliver, H. C. Cordell Attend Safety Conclave

Address of North Shore Line
Master Mechanic Wins
High Approval

J. W. Oliver, Safety Engineer, and Henry C. Cordell, Master Mechanic, attended the annual



H. C. Cordell

convention of the National Safety Council in New York City, October 1 to 5. Over 6,000 delegates attended the 110 meetings held during that period and listened to a total of 325 speakers.

Mr. Cordell, who has earned great popularity at various

conventions by his speeches, which are characterized by a keen sense of humor and a pertinent message, won one of the heartiest receptions afforded any of the speakers of the sessions.

Makes "Diagnosis" of Safety

Speaking before the Electric Railway Section on the subject "The Shop Employees' Contribution to a Safe Railway," Mr. Cordell delighted his listeners by the original treatment and humorous presentation of his message.

Declaring that "gout" finds easy victims in the supervisory force, and that "flat feet and fallen arches" assail master mechanics, he solemnly declared that such "maladies" prevent attendance at safety meetings and keep the victims from being alert at all times. "Lockjaw" was his diagnosis of the shyness which attacks many employees attending safety meetings, and he urged as an antidote coaching from the chairman. Long, dull safety sessions produced "neurasthenia," and he prescribed more interesting programs. "Dropsy" was his term for the cause of accidents due to falling tools and materials poorly placed. Good house-keeping was the antidote which he recommended.

Stresses Responsibility of All

Closing with a discussion of the dreaded "hoof and mouth" disease, which he said "attacks safety engineers as well as others and is the medical term for unnecessary walking and talking during working hours," Mr. Cordell brought a roar of laughter from his audience with the gloomy statement that medical science was helpless in the case of safety engineers!

Despite the humorous vein of his address, Mr. Cordell made many excellent observations, one of which was that: "Every employe on the railroad must feel and shoulder responsibility and consider his or her job as the all important one, on which depends the safety and welfare of not only himself, but his fellow-employees, the traveling public, the company and the commonwealth served."

"The Logical Line"

By Roy Thompson
Traffic Manager

Our slogan—"The Road of Service"—is known throughout the country.

The North Shore Line also is referred to as "The Speed Cup Line." Many other appropriate terms can be used. But I believe our high-speed interurban electric railroad can now be referred to as "The Logical Line."

Convenience is one of the main features people look for in traveling today. No more convenient service can be found than that of the North Shore Line in local travel between the cities of our road. And now, to prove that we are the most "Logical Line" for convenient traveling, let us take the case of through travel.



Roy Thompson

Cover Entire Field

Patrons using our service from Milwaukee, Racine, Kenosha, Waukegan and other points to Chicago for destinations beyond the latter city should use the North Shore Line on account of the convenient transfer to all mediums of transportation—steam railroads, boat lines, motor coaches, other electric lines and, now, the airplane!

The following list of transfer points in Chicago and the stations of interconnecting transportation lines which are conveniently reached from North Shore Line trains is printed for the information of North Shore Line folks as an aid to selling the service of "The Logical Line":

Steam Railroads

North Shore Line customers desiring to transfer to any steam railroad station in Chicago can leave our trains at La Salle and Van Buren station, walk downstairs and use the Parmelee Transfer, the recognized transfer system for all railroads. But in the event they do not want to use this mode of transfer, the following North Shore Line stops in Chicago are convenient transfer points for the stations and railroads listed:

LA SALLE and VAN BUREN—Direct entrance from elevated platform to La Salle Street Station (New York Central, Rock Island, Nickel Plate).

MADISON and WELLS—Chicago & North Western station three blocks west.

QUINCY and WELLS—Union Station (Pennsylvania, Chicago & Alton, Burlington, C. M. St. P. & P.) three blocks west. Reached directly by transferring to Rapid Transit train for Canal Street station and using subway passage.

Grand Central Station (B. & O., C. G. W., Pere Marquette, Soo Line) three blocks south.

VAN BUREN and DEARBORN—Dearborn Station (C. & E. I., C. & W. I., Erie, Grand Trunk, Monon, Santa Fe, Wabash) two blocks south.

ROOSEVELT ROAD—Central Station (Big Four, Illinois Central, Michigan Central, Chesapeake & Ohio) two blocks east.

Steamship Lines

GRAND AVENUE—Transfer to east-bound Grand Avenue street car, which operates direct to Navy Pier, from which practically all lake boats leave.

Public Utilities Exceed Quota in Chicago Drive to Aid Hurricane Sufferers

The Public Utilities Division of the Chicago Association of Commerce, in which this company is active, was one of the six of 55 divisions to exceed its quota in the solicitation of funds for the West Indies-Florida hurricane sufferers. The division's quota was \$15,000 and the contributions amounted to \$15,125.42.

William R. Dawes, President of the association, writing to H. M. Lytle, Chairman of the Public Utilities Division, said:

"On behalf of the officers and directors of the Chicago Association of Commerce, I thank you for your efforts in the solicitation of funds for the West Indies-Florida hurricane sufferers. As a chairman, it should be a source of gratification to you that your division was one of the six that exceeded their quota during this campaign."

Other Electric Lines

QUINCY and WELLS—Wells Street Terminal of Chicago Aurora and Elgin Railroad, reached direct by overhead bridge at south end of elevated platform.

STATE and VAN BUREN—Van Buren Street Station of Chicago South Shore and South Bend Railroad (South Shore Line), three blocks east.

Motor Coach Lines

ROOSEVELT ROAD—Union Bus Depot, downtown Chicago terminal for Marigold motor coaches of the Metropolitan System and 22 other motor coach lines, half block east.

Airplane Lines

63rd STREET—Chicago Municipal Airport at West 63rd Street and Cicero Avenue reached direct by transferring to westbound street car. Planes of National Air Transport, with which North Shore Line has inter-line ticket arrangements, and other air lines serving the entire country, leave this field. Take North Shore Line train direct or transfer to Rapid Transit train for 63rd Street, South Side.

Offer Utmost in Service

These directions furnish essential information for enabling our customers to make the quickest connections in through travel from Chicago. It would be well for North Shore Line folks, especially those in the train service, to paste this list in their guide book for future reference in answering queries.

The traveling public desires comfort, speed and convenience. The North Shore line offers the utmost in all three. Therefore it is entitled to be called "The Logical Line." And we members of the North Shore Line family have reason to be proud of the comprehensive service which we offer. By telling the public about these excellent North Shore Line connections with other transportation systems, we can develop through passenger business for "The Logical Line"—which is one of the main objects of the Better Business Campaign at this time.

Solomon Tried It

"I'm never going to get married."
"Why?"

"Because you have to have sixteen wives. It says so right in the marriage ceremony: four better, four worse, four richer, four poorer—and four times four are sixteen."

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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HEALTH

*Reason's whole pleasure, all the joys of sense,
Lie in three words—health, peace, and competence.*

—Pope's Essay on Man, Epistle iv.

AMONG ALL things dear to us, there is none which we should guard more diligently than our health.

As another famous poet has written, health is one of "heaven's best treasures."

How often we are prone to take good health for granted—as though we were entitled to it, regardless of what we do. True, it is our natural birthright, but we can trade it for a "mess of pottage" by living a careless and indifferent life.

Like many of the best things in life, health is frequently not fully appreciated until it is gone. Then it is often too late to retrieve this treasure, or at least we can do so only after a long struggle.

There is more than happiness at stake in the matter of preserving our health. If we are to give the best possible accounting of ourselves in our daily tasks, we must be physically fit. The odds are greatly in favor of the healthy person in the struggle for success.

Not all of us are fortunate enough to retain our health, even though we lead a proper existence. The many ills to which the flesh is heir often defeat our best efforts.

But there is hope for all of us, whatever may be denying us our share of this treasure. For medical science has made wonderful progress during recent decades in combatting the forces of disease. Today many ailments formerly considered incurable are being treated successfully. And many enemies of good health have been almost completely exterminated.

Members of the North Shore Line family have at their command one of the finest medical departments to be found in the industrial field. Excellent results have been attained by these medical experts in maintaining a high health standard among "Road of Service" folks and rebuilding the bodies of many who otherwise would have lost their treasure forever.

The services of these medical experts are gratis to all members of the North Shore Line family. Certainly it behooves us all to take advantage of this golden opportunity to protect or restore that thing which money alone cannot buy—good health.

"AGAIN!"

AWARDING OF the ELECTRIC TRACTION Speed Trophy to the "Road of Service" for the second successive year at the 1928 convention of the American Electric Railway Association is an honor of which all North Shore Line folks may well be proud.

To us the most important feature making the Speed Trophy an outstanding emblem of merit is the fact that it is awarded on the basis of regular operating schedules. No contest is "staged" for this prize, but the contenders must stand or fall by their records of actual performances in furnishing high-speed transportation service.

If the North Shore Line had been negligent in any other of the important factors of good service—safety, reliability, courtesy and efficiency of personnel, maintenance of adequate schedules and proper regard for the comfort and convenience of customers—we would regard our success in the matter of high-speed operation a hollow victory. But such is not the case. In fact we have continually advanced in all these things, as the records of our accomplishments amply prove.

Hence we feel that the Speed Trophy may well be considered as emphasizing the fact that the "Road of Service" is a true pioneer in the development of the interurban electric railway. And we are certain that the future will find the North Shore Line always in the front rank of this great industry.

We take this opportunity to congratulate our sister companies, the South Shore Line and the Chicago Aurora and Elgin Railroad, on their fine records in high-speed operation during the past year. The accomplishments of the three associated companies show that the Chicago Metropolitan Area is enjoying the best high-speed electric transportation service being furnished in this country today.

What Others Are Thinking

ELECTRIFYING RAILROADS

(Editorial, Waukegan Daily News)

The president of the largest locomotive works in the United States recently predicted that within ten years all railroads along the Atlantic coast from Boston to Washington will be electrified. During the past ten years the process has been going on at a rapid pace. The same authority believes steam will soon be driven to the great open spaces where smoke is not objectionable and some inefficiency can be tolerated.

Coming from a man whose interests are bound up in steam and coal, these statements bear unusual significance. He is glad to see the change, even though he has devoted his genius to the development of steam locomotives.

There are a number of reasons why electricity is the motive power of the future. It is more economical in most sections. It makes railroad travel clean and therefore enhances its pleasures and comforts. The electric train is faster and is capable of carrying a heavier load.

The change from steam to electricity would have come long ago but for the many millions of dollars the railroads have invested in coal mines and steam locomotives and the tremendous cost of electrifying the lines. Of necessity the change must be a gradual process.

There are three things hastening the transition. Development of cheap electric power is making it an economy move. But competition is making a business expedient. And an increasing demand for faster suburban transportation is driving the railroads to it.

*No day is long when to our task we bend
Our energies, and dream not of the end.*

"The Road of Service"

This is the second of a series of articles especially prepared for the **HIGHBALL** by Fred F. Butterfield, Student Engineer in the General Manager's office, in which he is outlining the functions of the North Shore Line in all branches of its operation. This article deals with the Transportation Department and will be followed by another on the same department in the "Road of Service" organization.

We will first consider the Transportation Department, since this department's expenses are approximately equal to the expenditures of all the other departments together. Given mechanically perfect equipment, smooth roadbed and full power, it is the Transportation Department's duty and function to safely carry passengers and freight over the line on time as economically as possible.

Courteous Service Given

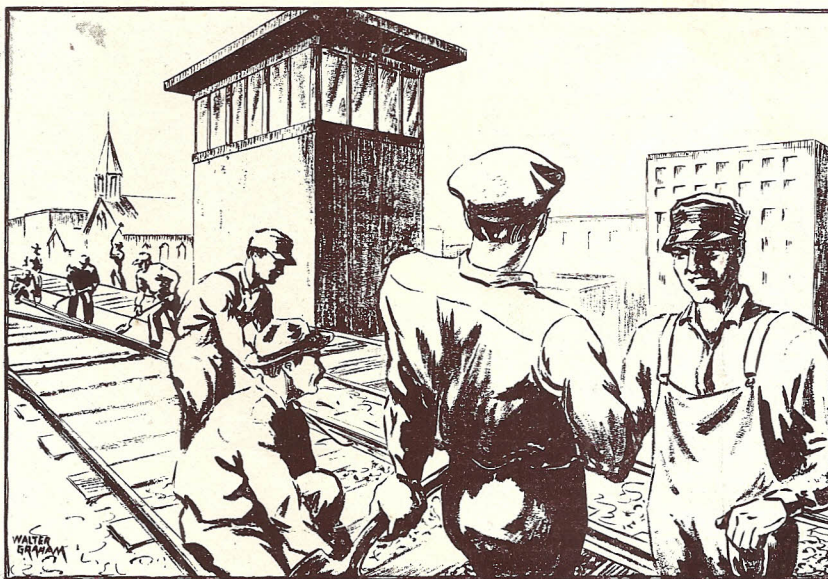
Owing to the large size and diversified activities of this department, it would be wise for us to consider the passenger service only at this time. Let us do this by taking a trip from Chicago to Milwaukee. We step into the Adams and Wabash station in the heart of the Loop, and purchase a ticket from the Agent, making some inquiries of the Information Clerk relative to our trip at this time. He answers pleasantly, giving us the information we desire. We go upstairs, where an electric voice announces that our train is approaching; so we go on up to the platform.

The train is composed of five cars, including a diner, and we notice that the front coach is not open. A lady asks one of the collectors a question and he replies courteously, directing her to the rear coach, which is reserved for passengers going to Waukegan. He and all other transportation employees who come in contact with the public have been trained to correctly answer all manner of questions. This has been done in Service Improvement classes in which the employees themselves help determine the best method of handling all kinds of situations.

Our train leaves the platform and we soon arrive at Wilson Avenue. Here we notice that a special party boards the front car. The Transportation Department had been notified of this party and made special arrangements to take care of them. A large number of such parties are handled each month.

Complex Problems Solved

As we approach Howard Street we notice that the switches, operated by compressed air, guide us into clear track alongside the platform. By the time the additional passengers are on, the towerman has set the switches ahead of the train and the signal shows green. The train leaves the platform, turns west and descends rapidly, passing under a street and under the Chicago & North Western Railroad tracks at which point the roadbed is below the level of the lake. A mile and a half further on we pass over

The Personality of Our Service**THE MAINTENANCE MEN**

Upon the proper maintenance of our right-of-way depends in large measure the efficient operation of our trains. It is only by keeping our tracks and roadbed in first-class condition that we are able to furnish safe, fast and reliable service 24 hours a day, every day in the year. The maintenance men—the boys who wield the picks and shovels—play an important part, indeed, in our big task of furnishing the public the best possible transportation.

the drainage canal, 40 feet above the level of the lake.

At Niles Center we leave our seat in the passenger coach and enter the dining car. We note that the passenger coaches are comfortably filled and we wonder how the right number of cars, for this particular train on this day, was determined. It was accomplished in this way. Some three days before, a man in the Transportation Office at Highwood wrote some figures on a certain sheet of paper. The figures that he set down indicated the maximum number of passengers on this train on this day a week ago. On this same sheet was also a record of the loads this train had carried for some three months back. Glancing at this record, he is able to tell the number of cars the train should have to take care of the customary load. Barring some unusual circumstances, this will be correct.

If the load shows a tendency to increase over two weeks, he adds another car. On the other hand, if it shows a sudden fluctuation in one direction or other, he will naturally attribute it to some abnormal condition and continue to schedule the same number of cars to take care of the average load. When you consider that this man schedules the number of cars that some 350 trains shall have on each of the seven days in the week, and when you also know that some of these trains fluctuate as much as 40 per cent from one week to another, you have a very good idea of the complex problem this man must solve each day in order that we may have the proper number of cars on our trains.

Safety Carefully Guarded

We pass a freight train on a siding. The Dispatcher at North Chicago Junction has been informed of our movements by the Towermen and Agents as we passed. Knowing from this information at what time we would reach this particular siding, the Dispatcher directed the freight train to wait here until we should pass. It will then proceed upon its mission of supplying sand or gravel to some contractor farther down the line.

We are now approaching the Skokie Interlocking Plant, at which point we cross the tracks of the Chicago & North Western Railroad. Although we can not see the tower, the towerman knows we are coming. A bell has rung and a little light flashed upon the board in front of him, showing him just where our train is. As we come in sight of the signal we notice that it shows green, indicating that the towerman has already caused the movable points of the crossover to be set for our train.

Immediately after passing the crossing we notice another signal which also shows green, indicating that another towerman, who is all of a mile away, knows that our train is coming and has set the proper switches and removed the derails so that we may pass. As we go through the interlocking territory controlled by this tower, the little lights on the train diagram in front of the towermen move from one end to the other, indicating at all times the exact position of our train.

Travel at High Speed

We pull into North Chicago Junction. Here is located the train dis-

(Turn to Next Page)

Col. E. J. Blair to Help Solve Transit Problem

Called to Chicago from Duties with C. A. & E.—Succeeded by John F. Egolf.

Col. Edward J. Blair, General Manager of the Chicago Aurora and Elgin Railroad, has been called to Chicago to assist in working out a solution of the traction problem in that city. John F. Egolf, Vice-President and General Manager of the Western United Gas and Electric Company, succeeds Col. Blair as General Manager of the C. A. & E. The order transferring Colonel Blair and appointing his successor became effective November 1.

Prior to his appointment as General Manager of the C. A. & E., three years ago, Colonel Blair had been connected with the elevated railroads in Chicago for 20 years. Following his graduation from Cornell University as an electrical engineer, he went to work on the elevated lines in a rather humble capacity. His ability soon came to the notice of his superiors and he was rapidly promoted from one position to another.

Has Fine War Record

When the country entered the World War in April, 1917, Colonel Blair, who at the time occupied the important position of Chief Electrical Engineer on the elevated lines, volunteered his services to his country and was given a commission in the 311th Engineers. His promotion in the army was even more rapid than it had been on the elevated lines. He quickly rose to captain and major and his regiment was ordered overseas, where it was an important unit in the construction of railroads in France.

On his retirement from the army with the rank of colonel, he returned to the elevated railroads and was made assistant to Britton I. Budd, President of the Chicago Rapid Transit Company, and of all the interurban electric railroads entering Chicago. In that capacity he had an opportunity to acquire intimate knowledge of the transportation problems in the Chicago Metropolitan Area, not only of the operation of the railroads, but also their financial plans.

To Aid Transit Plans

As negotiations are now under way between the transportation companies and the city of Chicago with a view of effecting a merger of surface, elevated and motor coach lines and the building of a downtown subway which presents difficult engineering and electrical problems, the wide experience of Colonel Blair makes his services indispensable.

Mr. Egolf, who succeeds Colonel Blair, lives in Aurora and is well known in connection with electric railway operation in this section. For several years he was Manager of the Aurora, Elgin and Fox River Electric Railway, leaving that position for a time to become General Manager of the Chicago North Shore and Milwaukee Railroad, known as the North Shore Line. He left that position

French Engineers Use "Road of Service"



A party of nine prominent French electrical engineers recently were guests of the Public Service Company of Northern Illinois on an inspection trip to the company's huge generating plant at Waukegan and to the model farm near Mundelein.

A special North Shore Line train bore the party from Chicago to Waukegan, whence the trip to the generating plant was made in a Marigold motor coach of the Metropolitan System. During the journey from Waukegan to Mundelein, the party enjoyed

a meal in a North Shore Line diner.

The visitors were greatly pleased with the special transportation service and commented favorably on both the speed and equipment of the North Shore Line. They evinced keen interest in the Public Service properties which they inspected.

Accompanying the Frenchmen were representatives of the Public Service Company and the Commonwealth Edison Company, and M. J. Feron, Assistant to the Vice-President in charge of operation of the North Shore Line.

about a year ago to return to the Fox River Valley as Vice-President and General Manager of the Western United Company. Mr. Egolf will remain in his present position in addition to the active operation and management of the C. A. & E. Railroad.

"The Road of Service"

(Continued from Page Nine)

patcher, who is the center of the nervous system of copper and electricity which guides and synchronizes the movements of over 350 trains each day.

On our arrival at Waukegan we notice that the rear car is cut from the train. When the train stopped at Adams and Wabash station in Chicago, all Waukegan passengers were directed to this car. Consequently when the car is cut there are no passengers aboard it to be transferred to the other cars. We wonder how the trainmen know that this car will not be needed farther up the line. Here again the sheet in the Transportation Office at Highwood has indicated that this car has not been needed over a period of several weeks and that therefore it is more efficient operation to cut the car at this point.

Soon we are again on our way traveling 60, 70 and sometimes 80 miles an hour. In a short time we reach the downtown Milwaukee Terminal, where we are again impressed with the courtesy and efficiency of the trainmen and station employees as they direct us to the best way to reach our destination.

Public Speakers Train As Record Season Looms

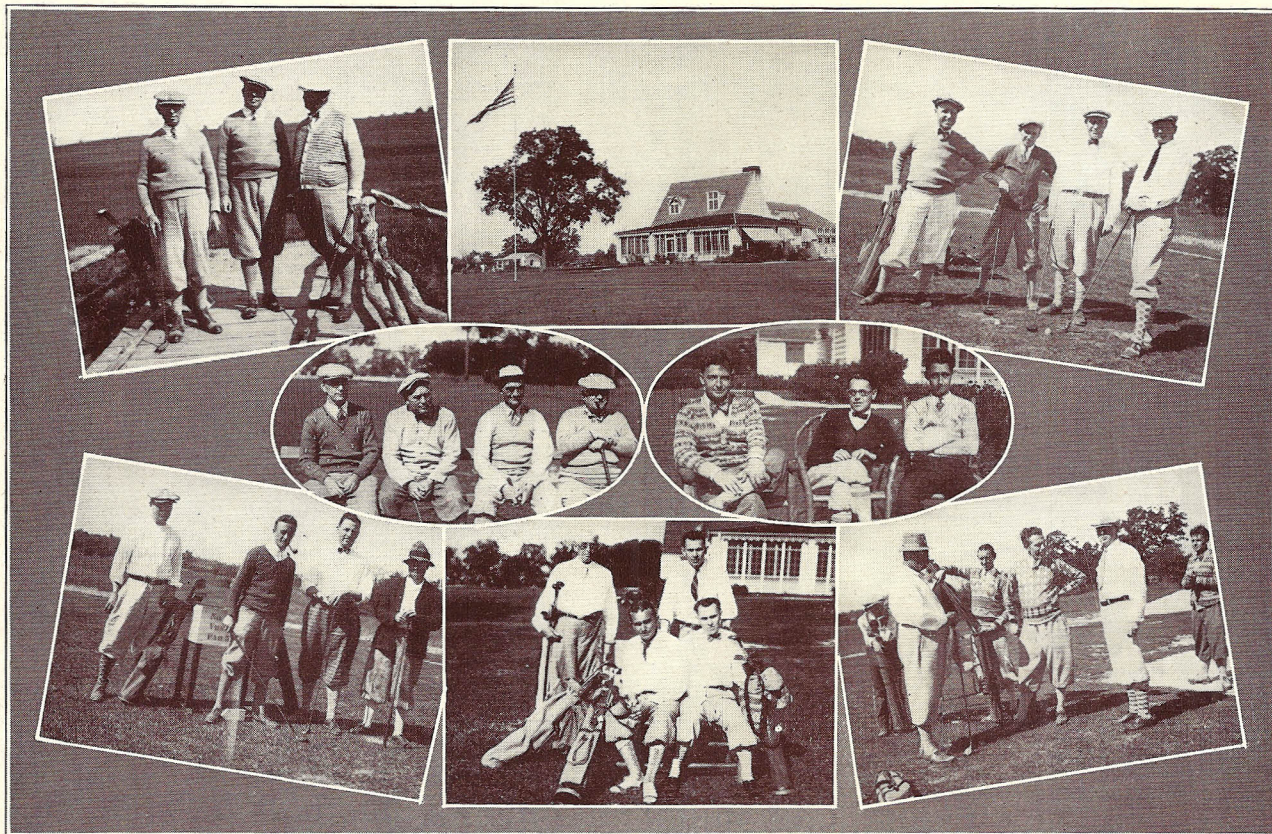
With over 25 enthusiastic orators indicating a desire to enter the course of training, the North Shore Line Public Speaking Clubs are making extensive preparations for a greater season than last year which was a banner one in both attendance and number of talks made.

C. G. Goodsell, Educational Director, announces two new features which will make the training more interesting. The text book, "Effective Speaking," by A. E. Phillips will be used, and the club members will follow its principles in making talks before the classes. Members of the classes will be critics instead of having an outside instructor.

The last meeting of each month will be a dinner. The chairman will act as toastmaster and the program will be conducted in the same formal style as a banquet. This training will familiarize speakers with after-dinner atmosphere.

A new illustrated talk on transportation is being prepared by Mr. Goodsell in collaboration with E. G. Cox and F. F. Butterfield. Already there is a great demand for talks on Safety, First Aid and educational subjects before schools and other groups. Many of these requests are coming from groups which heard North Shore Line speakers last season.

North Shore Line Golfers Close Season With Annual Civil War!



Old Man Bogey made a desperate but futile stand before the vicious onslaughts of North Shore Line golfers at the Bonnie Brook Golf Club. Waukegan recently when the annual civil war to establish records and settle private feuds was waged.

Hostilities were launched when 75 rabid victims of the deadly golf bug teed off, spurred on by the prospect of many fine prizes for everything, from the poorest score for three short holes to three blind-bogey awards. In fact the only thing which did not merit a prize was the most bizarre costume, the reason for which is quite obvious.

When the Armistice was signed and the boys came out of the trenches the results were made public. F. E. Stout, W. E. Graham and D. T. Nelson, with scores of 79, 83 and 85 respectively minus their handicaps composed the trio lucky enough to draw the blind-bogey prizes. Johnny Gantor, declining to take a handicap, proved that he needed none when he shot a score of 78 to cop first place among the low gross boys. Lee Abegg and George O'Flaherty were second and third respectively with 81 and 85.

Carl Schildgren, David Whitelaw and John F. Egolf won the low net prizes with 69, 72 and 75 respectively. A. Berberick made most birdies for 18 holes while Frank Burkard made the most doubles. All received prizes. Prizes for the best score on the three longest and the three shortest holes

went to J. Hopkins and Al Christaens respectively. Doubtful honors went to D. Lyons and P. M. Cornes for the poorest scores on the three longest and the three shortest holes.

J. M. Michaels was apparently engrossed in the football season as he piled up a score reminiscent of the yardage compiled by the agile "Red" Grange in his palmiest days. Nevertheless Mr. Michaels received a prize, as he modestly claimed a handicap of only 50. J. W. Oliver, who arranged the "scrap," had made generous allowance for a "booby" prize.

An excellent dinner topped off a memorable afternoon, when "good fellows got together" and swapped alibis, yarns and boasts. And, taking

CONSTANT activity in your field of endeavor scatters the seed of success in fertile soil—then continued effort generates life, develops growth and enables you to reap the harvest.

You can't hope to enjoy the harvest without first laboring in the field and you cannot pluck the fruits of your true and native ability without constant and careful cultivation.

In sowing the seed of success there is no preferred season—the present is the accepted time—the wind and weather are always on the side of the diligent, steady worker.

into account the fine time had by everyone, it was apparent that, as in former years, the greenskeepers and the landscape gardeners were the only losers! The above pictures were taken at random during the afternoon by L. B. Herrin, Assistant Employment Manager of the Rapid Transit Lines and "official observer" of the tournament.

"Roll of Honor"

Gateman Paul Miller is commended and rewarded by Priscilla Thompson for returning a lost ring.

Station Agent J. Howard Ford is commended by Marion Cotton for courtesy to customers.

Conductor Carlo Pearsen is commended by P. Bliss Moore for efficient performance of duties and courtesy to customers.

Conductor W. Hidrich is commended by O. G. Williams for courtesy and attention to the welfare of customers.

Ticket Agent James Casey is commended by J. Greenburg for civility and cheerful service to customers.

Ticket Agent William Eubanks is commended by the Rev. E. F. Schueler for courtesy and prompt attention in tracing and returning a traveling bag left on a train.

Motorman C. L. Barry is commended by W. J. Sacks for assistance given in a recent emergency.

Bowling League Teams Radiate Confidence as Season Gets Under Way



Here is a "battle scene" of North Shore Line Bowling League teams and their sponsors, taken recently during a lull in the melee, which occurs every Monday night at the Waukegan Recreation Rooms. Two new teams, the Traffic aggregation and Howard P. Savage's Legionnaires, have entered this year and are helping make the evenings interesting. There is plenty of action when all these "huskies" start knocking the pins over as competition is marked by several little departmental feuds. For a real good time, be on hand some Monday night and root for the representatives of your department. Seven teams are intent upon taking the title from the Conductors, and the latter are equally intent upon making it two in a row. It promises to be a real scrap!

Conductors Take Lead As Curtain Rises Upon 1928-29 Bowling Season

Official Standings			
Team—	W.	L.	Pct.
Conductors	5	1	.833
Mechanical Dept. . .	4	2	.667
American Legion . .	3	3	.500
Traffic Dept.	3	3	.500
Waukegan City Lines	3	3	.500
Motormen	3	3	.500
General Office	2	4	.333
Electrical	1	5	.167

By Albert W. Gerbin

Amid a blare of music by Earl P. Shultis' Melody Makers, the howls of a huge crowd and the encouragement of department heads, the 1928-29 season of the North Shore Line Bowling League was launched on its hectic career at Waukegan on the evening of October 8.

New Teams Look Good

At the end of the first two weeks of pin-mauling the Conductors, last year's champions, captained by Robert Bottner, proved that they are intensely interested in another title by grabbing the lead. However two new teams entered this year, namely the Traffic Department aggregation and H. P. Savage's Legionnaires, give promise of causing the leaders much annoyance this season. Both of them at the time of writing were sharing third place with the Motormen and the Waukegan City Lines boys.

The second week's standing, shown above, made the General Office and Electrical teams the first "goats" of the season. But bystanders, recalling the

tenacious manner in which the "G. O." lads hung onto the leaders' heels throughout last season, have reason to predict great deeds from them. In addition, Mr. Huttleston's live-wires, thoroughly annoyed at being buffeted hither and yon last season, are determined to surprise several teams before the curtain is dropped next spring.

Conductors Take All Honors

The Conductors also took honors for the high-team series and the high single-game marks with scores of 2,687 and 967 respectively. To add in-

sult to injury as far as the other bowlers were concerned, James Marsh, a member of the Conductors' outfit, won the high individual game as well as series prize for the second week.

Howard P. Savage, C. K. Thomas and E. G. Cox are guiding the destinies of the league this season. The sponsors and their teams are: John R. Blackhall, General Office; Henry Cordell, Mechanical; C. R. Huttleston, Electrical; Mr. Thomas, Motormen; Roy Thompson, Traffic; Mr. Savage, American Legion, and G. C. Kenry, Waukegan City Lines.

Special Trains Handle Large Parties on Trips To North Shore Cities

The North Shore Line is becoming increasingly popular with parties wishing to charter special trains for trips to points throughout the territory served. The convenience of the "Road of Service," with its stations located in the heart of the Chicago Loop and downtown Milwaukee as well as the center of other cities along the line, is one of the main factors making the North Shore Line the most desirable travel route for special parties.

A group of 210 mechanical and electrical engineering students of Purdue University, Lafayette, Ind., journeyed from Chicago to Milwaukee in a five-car special train on October 23 for an inspection tour of industrial plants in the Cream City. The special train was in charge of

J. M. Michaels, Assistant General Passenger Agent. Following their visit in Milwaukee, the electrical engineering group proceeded to Kenosha, where they inspected the Nash motors plant, afterward inspecting the North Shore Line automatic substations on the Skokie Valley Route. The mechanical engineering group returned by special train to Chicago, where they were joined by the other students in an inspection tour of Chicago industries before returning to the university.

A party of 85 sales representatives of the Ajax Rubber Company, the Racine Rubber Company, and the McLaren Rubber Company, who had assembled in Chicago from over the entire country, made the trip to Racine aboard a three-car special train on October 24 to attend a special sales conference at the plants of these companies. H. C. Elliott, Traffic Agent at Racine, accompanied the party as North Shore Line representative.

The party returned to Chicago by special train after the conference.

ALONG THE NORTH SHORE LINE

Stores and Commissary Departments

Lydia Garling
Correspondent

We are glad to report that George Zack, who recently underwent an operation, will be back with us soon.

Al Christaens is the only one of our department who brought back a slice of the "bacon" from the recent employe's golf tournament. He won six golf balls for low gross on the three shortest hole. Al says: "You haven't seen anything yet; wait until the next national open tournament!"

Ruth Patterson took no chances on being lost during her vacation. She spent most of the time in and around Deerfield. That's caution for you!

Harold Oglesby, prominent clubman and sportsman of North Chicago, decided to step over the border and see just what all the shooting is about in Canada. He came back with the solemn declaration that said "shooting" was caused only by corks popping out of effervescent bottles, but earnestly denied taking part in any of the ceremonies!

Al Hellwig, equally noted clubman of Waukegan and within a radius of 100 miles around, made a successful foray via vehicle into the wilderness of Cleveland.

Mr. Lakenan drove south of the Mason and Dixon line into Georgia after having made certain that the Civil War was over. The recent football game between Georgia Tech and Notre Dame convinces us that Mr. Lakenan certainly disseminates pep and ambition wherever he goes.

Annabelle Williams visited friends in Detroit recently. She did not return in one of the new Fords.

Mr. Holtz had failed to report at the time of this writing as to his whereabouts. We know he went on a vacation but we must keep you in suspense until the next issue as to where he was.

Metropolitan Motor Coach System

MILWAUKEE DIVISION

J. D. Mettler
Correspondent

Mrs. Goodrich, our afternoon agent, has been quite busy recently telling the boys she has no free passes to the Greenwich Follies, played in Milwaukee. Her niece is one of the actresses and the boys have been turning out in great numbers to see the performance.

Al Nygren has been lacking that coat of tan since he returned from his fishing trip, but he is trying to make up for it by getting coated with grease and oil again.

Leo Hamel seems to be carrying a lot of the older patrons lately. We understand that there is something about Leo and his driving that the old folks like.

Carl Snyder and his new Ford, number 348, are great pals. You can always find him on Wisconsin Avenue in the evenings headed for the dog races.

"Who's Who?"



A gunman caught with the bodies of his victims! But he doesn't appear perturbed over the exposure of his crime, for he had a license to commit the fowl deeds! After a close scrutiny of the "corpses" we come to the conclusion that "gunmen" of the type shown here are desirable to all save the members of the feathered world.

Everyone on the "Road of Service" knows the dauntless hunter, pictured here in the woods north of Duluth, time—1920. Yes, C. R. Mahan, Comptroller of the North Shore Line, certainly made life miserable for the citizens of birdland when he became hungry during his sojourn in the wilderness. Needless to say, the few survivors squawked their relief when the great nimrod finally went back to his desk!

Johnny Jappas has returned from his vacation and is driving on this division. He looks fine and is feeling pretty good too.

Lyle Richly, formerly with the Wisconsin Motor Coach Company, has joined our ranks and is making a good record with us.

Fred Monroe, who has been the 8:30 a. m. driver out of Milwaukee, is enjoying the "double-deckers" as he is now acquainted with the deputies throughout Milwaukee County.

"Red" Leonard of the Sixth Street garage has been promoted to mechanic's helper. "Red" is a hard worker and we wish him the best of luck in his new position.

George Burden and M. E. Woods were on the absentee list for two Sundays recently. What is the attraction on the south end, fellows?

"Bill" Englefried, the company politician, made a poor guess on the Milwaukee primaries. He expects to do better next time.

Ray Sherrer is back on this run now, as also are Ed Gunderson and Al Powers. We hope these boys will stay with us.

Leo Brown spent a ten-day leave somewhere up in the north woods.

Ray Hansen of the Hill Street garage, Chicago, is recovering from his recent fall on Wells Street. Ray is also spending two weeks traveling. He paid us a visit the other day.

"Bill" Englefried was recently a "bachelor" for three weeks. His wife, who is president of the Spanish War Veterans' Auxiliary, was a member of the group from Milwaukee which went to the convention at Havana, Cuba. Kind of lonesome around the house, eh "Bill"?

Mechanical Department

HIGHWOOD SHOPS

William Chalmers
Correspondent

Shopman and Mrs. Phil Klimich of Waukegan are the proud parents of a baby boy, weighing 8 pounds, born in September. Congratulations and best wishes from the entire shop force!

Ye scribe can understand the chestiness of Mr. Klimich on the new addition to his family, as an 8-pound baby girl was the new arrival gladdening the home of your correspondent, recently. Both Mrs. Chalmers and the baby are doing nicely.

We regret to announce that Frank Burgess is on the sick list, but we expect him back soon.

The dreaded "sick list" lost two of its victims when Harry Ellis and Paul Wendt returned to us after an illness of a few days.

Messrs. Jacobs, Spassoff and Osborne earned the title of the "Three Wise Fishermen of Wisconsin" on a recent fishing trip. It is rumored that they taught worms to swim and to do swan dives. No mention need be made of fish!

The question of identifying Ted Belke's car is solved. After much discussion concerning the trade name of the vehicle, "Bill" Martin brutally characterizes it as a "fire truck!"

October 7 was a gala day for the shopmen. The occasion was the (?) birthday of Jack Osborne and the boys turned out in great numbers for a wonderful birthday party. Was a good time enjoyed by all? Dunt esk, as Milt Gross would exclaim!

General Accounting Department

PASSENGER ACCOUNTS DIVISION

Mary Esther Krueger,
Correspondent.

Sarah Turner, who had been with us for the past four years, left us recently to be married. The wedding took place on Wednesday, October 17. The bride wore a dress of blue velvet and a hat to match. She carried a bouquet of roses. The happy bridegroom is Stanley Creton of the Payroll Department. They are residing in Waukegan.

ALONG THE NORTH SHORE LINE

Dorothea Freeman pleasantly surprised Sarah when she was hostess at a miscellaneous shower on Wednesday, October 10.

The girls of this department gave a shower for Sarah at the writer's home, October 12. The feature of the evening was a solo dance by Rose English and Francis Dolton. Hilda Becker and Little Alice of the Metropolitan Motor Coach Company were present. Sarah received many beautiful gifts.

Margarette Fredricks and Marion Hubbar spent a pleasant week at the home of Mathilda Hehner in Marion, Wis., recently.

Fred Wagner spent a week of his vacation at home painting and resting. We wonder which he did most, as we never knew he was an artist!

We are pleased to have two girls who formerly worked in our Department back again. They are Lillian Spor and Estelle Myers.

We welcome the two new arrivals in our office, namely Art Kilponen and Helen Schier.

DISBURSEMENT ACCOUNTS DIVISION

Ada Mae Helfer
Correspondent

W. W. O'Toole played in a foursome with C. R. Mahan, L. C. Coatsworth and Henry Cordell in the recent golf tournament. This game was played seriously, as one would say, "statistical playing." Each one studied every shot a good half hour. Between these players two caddies were hired, each with a tape measure so they could measure the correct distance. Thus the players knew just how to shoot. Besides all this, Henry Cordell's plowing and telling wild yarns lengthened the game considerably. We understand these men were charged a "parking fee." All we have to say is that they are lucky this event comes only once a year.

Carl Westergaard is a newcomer to this office. We are certainly glad to have him with us. Good luck, Carl!

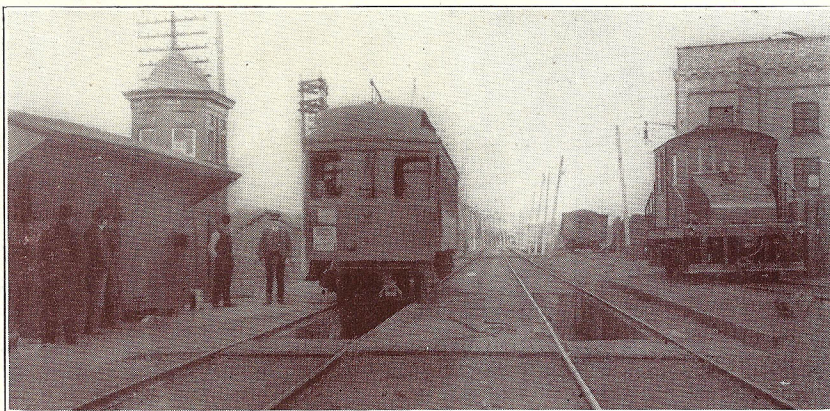
There is a rumor out that in the draw both for high gross score (160 or more) at the golf tournament, Charlie Mahan and Henry Cordell both came up with the ace of hearts. We haven't learned yet how it finally ended.

Lee Abegg recently entertained the "Unconscious Octet" and it is said that a good time was had by all. Ask Johnny, Bob, Christ and George. (Yes, they were there for the refreshments!)

We understand Mike Boyer and Hector Thomas are interested in bird seed. Mike expects a large shipment from Michigan, brought in by "Boehm Company." Mr. Thomas is reported to be leaving for a week and expects to make this trip both a pleasure and business trip. We all wonder which one of these "birds" will have the best "brand." See their salesman.

We feel quite proud of the players who represented this Department in the recent golf tournament. Johnny Gantor received first low gross prize, which was a wonderful sweater. Lee Abegg received second low gross prize, which was a pair of golf shoes. How these people found out that "baby" needed a new pair of shoes is more than we can see!

Famous Highwood "Pit" Mystery Solved!



From time to time during the past few years newcomers to the Highwood office would hear references to the "pit," in front of the office building. Many of them, when told to take packages out to the "pit" to await trains, would spend some time wandering around the premises looking for a miniature canyon or some chasm. The "old-timers" would grin and look wise when approached for information as to the whereabouts of the "pit."

But now, through the courtesy of Ernest G. Cox, who secured this view for us, the mystery is solved! This picture shows the car pits which existed around 1907 or 1908 but which were filled in when the shops were built. The name of the "pit," however, will apparently live forever to designate the car stop at the Highwood office. The men in the picture defy identification. Here is a chance for some "old-timer" to scoop the rest of us and tell us who the boys are!

Good-bye and good luck, Frankie. Hello, Ed. Yes, E. J. Grum has been promoted—upstairs, to the Transportation Department. Ed Joslun is the latest recruit to the ranks of the payroll bachelors.

George Krueger received a "promotion" on September 20. He was in charge of the office during the absence of our chief clerk, who played in the golf tournament.

We have it from a very reliable source that Charles O'Hara, our general abstract clerk, has lately been appointed to the secretaryship of a large Sunday school. Truly the versatility of our department knows no bounds!

The wife of our auditor of disbursements surely knows her "Bermudas." She has evidently learned that old axiom, "A bird in the hand is very likely to follow the straight and narrow." (Not quite correct but effective.)

As usual John Oliver ate at the expense of a certain member of our department. I think Mrs. Hamelick should be notified of this situation. It wouldn't occur again in a hurry!

We are all anxiously awaiting the advent of the automatic telephone. We feel that it will result in quite an improvement in service.

Looks like we will have to add Bobby Jones to our office to keep Johnny Gantor from cantering away with the North Shore Line golf tournament each year. It may not be necessary, however, if a certain party keeps up his daily lesson around Libertyville and Mundelein!

Stanley Cretan, Chief Payroll Clerk, and Sarah Turner were married on

Wednesday, October 17. They are making their home in a cozy little flat is well known to the "gang" at Highwood and everyone joins in extending congratulations and good wishes to this happy couple, whose romance has been the pride of the Highwood office for the past few years.

That little rascal, Dan Cupid, seems to be working on another member of our department. You'll have to give Dan credit. He sure works hard. But the case has not advanced to the real serious stage yet.

My, how our brothers of the Electrical Department do like to play horseshoes!

FREIGHT ACCOUNTS DIVISION

Martha Anderson
Correspondent

Dorothy Bruce was married to Thaddeus Haviland of Lake Forest, Illinois, on September 1. We were sorry to see Dorothy leave the "gang" but wish her the greatest happiness.

A daughter was born to Mr. and Mrs. E. E. Weise on August 15. Mr. Weise stated that Shirley Jean is destined to be the future stenographer in this department, so the stenographer will have to be on the lookout for another position.

When the World Series ended some of the men here were out some cigarette money.

Someone is generous in our office, from the appearance of all-day suckers. It seems that every girl is busy trying to finish an all-day sucker in an hour, especially your correspondent. We know how to get them!

ALONG THE NORTH SHORE LINE

Two new members have joined "our gang." They are Ruth Johnson, transferred from the Ticket Department, and Harold Cooper, transferred from Waukegan. Welcome, Ruth and Harold.

Something is wrong with Harry these days, as he is rather quiet, which is unusual for him. What's the matter, Harry?

Transportation Department

HIGHWOOD OFFICE

Hazel A. Burbank
Correspondent

Ticket Agents K. Burke, F. Sorensen, F. Schreiner and L. Theabold attended the convention of the American Association of Railroad Ticket Agents at Seattle, September 13, 14 and 15.

Collector and Mrs. P. Selzer announce the arrival of a baby boy. Congratulations!

Agent E. Cook, who has been sick for several weeks, is reported getting along nicely.

Frank Grum has been transferred to our Department. He succeeds Mileage Clerk Carl Christiansen, who has been transferred to the position of Timekeeper. Leonard Friebele, formerly Timekeeper, has been appointed third trick Yardmaster at Highwood.

It does not look like the Transportation Department is going to make a very good showing in the Bowling League this year inasmuch as Mr. Simons and George Kenry can be beaten by a little lady named Lydia Garling!

MILWAUKEE DIVISION

Ray E. Helgert
Correspondent

A. E. Johnson, Milwaukee City Trainman, is the proud father of an eight-pound baby boy, and Andrew claims he looks just like his father, even to a dent in the left ear!

E. F. Schreiner, Milwaukee City Trainman, finally has plunged into the sea of matrimony. He and his bride spent a whole month honeymooning, stopping at all points of interest on the west coast.

Earl Clark, Ticket Agent at Harrison Street, is absent on sick leave.

Oscar Swift, Milwaukee City Trainman, was recently scheduled for a week's vacation. He left on Monday and, much to our surprise, reported back to work on Thursday of that week. Pretty tough to pick a vacation when the fish aren't biting!

*Bill Leadley, Milwaukee City Trainman, doesn't mind being written up in the HIGHBALL, but his wife reads the HIGHBALL—and he says she is dead on cats. Bill had an awful time trying to explain why he runs around with cats on his car. (Hereafter we won't mention cats when we write about Bill!)

Times must be pretty hard for Gene Weiss. The boys around Clybourn say he has been working with wrapping twine used as shoe laces. It seems as if the big vacation trip took all his loose change.

"Childhood Days"



We cannot tell you the political affiliations of this young lady, who by the way was born this year—a presidential year! However you may draw your own conclusions after studying this view closely. No matter what color the derby really may be, it is a "Brown" derby any way you look at it, for the young politician shown here is Mary Theresa Brown, daughter of Motorman and Mrs. W. M. Brown of 1104 59th Street, Kenosha.

Miss Brown was born January 3, 1928, and was six months old when she consented to pose for this picture. She is quite a fearless little Miss, evincing a rather amused interest in the camera man. Who knows but that this fact may presage a future in the film world in years to come?

By the looks of things, there is going to be a change in the little German band over WGN. Howard Kohl is learning to play the clarinet!

There is a little mystery around the freight house. Tom Goodman had a nice basket of candy for his "sweetie." Somebody came along and it disappeared. Suspicion rests on a few around the freight house. That's all right, Tom, maybe she wouldn't like it in a basket.

There have been quite a few changes around Clybourn since we were last heard from. Charles Ohmstead has taken the clerkship at the Quarry and Irv Goodman has taken his place. Walter Krause has been transferred to Kenosha and W. Haase, better known as "Rabbit," has taken his place at Clybourn. Gust Manz has been transferred to Waukegan as rate clerk and he leaves one broken heart in Milwaukee. Paul Schroeder, the "Sheboygan Sheikh," has taken his place.

The hunting season is now on again. Wait for the nice hunting stories by our warehouse foreman, Bill Bogie!

Clybourn lost one of its star bowlers recently when Freddy Jess left the company to accept a position with the Milwaukee Electric Railway & Light Company. He came over to visit the boys recently.

Maintenance of Way Department

Carl A. Walberg,
Correspondent

"Bill" Miller, Signalman, says that his little two-year-old baby is being cared for by some folks who live near Rapids Road Station and that this accounts for his unusual interest in this location. When "Bill" passes by this station on train he enthusiastically waves and tosses off a newspaper to her. She must be some baby!

C. B. Willison has a hobby in hunting. The old gun stock resting against his shoulder is a very pleasant sensation to him. He spends much of his time over the week-ends in this sport. They tell us that wild rabbit meat is very good, Clyde!

The gang is glad to see Mr. Kramer back again after his illness. The "boss" looks like he might feel well enough to crank any kind of a car now, even if it is a Whippet!

Hayden Bryant, son of our Blacksmith helper, is recuperating very nicely from gunshot wounds he received some time ago in Kenosha.

Mr. and Mrs. F. J. Meade are the proud parents of a little daughter, Anna Mae. We feel, because Frank left us only a month ago, that the little girl belongs to the Maintenance of Way Department. Congratulations, Frank and Mrs. Meade!

Now that Gene Tunney has retired from fighting in the ring and taken it up in the matrimonial circle, our Tom Townsend has launched out into the padded ring and is training vigorously for the boxing game. Tom sees his opening.

Introducing S. Parker Shaffer, Instrumentman, who has just joined the ranks of the Way Department. S. Parker is not solo and hails from Milwaukee. Ask him for further information.

Dorothea Freeman can see her way around now as she has acquired a pair of glasses. The first time she wore them, Dorothea said that it was difficult for her to see through them. Yes, we thought we might have to lead her around.

Pete Mason is in the market for good magazines. He is very particular, indeed, for just the other day a young lady spent two hours of her time, also Pete's, in order to get him to sign on the dotted line—but all in vain. What kind do you want, Pete?

Otto Lawrentz, Painter Foreman, is painting the town—no, I mean the stations—along the Shore Line orange. A very conservative person said that the stations painted with this paint can be seen at great distances.

It's about time for that great football mentor, Al Gerbin, to pick his "All-American" football team from this department. The material for the team this year is unusually good. For instance, Henry Bloom, Louis Homan, Harry Peterson, Merle Young and W. G. Fitzgerald are still taking on weight so that they will be practically immovable. (Try and buck them and see for yourself!)

S. P. Ross, Flagman, died September 5, after a long illness. Burial took place at Mooney's Cemetery, west of

ALONG THE NORTH SHORE LINE

Highland Park. The pall-bearers were Gatem A. Pearson, B. Cameron, F. Sargent, J. Crosby, A. Stoeper and T. Buckle.

Mr. Shaffer, our recently acquired Instrumentman, had an important telephone call the other day. After finishing an excited conversation he turned to Mr. Kramer and shouted: "We have a new baby boy up at our house. What am I going to do?" Mr. Kramer, who is a veteran married man and capable of handling any situation, replied: "You'd better go home and find out!"

Mr. Fitzgerald, who has stoutly maintained for years that he is not of Scotch descent, practically gave himself away recently. "Duke" Williams, having procured material for "Fitz" in record time, was promised a good cigar by that worthy, but the "catch" was soon revealed when "Fitz" hastened to add: "As soon as a salesman leaves me one, I meant!"

Traffic Department

CHICAGO OFFICE

F. J. Devaney
Correspondent

Although golf is now well into its dying stages for the year 1928, we cannot let this edition go to press without a word or two in regard to the wonderful success enjoyed by the boys of the Traffic Department in the company tournament held at Bonnie Brook Country Club, Waukegan.

Carl Schildgen, Dan Lyons, Joe Michaels and Frank Burkard, all representing the Traffic Department, "coped" very attractive prizes to add to their collection by their ability to make the least or most number of strokes per hole or per eighteen holes.

To eliminate any suspicion that the affair was "fixed" for this Department, the "Boss," Dick Amis, Ted Gnevo, and a few more of the real golfers entered into an agreement to "lay off" trying for low gross honors so as to equalize the chances of the other contestants. The genial Harry Elliott, the Racine cabbage expert, exhibited his long hitting prowess.

Frank Kelly spent his vacation presumably fishing, but he didn't say what he caught.

The Traffic Department Bowling Team, entered in the North Shore Line League this year for the first time, established themselves in their initial appearance by taking two series out of three from the very capable bowlers representing the Motormen. To take two out of three from the Motormen is some performance! John Wallner, the "Milwaukee lady killer," is the team's anchor man, John's average for the first night was 192, with a high game of 233!

The Traffic Department has added to its personnel a young man named Edward Dreis. We're certainly glad to have Ed with us.

MILWAUKEE OFFICE

Ray Zinnen
Correspondent

Our "gang" fared poorly in the bowling team elimination at Racine. Only one from this end was given a regular berth. Ted Gnevo's score looked as though he used a left-handed ball.

Pat Miles didn't get the new car we

"Once There Was a Traveling Salesman . . ."



Here we have Lester H. Ball apparently caught in the act of entertaining Kenneth Wilkins and Jack Oliver with a parlor story . . . but no, it can't be a parlor story, for they seem to be out in the well-known great open spaces. Messrs. Oliver and Wilkins appear to be anticipating some spicy conclusion as you may observe by the twinkle in their eyes.

reported in the last issue. Seems the paternal instinct influenced another "Chevy" buy. Also the color was bright, so this might have been the reason.

"Jawn" Wallner is quite happy lately. Seems he made a fine showing at Waukegan when the Traffic Department bowling team took two out of three games. He reports 233 was his high score, with an average of 192 for the three games.

"Our Eddie" now comes to work with that "far-far-away" look in his eyes. He informed us confidentially that it's a real serious affair. In fact it's lasted for two weeks to date!

Mary hasn't told us the name of the young man who was at fault when she left her handbag on the train recently. If anyone finds it, please forward it to this department. We don't blame Mary for feeling sorry about its loss, as she will miss its contents.

Outing & Recreation Bureau and Own Your Own Home Bureau

T. J. Courtney
Correspondent

Speaking of service to all the public—our service even includes the escorting of fair maidens across Adams Street to the postoffice on rainy days. Sir Walter "Raleigh" Neilsen played the part of the cavalier.

John B. Kohler has resigned to lend his moral and financial support to aviation. Frank W. Rorabach, late of West Palm Beach—the home of the hurricane—is ably assisting future home owners in Kohler's stead.

Frank "Hagen" Vail has returned from vacationing at the Calumet

Country Club, where he delivered several wallops to "Old Man Par." Another vacationist, C. Edward Thorney, greatly enjoyed his vacation at his summer estate at Woodridge, served by fast and frequent trains of the famous North Shore Line.

The Month's Best Fiction: Wallace May claims that a bandaged hand was the result of said hand accidentally flying through a windshield. Like the lad who was waiting for a street car, that's his story and he's going to stick to it!

George Searle was summoned to the telephone on office business at about 7, and he sleepily inquired: "What's the idea of waking a fellow up in the middle of the night to talk business to him?"

FORESIGHT is the steering wheel to guide us aright in our words and actions—the speed throttle and brake lever which enables us to move ahead with dispatch and due safety—it is the mental calculation of cause and effect with respect to the seconds, minutes, hours, days and years through which we are steadily passing.

Contemplating cause and effect sharpens the foresight, and the constant exercise of foresight in our work will eliminate many of the "ifs" that are so easily detected with the hindsight.

Foresight is the future tense of good judgment, applied to present actions, which minimize the regrets in our vision of the past and promotes success in life.