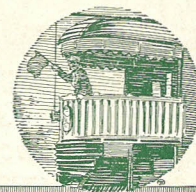


The Highball

Chicago North Shore and Milwaukee Railroad Company



VOL. 6

December, 1928

No. 12

Automatic Safety Gates To Be Installed at 26 Crossings Along Line

Barriers Prove Successful in Practical Tests Made at Three Locations

A new type of automatic electrically-operated safety gate, which has proved highly successful in practical tests at three locations on the North Shore Line, will be installed at 26 additional grade crossings between Niles Center and Racine. This type of gate has been in use for several months at Garfield Avenue and Wheeler Road on the Libertyville branch, and at the Oakton Street crossing in Niles Center.

Furnish Efficient Protection

The following cities on the Shore Line Route will receive this additional crossing protection: Lake Bluff, Fort Sheridan, North Chicago, Waukegan, Zion, Kenosha and Racine. In addition the following crossings on the Skokie Valley Route will be equipped with the automatic gates: Main Street, Niles Center Road, Glenview Road, Willow Road, Dundee Road, Deerfield Road and Deerpath Avenue.

These automatic safety gates furnish as nearly perfect crossing protection as human ingenuity has yet made possible. The approaching train itself operates the gates by closing an electric track circuit, which is arranged so that warning is given by both bells and lights at least 35 seconds ahead of a train at the highest speed operated. In practical tests the circuit was completed by approaching trains when 2,200 feet from the crossings.

Installation Under Way

Failure of a vehicle to stop will not result in these gates being destroyed when the arms are down, as the barriers swing around parallel to the road when struck. Springs in the gate posts automatically return the arms to normal upright position. Possibility of power failure was the only obstacle to overcome. This is guarded against by having two and in some locations three sources of power available. The North Shore Line management is confident that these automatic gates will greatly increase public security by eliminating grade crossing hazards wherever the gates are installed.

Frank J. Kramer, Engineer Maintenance of Way, announces that signal forces under the supervision of W. G. Fitzgerald are now at work setting the concrete bases for the gates. The gates will be installed as fast as they are received from the factory.

Season's Greetings

From Our President

FELLOW EMPLOYEES:

AS WE close another year in the history of the North Shore Line I wish to take advantage of the occasion to congratulate all of you on the way you have worked together to uphold the enviable reputation which the "Road of Service" enjoys with the traveling public.

DURING THE year we have added materially to our equipment and facilities for doing business, and, imbued with the North Shore Line spirit, employes and management have worked with a will to hold and increase our business when the general industrial situation in the country was less favorable than in some previous years.

WE SERVE an exceptional territory, the steady growth and development of which are assured and the possibilities for increasing business almost limitless. We may, therefore, look forward with confidence and with a feeling of certainty that, by working with a common purpose in the future as we have done in the past, the North Shore Line will maintain its present high position among interurban electric railroads and will increase its usefulness in the service of the public.

WITH A deep sense of appreciation of the spirit of co-operation prevailing throughout our organization, I wish you all a Merry Christmas and a Happy New Year.

Milton M. Mad.

Six First Aid Teams In Training for Annual Inter-Department Meet

Electricians Will Defend Title in Contest Climaxing Active Season

Plans are now under way for the annual North Shore Line inter-departmental First Aid contest which will cap the climax of a busy season in training activities, according to David F. Whitelaw, First Aid Director for the Medical Department.

It is planned to incorporate the contest with the regular meeting of Company Section No. 14, A.E.R.A., the third week in January. An effort will be made to secure the Waukegan High School gymnasium, which last year proved to be the ideal location for such an event.

Six Teams Out for Title

Six teams are now hard at work under the supervision of Mr. Whitelaw. The teams and their captains are: Milwaukee Transportation, Ben Shaffer; Highwood Transportation, Mike Wittry; Mechanical Department, E. Boetger; General Office, F. E. Wagner; Maintenance of Way, Bernard W. Knipple, and Electrical Department, Lawrence Bentley. The latter aggregation will defend the title it won last year by nosing out the Mechanical Department by the narrow margin of 1 1/5 per cent.

The winning team members will be awarded Borglum medals, donated by the American Red Cross, in addition to the departmental shield, to be held for one year. There also will be other prizes for the contestants. The winning team receives the honor of representing the "Road of Service" at the Chicago City Championship competition next spring.

Class Now in Training

Mr. Whitelaw announces that a class of 22 employes, representing many departments, is now taking the course of training in First Aid work and will soon complete the required series of lessons.

Four First Aid demonstrations were given during November to a total of 450 spectators. The girls' team presented one of the demonstrations at Highland Park and received generous applause. There is a steadily increasing demand for demonstrations among schools, clubs and other groups in North Shore Line territory.

"Banner Business Year In 1929" Is Slogan of North Shore Line Folks

Boosters Urged to Develop Tips for All Branches of Service

A banner Better Business year in 1929!

That's the slogan of the North Shore Line family as the new year draws near. And to the end that this purpose may be accomplished a concerted drive for new business in all branches of service will be undertaken, starting January 1.

Roy Thompson, Traffic Manager, in announcing the enlarged scope of activities, outlined the aims of the drive as follows: "We want new business of all kinds. We are not going to concentrate on any special phase of service. We want the North Shore Line family to solicit for every branch of our service. Carload freight, merchandise despatch, regular passenger, interline, commutation—the 'Road of Service' is in a position to give the shipper or passenger the best of service in all phases of transportation. With all our employe salesmen active, 1929 will be a banner business year."

All Tips Acceptable

Under this plan, Better Business credits will be allowed for all revenue-producing tips solicited by employes. Every successful effort towards building up patronage for the North Shore Line will be recognized. Every business lead bringing actual dollars-and-cents results will be added to the employe's credit total by the Better Business Department.

R. S. Amis, Director of the Better Business Department, sees in the new plan of operation a real chance for employes to co-operate with the Traffic Department in increasing the business of the North Shore Line. He considers it the best opportunity given to the "Road of Service" family since the inception of the Better Business drive.

"This method opens new channels to the alert booster," Mr. Amis said. "It should serve as an incentive to go-getting tipsters. Business leads of any kind should be developed, for they mean credits. I don't believe it is necessary to point out to employes that they are now given unlimited opportunity to build up business for the company."

Good-Will Credits Awarded

A new feature of Better Business activities is the introduction of a plan by which credits will be awarded to employes whose outstanding work to promote good-will and better public relations between the company and its customers is considered worthy of recognition. Any member of the North Shore Line family who performs some act of personal service which makes more satisfied customers will, on recommendation to the Better Business

Credits Awarded for Better Business Tips

The Better Business Department has awarded credits as listed for the following tips producing new business for the "Road of Service" between October 15 and December 1, on the basis of one credit for each \$5 of revenue produced. Check up your tips by watching the numbers listed in each issue of the HIGHBALL.

Tip No.	Kind of Business	Credits Awarded	Tip No.	Kind of Business	Credits Awarded
9-005	Passenger	15	11-006	Commutation	9
9-016	Passenger	8	11-007	Commutation	8
9-064	Interline	5	11-008	Commutation	15
9-070	Motor Coach	4	11-013	Commutation	2
9-085	Interline	2	11-014	Interline	2
9-124	Interline	2	11-016	Commutation	5
9-252	Passenger	1	11-017	Commutation	8
10-017	Interline	2	11-026	Interline	2
10-036	Passenger	6	11-027	Interline	2
10-087	Motor Coach	9	11-039	Interline	2
10-092	Interline	2	11-040	Commutation	2
10-100	Interline	2	11-046	Interline	2
10-102	Commutation	3	11-049	Commutation	9
10-106	Passenger	2	11-051	Passenger	6
10-115	Passenger	15	11-053	Interline	2
10-126	Passenger	7	11-055	Interline (4)	9
10-128	Passenger	2	11-059	Motor Coach	3
10-129	Interline	2	11-061	Commutation	6
10-137	Commutation	1	11-062	Interline	2
10-138	Interline	2	11-071	Commutation	1
10-139	Interline	2	11-076	Commutation	8
10-140	Interline	2	11-079	Motor Coach	10
10-142	Passenger	18	11-077	Interline	2
10-143	(2) Interlines	4	11-078	Interline	2
10-144	Commutation	2	11-084	Commutation	2
10-165	Commutation	7	11-096	Interline	2
10-168	Commutation	9	11-103	Commutation	3
10-170	Commutation	9	11-104	Interline	2
10-172	Passenger	3	11-106	Interline	2
10-175	Commutation	22	11-108	Interline	2
10-179	Interline	2	11-113	Interline	2
10-180	Commutation	8	11-114	Interline	2
10-183	Commutation	4	11-130	Interline	3
10-189	Commutation	1	11-131	Commutation	9
10-191	Commutation	1	11-132	Service Suggestion	2
10-202	Passenger	7	12-014	Interline	2
10-204	Interline	2	12-018	Interline	2
10-209	Interline	2	12-020	Interline	2
10-210	Interline	2	12-021	Interline	3
11-002	Commutation	1	12-022	Interline	2
11-003	Commutation	1			

Department, be given credits according to the value of the deed.

Thus the acts of courtesy and service for which North Shore Line employes are noted will, if it develops that they have increased the feeling of good-will towards our company, help to win one of the handsome merit badge awards which are truly a mark of distinction for service well rendered.

Better Business Merit Badges Awarded to Six

Six "Road of Service" boosters were awarded merit badges by the Better Business Department during the period from October 15 to December 1. Those who scored enough credits to win these handsome lapel buttons were:

SILVER

H. A. Densmore

BRONZE

A. E. Anderson Bernard Devanny
A. Arbagey V. J. Johnson
P. T. Naughton

Fifty dollars worth of business entitles you to a bronze emblem. Fifty credits to your record and one of the silver awards is yours. Just a little extra effort might win one of these booster badges!

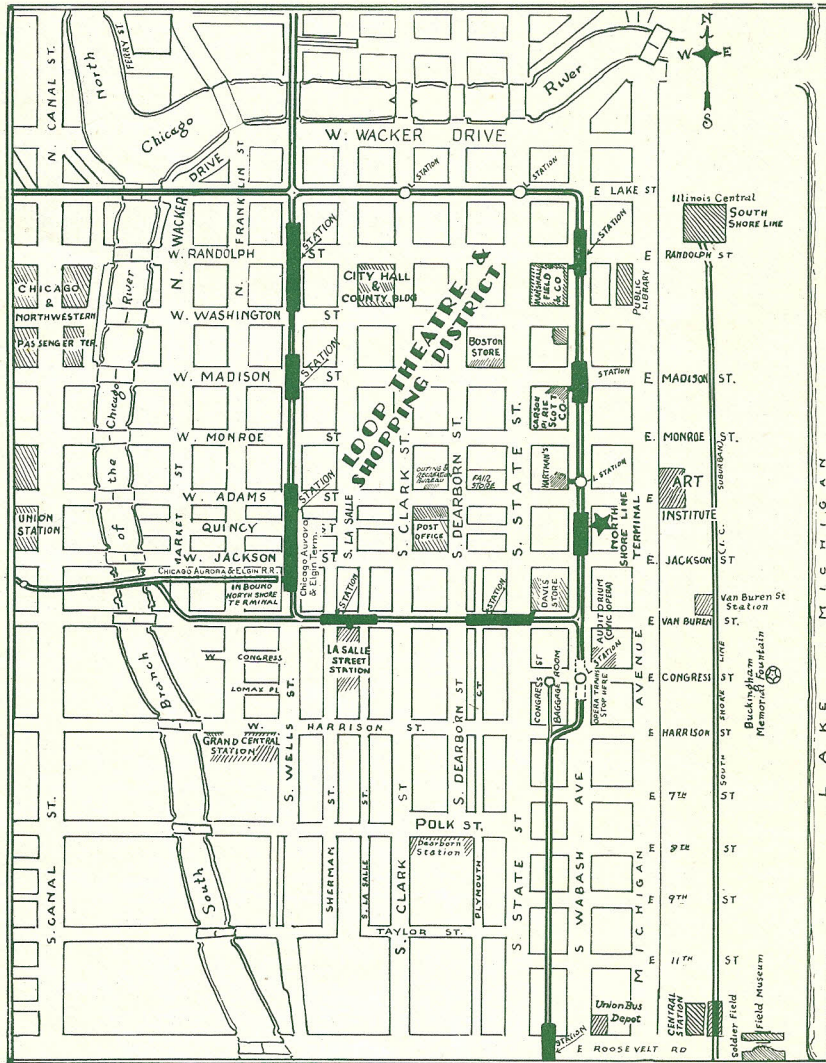
Manual of Executive Practice Proves Popular

Interest in the Manual of Executive Practice, compiled by E. G. Cox, Director of Service Improvement, has become international in scope. The latest acknowledgment of receipt of the manual was made by S. H. Hancox, Engineer and Manager of the Hobart Municipal Tramways, of Hobart, Australia, in a letter of thanks to H. M. Lytle, Vice-President in charge of Public Relations.

Officials of electric railways in Germany, Scotland, England and Holland have also been supplied with the manual, in which they evinced a keen interest.

It is recalled that, following a series of conferences with supervisors last year, Mr. Cox compiled the gist of the discussions in a handbook. Thus the Manual of Executive Practice, a direct result of the Service Improvement Program, became a valuable source of information on the best methods of handling problems of a supervisory nature. The many and distant requests for copies of the book, which is a model of its kind for the electric railway industry, is a distinct tribute to the Service Improvement Program of the "Road of Service."

Two New Chicago Loop Stations Established



The convenience of North Shore Line service in the Chicago Loop has been increased with the addition of two new stations to the facilities already enjoyed by "Road of Service" customers.

Madison-Wabash station of the Rapid Transit Lines has been made a regular stop for all northbound North Shore Line trains. Tickets to all points served between Chicago and Milwaukee may now be purchased at this station. This makes three points in the Chicago Loop where North Shore Line customers may board northbound trains. The others are the main out-bound station at 223 S. Wabash Avenue and the Randolph-Wabash elevated station.

The Wells Street Terminal of the Chicago Aurora and Elgin Railroad has been designated as the main in-bound Loop station of the North Shore Line. It is directly connected by an overhead bridge with the Quincy-Wells station platform of the Rapid Transit Lines, which is a regular stop for all southbound North Shore Line trains. With its spacious waiting

rooms and restaurant facilities, the terminal is a convenient central location where friends may meet persons arriving in Chicago from points north. The terminal also affords direct connections with Chicago Aurora and Elgin trains for western suburbs and cities in the Fox River Valley.

A glance at the above map shows the convenience of North Shore Line service in reaching all points of interest and importance in the downtown Chicago business district. Persons arriving in Chicago over the "Road of Service" may leave trains at any Rapid Transit station in Wells or Van Buren Street. Free transfer privileges to Rapid Transit (elevated) trains enable our customers to travel directly to any point not reached by North Shore Line trains.

Study this map of the downtown Chicago business district carefully and acquaint yourself with the location of the various points of interest in connection with our convenient transportation facilities. Then you will be able to "sell" this feature of North Shore Line service to the public.

Boosters Turn in Tips, Get Credit Awards for New Passenger Business

Race Is Close for Special Trip Prize—Tie for Lead on Second Ballot

Eighty-one revenue-producing passenger tips were turned in by employees participating in the Better Business drive during the period between October 15 and December 1.

For these tips a total of 363 credits were awarded by the Better Business Department.

That, briefly, sums up the report of the activities of North Shore Line folks who are co-operating with the Traffic Department in building up business for the "Road of Service." A list of the productive tip numbers and the credits awarded thereon appears on the opposite page.

Passenger Business Benefited

This list proves that boosters were on the job during the period, and aided materially in increasing passenger business, the phase of service upon which special stress was laid during the closing months of 1928.

During this period the contest to determine the winner of the one-week trip to the East, with all expenses paid by the company, tightened up considerably. Charles A. Waite, Supervisor of Records, overcame the lead established at the close of the first ballot by Carl A. Walberg of the Maintenance of Way Department.

With the counting of votes on the second ballot these two favorites were racing neck and neck, each having a total of 1,534 votes to his credit. James Marsh, Transportation Department, is in third place with 959 votes.

Final Ballot Out Soon

The third ballot is to be mailed to eligible voters at the close of the fourth quarter. Upon the result of this ballot hinges the final score. The winner of the special prize trip will then be known. It's a close contest, with either of the three leaders a possible winner in the home stretch.

In the meantime, Better Business boosters are getting ready to start the new year right by bending all efforts to make 1929 a banner better business year.

To achieve what the world calls success, a man must attend strictly to business and keep a little in advance of the times. The man who reaches the top is the one who is not content with doing just what is required of him. He does more.

Every man should make up his mind that if he expects to succeed, he must give an honest return for the other man's dollar. Grasp an idea and work it out to a successful conclusion. That's about all there is in life for any of us.

Edward H. Harriman.

Officers Are Installed at Company Section Meeting

Delegates Tell of A. E. R. A. Convention—Fine Musical Program Presented

Installation of new officers featured the business session of Company Section No. 14, A. E. R. A., at the November meeting, held at the Waukegan Parish House. R. C. Yohn, retiring president, expressed his appreciation to the officers and committeemen who served so ably with him.

John R. Blackhall, General Manager, who was elected president of the Company Section by a "landslide" at the recent "national convention" was introduced. Mr. Blackhall complimented the retiring officers on the quality of programs during the past. F. J. Kramer, vice-president; E. G. Cox, secretary; Julia Ludlow, Caesar Antoniono and C. K. Thomas, directors, were also introduced.

An interesting program arranged by Mr. Thomas, acting for the program committee, included short reports of the impressions gained at the annual convention of the A. E. R. A. at Cleveland. K. M. Wilkins, Mr. Cox and Mr. Thomas told of their reactions to the many features of the convention. Entertainment was furnished by the North Shore Line male quartet, composed of E. P. Shultis, A. Shultis, G. Stevens and William Brown. Charles O'Hara, accompanied by Grant Smith, played several violin selections.

Mr. Blackhall gave an interesting address on recent developments in the electric railway industry as they were emphasized at the A. E. R. A. convention. Innovations in the design and construction of cars were touched upon in his talk. He also discussed the promising outlook for the future of interurban electric railways in the Chicago metropolitan area. Refreshments and dancing concluded the program.

Hints on Home Owning

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

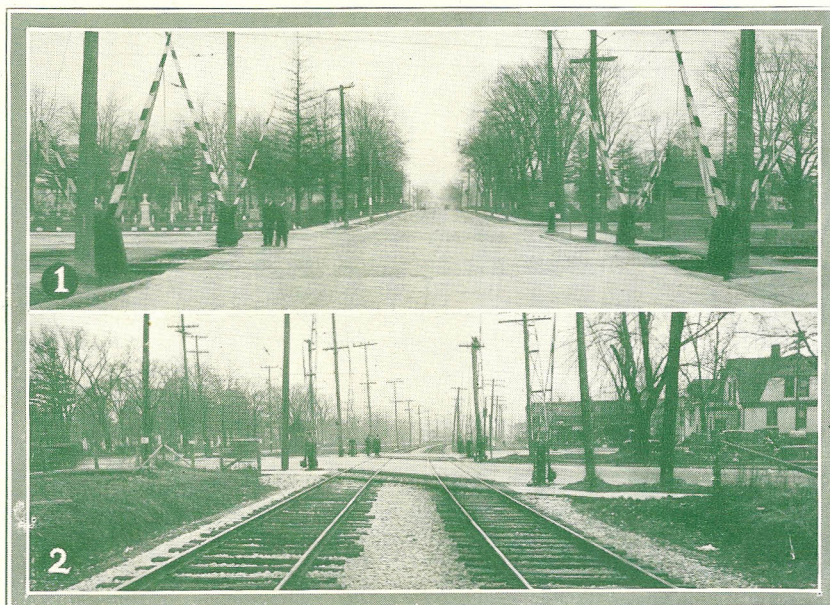
Home owning is a business proposition, and the method of home financing particularly should merit very careful consideration.

One of the most popular plans used by prospective home owners is that of purchasing a home from a reputable builder or real estate developer. The builder ordinarily erects the house on a lot he owns—then sells you the completed home. The real estate developer, after you have purchased the lot, probably has a home financing system which will enable you to construct the home after the lot is paid for.

Financing the Home

In either case it is customary for the prospective home owner to have completely paid for the lot or be able to make a cash payment equivalent to

Model Grade Crossing Constructed in Racine



The new double grade crossing over the North Shore Line tracks at Kinzie Avenue and Osborne Road, Racine, is being hailed by motorists and other users of these thoroughfares as one of the finest construction jobs of this sort ever done. Built by the "Road of Service" at a cost of approximately \$6,000, this grade crossing transforms a former "rough spot" in two of Racine's main traffic arteries into one of the safest and most satisfactory rail-highway junctions to be found anywhere.

Track Raised 14 Inches

Practically all the construction work was done by the Maintenance of Way forces under Supervisor Louis Homan. To eliminate the double bump caused by the fact that the two tracks were banked for the curve on the same level, the northbound track was raised 14 inches, starting 400 feet north of Osborne Road and continuing to a point 250 feet south of Kinzie Avenue. This gave what is known as a vertical curve on the surface of the crossing, with the crest just to the east of the tracks. However, the

grade is so gradual that one hardly notices it.

The crossing was constructed of the best materials with a view to giving long service. Creosoted planks four inches thick were spiked to the ties. On top of these planks was placed a two-inch wearing surface of elastite, a composition widely known for its durability. New concrete and asphalt paving was laid on the approaches to the crossing, extending 28 feet to the east and four feet to the west of the tracks. The paving was the only work not done by North Shore Line forces.

Drainage System Installed

Another improvement in the crossing was installation of a drainage system to carry off all surface water. With the permission of the city officials a connection was made with the municipal sewer and three drains were installed along the right-of-way. This guards against the crossing being flooded at any time. Picture No. 1 shows the crossing, looking east in Kinzie Avenue. Picture No. 2 shows the crossing from the right-of-way north of Osborne Road.

15 to 25 per cent of the total value of house and lot. The unpaid balance usually divides into a first mortgage approximating 60 per cent of the total worth and bears 6 to 6½ per cent interest. The second mortgage is usually about 20 to 25 per cent of the total at 7 to 8 per cent interest and matures in one to three years.

In order to eliminate renewals of the second mortgage, if it be of short term type, pay it off at maturity. In some plans a definite amount is paid each month until both loans are paid out—no large lumps and each payment like rent.

The Own Your Own Home Bureau at 72 W. Adams St., Chicago, offers you a free service and invites you to take advantage of its facilities for reliable

information concerning any phase of home development.

Questions Are Answered

QUESTION—"Could I save money by using second-hand lumber?"

ANSWER—That depends on its condition, also the price charged. Contractors prefer to work with new material. Talk over the matter with your builder.

QUESTION—"Is it necessary to have a complete basement under our house?"

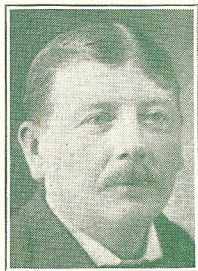
ANSWER—A full basement is a desirable feature. If you are going to have any basement at all, we advise you to have it extend completely under the house. The extra expense in excavating and running a foundation wall down to the level required will not be excessive and your property will have that much more value.

Serves Three Decades!

**George S. Rettig, Veteran
Motorman, Sets Record
For Dependability**

By Albert W. Gerbin

The timepieces of the nation have the Government Naval Observatory as a check on the accurate passage of time. Officially, science is the authority of the observatory staff, but unofficially the many friends of Motorman George S. Rettig along the North Shore Line declare that for the past three decades he has been the mainstay of government astronomers!



George S. Rettig

Mr. Rettig, who on October 8, completed a record of 30 years' continuous service, has well earned the reputation for dependability which he enjoys. Although he is the fifth veteran of the "Road of Service" completing such a record this year, he ranks first in seniority among the motormen.

Motorman Three Decades

Starting on October 8, 1898, as a motorman, he has served continuously in that capacity. For the past ten years he has served as motorman on one of the line cars. It is also interesting to learn that Mr. Rettig applies his principles of loyalty and perseverance to his private life in that he has lived in Highwood ever since he started his service with the company!

Motorman Rettig served as first-sergeant in the 15th Infantry, U. S. A., during the Spanish-American war. Previously, he saw service with the same regiment against restless bands of Indians in the northwest. Looking for employment after being mustered out of service at Fort Sheridan, he was attracted by the newly organized Bluff City Electric Street Railway, running between Highland Park and Fort Sheridan. He started as a motorman, liked the work and has remained with the organization throughout its development to the present North Shore Line.

Service Record Unblemished

The service record of this veteran is unblemished. His trains have never figured in a serious accident. Fellow-employees and officials alike are proud to claim friendship with him. His reliability and faithfulness to duty in an age which has been characterized as "restless" furnish a clear insight into the character of one of the most popular "old-timers" of the "Road of Service."

Popular Complaint!

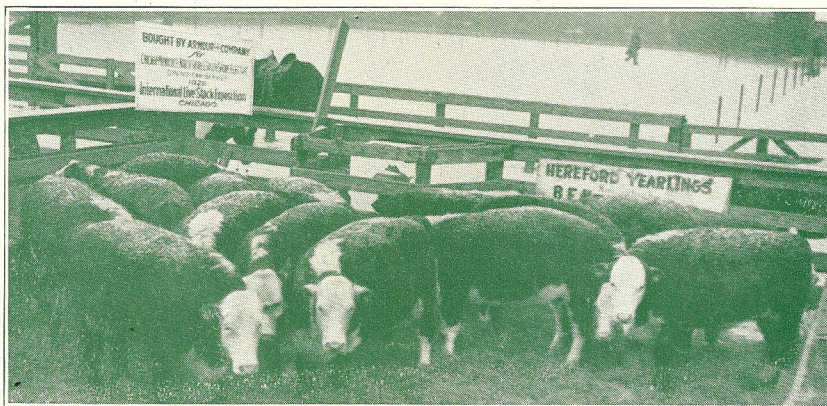
Father (to youngster, just put to bed)

—"Now what are you crying for?"

Son—"I wanna drink."

Father—"So do I; go to sleep."

North Shore Diners Serve Prize Winning Beef



Persons taking meals on North Shore Line diners during the Christmas and New Year season will enjoy juicy steaks and other choice cuts of beef from some of the finest cattle bred anywhere in the world during 1928. For 15 Hereford yearling steers from among the prize winning cattle exhibited at the 1928 International Live Stock Exposition in Chicago have been converted into rare morsels to delight the palates of "Road of Service" dining car patrons during this festive season.

The steers, averaging 1,060 pounds in weight, were purchased for the North Shore Line by Armour & Company from Allen Newlin & Sons of Hudsonville, Ill., who have won con-

siderable distinction through their fine breeds of cattle. North Shore Line dining car menus have always been famous for their fine steaks, and this special treat of blue ribbon beef will add emphasis to the high quality of food served.

A special menu is being prepared under the direction of P. F. McCall, Manager of Commissary, and J. W. Mears, Dining Car Supervisor, for the period during which this prize beef from the world's best live stock will be served. The above picture of the champion steers was taken at the Stock Yards shortly before the animals were sacrificed to the gastronomic delight of North Shore Line dining car patrons.

Reading Courses for Employees Offered by Educational Director

Over 30 years ago two young men persistently haunted the Detroit Library and were seldom seen without a book of some nature. A little later two brothers who ran a small repair shop in Dayton also earned a reputation as "book browsers." These four library haunTERS have undoubtedly done more for mankind than any four other men in the world. The two lads who frequented the Detroit Library were Henry Ford and Thomas Edison. Wilbur and Orville Wright were the "book worms" of Dayton.

The example of these four great men who gained the bulk of their education by reading is being held up to North Shore Line employees by C. G. Goodsell, Educational Director, whose reading courses have now become an established part of the educational program for "Road of Service" workers.

Mr. Goodsell announces that reading courses are offered in an effort to serve those who find it impractical to attend day or evening classes. Although he is able to supply books along any line of interest to readers, Mr. Goodsell recommends any of the three standard courses outlined by the

Reader's Bureau of the Milwaukee Public Library, which are: Personal Efficiency, Introduction to General Economics and a General Course for Trainmen. All of these have proved popular with employees, particularly the course for trainmen, which now has a large waiting list for books.

The Educational Department is prepared to outline special courses and furnish books for those desiring to specialize along particular lines. For further information get in touch with Mr. Goodsell at Highwood.

Chicago Symphony Orchestra Uses "Road of Service" to "Cream City" for Concerts

The Chicago Symphony Orchestra recently journeyed to Milwaukee aboard a special train over the North Shore Line to present the fourth of its series of concerts in the Cream City this season.

Ten concerts are being given by the orchestra in Milwaukee this season. Three were given in November and one in December. The dates for the six other appearances are: January 7 and 21, February 13, March 27, April 8 and 15. "Road of Service" special trains will transport the musicians to and from Milwaukee for all of the concerts.

In addition to the three passenger cars required to accommodate the members of the orchestra, a special baggage car is necessary to transport the instruments of the famous Chicago musical organization.

North Shore Speakers Carry Message of Safety To Younger Generation

Visit Schools of Kenosha and
Milwaukee Counties in
Special Tour

By David E. Evans

Covering practically the entire group of grade schools in Kenosha County and beginning a campaign in the schools of Milwaukee County, the North End Public Speakers' Club carried the message of safety to 4,680 pupils in 123 talks made during the months of October and November.

This is the outstanding fact contained in the report of the North Shore Line public speakers' organizations for the above named period. Of the total number, 107 talks were made to 3,565 students in Kenosha County, while speakers appeared 16 times before 1,115 pupils in Milwaukee County schools. The work will be carried on until practically every school in Milwaukee County has been covered.

Both Groups Active

During the period starting October 1 and ending November 30, the North End group recorded a total of 135 talks before audiences aggregating 6,000 persons. The South End club reported 13 talks to 1,437 persons between October 25 and November 25.

Among miscellaneous activities by other organizations under the direction of the Speakers' Club were concerts by the North Shore Line String Orchestra and three concerts by the North Shore Line Band.

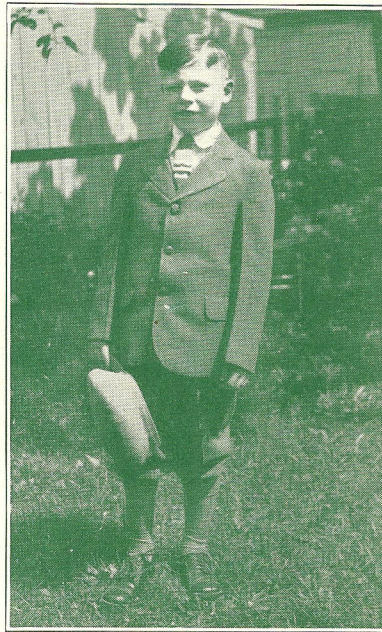
Male Quartet Re-organized

The North Shore Line male quartet was re-organized early in October and made its current season debut at a banquet given by the Wisconsin Motor Coach Association in Milwaukee on October 22. According to reports the quartet made a big hit and is well on the road to the usual popularity enjoyed by "Road of Service" musical organizations.

Thirty-seven speakers participated in this program of activities. Names of speakers and the number of engagements filled by each are as follows: R. L. Short, 5; E. G. Cox, 5; C. G. Goodsell, 4; Harry Amsden, 3; H. Kresge, 3; Joseph Kruszka, 3; David F. Whitelaw, 2; J. W. Oliver, 2; A. E. Zell, 2; Caesar Antoniono, F. W. Butterfield, William Brown, C. F. Christianson, Henry Cordell, D. T. Nelson, C. K. Thomas and William Roser, one each.

COURTESY never stands still. It is always on the move. You may part with it through the booking window, in reply to a question in a direction where needed, or in a helping hand when required; but it will come back. It always rebounds, generally with interest. It is the boomerang of service.

He's Happy Now!



Chesley Carl Henry was only eight years of age when his mother died in poverty and left him to face the future alone. He was lame and sick. Another family, neighbors, took Chesley, fed and clothed him until he became a burden on the family purse strings and they could no longer take care of him. Chesley was given in charge of another family, but he soon learned that he was not wanted. So he ran away.

He reached LaSalle, Illinois, before the juvenile authorities found him. The courts placed him in charge of the Illinois Children's Home and Aid Society and he was sent to the Evanston receiving home. There, under the care of understanding hearts and kind hands, Chesley's health improved. But there was still his lameness. An operation was decided upon and was successful. He can now run and roller skate like other boys.

Through correspondence and careful inquiry, some relatives of Chesley's were located in Mississippi. Chesley, now the healthy, buoyant lad in the above picture, was put on a train en route to his uncle who is now giving him the care and home-training he was denied before the Illinois Children's Home and Aid Society discovered him.

This is one of the cases taken from the files of the organization to which North Shore Line employees contribute through memberships each year. Through its receiving homes the society places in good homes and under proper supervision nearly 2,000 children annually. The society has under its constant care 3,000 other children either in homes of their parents or other relatives. Its purpose, first and last, is to give unfortunate children the chance in life that has been denied them by a cruel fate.

Special Train Takes Cardinal Mundelein to Milwaukee for Church Consecration Rites

George Cardinal Mundelein, Archbishop of the Diocese of Chicago, recently journeyed to Milwaukee by special North Shore Line train to officiate at the consecration of St. Josephat Church. In addition to those accompanying His Eminence from Chicago, a party boarded the train at Kenosha.

The Cardinal was greeted in Milwaukee by children lining the approach to the North Shore Line Terminal. Following the consecration rites, Cardinal Mundelein and his party returned to Chicago over the "Road of Service."

The consecration of St. Josephat Church in Milwaukee revived memories of a former Chicago landmark. The materials of which the church was constructed once formed the structure housing the Chicago Postoffice, which was condemned in 1896 as having insecure foundations and being inadequate for the needs of Chicago. When the old postoffice building was torn down, the materials were shipped to Milwaukee and used in the construction of the religious edifice. The present Chicago Postoffice was completed in 1905, standing on the same site as the old building.

North Shore Line Transports 1,600 Soldiers and Sailors to Football Game in Chicago

Seven special trains were operated by the North Shore Line to transport over 1,600 soldiers and sailors to Chicago on Thanksgiving Day for the annual gridiron game at Soldier Field between the service elevens representing the Fort Sheridan Army Training School and the Great Lakes Naval Training Station.

Four five-car specials carried the soldiers, 600 of whom were under arms. Three specials were used by the "gobs," 350 of whom were under arms for the maneuvers and drills which preceded the game in the afternoon.

Detraining at the North Water Street Terminal of the Rapid Transit Lines, the Army and Navy joined forces in an impressive parade through the Loop. The two service teams detrained at Roosevelt Road station. A realistic sham battle, during which machine guns, French "75's," smoke screens and rifle fire made the Stadium a picturesque scene, was staged before the game. Drills were held between the halves, when the Navy goat and the Army mule were introduced.

The absence of the traditional game between West Point and Annapolis this year made the "little Army and Navy game" of great interest. Many grid fans took advantage of the service afforded by the North Shore Line direct to Roosevelt Road, to attend the "civil war" which was won by the Navy, 19 to 7.

Electric Lines Honor Nation's Fallen Heroes

Traffic Halted One Minute on Tenth Anniversary of Armistice

The electric transportation companies serving Chicago and the entire metropolitan area joined in paying tribute to the nation's fallen heroes on Monday, November 12, when the tenth anniversary of the signing of the Armistice was generally observed.

Traffic came to a complete halt for one minute at exactly 11 a. m., on the North Shore Line, the Chicago Rapid Transit Lines, the Chicago South Shore and South Bend Railroad (South Shore Line) and the Chicago Aurora and Elgin Railroad ("Sunset Lines"), while the employees of the four companies faced east in silent tribute to those who made the supreme sacrifice.

Special memorial services were held on the grounds of the General Offices at Highwood, starting at 11 o'clock, under the auspices of North Shore Line Post No. 753, American Legion. The Rev. Mr. Ganster, rector of the Waukegan Episcopal Church, delivered a memorial address. A firing squad from Fort Sheridan fired a salute, and the North Shore Line Band presented several musical selections appropriate to the occasion.

Waukegan Kiwanis Elect George Kenry President

George C. Kenry, Superintendent of the Waukegan City Lines, was elected president of the Kiwanis Club of Waukegan, at the recent annual election of that organization. He will assume his official duties on January 1.



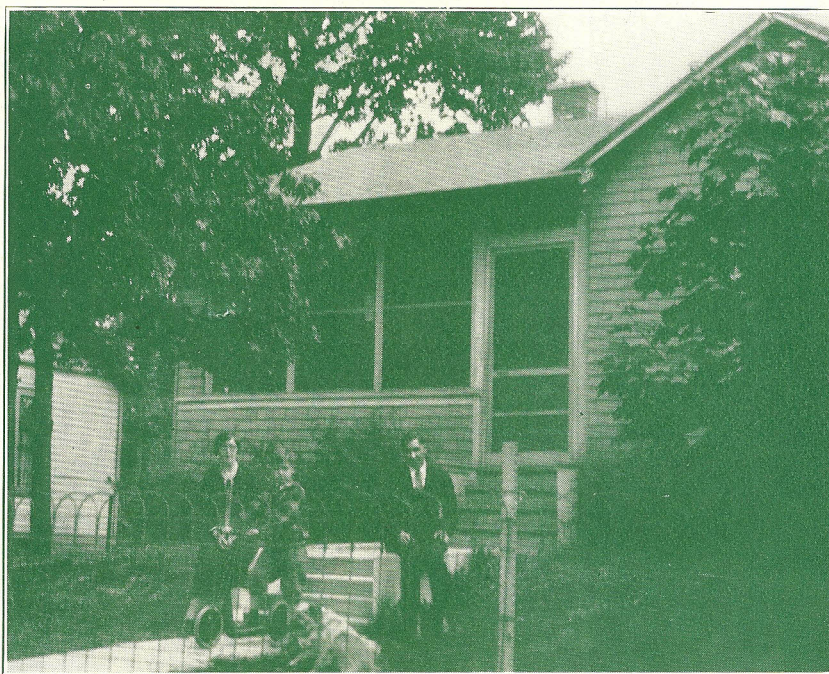
George C. Kenry

Mr. Kenry is well-known and popular in Waukegan where he has won many friends both for himself and for

the "Road of Service" in the course of his service as superintendent of the city lines. During the recent state convention of the Kiwanis, which was held in Waukegan, Mr. Kenry worked strenuously to help make the program a success. His election to the presidency of the Waukegan organization shows the high esteem in which he is held by the local Kiwanis.

The many friends of Mr. Kenry among his fellow-workers on the North Shore Line are pleased to learn of the honor which has been bestowed upon him. As a representative of the "Road of Service" Mr. Kenry has always co-operated with city officials to the best interests of public relations.

"Own Your Own Home"



By C. G. Goodsell
Educational Director

This month we take pride in presenting a view of the J. W. Jennings family, at home in their cozy little bungalow. Mr. Jennings is the tall, handsome fellow out in the Highwood Shops who works on air brakes. The Jennings home is located just four blocks east of the North Shore Line tracks at 338 Walker Avenue, Highland Park. It is all modern and is just the kind of a home that several more of our folks plan to have.

The Jennings built this attractive

little "nest" back in 1924. It has five rooms and is surrounded by a fine yard. Almost needless to add, the Jennings are real boosters for our "Own Your Own Home" plan. James Junior, age 7, is the third member of the firm and is seen at ease in the foreground. Doesn't such a comfortable and "homey" scene make you want to own one of your own, too? The Own Your Own Home Bureau, at 72 West Adams Street, is at your disposal free for any information you may want to secure about home owning.

Utility Employees to Hear "The Masked Ball" at Final Special Opera Performance

Verdi's colorful and tuneful opera "The Masked Ball" will be offered by the Chicago Civic Opera Company as the final performance of the current season at the special rates given North Shore Line folks on Utility Employees' nights. The date of this performance is January 13.

The cast for "The Masked Ball" includes Frida Leider, Cyrena Van Gordon, Alice Mock, Charles Marshall, Richard Bonelli and Virgilio Lazzari. Weber will be the conductor. The beautiful costumes and incidental ballets, in addition to the melodious score are the features of this opera.

Tickets for "The Masked Ball" will be placed on sale about January 1. Address your application for tickets on the regular order blank, with cash or check to cover required amount, to John J. Moran, Commercial Manager, Room 1319—79 W. Monroe Street, Chicago. Tickets will be distributed as long as the available supply lasts in the order in which applications are received.

North Shore Line Officials Named on Electric Railway Association Advisory Group

Samuel Insull, Chairman of the Board of Directors, and Britton I. Budd, President of the North Shore Line, have been appointed to membership on the advisory council of the American Electric Railway Association, according to a recent announcement by Lucius S. Storrs, Managing Director.

This council is composed of about 25 leaders of local transportation companies of the United States. Since it was organized three years ago the council has done much to encourage rehabilitation and modernization of electric transportation systems throughout the country.

ALMOST every person, if he will believe himself, holds a quite different theory of life from the one on which he is patently acting.

The Highball

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

Editorial Offices: 1319 Chicago Trust Bldg.,
Chicago, Illinois

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

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

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

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VOL. 6

DECEMBER, 1928

No. 12



THIS age-old message, ever new,
Again the HIGHBALL brings to you:
"A Merry Christmas, full of Cheer—
A Bright and Bounteous New Year!"

PROGRESS

CONSIDERABLE discussion is heard nowadays as to the future of the electric railway. Some argue that the advent of the motor coach and the airplane has ushered in a new era in transportation, and that the electric railway eventually will go the way of the river steamer and other earlier transportation mediums.

But the persons holding this view have not taken present conditions into consideration. They are working on the theory that history repeats itself—which is not always the case.

For instance, in the earlier days when the river steamer and the stage coach sufficed for travel, there were no centers of mass population as there are today. Large numbers of persons did not depend on rapid transportation to take them to and from their work each day. And the element of time did not figure to such a great extent in one's daily activities.

The electric railways, both urban and interurban, were developed to meet these changing needs of the people. In fact the development of large cities and metropolitan areas has largely been made possible through fast and reliable electric railway service.

One of the most important factors making the electric railway an indispensable medium of transportation today is its continual expansion and development to meet increasing traffic needs. Furthermore, increased efficiency has added greatly to the value of the service. The following figures compiled by the U. S. Department of Commerce in a survey of the industry ably illustrate both these points.

In 1922 the 655 electric railways in this country operated 95,931 cars a total of 2,081,085,455 car miles. In 1927 the same number of companies operated 89,642 cars a total of 2,120,774,257 car miles, carrying 14,521,977,983 passengers.

The greater efficiency obtained in this five-year period is plainly indicated by the increased mileage operated with fewer cars. That the service is a vital necessity today is shown in the number of passengers carried during 1927.

The progressiveness of the electric railway industry is further seen in the fact that other mediums of transportation are being used in auxiliary service. For instance, in 1927 these 655 electric railways operated 3,878 motor coaches a total of 130,015,315 miles and carried 398,323,932 passengers. Extensive "hook-ups" with air, water and other rail transportation systems also are in effect.

The modern electric railway is here to stay. It has progressed to a point where no other form of transportation can completely take its place. And by co-ordinating its service with other travel mediums, it has insured its future as an essential public utility.

*One smile is worth a million surly frowns;
So let's be cheerful in life's ups or downs!*

With every member of the North Shore Line family doing his bit in the Better Business drive, 1929 will be a real banner year for the "Road of Service." Let's go!

The new equipment and stations added to North Shore Line facilities during the past year give further proof that our company is steadily advancing to bigger and better things.

What Others Are Thinking

THE NEW CAPITALISTS

(Editorial, Illinois State Journal, Springfield, Ill.)

The Illinois Manufacturers Association made a surprising revelation a few days ago when it announced that 478 Illinois corporations, having a total of 30,135,000 shares outstanding, report that 59,000 of their shareholders are employees who own 5,437,000 shares. Twenty-one per cent of the individual owners of these corporations are employees and they own eighteen per cent of their total capital.

This survey simply supports other evidence that has been accumulating throughout the country that employees, customers and the general public are becoming the owners of incorporated business.

It does not require argument nor space to prove the value of such a movement in industry and commerce. First of all, it discourages that form of socialism which this country does not wish to find a foothold here. Next, it cannot help but build up a better standard of relations, more just dealing between employe and employer and between them and the public.

Be Sure and Read Them!

Without doubt the most interesting series of advertisements written within memory about the Chicago Metropolitan Area is now appearing in the Chicago newspapers over the signature of the Public Service Company of Northern Illinois. To miss any one of them is a distinct loss. They are a notable contribution to the advancement of the wonderful area in which we are privileged to live. Watch for these advertisements—and read them carefully. You will gain valuable information thereby.

"The Road of Service"

This is the third 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. The present article deals further with the Transportation Department.

Now we come to the Freight Division of the Transportation Department. This division embraces two branches of our business, namely, the less-than-carload and the carload freight services.

The less-than-carload service has for its strong point overnight delivery to any point between Chicago and Milwaukee. In Chicago the organization might be compared to a huge hand with fingers reaching to all the important industrial centers of the city. During the afternoon all manner of merchandise is deposited by shippers at the finger tips—the outlying receiving stations. All this merchandise then begins to move down the fingers in huge six-wheeled trucks and trailers to the base of the hand—the railroad—which is Montrose Avenue Merchandise Despatch Station.

Save Time and Money

This station is a veritable beehive of activity and the work extends well into the night. Standing in the station we can see the tractors backing loaded ferries up onto the special flat-cars, which are spotted just south of the station.

These ferries or trailers have been taken to shippers who have loaded their merchandise and sealed the doors. A tractor has picked up the trailers and here we see them being placed on the flat-cars. When the cars get to Milwaukee another tractor will take the trailers and deliver them to the doors of the consignees. Handling less-than-carload shipments in this way saves much work and is generally much more efficient.

As we turn from the station window we notice the office force making out way-bills for all this merchandise. A way-bill is really a ticket for some freight, only it gives much more information. For instance, it has the weight, class and rate of the shipment, the name of the sender and the person to whom addressed. Rates differ according to class; that is, it costs more to send 100 pounds of furniture to Milwaukee than 100 pounds of iron, partly because the furniture is more fragile and also because it occupies more space.

Speed Essential Factor

From the office we pass into the long freight shed. The trailers from the different off-rail freight stations are being unloaded on one side, and from there the hand trucks are scurrying in all directions so that each piece of merchandise will get into the car destined to be set out in the right city.

Train time approaches. There is a last minute rush; the doors close, and then the train crew switch the cars

(Turn to Next Page)

The Modern Way to Yuletide Cheer*Hoover, the Man*

(From Herbert Hoover's Address at St. Louis, Mo., Nov. 2, 1928)

"IF WE would maintain America as the land of opportunity where every boy or girl has the chance to climb to that position to which ability and character entitle him or her we shall need to be increasingly on guard. If I could drive the full meaning and importance of maintained equality of opportunity into the very consciousness of the American people I should feel I had made some contribution to American life. It is the most precious of our possessions that the windows of every home shall look out upon unlimited hope. Equality of opportunity is the right of every American, rich or poor, foreign or native born, without respect to race or religion.

"The first step to maintained equality of opportunity amongst our people is, that there should be no child in America who does not live under sound conditions of health, who does not have full opportunity for education; who is not free from injurious labor; who does not have stimulation to ambition to the fullest of his or her capacities. It is a matter of concern to our government that we should strengthen the safeguards to health.

"I have tried to interpret to my fellow countrymen what government means to the home. I stand for a prosperous country because I want good homes. You cannot divide those things that are seen from those that are unseen. The things that we call material are the foundation stones upon which we build the temple of those things we call spiritual. Prosperity, security, happiness and peace rest on sound economic life.

"My country owes me no debt. It gave me, as it gives every boy and girl, a chance. It gave me schooling, independence of action, opportunity for service and honor. In no other land could a boy from a country village, without inheritance or influential friends, look forward with unbounded hope.

"My whole life has taught me what America means. I am indebted to my country beyond human power to repay. It conferred upon me the mission to administer America's response to the appeal of afflicted nations during the war. It has called me into two cabinets. By these experiences I have observed the burdens and responsibilities of the greatest office in the world. That office touches the happiness of every home. It deals with the peace of nations. No man could think of it except in terms of solemn consecration.

"The problems of the next four years are more than economic. In a profound sense they are moral and spiritual. Shall the world have peace? Shall prosperity in this nation be more thoroughly distributed? Shall we build steadily toward the ideal of equal opportunity to all of our institutions? Shall honesty and righteousness in government and in business confirm the confidence of the people in their institutions and in their laws?

"Government must contribute to leadership in answer to these questions. The government is more than administration; it is power for leadership and co-operation with the forces of business and cultural life in city, town and countryside. The presidency is more than executive responsibility. It is the inspiring symbol of all that is highest in America's purposes and ideals."

(Reprinted from The Peoples Gas Club News)

George Apfel Heads "L" Post of American Legion

George R. Apfel, Assistant Treasurer of the North Shore Line, was named Commander of Chicago Elevated Post No. 184, American Legion, at the recent annual election of the Rapid Transit veterans' organization. The new commander was installed in office on the evening of November 21.



George R. Apfel

Mr. Apfel made many friends among his fellow workers on the "Road of Service," during the course of his duties as Cashier in the General Office at Highwood, in which position he served from January, 1924, to October, 1926. In 1926 he succeeded L. C. Torrey as Assistant Treasurer, the latter having been appointed Secretary and Treasurer.

News of this new honor comes as a pleasant surprise to his former "buddies" of North Shore Line Post No. 753, to which he belonged while at Highwood. The same spirit of co-operation and interest which he evinced in Legion affairs while a member of North Shore Line Post, won him the honor he now enjoys with the "L" Post.

"The Road of Service"

(Continued from Page Nine)

into station order. They leave the station and go down and pick up the flat-cars with the loaded trailers. Soon they are off on their swift trip to Milwaukee, for speed is essential here as well as with the passenger trains. Although the Merchandise Despatch trains operate as extra trains, they have a definite leaving time.

Carload Business Growing

We must not forget the carload freight service, for its tonnage far exceeds that of the less-than-carload service and it is growing rapidly.

There are four points at which the North Shore Line interchanges most of its carload tonnage, namely with the Chicago, Milwaukee, St. Paul and Pacific Railroad at Howard Street, Chicago; with the Elgin, Joliet and Eastern Railroad and the Chicago, Milwaukee, St. Paul and Pacific Railroad at Rondout; with the St. Paul again at Racine, and with the Chicago and North Western Railroad at Highwood. From these points the cars are distributed by electric locomotives to the many material yards located along the North Shore Line. These yards then distribute the materials to homes and places of business.

Why, Boys ! !

Co-ed: "What do you boys talk about at the fraternity house?"

Ed: "The same thing you girls do."

Co-ed: "Why, you terrible boys."

E. M. B. A. Offers Unusual Protection

Benefits of Association to North Shore Line Employees Are Explained by Secretary—Nearly 1,400 Now Members—Over \$100,000 Paid Out by Organization

By O. E. Foldvary
Secretary E. M. B. A.

There are a number of features of the North Shore Line Employees' Mutual Benefit Association which are particularly deserving of special emphasis and constant reminder, and the officers of the association are very much concerned with having every employee fully informed about them.

First let us consider briefly the benefits which are provided and under what conditions they are payable. Sick or accident benefits of \$15 per week are allowed members who are disabled. In cases where the disability is for a period of less than 21 days, the first seven days are deducted, but in all cases extending for a period of 21 or more days, benefits are paid for every day of disability from and including the first day. Should the member be unfortunate enough to suffer a prolonged period of illness, it is possible for him to draw \$390 in each of four policy years, or a maximum of \$1,560 on any one case of sickness or accident. There is one point of particular significance with regard to this maximum payment which should be thoroughly understood. Illustrative of this, consider the following hypothetical case.

Offers Unusual Protection

A member who is seriously injured and draws the full four-year maximum benefits of \$1,560, returns to work fully recovered and, after a brief period, develops a serious case of sickness which has no relation to the former disability in any way. Can this member draw another \$1,560 in the event he is totally incapacitated from his duties by reason of his new case of disability? The answer is decidedly "Yes." Moreover, if the member should die after having received this second maximum benefit allowance of \$1,560, his family would still be eligible for death benefits of \$300. It is worthy of note, too, that this death need not be due to sickness or accident but to any natural cause, such as old age. And, above all, it should be remembered that none of the above mentioned benefits are in any manner whatsoever concerned with other insurance income you may have or industrial compensation you might receive. You get E. M. B. A. benefits regardless of what you draw through any other compensation plan.

The members of our association must certainly appreciate the unusual

protection afforded them for \$1 per month. And we are confident that, when those employees who are not now members of the association fully comprehend the unusual extent of the benefits herein outlined, they too will show their appreciation by making application for membership.

Charity Collection Abolished

The association, however, in intent and purpose is designed to go much further than the merely selfish plan of personal protection. When President Britton I. Budd first conceived the idea of an organization such as ours, he saw in it not only a sound method for employee protection with employee direction and control, but he aimed also at the abolishment of the charity collection system then in effect.

Present employees, who were then with the North Shore Line, will recollect being called upon regularly several times each month for cash contributions toward the relief of sick or needy fellow employees. Worthy as was the purpose and the cause, this system was clearly a matter of charity, and as such was bound to be shunned by many deserving persons and taken advantage of by others not so deserving.

The only truly ideal scheme for insuring against complete loss of earning power is such a plan as the E. M. B. A., which is founded upon and provides for maximum protection with minimum cost through employee co-operation and control and without the slightest loss of self respect.

Has Almost 1,400 Members

Some employees, not now members, will advance the argument of now having all the insurance they need. We would ask such employees to look at the matter from the following standpoint:

There is not a group of workers anywhere that is more generous by nature than are railway employees, and the experience of past years is ample proof that none in this group are more sensitive to the needs of their fellows than are North Shore Line employees. If under the old system of collection you were generous enough to contribute two or three dollars a month to help your fellow worker, then surely you will not hesitate to contribute only one dollar a month now to help carry out in a bigger and better way the dictates of your heart.

The present membership of the association is about 1,400. During the seven and one half years of its existence the association has paid out over \$100,000 in claims to its members. Write to the Secretary at Highwood for a membership application or any additional information you may desire.



O. E. Foldvary

Conductors Hold Slim Lead in Bowling League

*Waukegan City Line Keglers
Crowd Leaders—Upsets
Prove Frequent*

OFFICIAL STANDINGS.

Team	W.	L.	Pct.
Conductors	20	10	.667
Waukegan City Lines..	19	11	.633
Motormen	17	13	.567
American Legion	16	14	.533
General Office	13	17	.433
Electrical	13	17	.433
Mechanical	12	18	.400
Traffic	10	20	.333

By Albert W. Gerbin

A squint at the standings compiled after the battles on Monday, December 10, reveals the fact that the Conductors are still tenaciously holding their lead, although they do so only by the "skin of their teeth!" But cold, hard figures are meaningless. Only the wild-eyed fans who throng the Waukegan Recreation Rooms every Monday night can appreciate what a sweet scrap this year's bowling race has become.

Teams Show Strength

The Waukegan City Line boys are only a game behind the leaders, after enjoying a tie for a week. Two games behind are the Motormen, who climbed at the expense of the Traffic Department. Both second and third place maintainers would rather not have anything to do with the Legionnaires or the General Office boys, as the latter gentry have become "Tartars!"

Strengthened by the acquisition of "Tony" Jerabek, who leads the league with the high single average of 188, the G. O. stalwarts have moved from next to the cellar to a tie for fifth place with the rejuvenated Electrical wizards.

After a brilliant start the Shopmen and the Traffic experts fell into a slump and now occupy the last two positions. However, the fact that not more than three games separate any of the battlers from the team above them proves that no aggregation feels any too secure in its position.

High Scores Established

J. A. Johnson of the Conductors holds the record for high single game with a mark of 252. High individual average for three games goes to "Bob" Bottner, also of the Conductors, with a 616 count. The actual strength of the General Office team is indicated by the fact that it holds two records: that of high team average for three games with a mark of 2708, and high single game with 973.

Thanksgiving week provided some keen competition among the individual marksmen as turkeys were offered to the five best bowlers. Interest ran high that Monday evening when the Keglers stepped out to win a free feed for "Turkey Day," and the spectators enjoyed every minute of the scrimmages. R. C. Tank, F. J. Devaney, "Tony" Jerabek, Jim Daley and Napoleon VanParys won the birds.

Month of Many Grid Classics Keeps Staff of "Ask Us" Bureaus Busy

November, with its grid classics and "Turkey Day," proved to be another banner month for both the Outing and Recreation Bureau and the Own Your Own Home Bureau. The Outing Bureau answered 19,565 inquiries, while 340 interviews kept members of the Home Bureau staff busy.

Three outstanding collegiate grid classics, Notre Dame-Carnegie Tech at South Bend, Chicago-Illinois at Chicago and Northwestern-Dartmouth at Evanston, kept the Outing Bureau staff on the alert, giving directions and information. The "little Army-Navy" game at Soldier Field on Thanksgiving was the source of a very interesting display arranged in the windows of the Bureau at 72 West Adams Street, which attracted much attention.

The Home Bureau also had a stellar display featuring the proper insulation of homes, which drew large crowds. The educational value of the display was demonstrated by the many interested questioners who came in to get further information concerning home building and financing.

"Roll of Honor"

Agents A. O. Packer and Agnes Brookhuizen are commended by Richard J. Lyons for courtesy and service rendered a customer.

Conductor G. S. Ingraham is commended by J. C. Albert for efficiency and courtesy in the performance of duties and for promptness in returning an overcoat left on his train.

J. M. Michaels, Assistant General Passenger Agent; J. W. Mears, Dining Car Supervisor, and A. H. Mehl, Passenger Traffic Representative, are commended by officials of the North Central Kiwanis Club for efficient performance of duties and for courteous attention to details during the recent journey to the state convention in Waukegan.

Conductor W. Hidrich is commended by O. G. Williams for courtesy to customers and for efficient performance of duties.

Hazel Burbank and George Lawrentz of the Transportation Department, Highwood, are commended by S. C. Stallwood for courteous performance of duty and for civility in telephone conversations with customers.

Agent James Casey is commended by Miss J. Greenburg for courteous and efficient performance of duties.

American Electric Railway Association to Hold 1929 Conclave at Atlantic City

Atlantic City has been selected by the American Electric Railway Association as the location for its 48th annual convention and exhibit to be held September 28 to October 4, 1929.

The conclave will be held at the new municipal auditorium in the New Jersey resort city. For the last three years the convention has been held in Cleveland, Ohio.

Basketball Fans on Edge As Association Is Formed And Athletes Get In Trim

By Albert W. Gerbin

Sports lovers among the "Road of Service" family are looking forward to an exciting season, with announcement of the formation of the North Shore Line Basketball Association. Rabid fans, who recall the fast and scrappy outfit which wore the North Shore Line emblem two seasons ago, are assured of another such quintet, according to present indications.

Cote Coaches Team

The officers of the association are: Jack Oliver, president; Harold Oglesby, vice-president; Kenneth Wilkins, secretary, and C. A. Clarke, treasurer. Ray Cote, former captain and center of the suburban championship Waukegan High School teams of 1924 and 1925, has been selected to coach the team, of which he is also manager.

Through the courtesy of the Fort Sheridan Army Post officials, the cage candidates have the use of the Army gym for their practice sessions. Eight of the most promising prospects, namely Ed Linderth, Art Kilponen, Melvin Nystrom, George Zacks, Tom Townsend, George Anderson, Art Smith and William Kapheim, have been showing flashy form in the early workouts and are all expected to win places on the first squad.

Enters Waukegan League

The average weight of players will be about 135 pounds but Coach Cote declares that according to present form, the team will be fast enough to offset any disadvantage in weight. As the aggregation has been entered in the Industrial League of Waukegan, an organization boasting of many flashy quintets, this winter will be anything but dull or devoid of interest for the teams' boosters!

The North Shore Line management is backing the association with enthusiasm. Snappy uniforms bearing the "Road of Service" monogram will be furnished the players. The first appearance of the team will be the signal for a demonstration by North Shore Line rooters who are organizing in order to be in great condition, vocally, when the "zero hour" comes. Competition is keen among several well-known acrobats for the role of cheer leader. Judging from the air of optimism which prevades the Highwood offices, the team will do justice to the high-speed reputation of the "Road of Service!"

Gentle Reminder

"The storm burst upon us so suddenly and violently that we had no warning of its approach," said the tornado victim, relating his experience to a friend. "In an instant the house was demolished and scattered to the four winds. How I escaped being torn to pieces I do not know! We—"

"G-good gracious!" said Mr. Meeke, jumping to his feet. "That reminds me! I almost forgot to post a letter for my wife."

ALONG THE NORTH SHORE LINE

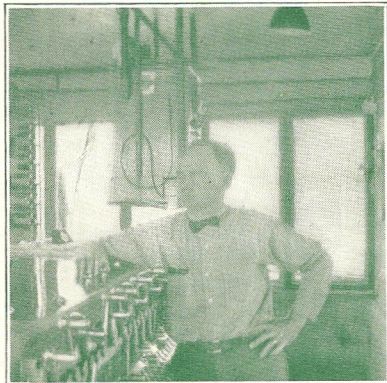
Maintenance of Way Department

Carl A. Walberg,
Correspondent

We take pleasure in introducing the First Aid team which will represent this department at the annual inter-departmental meet this year: Captain B. W. Knipple, Emil Adler, Frank Cox, Louis Faulkner, Charles Hay and Herbert Muehr. These gentlemen and scholars are intent on bringing home the well-known bacon! Good luck!

The sudden death of Harry Beitzel, Ditcher Fireman, brought deep sorrow to all in this department. Our sympathy goes out to Mrs. Beitzel.

It was with deep regret that we learned of the passing of Mrs. Frank J. Meade. We extend our heartfelt sympathy to Frank.



Signal Maintainer C. Laney is seen in the above picture studying the track diagram at the South Upton Interlocking Plant. The Prairie State Limited was going through the plant at the time and Mr. Laney was following its progress on the illuminated diagram. This plant keeps all those connected with it on their toes in order that trains shall operate through the system safely and efficiently.

Senor Rudolph Pavelich, righthand man to Merle Young, discovered the purpose of those funny colored lights at street intersections in Winnetka recently. Thanks to the strenuous efforts of Merle, himself, Mr. Pavelich is again at liberty!

V. B. Olson honored us with his presence at the office the other day. He just can't stay away from his old stamping ground. "Ole's" mission was in the interests of the big automatic gate program.

Willie Homan, formerly of the Better Business Department and son of Louis Homan, Bridge and Building Supervisor, and Hopkins Kleihauer, Timekeeper on the Niles Center Line during its construction, made Highwood one of their stopping places on their extended trip to Texas. They are motoring via "Fresh Air Taxi Company."

Frank J. Kramer says he enjoys opera very much, especially the yodeling parts.

Tom Townsend was picked up the other day in Zion for passing up a Zion cop in disguise. Yes, sir, Tom paid the fine and there was no "maybe" about it.

"Bring on the 'Bad-Order' Cars!"



We have the honor of introducing one of the finest assortment of shopmen that ever adjusted the ills of ailing equipment in record time. And we may add that this view is as unique as it is interesting, since it shows the Milwaukee Shop force in one of the most unusual poses the boys have ever been in—namely, "loafing!"

There is more "truth than poetry" in that last line, as we are assured by Henry E. Draeger, HIGHBALL Correspondent for the Milwaukee Shops, that business is indeed "good" in the Mechanical Department. The smooth rides we enjoy daily, however, are a tribute to the capable efforts put forth by the "boys." See how many of them you can identify!

Mechanical Department

HIGHWOOD SHOPS

William Chalmers
Correspondent

December first was another gala day for the shopmen when they formed a party and surprised Sam Murry, our general foreman, on the occasion of his birthday. Was a good time enjoyed by all? It was lucky that Sunday followed!

Some fellows, after events like these, are apt to do unusual stunts. The most common is to try to move a train with the pole down or on a span wire. How about it, Jeff?

Gus Drechsel, our new sweeper, and "Red" Bradshaw were the winners of the 1928 Thanksgiving turkeys. Gus said the following morning that his turkey had been fed on saw dust, and he was afraid of getting slivers in his throat. Both winners agree, however, that wonderful soup was made from the neck and legs.

It is with deep regret that we learned of the death of Mrs. John Decker, wife of our night foreman, which occurred on November 20, following a long illness. Fellow shopmen extend their sympathy to Mr. Decker.

Charlie Moos of the carpenter shop hired a taxi to do some shopping in Chicago. After a "joy ride" through Lincoln Park he finally arrived at the store and paid the driver. Upon asking, at this store, the distance to the North Shore Line station, he was informed that it was about two blocks. Chicago taxi drivers must have known you were a stranger, Charlie!

Rob Roy, since moving to Zion, has started a chicken farm. When out doing

chores around the coop recently, to his surprise he discovered his first egg. Since then Bob has been quite a proud farmer. Not only is Robert a farmer—he is also the new "Tympanist." He now bangs the big drum in our band.

Our sympathy is also extended to Mrs. John Edinton, sister of our fellow shopman, William Martin, who recently suffered the loss of her husband.

We extend our heartiest wishes for a Merry Christmas and a Happy New Year to our fellow shopmen.

MILWAUKEE SHOPS

Henry E. Draeger
Correspondent

A canary may bring happiness into a home with its songs, but the stork goes him one better when it comes to a show-down on introducing real joy in the old homestead. How about it, Harry? Congratulations from all the boys!

Harry Snippen has made a resolution to stop twice at every arterial highway sign. We wonder why?

Andrew Kuchta's curly locks are a great source of worry to him and to the rest of the boys. Unless they are combed every five minutes, the boys feel that he is neglecting the said tresses.

Anthony Bauer is getting to be a card player of the first order. Schmidt is beginning to believe that it is possible to stack the cards, again proving that the hand is quicker than the eye.

George Wallet and John Ciesta are training to be veterinarians during their spare time. Using a mouse they found near George's lunch, they fed it every day until it double-crossed them by dying. An autopsy revealed indigestion as

ALONG THE NORTH SHORE LINE

the cause of death. They are now looking for more rodents to complete their education.

Abe Estrumas says he feels 10 years older and that several gray hairs have made their appearance since he rode with Harry Snipper from Cudahy, Wisconsin. Was it speed or slow motion that caused you anguish, Abe?

Albert Zichur has taken out a hunting license. He says that, if someone will loan him a gun, a skiff and some shells, he will get some ducks, if he has to buy them.

Stanley Siskey, oiler deluxe, declares he has a weakness for smoked fish but cannot eat many of them as the smoke gets in his eyes!

"A. Bauer must be training for a marathon dance, judging by his footwear," says the boys.

Dick Draeger returned to work one day with a remarkably classic effect on one optic. Football is a rough game!

Now that Harvey Davitz has purchased a car, watch him breeze in ahead of time!

Car Conversations!

Joe Siske: "Heavy fog tonight, Ed."
Ed Duro: "Yes, it's a bad night to drive today!"

Good news for Oscar Joyner: Free paint, gray, will be given away in Racine, soon. Get there early and maybe the old car can have another coat.

Your correspondent, better known as "The Paint Dauber," is all set to take any paint jobs. He will paint anything from a matchstick to a smoke stack. But the paint will run down his elbows! A remedy is needed; suggestions are welcomed!

Stores and Commissary Departments

Lydia Garling
Correspondent

Mr. and Mrs. Russell Johnson are the proud parents of twin boys. Congratulations two times!

If there is a stray track spike or carpet tack which has not been accounted for, it is not the fault of this department, as we have just completed an exhaustive inventory. (The exhaustion part covers the hikers who manfully trudged the right-of-way from pole to pole!)

Emmett Geraghty has succeeded Russell Johnson, who left us recently to join the Public Service Company at Evanston.

We are glad to see Tom Evans with us again after his recent illness.

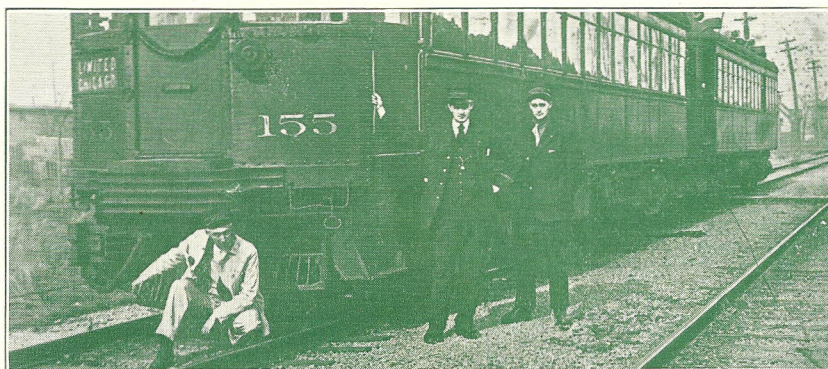
Al has more or less decided to join the Army. He is now rated as "Captain of the Head."

There seems to be some question as to Mr. Yohn's method of "back porch exercise."

Our personnel was strengthened during the inventory period by the acquisition of Helvia Waysanen and Christine Wagner.

Medical Note: Mr. Raatz of Racine, who was troubled with an ulcerated tooth, is back at his post. He was advised to take the offending "toofle" for a "ride." We believe he did so.

"Who's Who?"



Here is a real "tough" one for our "Who's Who" fans to worry over! And, if we are not mistaken, it will provide a subject for many a long winter evening's entertainment, for even Ernest Cox, who sent us this picture, could shed no light on the identity of these three lads.

We wish everyone a very Merry Christmas and a Happy New Year.

Auditor of Capital Expenditures

C. A. Clarke
Correspondent

Our North Shore Line newlyweds, Mr. and Mrs. Anton Jerabek, are now happily domesticated in their new home at 819 Lincoln Avenue, Waukegan, and bid all their friends welcome. As almost everyone knows, Mrs. Jerabek was formerly Genevieve Smith, who deserted her typewriter in this office to take up the duties of housewife. "Tony," of bowling fame, is secretary to J. S. Hyatt, Engineering Assistant to the Vice-President in charge of operation, with offices in Chicago.

The wedding took place in the parsonage of the Garfield Boulevard M. E. Church, Chicago, on September 8. Attending the bride and bridegroom were Mildred Wrench of the Maintenance of Way Department and Lee Abegg, Chief Clerk of the Disbursement Accounts Division. Following the ceremony the newlyweds enjoyed a honeymoon trip to New York, Washington, D. C., Cleveland and Niagara Falls.

Now that the election is over, some of us are learning to smile again. But the result of the gubernatorial race knocked several of our efficient office experts dizzy!

From all reports Napoleon Van Parys is still working at the gas station in his spare moments. He says business is good, in spite of the cool weather.

P. M. Cornes (Esquire) has deserted his back-to-nature method of living and is now at Howard Street with the rest of the cliff dwellers.

Bill (Ottawa) Roser recently visited his beloved birthplace to see a football game, but as usual Ottawa lost. Better luck next time, Bill!

Our office is still on par, as we lost one Smith at the typewriter and in came

The one clue our sleuths can work on is the fact that the photograph was taken in 1915 or thereabouts when the steel limiteds in the "100" class were the latest thing in transportation along the "Road of Service." Well, send in your guesses, folks. Mere mortals can do no more than that!

another. There is some difference, as "Gen" came from the tall corn state and our present typist is a Hoosier.

The ranch in Wyoming is still lacking a "First Lady." For further information, write or call D. T. Nelson.

Yes-sir-ee! The boy with the big black dreamy eyes is back again. So far as we know at this writing he is here to stay. It is none other than the dashing George (Rodolph) Ulrich.

Transportation Department

MILWAUKEE DIVISION

Ray E. Helgert
Correspondent

Team B, of the Milwaukee City Trainmen's Safety League, won the Safety contest awarded for the fifth two-months period of 1928. Congratulations!

E. G. Cox journeyed to Milwaukee to attend a safety meeting some time ago, but was not seen at the meeting. We wonder where he went? He was last seen at the information booth.

Frank J. Schaar, Milwaukee City Trainman, was off on sick leave recently for several weeks.

Del. Fisher, Milwaukee City Trainman, seems to be enjoying prosperity. They say he has bought a brand new Chevrolet Sedan.

Motorman C. W. Gillard picked the Harrison Street emergency on the last sign-up. Gillard says he likes the job, but finds it difficult getting up in the morning. He has been working so long on night runs, that he thinks he will have to have his eyes adjusted for day work.

Motorman John Eder finds himself in the same predicament as Gillard.

Carl Nyberg, Milwaukee City Trainman, is still building that bungalow.

ALONG THE NORTH SHORE LINE

Oscar Swift, Milwaukee City Trainman, had a telephone installed at his boarding house. When we call Oscar, the party who answers the phone says he will call him and then promptly hangs up. We wonder what the joke is?

Motorman R. C. Tank, is now known as the night yardmaster at Milwaukee Terminal, succeeding Motorman Eder.

V. E. Clark, Milwaukee City Trainman, is away on a ten-day leave of absence visiting his brother Earl Clark, Ticket Agent at Harrison Street, who is off on sick leave.

Jimmie, otherwise known as James T. Maxwell, Esq., was off recently for two days on account of illness.

W. Byrne, veteran Milwaukee City Trainman, will not lay off until the next time!

Emily Smith, who has been with us for a short time in the capacity of operator at Milwaukee Terminal, seems to be getting along in her work very nicely.

The operators at Milwaukee Terminal are wearing very attractive flowered smocks, which make the information desk a spot of attraction and beauty.

Roman Noske, Station Master, Milwaukee Terminal, is still giving his car the same careful attention. But now he stops every 50 miles, instead of every 25 miles, to remove those little specks of dust and preserve that wonderful finish.

"Pat" Miles, Milwaukee Freight Traffic Representative, traded his old Chevrolet for a slightly used new car. In getting back at him, the Station Master says that "Pat" stops about every 10 miles to dust off his car.

This car-dusting proposition seems to be a very contagious disease at Milwaukee. They all seem to get it, from the humble little Ford drivers to those driving the stately Buicks, and it has spread so far as to reach the Studebaker owners. How far this deadly disease will spread is not known. Medical science is completely baffled.

Fred Radke, parking attendant at Milwaukee Terminal, has traded his Essex for a new Nash coupe. Fred is showing signs of "dusting disease."

CHICAGO DIVISION

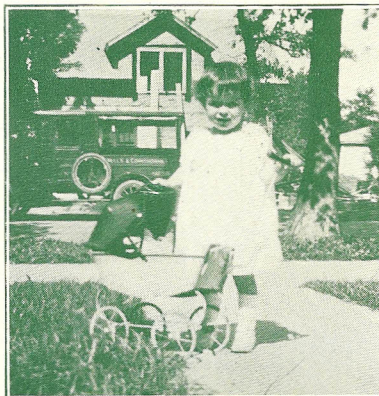
Donald Zealand
Correspondent

A romance of the Law Department culminated in the marriage on November 21 of Cornelia Bock and James P. Riordan at St. Ignatius Church, Chicago. Following the ceremony "Connie" and "Jimmie," as the young couple are familiarly known to their many friends, enjoyed a honeymoon trip to Detroit, Montreal and Quebec. ("Jimmie" declares that Canada is the place to celebrate a wedding!) The Riordans are now at home to their friends at 7425 N. Campbell Ave., Chicago. Mrs. Riordan is the daughter of Edward J. Bock, Yardmaster of the North Shore Line, and Mrs. Bock.

There must be some truth in the old "wisecrack" that "absence makes the heart grow fonder." When the overworked "journalists" of this division missed out in getting news for the last issue of the HIGHBALL our many readers kept the wires busy with their anxious inquiries as to the state of our health. And, although it is sometimes more healthful not to write, here we are again!

Jack "Desperate Ambrose" Searle is behind the "voice with the smile" on

"Childhood Days"



Here is a picture of a generous little lady who apparently was fully determined that her dolly should occupy the limelight and, with that desire in mind, she modestly stationed herself in the background. Isn't this a touching example of mother love?

Incidentally, by way of keeping your mind off the frigid climate we are now enjoying, we held this splendid outdoor scene for a few months. In order that we could cheer you up a bit before you make another visit to the always hungry furnace. Anyhow the young lady, who is known among social circles in Lake Forest as Gloria Ketchum, four-year-old daughter of Chief Clerk and Mrs. R. M. Ketchum, does her part in making things interesting, as she is always active and alert. Ray assures us solemnly that there never is a dull moment in the Ketchum household when Gloria is in command.

our train announcing system at 223 South Wabash Avenue now. Jack broadcasts request programs from 7 to 3, while you wait. He firmly states that there will be no advertising over his station, and that goes for sopranos also!

The great excitement along Wabash Avenue recently was caused by the appearance of your correspondents wearing the snappy uniforms of the Civil Air Corps, which we joined some time ago. We refused to be disturbed by the fact that some misguided persons thought we were movie ushers. Just wait 'till we buy our first airplane!

Keith Kuhlman has been discovered hopping blithely off the train at Hubbard Woods several times recently. It is a known fact that Keith resides in Highwood. This discrepancy has been brought to the attention of our intelligence officer and he will investigate the matter!

Messrs. Harms and Ritz, Agents at 223 South Wabash and Highwood, respectively, had business to attend to in Kenosha recently. The next morning this conversation was overheard on the 5 A. M. train out of Waukegan:

Harms: "How did you find yourself this morning, Mr. Ritz?"

Ritz: "Easily, my dear Mr. Harms. I just looked under the front steps and there I was!"

Another Oil Scandal!

Early one morning, recently, George E. Lee, industrious red-cap at 223 South Wabash, was jolting merrily along at a pace that made the telephone poles look like a board fence, when he was stopped by an officer. Upon being interviewed as to his destination, George stammered a story about his sick mother in Cincinnati but it didn't work.

His Honor next morning thought George looked prosperous and accordingly assessed a fine of \$40. George turned practically pale and muttered (on his way out). "Man, that judge shows scandalous indifference as to the welfare of a badly bent purse!" George figures he will have to carry 600 bags to reimburse himself and bemoans the fact that \$40 will buy about four barrels of gas and considerable oil!

Carl Iverson, Engineer at the downtown station, would be interested in suggestions for the curbing of an Oakland that simply will not stay out of ditches in Zion. A Chevrolet came to his rescue twice on a recent Sunday to pull him out. One suggestion is that he leave the Oakland in the ditch next time and buy a Chevrolet. (P. S. Carl didn't like the idea, but it's a good one anyhow.)

General Manager's Office

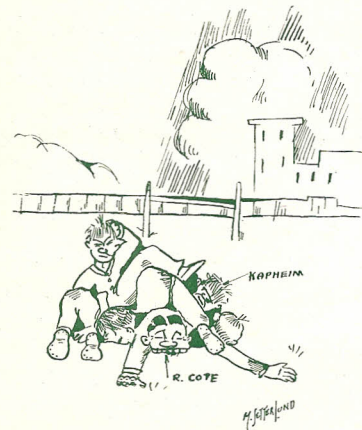
Frances Tourtelotte
Correspondent

General Manager and Mrs. Blackhall spent Thanksgiving in Joliet.

Judging from observation, the members of the Employment Department have been keeping rather late (or early) hours!

It is understood that Mrs. Hudson's muscles are developing considerably, especially those that she uses in walking since "Lizzie" decided to retire from automotive service.

Among the football fans who bewail the passing of the 1928 season are Fred Butterfield, who with Mrs. "Fred" and daughter, Mary Lou, attended the Illinois-Northwestern game at Urbana; Helen Spaulding and your correspondent, who drove to Madison to attend the Wisconsin-Chicago game and a Phi Kappa Tau "frat" party; and the latter again, who also attended the Iowa-Michigan game at Ann Arbor, Mich.



Here is Marshall Setterlund's version of the snappy scimmages which featured the noon hour at Highwood "University" during the recent season. There are several "All-American" possibilities in this heap—find them!

ALONG THE NORTH SHORE LINE

Waukegan City Lines

**Elden Dunn,
Correspondent**

Waukegan is again heard from, although it seemed doubtful for a while whether your correspondent would recover from a light lunch he had on Thanksgiving!

We have been greatly occupied with the unusual boom on marriage licenses in this county recently. The boom swept in some of our fellow workers, namely, J. H. O'Donnell, P. M. Payne, Howard Frisbie, E. R. Vick, Guy Scott and Leo Brown. Needless to say, we did our bit toward entertaining the boys in the Eat Shop of Waukegan.

The regular safety meeting for the City Lines was held on November 16. Mr. Gordon of the Safety Bureau was with us at a very interesting meeting.

Stanley Mickus, who was off duty for several days due to a severe injury to a little finger, has returned to work.

J. D. Beaver had a similar injury and infection resulting therefrom caused him to stay at home for some time.

B. C. Raymond went out hunting recently, but all he received was an injured heel, which spoiled the hunting expedition.

J. H. Turney and Richard Hyde report better luck on their recent hunting tours.

J. M. Burris is now a resident of the village of Chicago, but he has arranged it so that he can still be with us as a faithful trainman.

Mr. Deely, Supervisor of the City Lines, spent the Thanksgiving week-end with his boy, who is attending school in St. Paul, Minn.

We are proud of our standing in the bowling league and feel certain that, when the final curtain drops, our boys will be among the prize winners. J. G. Daley won a turkey during the bowling contests held during "Turkey Week."

Metropolitan Motor Coach System

MILWAUKEE DIVISION

**J. D. Mettler
Correspondent**

Perhaps all the boys are not familiar with "James Jagoe," our general Superintendent of Transportation, but when James (Joe Sills) was on his vacation his hunting license read "James Jagoe." Boldly into Michigan, James and his buddy went to do some hunting recently. Across the path of their Ford roadster ran a beautiful bird. Said James: "Stop this Ford and let me down that bird!" Out of the Ford, James, bravely hopped onto some restricted hunting ground and who should surprise him but the game warden. Said the warden to Joe: "What is your name?" "James Jagoe," was the reply. "I'll have to take you to the city jail." Then Mr. Warden hopped into the Ford and showed the boys the jail. James left sufficient bail but had a hard time to remember his "alias." The first bird was very expensive. However, the rest of his trip was very pleasant and a good time was enjoyed by all.

Bill Englefried, our Agent, tells this one: A White Eagle coach was standing at our terminal, bearing the destination marker: "Marshfield." A pas-

"Shoppers' Special!"



From the pleasant expression on the features of the genial "Scottie" Henderson, Waukegan City Line trainman, you would think that he is about to demonstrate his new Ford or something like that. But no, the vehicle with the nice, wide, folding doors extending a welcome to any frozen pedestrian on hand, is not the new Ford; neither is this a new Ford joke.

Quite the contrary, as "Scottie" will testify. It is far from a joke to remain cheerful and alert while piloting a City car during the annual stampede commonly known as Christmas shopping. However, Mr. Henderson and his playmates are used to their yearly ordeal and invariably come through with colors flying. Incidentally Mr. Henderson admits he'd rather drive one of these staunch, roomy City cars than any new automobile, as he can get more people in it, doesn't have to worry about parking and can make a left hand turn anywhere he desires—the tracks are so inclined.

Elden Dunn, correspondent for the Waukegan City Lines, forwarded this picture of "Scottie" and his pet to the HIGHBALL.

senger came up to Bill and asked: "Does this coach go to Marshall Field's?"

Ed Gunderson attended the American Legion National Convention at San Antonio. He is now back on his regular run between Milwaukee and Chicago.

Ray Sherrer, Jack Horwith and Carl Snyder are sporting new uniforms. All these boys look very neat and seem proud of their new attire.

There seems to be quite a little competition between Leo Hamel and one of the other operators over their new putts. These two drivers always have their "putts" shining very brightly.

Representatives of the Metropolitan Motor Coach System who attended the annual banquet of the Wisconsin Motor Coach Association, held at the Hotel

Pfister in Milwaukee recently, included: B. W. Arnold, who officiated as toastmaster; General Manager H. P. Savage, J. M. Sills, George Burden, John Higgins, S. Rowland, G. Dickhaut and your correspondent. Mr. Savage gave an address, which was very educational and was appreciated by all present.

Now that cold weather is here, Leo seems very much relieved. He hates the hot days. Recently he asked for the heater key for 519.

Concession Department

**Annabelle Williams
Correspondent**

Esther Smith, formerly of Lake Geneva, is now at Dempster Street, having been transferred from her summer station to the main line during the winter months. We are pleased to have her with us for that time at least.

Mr. Henry, Manager of the concession at 223 S. Wabash Ave., Chicago, left some time ago for Texas where his wife was to undergo a serious operation. We hope that Mr. Henry and his wife will be able to return to us soon, and that Mrs. Henry's health will be improved.

Lydia Garling was entertained at dinner on Thanksgiving day in Kenosha. The young lady mentioned was seen being met by a handsome young man who speedily hastened away with her in a large touring car.

It is reported that May Cody of Indian Hill concession is wearing a new diamond ring!

We are glad that one of the rules of our concession rule book reads that clerks are not to hold lengthy conversations with customers. That rule will prove a wonderful aid to Mrs. Gierer, our night clerk at Racine. It is reported that she had 30 teeth extracted the other day. Poor Marie has our heartfelt sympathy.

Mrs. Elizabeth Webb of Kenosha Main Station greeted your correspondent on a recent blue Monday with the news that she would like to resign on the first of the year. But, on studying the expression on the writer's face, the young lady in question decided to compromise and work a little while longer, then perhaps take a leave of absence. Every North Shore concession clerk will be shocked to hear of Mrs. Webb's leaving us. A number of our clerks have worked with her and you may ask any one of them why we hate to receive such news.

Mrs. Nettie Powers, of Racine, has been ill at her home for several weeks. She called in a few days ago saying she had been released from the doctor's care and would be able to return soon. She says she will be so glad to be back that she won't even ask for a day off! We will be happy to have her with us again.

Mrs. Lucy Reynolds was away from Great Lakes concession a week recently on account of the marriage of her son Jack Reynolds to Lylia Varonen at the home of the bride's parents in Waukegan. The ceremony was performed by the Reverend Howard E. Ganster, and later the happy couple left for a trip through Northern Wisconsin. They will be home at 1618 Brookside Avenue upon their return.

We have in our organization a young concession clerk who might really be given credit for being an interior decorator. We will not reveal her name, but please notice our North Shore candy cases during the next few weeks and tell us what you think!

ALONG THE NORTH SHORE LINE

Traffic Department

MILWAUKEE OFFICE

Ray Zinnen
Correspondent

"Ted" Gnevo came down a few days ago with that scared look in his eyes. He left his car to be repaired at a friend's garage and they loaned him an old wreck without brakes. It had a mind of its own and reared on two wheels several times like a broncho. This is his story, so go as far as you like.

The "hair reefer kids," John and Eddie, formerly were in prominence at this time of the year. Evidently the good old dog-skins raised a family of their own (moths) or, as a Milwaukee Journal cartoon portrayed some time ago, did an "A la Major Hoople."

Spats seem the vogue again this year. It seems Frank Burkard has been asked for quotations on spats in dozen lots. Confidentially, we think he contemplates starting in the "gents" furnishing business as a side line.

Roman Noske says his auto has another bent fender. He is looking for the offender with red in his eyes (not red-eye).

Eddie Stemper is looking for a wholesale price on furniture and all that goes to make homey a rose-bowered cottage. Anyone knowing of an outfitting brokerage extending wholesale prices, please communicate direct.

"Pat" Miles has moved again! He says the monthly rentals come too regularly to suit him. It seems he carried quite a supply of old time-tables in the mail bag on his last Chicago visit. He has asked us to keep a large supply on hand for him.

Mrs. Zinnen just asked the writer whether he had established better credit. Recently Frank Devaney purchased an article and enclosed in the package, which was opened by the wife, a note worded as follows: "Please remit in cash, no stamps." From now on your correspondent opens such parcels first!

Micky Anderson says he has a can of benzique at home. That's why John Eickman, depot policeman, claims his supply is dwindling too fast. It seems these cigar lighters require filling more than once a day.

General Accounting Department

PASSENGER ACCOUNTS DIVISION

Mary Esther Krueger,
Correspondent.

Congratulations

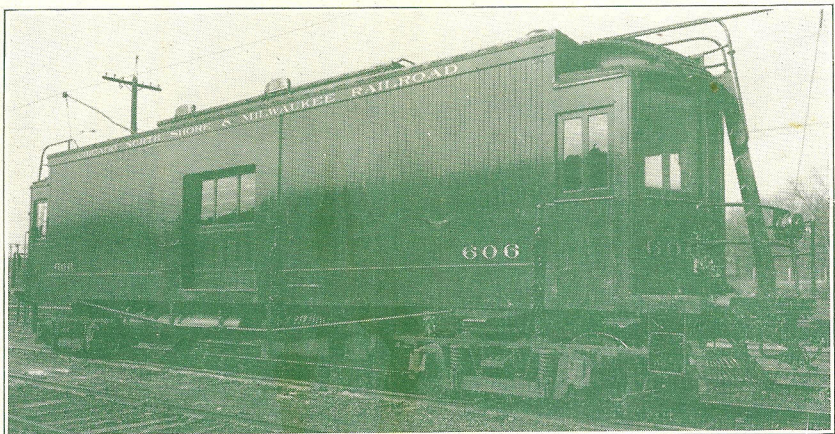
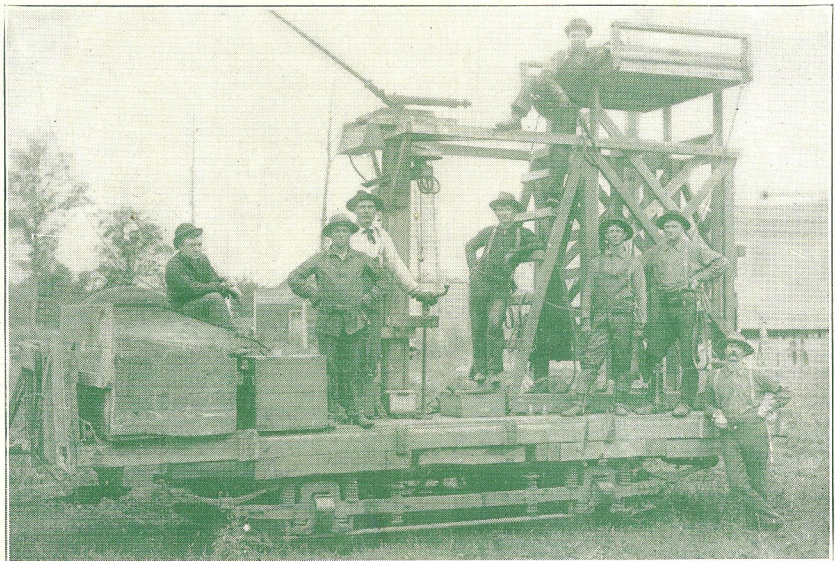
Again the steeple bells peal out. You'd like to know what it's about? Well Angie Garrity was wed To Ray Kindig, in style, 'tis said. Her pleasantness we'll surely miss. We wish her happy married bliss.

Minerva Willoughby spent part of her vacation in Joliet. She reports a real pleasant time during her visit.

Frances Dalton motored to Madison, Wisconsin, to see a football game recently. No exciting reports have been received yet from the Badger City.

Dave Myers honored us with his presence for a few minutes at closing time

Two Generations of Line Cars



A quarter of a century brought about the transformation you see pictured above. The top picture, taken in 1902, shows the stately line car dubbed "the Old Flying Machine," manned by a piratical-looking crew. Foreman James Kehrwald is seen standing on top of the ladder; then, reading from the plug derby on the left to the walrus type moustache on the right, we find Charles Jahnke, Olie Moline (deceased), Motorman Peter Hutter (now a gateman), S. Lee, Frank Scott and, behind the vegetation, Frank Smith.

The lower view shows a line car of the present day. Neat, trim, capable-looking, with efficiency standing out all over it—doesn't it speak volumes for the progress made by the old Chicago and Milwaukee Electric Railroad of 1902 in becoming the "Road of Service" of 1928?

At best even in 1928 a lineman's life is not all a bed of roses but, when you compare the two "workshops" shown above, doesn't it make you wonder why some people still refer to that by-gone period as "the gay nineties?" Irving Lange, HIGHBALL correspondent of the Electrical Department, dug up these interesting views of real progress on the North Shore Line.

recently. We thought Dave had forgotten us, but it was only a lapse of memory.

Ida Mesa is the new girl in the ticket department. Glad to have you with us, Ida.

The girls in the department are going in strong for bowling. "Mat," Minerva, Margarette and Rosie are all good. No one scores under two hundred!

THE SUN WILL SHINE after every storm; there is a solution for every problem, and the soul's highest duty is to be of good cheer.

—EMERSON.