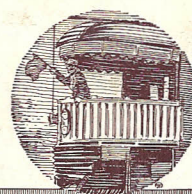


The Highball

Chicago North Shore and Milwaukee Railroad Company



Vol. 7

September-October, 1929

Nos. 9-10

Station Being Built By North Shore Line At Howard Street

*New \$50,000 Structure Provides
Added Facilities at City
Limits of Chicago*

Increased station facilities for the North Shore Line in Chicago are announced with the start of construction work on a new \$50,000 station building at Howard Street, the northern city limits. The new station will be placed in service about December 1.

Much Needed Improvement

The rapidly increasing business at this point on the line has made it necessary to provide separate quarters for the North Shore Line, according to J. R. Blackhall, General Manager. At present, "Road of Service" passengers use Rapid Transit Lines station facilities at Howard Street.

The station will be of attractive classic design with brilliantly illuminated terra cotta front, according to Arthur U. Gerber, Architect. Interior design will include pink marble walls, with texture plastered ceilings. Floors will be of terrazzo marble.

Increased Convenience Facilities

Located on the north side of the street, and directly across from the "L" station, the new structure has five display windows fronting on Howard Street. A spacious concourse provides adequate waiting room facilities.

The new structure also provides increased facilities for the convenience of customers, including a battery of telephone booths, concession stand, fountain lunch and similar features of North Shore Line station construction.

THREE FASTEST INTERURBAN LINES SERVE GREATER CHICAGO REGION

**South Shore Line, North Shore Line and Sunset Lines
Win Speed Contest Honors—Coffin Award Also
Received by South Shore Line**

The three fastest electric interurban railroads in North America serve the Chicago metropolitan area. This fact was disclosed when final results in the 1929 ELECTRIC TRACTION Speed Trophy contest were made known at the annual convention of the American Electric Railway Association recently held in Atlantic City.

They are the Chicago South Shore and South Bend Railroad (South Shore Line), the Chicago North Shore and Milwaukee Railroad (North Shore Line), and the Chicago Aurora and Elgin Railroad (Sunset Lines).

South Shore Line First

First honors and the large silver cup, which has been held for the past two years by the North Shore Line, went to the South Shore Line this year with a record speed of 44.9 miles an hour including six regular schedule stops. This elapsed time figure is the one upon which the award is based.

Second honors in both elapsed and running time went to the North Shore Line. The records of the "Road of Service" were 43.59 miles an hour including 13 regular schedule stops, and 55.6 miles an hour not including stops. The South Shore Line was third in running time, with a speed of 49.9 miles an hour.

Third honors in elapsed time and first in running time went to the Sunset Lines, with speeds of 41.5 miles an

hour and 56.6 miles an hour respectively.

Wins Coffin Award Also

The South Shore Line carried away the lion's share of honors for 1929 when it also received the Charles A. Coffin Foundation Award "in recognition of its distinguished contribution during the past year to the development of electric transportation for the convenience of the public and the benefit of the industry." The North Shore Line won the Coffin Award in 1923, being the first electric interurban railroad to be so honored, and has not entered the contest since.

This is the first time that one company has won both awards in a single year. In so doing the South Shore Line has brought credit upon both its own organization and the associated companies serving the Chicago metropolitan area.

Erect New North Shore Line Station at Howard Street



North Shore Line station facilities in Chicago will be greatly enhanced by the \$50,000 structure now in the course of construction at Howard Street. The new building provides separate quarters for North Shore Line customers, who at present use Rapid Transit Lines facilities at this point. Above is an architect's drawing of the structure.

Stock Sale Army in Final Drive to Carry Campaign "Over Top"

Total of 6,224 Shares Sold on October 9—Race for High Honors Is Close

Investors in sound securities continue to take advantage of the opportunity to buy the 7 per cent prior lien North Shore Line stock which was recently placed on sale through employes of the "Road of Service."

A total of 6,224 of the 10,000 shares had been subscribed for up to October 9, it is announced by Frank E. Ashton, representing the Utility Securities Company in direction of the \$1,000,000 stock sale.

Prairie State Holds Lead

The Prairie State Regiment, under the command of Colonel Roy Thompson, continues to lead the field. This aggregation of "go-getters" had received subscriptions for 2,657 shares of stock up to October 9. The lead of this regiment has been considerably reduced, however, as the Interstate Regiment led by Colonel Chester K. Thomas had run up its sales to a total of 2,399 shares on this date. Colonel W. H. Burke's Northland Regiment was third with sales totaling 1,140 shares.

High team honors, which have been held for some time by Captain L. J. Theabold and his cohorts of the Prairie State Regiment, changed hands when Captain Thomas Deely's team of the Interstate Regiment made an intensive drive to pile up subscriptions totaling 700 shares to 689 shares for Captain Theabold's team.

Race for Honors Close

The closeness of the race for regimental honors is seen in that eight teams in both the Prairie State and Interstate regiments have sold more than 100 shares. Four Prairie State teams have sold over 300 shares, the captains and records of the three teams following Captain Theabold's group being: W. R. Helton, 430 shares; Charles Swift, 405 shares; C. H. Schildgen, 378 shares.

The three high teams following Captain Deely's workers in the Interstate Regiment are those captained by George Owens with 351 shares sold, Fred Butterfield, 231 shares, and Emil Czerwan, 169 shares. In the Northland Regiment the captains and total sales of the three high teams on October 9 were: Louis Homan, 382 shares; Roman Noske, 313 shares, Frank Burkard, 121 shares.

Team Quotas Assigned

A final drive to carry the stock sale over the top has been launched with the assignment of team quotas. All teams are urged by General Manager John R. Blackhall to put forth their best efforts during the coming weeks and help bring the big drive to a successful close at the earliest possible date.

Must Have the Rug!

Mr. Knutt—"The doctor says I must quit smoking. One lung is nearly gone."
Mrs. Knutt—"Oh, dear, John. Can't you hold out until we get enough coupons for that dining room rug?"

Individual Records in Prior Lien Stock Sale

A total of 271 employes had joined the honor roll of successful salesmen in the North Shore Line million-dollar stock sale up to October 1, when a total of 6,043 shares had been sold. The employes and the number of shares sold by each on that date follow:

L. J. Theabold.....466	Thomas Deely.....358	R. N. Griffin.....205
Rosa Hudson.....166	Roman Noske.....175	Ray Carney.....166
Charles Swift.....144	Louis Homan.....118	J. McArdle.....147
C. E. Thorney.....5	T. J. Courtney.....11	R. O. Johnson.....29
G. M. Laurence.....36	Wallace May.....2	W. C. Nielsen.....9
F. R. Vail.....5	George Wausshausen.....5	M. Bohan.....34
G. T. Hellmuth.....10	A. E. Kullas.....21	F. J. Miller.....8
M. Murphy.....9	E. W. Muldoon.....28	K. A. Pongratz.....5
E. P. Toner.....6	H. Vanderburg.....10	R. S. Amis.....5
Gorman Bennett.....2	Helen Daly.....3	F. J. Devaney.....46
Mary V. Dunne.....20	Clarice Hanlon.....1	F. J. Kelly.....29
W. H. Lewellen.....5	Dan Lyons.....28	W. Menden, Jr.....5
J. M. Michaels.....47	J. B. Olson.....5	H. J. Phillips.....3
E. A. Stephens.....29	Roy Thompson.....10	Leota Thrasher.....7
Millie Wrench.....14	E. F. Weber.....13	E. R. Egger.....5
Margaret Frawley.....21	A. W. Gerbin.....9	D. E. Evans.....56
J. J. Moran.....31	Virginia Wood.....33	W. J. Boucher.....47
Kathleen Cummings.....35	F. N. Graham.....137	C. H. Johnson.....15
H. F. Kirk.....2	E. C. Raatz.....21	R. S. Umstot.....4
C. A. Cawley.....59	J. J. Dee.....15	Bernard Devenny.....56
William Eubanks.....13	A. E. Swail.....7	F. Zimmerman.....7
D. C. Goss.....33	N. P. Hanson.....136	A. Heidicke.....27
P. V. Lyon.....5	L. C. Torrey.....24	E. G. Hall.....10
H. L. Judd.....10	R. G. Kendall.....4	H. A. Densmore.....52
C. H. Schildgen.....100	W. C. Brink.....29	W. P. Cusack.....14
S. Johns.....11	Louis Larson.....5	F. L. Miller.....115
P. C. Carr.....47	J. Corcoran.....16	Henry Cordell.....97
A. Delabre.....1	Orren Keech.....24	Frank Kubich.....16
J. King.....9	Robert Neumann.....45	F. Schmidt.....2
R. Soderquist.....14	F. White.....24	K. M. Wilkins.....5
Esther Zersen.....10	Carl Brink.....39	John R. Blackhall.....30
E. G. Cox.....2	O. E. Foldvary.....2	C. G. Goodsell.....17
J. W. Oliver.....2	Dora Setterman.....4	Frances Tourtelotte.....5
Caesar Antoniono.....23	Harry Amsden.....1	Lawrence Bentley.....5
C. Huttleston.....22	Henry Liske.....10	E. A. Nevins.....34
William Wisdom.....1	R. C. Yohn.....8	J. E. Stemper.....13
Lydia Garling.....5	Paul Hicks.....4	C. G. Finnegan.....11
George Zack.....1	A. Bruckle.....10	M. Schramm.....13
H. G. Harlow.....7	R. Hyde.....2	I. R. Waehner.....24
A. C. Frank.....33	Ray Zinnen.....23	H. L. Mead.....5
Melvin Nystrom.....1	Elizabeth Martelle.....1	William Ruggles.....39
P. Butler.....5	W. Voss.....16	F. Skala.....1
Al Jaynes.....110	J. Jenkins.....3	R. D. Wells.....22
Louis Kerpan.....23	Geo. O'Flaherty.....3	G. Arnsward.....42
George Kenry.....51	H. Slaughter.....2	Otto Lawrentz.....8
G. Stites.....2	J. Turney.....11	A. E. Anderson.....4
A. Ward.....1	R. M. Ketchum.....27	A. M. Carlson.....2
T. H. Fincutter.....1	W. G. Fitzgerald.....1	H. J. Humphreys.....1
Frank Wilson.....1	Fred Okey.....23	John Koran.....2
A. Brookhuizen.....2	Hazel Burbank.....4	Julia Roberts.....10
Mrs. John Dee.....2	O. D. Green.....5	S. Sheehan.....2
M. Heaney.....10	Max Hauger.....35	C. A. Paukiewicz.....2
E. J. Mays.....5	A. O. Packer.....1	Alex Adams.....47
A. Spellman.....5	L. Shultis.....2	Emil Czerwan.....33
W. C. Upton.....10	F. E. Watson.....1	Clarence Robinson.....20
R. L. Cautrell.....5	Merle Young.....48	H. C. Borkenhagen.....6
Charles Cascarano.....3	Rudolph Paveltich.....44	A. Burbank.....4
Thomas Galloway.....26	F. Perprich.....17	Grace Dunne.....2
Joe Skuldy.....5	F. White.....68	J. M. Iverson.....10
Elvira Beneventi.....5	E. J. Bock.....1	J. W. Simons.....49
Carl Christiansen.....4	C. Driscoll.....10	F. J. Garrity.....10
Charles Geminier.....13	F. J. Grum.....1	P. M. Cornes.....4
William Ives.....23	D. A. Miner.....10	Luella Klann.....1
C. K. Thomas.....15	C. Westergaard.....1	D. T. Nelson.....1
R. E. Keefe.....2	Hattie Boehm.....14	C. A. Waite.....27
E. J. Garrity.....2	T. E. Graves.....1	H. G. Strohman.....4
Julia Ludlow.....13	Florence Martini.....5	R. G. Botner.....18
W. W. O'Toole.....35	Hector Thomas.....5	J. McMahon.....3
L. G. Bentley.....1	J. W. Brown.....4	W. G. Rudolph.....7
D. J. Walsh.....5	L. F. Hoppe.....5	E. Flamank.....1
Walter Dowse.....3	John Gartley.....20	John Nichols.....3
L. J. Orth.....7	George Rause.....1	John Johnson.....14
E. A. Curley.....6	William Erwin.....4	Gertrude Puhlmann.....3
Walter Jeppe.....20	D. E. Meyer.....1	H. E. Warner.....6
John Schotanus.....19	M. Hodge.....40	Mrs. M. Hayes.....16
J. Kinozlin.....5	J. J. Lang.....4	O. Schmidt.....3
F. O. Smith.....1	A. T. Taft.....44	N. Leyotte.....8
Oscar Joyner.....2	H. E. Draeger.....2	E. J. Kornicke.....13
J. Laudgraff.....2	H. Ponko.....12	H. Nelson.....1
George Merriman.....12	W. Hammond.....20	C. A. Klinger.....22
R. E. Helgert.....3	W. H. Burke.....20	L. Triplett.....2
W. H. Leadley.....11	T. J. Maxwell.....18	Mike Bruno.....4
A. Schmidt.....2	O. V. Swift.....8	Sam Tashoff.....1
William Bogie.....2	T. Connelly.....1	William Ludwig.....2
Mike Androff.....5	Steve Athas.....5	T. J. White.....1
Henry Kent.....1	Harry Peterson.....9	Mary Mergener.....4
T. C. Finnell.....20	Sam Berrong.....10	John Wallner.....1
George Noske.....3	Leo Nowacke.....62	Rose Anderson.....4
F. J. Burkard.....19	H. Erickson.....17	Fred Sorenson.....22
C. G. Miles.....31		E. Arbagey.....5

New Marigold Motor Coach Schedule Gives Service to Wide Area

Through Routes to Lake Regions Continued—Connect With North Shore Line

Rearrangement of operating headways to better suit the convenience of the traveling public, and maintenance of extensive service to the southern Wisconsin and northern Illinois lake regions on the through routes recently established, are features of the new operating schedule of the Metropolitan Motor Coach Company (the Marigold Lines), which went into effect on September 29.

Through Service Continued

Through service between Chicago and Lake Geneva is provided, four runs being made daily in each direction under the new schedule. Intermediate points served by Marigold coaches on this route include Niles Center, Des Plaines, Lake Zurich, Wauconda, McHenry, Genoa City and other resort spots in this region.

The new service between Chicago and the Chain O' Lakes region is continued, with three runs daily in each direction. Under the new schedule, however, the northern terminal of Marigold coaches on this route is Antioch, instead of Powers Lake as under the previous schedule. Persons desiring to reach Powers Lake may do so by taking the North Shore Line to Kenosha and transferring direct to Marigold coaches at the station. Other communities served on the Chain O' Lakes motor coach route include Niles Center, Glenview, Wheeling, Libertyville, Grays Lake and Lake Villa.

Serve Wisconsin Cities

Through service between the Chicago Loop and downtown Milwaukee includes seven trips daily in each direction under the new schedule of operation. A new feature of this service is the direct connection made with coaches of the Wisconsin Motor Bus Lines at the Metropolitan terminal, 141 Sixth Street, Milwaukee, for Menomonee Falls, Richfield, Slinger, St. Lawrence, Theresa, Lomira and Fond du Lac, Wis. Five trips are made daily northbound and six southbound in this new co-ordinated service. Other points served by Marigold coaches between Milwaukee and Chicago on this route include Waukegan, Everett, Deerfield, Northbrook, Techny, Glenview and Niles Center.

Another feature of the new schedule is the extensive co-ordination of North Shore Line and Marigold motor coach service. Direct connections for Grays Lake, Round Lake, Volo, McHenry and Woodstock are made by taking the North Shore Line to Waukegan and transferring to Marigold coaches at Edison Court station. Through service also is provided to Lake Villa and Fox Lake, with direct

Honors Won by HIGHBALL in National Contest

Honorable Mention for Excellence

In the presentation of Safety, for general appeal of editorial contents, and for attractiveness in physical make-up is hereby awarded to

The High Ball

E. R. Egger, Editor

in the Employees' Magazine Contest conducted by the Employees Publication Section of the National Safety Council during the Year 1929.



Class 2-B

Harry A. Reimer
President, National Safety Council
W. J. Hamilton
Managing Director, National Safety Council
C. T. Fish
Chairman of the Judges Committee

First honors among all publications of its class in the Middle West and West were won by the HIGHBALL in the national contest conducted among industrial publications during the National Safety Congress held in Chicago recently. A total of 113 publications representing leading industrial concerns over the entire country were entered in the contest, which featured the sessions of the Employees' Publication Section of the National Safety Council.

A total of 25 publications were entered in the class in which the "Road of Service" employees' publication came. The only publications scoring higher than the HIGHBALL were two issued by the Western Electric Company in New York and one published by the Hammermill Bond Paper Company in Pennsylvania. Running close to the HIGHBALL for second honorable mention in this class was the HIGH LINE, employees' publication of the Chicago Rapid Transit Company and issued from the same office as the HIGHBALL.

In a letter to Britton I. Budd, President, C. T. Fish, Secretary of the Judges' Committee, said: "The magazines entered in this contest include the best publications of their kind and a high standard of excellence is required to win this recognition. Your company is to be congratulated on having a magazine which carries out so admirably the objects of an employees' magazine in the industrial relations program." Above is reproduced the certificate awarded the North Shore Line employees' publication. The editor takes this opportunity to thank all who have helped make it possible to win this honor.

connections at the Waukegan downtown terminal.

Direct Connections Made

Coaches for Deerfield, Lake Zurich and intermediate points may be boarded at Highland Park and Briergate stations of the North Shore Line, where direct connections are made with trains on the Shore Line Route and the Skokie Valley Route respectively. Fourteen runs are made daily in each direction between Highland Park and Deerfield over this route.

Sixteen trips are made daily in each direction by Marigold coaches operating between Waukegan and Kenosha under the new schedule, serving Zion, Winthrop Harbor, Chiwaukee and other points en route. Direct connections are made with North Shore Line trains at Edison Court, Waukegan, and at Kenosha station. The Saturday specials formerly operated by the Marigold Lines between Waukegan and Kenosha were discontinued with the

institution of the new operating program.

I AM the great enemy of man.

I am the cause of most of his trouble and mistakes.

I stand in his path of progress and block his way to success.

I am eternally causing him to retrace his steps and do his work over again.

I rob him of valuable time, fasten shackles about his feet, and load unnecessary burdens upon his shoulders.

I disturb his peace of mind—cause him worry, anxiety and vexation of spirit.

Failure, accidents, sickness and death often follow in my wake—I am the arch enemy of man.

I am Forgetfulness!

World Honors Edison On Golden Jubilee of Incandescent Lamp

Chicago and North Shore Region
Join in Paying Tribute to
Great Inventor

Chicago and the North Shore region are joining with the rest of the world in a great tribute to the inventive genius of Thomas Alva Edison during the month of October. The occasion is the celebration of "Light's Golden Jubilee," which commemorates the fiftieth anniversary of Edison's invention of the incandescent lamp.



Thomas Alva
Edison

The nationwide program for this event is in charge of a general committee headed by President Herbert Hoover, and including nationally and internationally known persons in every line of endeavor. Over 10,000 civic, fraternal and commercial organizations in the United States alone are taking part in appropriate Edison programs.

Epochal Event Re-enacted

As a climax to the widespread observance of "Light's Golden Jubilee," Mr. Edison himself will participate in a program at Dearborn, Michigan, on the evening of Monday, October 21. Surrounded by a great gathering of notables, the inventor will help re-enact the scenes attending his historical discovery. The rest of the world will be privileged to listen in on the program through a universal radio broadcast.

An extensive program has been under way in Chicago during the past several weeks under the direction of the Electric Association and the Chamber of Commerce. Features of the Chicago celebration are electrical displays in Grant Park and on the "L" structure in the loop, and special programs conducted by local organizations. The annual dinner of the Electric Association in the Palmer House on October 22 will be made the occasion for further homage to Edison.

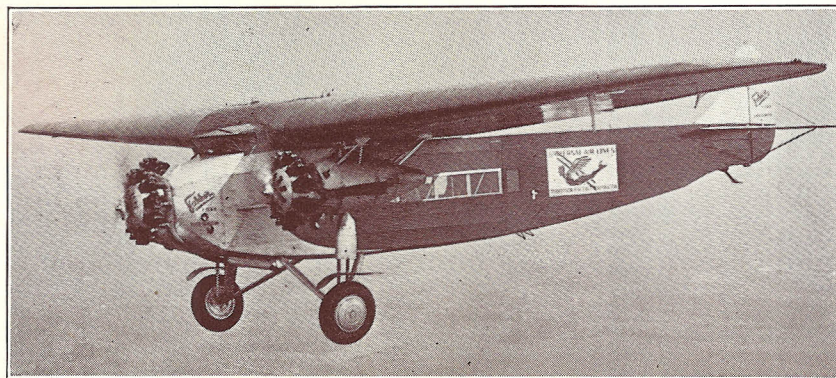
Speakers Tell About Edison

Another feature of the celebration comprises special addresses on the life and work of Mr. Edison which are being given during October before public audiences by representatives of the public utility industry. Arrangements for these talks are under the direction of the Public Service Speakers' Organization, which has assembled data and assisted in outlining programs. North Shore Line folks are co-operating in every way possible to help make "Light's Golden Jubilee" a worthy tribute to the great works of one of the world's greatest men.

"Ain't It the Truth!"

If seeing is believing, then men must have the most implicit confidence in women.

Type of Plane Used in New Rail-Air Service



Here is one of the luxurious planes used in the new rail-air service recently inaugurated by the North Shore Line and the Universal Air Lines System, whereby travel time is cut between North Shore communities and other leading cities throughout the country. This is a tri-motored Fokker plane, which accommodates 14 passengers and is equipped with all the latest devices for the comfort and convenience of passengers en route. It was in flight at a high altitude when this picture was taken.

New Schedule Includes Few Operating Changes

Additional Waukegan Express Is Listed—46 Limiteds Serve Milwaukee Daily

Maintenance of present high-speed service, with only minor changes, features the new operating schedule of the North Shore Line, which went into effect with the ending of daylight saving time on Sunday, September 29.

Add New Waukegan Express

A new Chicago-Waukegan express, leaving the Loop at 4:53 p. m., daily except Sunday and operating over the Skokie Valley Route to Edison Court station, is added to the extensive service already furnished between these cities. This new train makes stops en route at regular Chicago stations, Niles Center, Briaridge, Deerpath, Lake Bluff and North Chicago Junction.

The Chicago limited formerly leaving Milwaukee terminal at 6 a. m., daily departs at 6:05 a. m., under the new schedule. Another change is made in the northbound limited leaving the Loop at 2:08 a. m., which now operates to downtown Waukegan over the east line. The limiteds leaving Milwaukee and Chicago at 3:45 p. m., daily are discontinued under the new schedule due to the fact that additional service was not required at this hour with the return to standard time.

Maintain High Standards

"In preparing our new schedule of operation, we sought to furnish service of the highest type at the hours when it is most convenient for our customers," said R. S. Amis, General Passenger Agent, in discussing operating changes.

"The new schedule provides 46 high-speed limiteds daily between the Chicago Loop and downtown Milwaukee, with extensive service also provided

Waukegan, Kenosha, Racine, Libertyville, Mundelein and other communities throughout North Shore Line territory. We will continue in every way possible to serve the public in the manner which has won for the North Shore Line the title of the 'Road of Service'."

"Service Salesmen"

Service is the entire stock-in-trade of the North Shore Line. Employees who are courteous and efficient in the performance of their duties are selling our service by making our customers boosters for the "Road of Service." The following North Shore Line employees are real "service salesmen" as indicated by the commendations received:

Collector Elmer A. Curley is commended by F. J. Quinliven for thoughtfulness and courtesy in thanking men customers who gave up their seats to women when the train became crowded.

W. H. Burke, Superintendent Milwaukee City Lines, is commended by Charles N. Westwood of the Alcazar Range & Heater Co., for courtesy and assistance rendered in arranging for an emergency shipment to Chicago.

C. R. Wood, Motor Coach Operator, is commended by a customer for courteous and efficient performance of duties.

Conductor J. E. Bennett is commended by Annie C. Fraser for courtesy and assistance in recovering a handbag dropped from a train.

Conductor E. R. Allen is commended by Vernon Anderson for honesty and assistance in recovering a purse left on a train.

Conductor Samuel Shawcroft is commended by H. W. Morton for courtesy and efficiency in the performance of duties.

Fred Sorenson, Ticket Agent, Racine, is commended by M. L. Jones for courtesy and assistance in recovering a purse left in a station.

Carl Westergaard, Clerk, Lost and Found Department, is commended by M. L. Brook for efficient performances of duties in returning a lost brief case to the owner at Easton, Pennsylvania.

Additional Rail-Air Service Inaugurated By North Shore Line

Hook-up with Universal System Cuts Travel Time to Cities Throughout Country

Travel time between North Shore communities and St. Louis, Cleveland and Kansas City is cut by a new rail-air service recently inaugurated by the North Shore Line in conjunction with the Universal Air Lines System.

The service embraced in the North Shore Line-Universal Air Lines hook-up also includes through transportation to New York, Boston, Los Angeles, San Diego, Denver, Wichita, Tulsa, Omaha and many other cities served by inter-connections with steam railroads and auxiliary air routes. Among these routes is the transcontinental service recently established by the Universal Air Lines with the New York Central and the Santa Fe.

Second Rail-Air Hook-up

This additional service supplements the rail-air schedule to Detroit and other eastern points recently inaugurated by the North Shore Line in conjunction with the Stout Air Lines. The facilities offered by these two hook-ups enable residents of Milwaukee, Racine, Kenosha, Waukegan and other cities north of Chicago to save many hours in traveling to points east, south and west.

This service is designed especially for the business man, to whom the saving of several hours in travel between these cities means so much. The safety and comfort attending travel by high-speed electric train and airplane also make this service of general appeal to the traveling public.

Travel in Fokker Planes

Persons traveling to points served by this new rail-air schedule board high-speed all-steel limiteds on the North Shore Line, proceeding to Chicago over the Skokie Valley route. They transfer in downtown Chicago to special motor coaches which whisk them to the Municipal Airport. There they immediately board the luxurious Fokker planes of the Universal Air Lines for the flight to their destination.

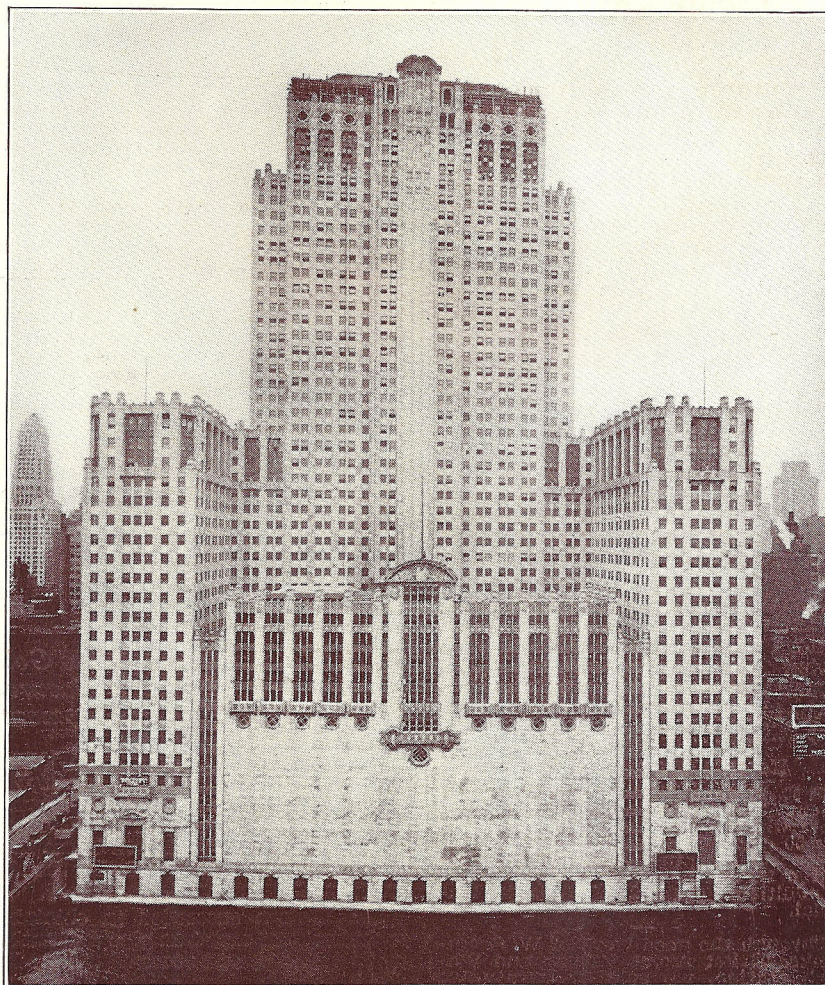
The travel time from Milwaukee to Cleveland by this new route is only five hours and 45 minutes, to St. Louis 5 hours and 40 minutes and to Kansas City only 7 hours and 50 minutes. Corresponding reductions are made in the travel time from Racine, Kenosha, Waukegan and other North Shore cities.

Limiteds Make Connections

On the St. Louis route, connections with the Universal Air Lines are made by the North Shore Line limited leaving Milwaukee at 10 a. m. (standard time), Racine at 10:34 a. m., Kenosha at 10:45 a. m., and Waukegan at 11:03 a. m., the passenger arriving in St. Louis by plane at 3:40 p. m.

En route to Cleveland the passenger boards the North Shore limited leaving

North Shore Folks to See Opera in New Home



The palatial new home of the Chicago Civic Opera Company at 20 Wacker Drive is completed and will be dedicated with the opening of the opera season on the evening of Monday, November 4. Towering above all surrounding structures on the east bank of the Chicago River, the beautiful building is the finest edifice ever dedicated to musical culture.

Members of the North Shore Line family will have ample opportunity to visit the new Civic Opera home during the coming season, as four special utility employees' Sunday night performances will be staged at reduced prices. The first offering will be on November 17, when Gounod's "Faust" will be presented with Charles Hackett in the titular role. Other special performances for employees of the "Road of Service" and associated companies will be given on December 8, December 29 and January 19. North Shore Line trains stop at Madison-Wells "L" station, only two blocks east of the new opera building.

Milwaukee at 1 p. m., Racine at 1:34 p. m., Kenosha at 1:45 p. m., and Waukegan at 2:03 p. m., arriving in the eastern city at 7:45 p. m., (eastern standard time).

The Kansas City rail-air schedule calls for the traveler to board the North Shore Line limited leaving Milwaukee terminal at 6 a. m., Racine at 6:34 a. m., Kenosha at 6:45 a. m., and Waukegan at 7:03 a. m. Boarding the plane at the Chicago airport, the traveler arrives at his destination at 1:50 p. m., only 7 hours and 50 minutes from the time the North Shore limited left Milwaukee.

Complete Arrangements Made

Passengers destined for Cleveland, St. Louis and other cities served on

these routes leave the North Shore Line train at Roosevelt Road station in Chicago, where they are met by motor coach for the trip to the Municipal Airport. Those en route to Kansas City or other points west leave the train at Madison and Wells station in the Chicago Loop.

Reservations for the complete rail-air trip to any point on the various routes are made through the North Shore Line ticket agent at the point of departure. All details of the trip are taken care of, including baggage transfer and Pullman reservations over inter connecting steam railroads on the transcontinental route.

"How I Got the Business"

**"Go-Getters" of North Shore Line Family Show Good Results
—Better Business Department Reports 162 Revenue
Producing Tips During Six-Weeks Period**

By MARY V. DUNNE, Secretary,
Better Business Department

Service salesmen and saleswomen of the North Shore Line family are getting results! Proof of that statement is found in the many revenue-producing tips which have been recorded on the Better Business books since the employee salesmanship campaign was inaugurated.

Many Employees Active

If further proof is needed, it is only necessary to glance at the list of 162 revenue-producing tips sent in by employees between August 1 and September 15, and which appear in an adjacent column. Analyze it any way you wish, and you'll reach but one conclusion: North Shore Line employees are getting results in their business-getting efforts.

As in any co-operative drive it is the work of the individual participant that counts for the most. And it is the work of individuals which is making the Better Business drive a success. The following items gleaned from the Better Business Department files tell the story of the individual efforts of North Shore Line folks:

Records Show Good Work

F. E. Watson, Freight and Passenger Agent at Glenayre Station, sent in a tip from which we secured business totaling 50 carloads of cast iron pipe. Another tip sent in by Mr. Watson resulted in our handling a shipment of 20 additional carloads of the same material.

Through the good work of W. O. Eubanks, Ticket Agent, Adams and Wabash station, we sold 20 twenty-five ride tickets between Chicago and Waukegan to men working on a construction job in the latter city.

A tip sent in by F. J. Grum, Transportation Department, resulted in the sale of eight 25-ride ticket books between North Chicago and Chicago, covering the movement of a baseball team.

C. A. Waite, Supervisor of Records, sent in a tip, which resulted in the sale recently of two 25-ride ticket books between Chicago and Milwaukee.

W. O. Eubanks sent in a tip on the movement of an orchestra between Chicago and Milwaukee and return, from which we obtained business amounting to \$132.68.

A regular North Shore Line customer was secured by Mrs. M. Gonder, Extra Ticket Agent, by explaining the advantages of using our commutation books. The customer promised to buy a 60-ride ticket each month hereafter.

A tip sent in by F. L. MacDonald, Superintendent Merchandise Despatch, some time ago resulted in the sale recently of a 25-ride ticket book between Chicago and Milwaukee. Moral: Keep right after 'em!

J. J. Walters, 41st and Union Merchandise Despatch Station, sent in a tip which resulted in our receiving a 20,000-pound ferry-truck haul to Milwaukee.

G. C. Manz, Waukegan Merchandise Despatch station, helped us obtain the shipment of a carload of apples via the North Shore Line.

Keith Kuhlman sent in a tip whereby we sold a 25-ride ticket between Chicago and Milwaukee to a special party group.

In addition to the above boosters a number of others have joined the Better Business army since the last issue of the HIGHBALL. These include H. C. Kruse, Transportation Department; John Mitchell, Ticket Auditing; S. E. Worthen, Extra Ticket Agent; Frank Cox, Maintenance of Way Department; Carl Westergaard, Transportation Department; S. R. Hope, Transportation Department, and V. C. Innes, Transportation Department.

The Transportation Department is well represented in this list of new boosters. We would like to have the names of new business-getters from all other departments. Let's all join in the Better Business activities on the "Road of Service" and help make 1929 a banner year!

F. E. Watson, Agent, Wins Gold Badge With Business Secured From Two Tips on Shipments

Securing enough business to win a gold merit badge from but two tips is the splendid record of F. E. Watson, Freight and Passenger Agent at Glenayre Station, who led North Shore Line employee business-getters during the six-weeks period ending September 15.

Mr. Watson succeeded in obtaining a shipment of cast-iron pipe amounting to 70 carloads, and received 350 credits for his outstanding effort. The shipment was made in two lots and under two separate tips. The first tip resulted in a shipment of 50 carloads of this material over the North Shore Line, and the second tip resulted in a shipment of 20 carloads.

H. J. Humphrey, Ticket Agent at Niles Center, was another who received a gold merit badge during the period. Two silver and three bronze badges were also awarded to other "go-getters" as follows:

SILVER

Arthur Wachner

J. Koran

BRONZE

Harry Amsden

H. R. Ford

F. J. Grum

The many new names being added to the Better Business honor roll each month proves that there is no dearth of enthusiasm among employees. The rank of the merit badge winners are increasing steadily, and there is a no more healthy indication that boosters are on the job continually.

It requires a great deal more effort and study to dodge work than to do it right.

No one is harder pressed with care than the one who consciously neglects his duty or slights his task.

Popularity of Interline Ticket Service Increasing

Recent Transfer of Sailors to Coast and Vacation Tour Show Efficiency

Thorough and efficient arrangement of details is making the interline ticket service of the North Shore Line popular with customers. This was demonstrated recently when Traffic Department representatives mapped out three trips, two involving the transfer of large groups of sailors from the Great Lakes Naval Training Station to the West Coast, and the other being a vacation tour for a party of two school teachers.

Convenient Routes Mapped Out

The large amount of detail work necessitated by such movements is seen in the number of transportation companies involved. For a party of 75 sailors making the trip to the West Coast for sea duty recently the following route was mapped out: North Shore Line to Chicago; Parmalee Transfer in the Loop; Chicago & Alton to Kansas City; Missouri Pacific to Pueblo, Colorado; Denver Rio Grande & Western to Salt Lake City, and Western Pacific to the Coast.

Another convenient itinerary was mapped out for a group of 77 sailors en route to San Pedro, California, on September 12. On this occasion the following route was taken: North Shore Line to Chicago; Parmalee Transfer; Chicago Great Western to Omaha; Chicago Burlington & Quincy to Denver; Denver Rio Grande & Western to Salt Lake City, and Union Pacific to San Pedro.

Service Pleases Customers

That both of these groups were transferred with complete baggage, and all arrangements made smoothly and efficiently, is a tribute to the Traffic Department representatives who were in charge of the movements. However, just as much care is taken with arrangements for small groups, as the following letter of commendation, written by Eva Henderson and Esther Makeila, Waukegan school teachers who made a vacation trip to Lake George recently, indicates:

"We wish to thank you very much for the wonderful arrangements you made for our trip. Our trip was an enjoyable one. Everything was lovely."

P. J. Butler, Traffic Representative at Waukegan, arranged the schedule and sold the through tickets. He mapped out the trip on three railroads and one boat line so that the longest wait between connections was only 40 minutes.

The foregoing examples indicate that the Traffic Department is ready and capable to serve groups of any size with interline travel arrangements that are unexcelled for comfort and convenience. Better Business boosters are assured that any tip they forward concerning interline travel will receive prompt and expert attention from the Traffic Department.

When Ignorance Was Bliss!

She—"You told me before I married you that you were well off?"

He—"I was, but I didn't know it."

Revenue-Producing Better Business Tips

Better Business tips producing revenue during the period beginning August 1 and ending September 15 are listed below. Credits are awarded for the actual amount of business secured, on the basis of one credit for each \$5 of revenue produced. Your tip has been given a number by the Better Business Department. Check the corresponding number here to learn how many credits you have received:

Tip No.	Kind of Business	Credits Awarded	Tip No.	Kind of Business	Credits Awarded	Tip No.	Kind of Business	Credits Awarded
10-146	Commutation	21	8-050	Interline	2	8-124	Interline	2
1-020	Commutation	11	8-051	Interline	2	9-001	Interline	2
1-021	Commutation	11	8-052	Interline	2	9-002	Commutation	1
2-316	Freight (LCL)	2	8-058	Commutation	1	9-003	Commutation	9
3-110	Freight (LCL)	2	8-059	Commutation	1	9-004	Interline (2)	5
3-119	Freight (LCL)	2	8-060	Commutation	1	9-005	Interline	2
4-060	Freight (LCL)	2	8-061	Commutation	9	9-006	Commutation	11
4-132	Freight (LCL)	2	8-062	Commutation	2	9-007	Interline	2
5-127	Interline	2	8-063	Interline	2	9-008	Carload Freight (50 cars)	250
5-147	Interline (3)	8	8-068	Interline (2)	5	9-010	Commutation	1
6-022	Freight	10	8-069	Commutation	2	9-011	\$10 Script Book	2
7-013	Interline (4)	9	8-072	Commutation	1	9-012	\$10 Script Book	2
7-040	Special Party	10	8-073	Commutation	1	9-013	Commutation	1
7-045	Freight C/L	5	8-074	Commutation	4	9-014	Commutation	8
7-047	Interline (1)	2	8-075	Interline	2	9-015	Commutation	1
7-074	Carload (20)	100	8-076	\$5 Script Book	1	9-016	Commutation	1
7-075	Freight (LCL)	2	8-077	Commutation	1	9-017	Commutation	1
7-081	Interline	2	8-078	\$10 Script Book	2	9-018	Interline	2
7-082	Interline	2	8-079	Commutation	5	9-019	Interline	2
7-084	Carload	5	8-081	Interline	2	9-020	Interline	2
7-085	Interline (4)	9	8-082	Interline	2	9-021	Interline	2
7-086	Emergency Baggage	5	8-083	Interline	2	9-022	Interline	2
8-001	Interline (2)	5	8-084	Interline	2	9-023	Interline	2
8-007	Commutation	2	8-085	Interline	2	9-024	Interline	2
8-008	\$10 Script Book	2	8-086	Interline	2	9-026	Interline	2
8-009	Commutation	1	8-087	Interline	2	9-027	Interline	2
8-010	Commutation	1	8-088	Interline	2	9-028	Interline (4)	4
8-011	Commutation	1	8-089	Interline (4)	9	9-030	Interline	2
8-016	Special Party	37	8-090	Interline (2)	5	9-031	Interline	2
8-022	Interline (2)	5	8-095	Special Party	22	9-032	Interline	2
8-023	Interline (1)	2	8-098	Interline	2	9-033	Interline (2)	4
8-026	Commutation	1	8-099	Interline	2	9-034	Interline	2
8-027	\$10 Script Book	2	8-100	Interline	7	9-035	Interline	2
8-028	Commutation	1	8-101	Interline	2	9-036	Interline	2
8-029	Interline	1	8-102	Interline	2	9-037	Interline	2
8-030	Interline	2	8-103	Interline	2	9-038	Interline (3)	6
8-031	Interline	2	8-104	Interline	2	9-039	Interline	2
8-032	Interline	2	8-105	Interline	2	9-040	Interline	2
8-033	Interline	2	8-106	Interline	2	9-041	Interline	2
8-034	Interline	2	8-107	Interline	2	9-042	Interline	2
8-035	Interline	2	8-108	Interline	2	9-043	Interline	2
8-036	Interline	2	8-109	Interline	2	9-044	Interline	2
8-037	Interline	2	8-110	Commutation	6	9-045	Interline	2
8-038	Interline	2	8-112	Commutation	2	9-046	Interline	2
8-039	Interline	2	8-114	Special Party	27	9-047	Interline	2
8-040	Interline	2	8-115	Interline	2	9-048	Interline	2
8-041	Interline	2	8-116	Interline	2	9-049	Interline	2
8-042	Interline	2	8-117	Interline	2	9-050	Interline	2
8-043	Interline	2	8-118	Interline (2)	5	9-051	Interline	2
8-044	Interline	2	8-119	Interline (4)	10	9-052	Interline	2
8-045	Interline	2	8-120	Interline	2	9-053	Interline	2
8-046	Interline	2	8-121	Interline	2	9-055	\$10 Script Book	2
8-047	Commutation	30	8-122	Interline	2	9-056	Special Party	19
8-048	Interline (2)	4	8-123	Interline	2	9-075	Special Party	30

Death Ends 31-Year Service Record of John Gould Hicks, Popular Employment Manager

Death ended the long service record of John Gould Hicks, employment manager and one of the most widely-known and popular of the North Shore Line "old timers," when he succumbed at the Victory Memorial Hospital in Waukegan on August 20, just 15 days after he had completed thirty-one years of service with the company. He was 63 years old.



John G. Hicks

Mr. Hicks, who was born at Rowe, Massachusetts, on December 31, 1866, was a pioneer in the electric interurban field. He started as a trainman on the

Bluff City Electric Street Railway, fore-runner of the North Shore Line, because, as he had often smilingly stated: "That's all there was to do." The entire personnel of the tiny railway then numbered but 22—20 trainmen and two clerks.

Had Interesting Career

Many interesting anecdotes of the early trials of interurban electric railroading were related by the kindly veteran, who "grew-up" with the "Road of Service", and who was justly proud of his contribution to its development. Long, hard hours, with a wage scale starting at 17 cents per hour and runs of doubtful length, was the lot of the young trainman back in 1898, when Mr. Hicks started his career with the Bluff City Railway.

An incident which always drew a smile from Mr. Hicks during his recitals of those hectic days concerned the old power house, which now stands deserted and crumbling in the Highwood yards. During "rush" hours, when two or more trains were cautiously rolling over the four-mile stretch of track at

the majestic speed of 10 miles per hour, the traffic was often found to be too heavy to keep up with the power supply. Trains were stopped and the customers journeying to visit the "boys in blue" at Fort Sheridan had to wait until more power was generated!

Noted for Friendliness

That was the background when Mr. Hicks began his long service with the North Shore Line. He served as conductor until November 10, 1920, when he was made Employment Manager, a position in which he served efficiently and capably until his death. Many a youngster has been started on a career with the "Road of Service" by the good wishes and encouragement of Mr. Hicks, whose passing is mourned by every member of the North Shore Line family.

Funeral services were held from the Presbyterian Church, Waukegan. Interment took place at Memorial Park Cemetery, Evanston. Mr. Hicks is survived by two daughters, Mrs. Esther Duston of Milwaukee and Miss Marian Hicks of Waukegan.

Six Delegates Attend Convention of A. E. R. A.

Conclave at Atlantic City Draws Over 4,000—"Steel Highways" Display Is Feature

Headed by Britton I. Budd, President, six members of the North Shore Line family represented the company at the 48th annual convention of the American Electric Railway Association, held at Atlantic City, September 28 to October 4. More than 4,000 delegates, coming from all countries of the world, were in attendance at this year's conclave—one of the greatest in the history of the industry.

"Steel Highways" Poster Score

Other representatives of the North Shore Line were: Frank J. Kramer, Engineer, Maintenance of Way; Clifford R. Huttleston, Electrical Engineer; E. G. Cox, Director Service Improvement; C. R. Mahan, Comptroller, and David E. Evans, Publicity Department. Mr. Cox played an important part in the presentation of a series of training courses for conference leaders which occupied a prominent place on the convention program.

One of the major displays at the convention consisted of a feature showing of "The Steel Highways Are Always Open" posters which are being used throughout the Chicago Metropolitan Area in advertising the advantages of high-speed electrified interurban service. A number of these posters were placed at prominent locations along the famous boardwalk and at busy intersections to acquaint the delegates with the campaign which is being conducted by the North Shore Line and associated electric interurban lines. Much favorable comment was elicited by this striking display.

Exhibits Big Attraction

Featuring the convention were the many exhibits of new type equipment, including motor coaches and interurban cars. The exhibits were augmented by displays of practically everything pertaining to the operation and maintenance of an electric railway, and the attention of the delegates centered at all times in the great Convention Hall, where the exhibits and meetings were held.

In addition to the many important questions facing the industry today which were discussed during the convention sessions, many divisional association meetings were held under the direction of the Accountants, Claims, Engineering and Traffic and Transportation Associations. Social functions and entertainments rounded out the interesting program.

Money Well Spent!

The train had finally emerged from the blackness of a long tunnel. The conductor noticed a young couple, both of whom were apparently quite flustered, and the young woman was nervously rearranging her disheveled hair.

Thinking to put them at their ease, the conductor remarked pleasantly: "Did you know that the tunnel we just came through cost \$12,000,000?" "Did it?" inquired the girl. Then she added, after a pause, "Well, it was worth it."

"Believe It or Not"—Here's the Proof

Many and varied are the fish stories related by angling members of the North Shore Line family after expeditions with rod and reel. But the story—and evidence—submitted by Edward G. Hall, Communication Engineer, prove that he is entitled to the title of fisherman de luxe.

It is none other than a silver tiger muskellunge, one of the gamest of fish, which is shown here with its captor. This beauty weighed 50 pounds when landed and measured 52 inches long and 24 inches around the girth. Fisherman Hall made his catch in the Lake of the Woods, 90 miles northwest of Rainey River, Ontario, Canada, where he had gone with Mrs. Hall, General Manager and Mrs. John R. Blackhall and Mr. and Mrs. Howard P. Savage for a two-weeks' fishing expedition. It was on August 29—but let Mr. Hall tell the story:

"Mrs. Hall, our guide and myself were out in the boat when this beauty struck my line. I was using a 40-pound test Japanese silk line with a nine-inch bucktail casting bait and an eight-ounce steel rod. I battled with this 'muskie' for an hour and ten minutes—and believe me it was some battle! The fish would jump straight up into the air for ten feet, and then he would turn the boat around in his mad struggle to escape. But the line held and I finally tired him out, with the guide rowing the boat in circles.

"We rowed two miles to a sand beach, towing the fish for fear the line would break if we tried to pull him in, and also to comply with Canadian fishing laws which prohibit the use of nets or other equipment. But the trouble was worth the catch, for I'm ready to match



this boy with any other 'silver tiger' caught in these parts."

Other members of the party caught fish aplenty, but even 20-pounders seem small in comparison to this one. Incidentally we might mention that Fisherman Hall has his prize catch beautifully mounted as shown in the picture and hanging on the wall of his office—Room 1322 Chicago Trust Bldg.—as conclusive proof of his prowess as an angler.

Are You Getting the HIGHBALL By Mail?

Every member of the North Shore Line family should be getting the HIGHBALL at home by mail. If you are not doing so, tear out the coupon below, fill in (1) properly and mail to the address given.

Also, many North Shore Line folks change their address. If you have moved fill in (2) and send the coupon to the address given so that the proper change can be made on the mailing list. The HIGHBALL is your publication, and we want you to receive every issue.—The Editor.

Editor HIGHBALL,
Suite 1319, 79 W. Monroe St.,
Chicago, Ill.

(1) I am not receiving the HIGHBALL at home by mail. Please place me on the mailing list:

Name.....

Address.....

Department.....

(2) I have moved and wish the HIGHBALL to be sent to the following address:

Name.....

Address.....

Department.....

Note: Be sure to give Department in which employed.

Remember November!

**Band and Legion Post Plan
Huge Party and Dance
for "Turkey Month"**

By ALBERT W. GERBIN

Georgia Tech might rise and snite Mr. Rockne's Ramblers on November 2; Zuppke's fighting Illini may outsnarl the Wildcats at Evanston, and Stagg's stalwarts may outclaw the Princeton Tigers on the same date. But to members of the North Shore Line family that date will probably only be remembered as the "day after the big doings" at the Valencia ballroom in Waukegan!

And, fellow-taxpayers, what a night that is to be, judging from the advance "dope" from Jack Oliver and Ed Gurney! As co-chairmen of the first annual dance and party to be given jointly by the North Shore Line band and Evans-Watkins Post No. 753, American Legion, they have planned an entertainment which would bring a smile from the Great Stone Face.

Will Wage "Whoopee!"

Take a peek at this "line-up" and see if it won't take at least a broken leg and rheumatism to keep you and your friends at home that memorable evening: The "panic" will be staged at the beautiful Valencia ballroom in Waukegan. Music for the dancing will be furnished by the Valencia Troubadours, who will be controlled by Ray Black. Messrs. Gurney and Oliver assure us that the music-masters are "ten red hot jazz boys," and as the weather forecast is fair and cool for that night what could be a greater combination?

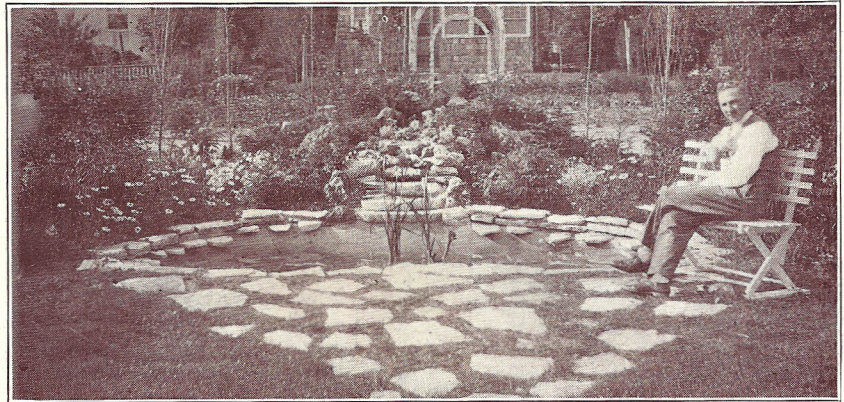
But hold everything, folks! Look what else this enterprising committee promises us! Special entertainment will be provided, featuring the Pullman Porters' Quartet, the nationally-known singers who broadcast each Sunday evening over WGN, the *Tribune* station. Several Chicago Loop vaudeville acts will also be on the program.

Real Bargain Bill!

Now comes the most joyous tidings of all. Social committees have been known to charge bankruptcy prices on less provocation than the foregoing, but the committee in charge of this affair announces that the top price is only one dollar per couple! And, considering that the entertainment includes everything except the battle of Waterloo with the original cast, that is a real bargain.

The party is not restricted to employees and their families, however, so any broadcasting you can do in your neighborhood will help the good cause. Incidentally the event is planned to raise funds for both the band and the Legion post. It is hoped to be able to equip the "Road of Service" band with new

"Home Made" Rock Garden Is Work of Art



A good example of how to transform your garden into a bit of fairyland is shown in the above view of the rock garden and pool constructed by J. M. Iverson, Chief Special Agent for the North Shore Line. The vogue for rock gardens seems to be sweeping America as rapidly as the new sun-tan powder the girls are affecting, but with more natural effects!

Mr. Iverson spent over six months in building the beautiful pool and rock garden, which now "dress up" his yard at 1015 Willow Road, Winnetka. The garden is in the rear of the lot, which is 50 by 75 feet. The pool, complete with nice new 14-karat goldfish, is about seven by 14 feet, and 27 inches deep. It is surrounded by a great variety of flowers and has a miniature waterfall. The hard labor and time devoted by Mr. Iverson to the construction of this beauty spot is amply justified by the remarkable effect produced. The "landscape gardener" is shown on the right enjoying a well-earned rest!

and ultra-snappy uniforms. Anyone who has attended North Shore Line events can appreciate the splendid work done by our band in "pepping things up." The party affords "Road of Service" folks an opportunity to repay the boys and at the same time have one of the most enjoyable evenings in the social history of the North Shore Line. Write the date, November 1, on your shirt cuff and don't send the cuff to the laundry until November 2, if it survives the party!

"Ask Us" Bureaus Serve Many in Vacation Season

August was another big month for the Outing and Recreation Bureau and the Own Your Own Home Bureau. During that period the former organization handled 36,876 information queries and distributed 73,640 pieces of literature to vacationists and others enjoying Chicago's many outing attractions.

The Own Your Own Home Bureau served 165 persons who desired information on home building and financing. This service was augmented by the dissemination of 2,326 pieces of Home Bureau literature.

Co-operating with the Gary, Indiana, Real Estate Board, the "Ask Us" Bureaus carried a striking window display of scenic pictures of the Dunes region, which attracted large numbers of persons passing the headquarters at 72 W. Adams Street and brought many inquiries regarding this interesting territory.

"The Gateway to Chicago"



Chicago's skyline is extending northward. New skyscrapers are pushing their lofty towers to the skies as increasing demands of commerce and industry make necessary the establishment of greater trade centers.

Around the Michigan Boulevard link bridge—the gateway to Chicago—are clustered many tall structures of steel and stone. The Wrigley building and the Tribune tower are today surrounded by other buildings of immense proportions. In the above picture the new Medinah Athletic Club building is seen in the rear center as the camera gives you a view looking north across Wacker Drive.

New Curtiss Airport in Skokie Valley Dedicated

Two Modern Flying Fields Now Served by North Shore Line and Marigold Coaches

With the formal dedication of the new \$3,000,000 Curtiss-Reynolds airport north of Glenview on Sunday, October 20, the famous Skokie Valley is rapidly becoming the aviation center of the Chicago Metropolitan Area. The opening of Curtiss Field gives this region its second modern airport, the Sky Harbor Aviation Institute and Country Club having pioneered the way with the establishment of an airport west of Glencoe on Dundee Road.

Honor Air Pioneers

The dedication ceremonies included the unveiling of a monument to the daring aviators who flew the early planes of Orville Wright, namely Glen Curtiss and Louis Bleriot. The ceremony was conducted by Major R. W. Schroeder, vice-president and general manager of the Curtiss Flying Service in Chicago, as part of a pageant of aerial progress depicting the strides made by aviation since 1911.

The new airport, which is expected to be the central base for Curtiss flying activities, is on a site comprising over 430 acres. A steel and concrete fireproof hangar over 800 feet long has been constructed. Besides machine shops and storage space for planes, the building provides a ticket office, a restaurant and a clubhouse for spectators. Passengers can board planes at the entrance to the combined clubhouse and hangar, thus avoiding the necessity of crossing the flying field. All phases of Curtiss service will be conducted from this field, including a course in student training.

Source of New Business

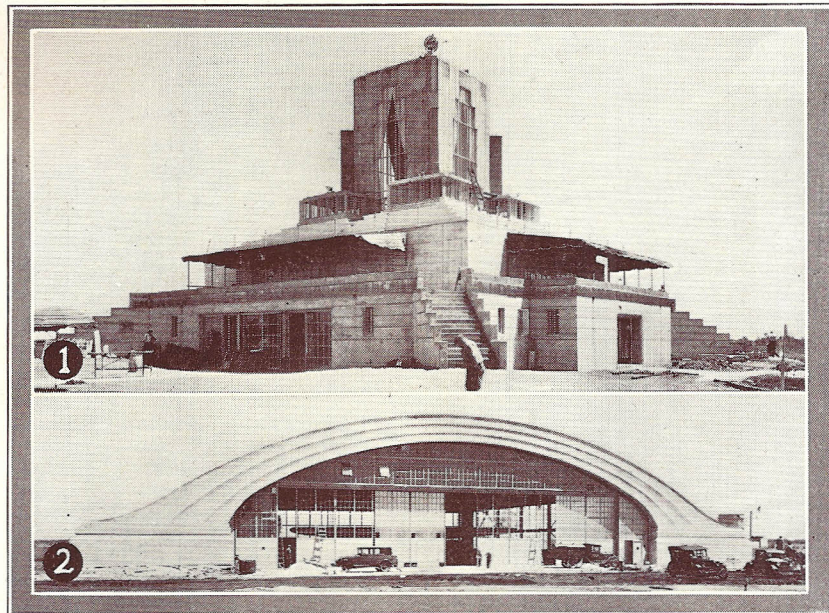
Both the new Curtiss and the Sky Harbor airports are served by Marigold motor coaches on the Chicago-Chain O' Lakes run, as well as the Chicago-Milwaukee run. Northbound North Shore Line trains make convenient connections with Marigold coaches at Niles Center for the airports. Connections also are made with southbound trains at Howard street.

With both these airports operating in the Skokie Valley, North Shore Line Better Business boosters have an additional source of new business. Air enthusiasts throughout the Chicago Metropolitan Area will undoubtedly be attracted to these two new and modern air centers. Tell them about the convenient transportation facilities to and from the fields afforded by the "Road of Service" and connecting Marigold motor coaches.

Health Jingles

*Go see the doctor once a year,
Guard carefully your health;
Keep feeling fit, it's worth far more
Than all of the world's wealth.*

New Sky Harbor Airport Now Open



Development of the North Shore area as the aviation hub of the country was given impetus with the official dedication recently of the new Sky Harbor Aviation Country Club, located on Dundee Road, three miles west of Glencoe.

This great center of aviation activities, which is operated by the Gray Goose Lines, provides facilities for every branch of aeronautical service. It is the headquarters of the Sky Harbor Club and the Sky Harbor Aviation Institute, the latter a training school for pilots.

The airport is equipped with an attractive clubhouse and all the most up-to-date facilities for providing de-luxe service for aerial travelers. Country club features make it a rendezvous of sportsmen. Other features making this airport a highly popular spot are restaurant facilities and private night club entertainment open only to members during the summer months.

Sky Harbor is served by the North Shore Line through connections at "Road of Service" stations with regular routes of the Metropolitan Motor Coach Company—the Marigold Lines. The above pictures show views of the new airport. No. 1—The clubhouse and administration building. No. 2—One of the hangars.

G. T. Hellmuth Honored at Safety Meet—Many North Shore Line Folks Attend

G. T. Hellmuth, General Claims Attorney for the North Shore Line, was named vice-president of the membership department of the National Safety Council at the 18th annual National Safety Congress, held in Chicago from September 30 to October 4. Mr. Hellmuth served as treasurer of the Safety Council last year.



G. T. Hellmuth

Many North Shore Line folks attended the varied and interesting sessions of the Congress. Dr. Hart E. Fisher, Chief Surgeon of the Medical Department, discussed "Health as a Factor in Reducing Accidents on Electric Railways," before the Electric Railway Section of the Congress. At another session of the same section, C. K. Thomas, Division Super-

intendent, discussed, "Accident Prevention From the Viewpoint of the Platform Man of City, Interurban and Bus Operations."

Headed by J. W. Oliver, Safety Engineer, a delegation of 16 chairmen of North Shore Line employees' safety leagues attended a luncheon of the Electric Railway Section as guests of the company. The party attended various sessions later. The "Road of Service" delegation was the second largest in attendance at the Electric Railway Section.

A feature of the Congress was Chicago Safety Week which was held concurrently with the sessions. A thorough discussion of all forms of safety problems was made at the Congress, which also made a special study of Chicago traffic problems. Delegates were taken on tours about Chicago to study safety problems and view safety progress.

Real Tragedy

Pop: "There's nothing worse than to be old and bent."
Son: "Yes, there is, Dad."
Pop: "What is it?"
Son: "To be young and broke."

Third Annual Picnic Of North Shore Line Family Happy Event

Carefree Throng Makes Merry
in Full Day's Outing
at Sunset Park

By ALBERT W. GERBIN

Picnics—if we are to believe professional humorists—are dismal events where unhappy mortals dispute with ants for possession of sandwiches, spill things, search eternally for Junior, and develop blisters, sunburn, fallen arches, morbidness and a distinct aversion to the company of mankind. How this gloomy attitude would have taken a swift turn for the better had any of these alleged humorists spent one hour with the pleasant throng which made the third annual North Shore Line basket picnic the greatest and happiest of them all!

Record Crowd Attends

Sunset Park in Highland Park was again the scene of the annual gathering. Descending upon the familiar spot in great numbers, the basket-laden members of the North Shore Line family proceeded to make themselves at home. An idea of the number in attendance can be gathered from the fact that by the middle of the afternoon all the refreshment tickets totaling over 3,000 had been exhausted. However, through the foresight of the refreshment committee headed by Annabelle Williams, the supply of cracker-jack, ice cream, etc., kept pace with appetites throughout the day.

There were athletic contests and other events of a varied nature. For those who were still "rarin' to go," dancing from 6:30 p. m. until an unknown hour consumed what energy was left. Sack races for girls and boys were among the new events introduced into the contests this year. Baseball throwing for women was another, and although several of the ladies displayed skill, no one heaved a ball out of the park, greatly to the surprise of several wags who made "wise cracks" about the rolling pin arms being out of practice!

Usual Upsets Appear!

Many surprises occurred during the festivities. M. M. Boyer and W. E. Hayes won first and second place respectively in the horseshoe tournament, upsetting several of last year's barnyard golf stars, Earl Shultis was one of those dethroned, but his alibi is perfect. As leader of the "Road of Service" band which was on the job bright and early and which played to the point of exhaustion, Earl started flinging the shoes under a great physical handicap. E. R. Egger, Assistant Publicity Manager, who has written stirring editorials under the heading of "Forward," won third place in a backward race for men! Which proves—well, what does it prove?

The Electrical Department tug-of-war team defeated the Mechanical Department huskies in the finals of the annual display of brute strength. In past years this event was a matter of two teams digging their collective toe nails into the

Prize Winners in Picnic Contests

(Morning Events)

FIFTY-YARD DASH

(Girls, 10 years and under)

1st, Daisy Delabre; 2nd, Lorain Lindstrom; 3rd, Dorothy Golden.

FIFTY-YARD DASH

(Boys, 10 years and under)

1st, Eugene Schondorf; 2nd, James Bereiter; 3rd, Alexander McEwen.

SEVENTY-FIVE YARD DASH

(Girls, 16 years and under)

1st, Mildred Delabre, 2nd Adelaide Willison; 3rd, Norma Schlberg.

ONE HUNDRED-YARD DASH

(Boys, 16 years and under)

1st, Francis Kubiek; 2nd, James Mears; 3rd, Robert Mears.

FIFTY-YARD DASH

(Backwards—For Men)

1st, F. L. Miller; 2nd, A. F. Jaynes; 3rd, E. R. Egger.

FIFTY-YARD DASH

(For Ladies)

1st, Verna Iverson; 2nd, Margaret Kehrvald; 3rd, Mrs. George O'Flaherty.

ONE HUNDRED-YARD DASH

(For Men)

1st, Arvo Karjala; 2nd, K. Kuhlman; 3rd, E. Roper.

THREE-LEGGED RACE

(Boys, 16 years and under)

1st, LeRoy Gunckle and George Slack; 2nd, Eugene Schondorf and Harry Brown.

SACK RACE—25 YARDS

(Girls, 16 years and under)

1st, Dorothy Boylan; 2nd, Josephine Kehrvald; 3rd, Evelyn Slaffer.

BASEBALL THROWING CONTEST

(For Ladies)

1st, Mrs. Lois Ferring; 2nd, Violet Pierce; 3rd, Mrs. W. J. Landers.

(Afternoon Events)

FIFTY-YARD DASH

(Girls, 10 years and under)

1st, Margaret Turpel; 2nd, Geraldine Herriek; 3rd, Patricia Golden.

FIFTY-YARD DASH

(Boys, 10 years and under)

1st, Vernon Rudolph; 2nd, John Rogan; 3rd, Palmer Rinzel.

SEVENTY-FIVE-YARD DASH

(Girls, 16 years and under)

1st, Frances Kellner; 2nd, Esther Jefferson; 3rd, Adella Zimmer.

ONE HUNDRED-YARD DASH

(Boys, 16 years and under)

1st, William Schumacher; 2nd, Tom Russell; 3rd, Joe Paszykowski.

FIFTY-YARD DASH

(Backwards for Men)

1st, R. C. Tank; 2nd, E. G. Cox; 3rd, Robert Neuman.

BASEBALL THROWING CONTEST

(For Ladies)

1st, Pauline Grum; 2nd, Gertrude Larke; 3rd, Mrs. J. E. Stemper.

ONE HUNDRED-YARD DASH

(For Men)

1st, Ray Cote; 2nd, W. J. Cook; 3rd, Frank Nuutila.

FIFTY-YARD DASH

(For Ladies)

1st, Ruth Peters; 2nd, Mrs. A. Laufenberg; 3rd, Mrs. T. E. Russell.

SHOE-SCRAMBLE

(Girls, 10 years and under)

1st, Jewel Lange; 2nd, Georgiana Quinn.

SHOE-SCRAMBLE

(Boys, 10 years and under)

1st, Daniel Webster; 2nd, Fred Mudgett; 3rd, Robert May.

EGG RACE

(Boys and Girls, 14 years and under)

1st, Edward Peters and Margaret Henderson; 2nd, Arthur Driscoll and Josephine Driscoll; 3rd, John Schaeffer and Vera Harris.

FIFTY-YARD RELAY

(For Married Couples)

1st, Mr. and Mrs. Harry Rozek; 2nd, Mr. and Mrs. Arvo Karjala; 3rd, Mr. and Mrs. Dave Carlson.

CIGARETTE RACE

(For Single Couples)

1st, Ray Cote and Verna Iverson; 2nd, C. A. Penn and Florence Schmidt.

HORSESHOE TOURNAMENT

1st, M. M. Boyer, 2nd, W. E. Hayes,

INDOOR BASEBALL GAME

(Illinois vs. Wisconsin Division)

Won by Illinois Division, 16 to 8.

TUG-OF-WAR FINALS

Electrical Department won over Mechanical Department.

turf and straining hither and thither until one or the other became disgusted and exclaimed: "Oh, take the old rope if you want it so bad!" This year, however, what with braces, harness and whatnot, the issue was decided by strategy. The first team to entrench themselves at the start clinched the issue, again proving that this is the mechanical age. The only losers were the boys who had consumed huge quantities of spinach in preparation for this event, only to find that science was to triumph again. Incidentally, Mr. Huttleston's team was captained by Leo Slack! What's in a name after all?

When Will Wisconsin Win?

In seeking revenge for baseball defeats at the last two picnics, the Wisconsin Division sluggers resorted to indoor baseball this year. But evidently the Illinois Division lads have their number, whether it is in indoor baseball or parcheesi, for the final result was written in Arabic numerals as follows: Illinois 16, Wisconsin 8.

Another surprise of the day was the clever detective work of Ray Cote, an

ardent devotee of mystery thrillers, in unmasking the "mysterious North Shore Line employee." The said man of mystery proved to be Conductor B. A. Bagley. Mrs. Carlson, wife of Conductor Carlson, was the first woman to identify the "stranger." She was awarded a box of candy for her alertness, while a box of stogies was the prize awarded to Ray.

As in former years the "clowns," known without their "make-up" as Conductor Fred Palmer and Motorman W. B. Hall, scored a tremendous hit with the legion of youngsters who faithfully dogged the steps of their heroes all day and were rewarded with giggles galore. And surely no story of the happy day would be complete without giving credit to the North Shore Line band. This snappy outfit was on heavy duty all day long, and although they were "all in" by evening, their musical contributions to the festivities were welcomed by all.

Through the generosity of officials and department heads, scores of beautiful and useful prizes were provided for winners in the various events.

Scenes From "Battle Front" When North Shore Line



When the North Shore Line family sets out to have a good time it's "curtain" for General Gloom and his gang. And that's exact make merry at the third annual basket picnic. Contests and athletic activities of all kinds kept young and old engrossed all day long much to lend a festive air to the proceedings. Although everyone took part in some event and otherwise managed to expend energy in thither among the carefree picnickers by our photographer, Albert F. Scholz, show how diversified the day's program was and prove

Construction Work on New Evanston "L" Station Is Started

Improvement Project Costing
\$100,000 Is Launched at
South Boulevard

Construction activities on the new Rapid Transit Lines station at South Boulevard, Evanston—a \$100,000 project—are now under way with preliminary work on a temporary trestle to be used in rerouting cars while building operations are in progress. The new structure is expected to be ready for service before the end of the year.

Located at South Boulevard

The new station will be located on the north side of South Boulevard, and will be of the standard type of Rapid Transit Lines station building erected in recent years by the "L." It will contain all modern conveniences for the accommodation of customers and will serve a section of Evanston that up until the present has been without convenient station facilities. The platform will be long enough to accommodate eight-car trains.

Due to the large amount of preliminary work necessary before construction of the actual station building can be started, it will be several weeks before the foundations for the new structure will be laid, according to A. U. Gerber, architect.

Erect Temporary Trestle

The first step in the construction program is the erection of a track trestle over which all trains will operate while nearly 100 feet of concrete abutments and retaining walls are torn away to make room for the new building. The viaduct over the street at this point will be lengthened from its present 66 feet to 160 feet.

A minor track re-alignment is also necessary as the station platform will be located between the southbound and northbound tracks, and the present arrangement does not permit widening enough to accommodate an island platform. According to present plans the southbound track will be shifted several feet to provide the necessary clearance.

Track Elevation Rushed

Construction work on the permanent structure of the newly-elevated Rapid Transit Lines right-of-way in Evanston is being rapidly pushed to completion. Of major importance among these projects is the work at Ridge Avenue crossing, where a new viaduct is being installed and the road paved underneath. The work here has been sufficiently completed to permit the opening of this busy street to traffic for the first time since it was closed for construction work last fall.

Twelve grade crossings in Evanston have been eliminated through elevation of the "L" tracks. Speed of "Road of Service" trains, which operate through Evanston over the Rapid Transit Lines right-of-way on the Shore Line Route will be enhanced by the completion of the elevation project.

North Shore Line Entry Scores in Flower Show



James W. Mears, Superintendent Dining Car Service, who was the lone representative of the "Road of Service" to enter exhibits in the Utility Employees' Annual Autumn Flower Show, held on September 9 and 10 in Customers' Hall of the Edison Building, made a commendable showing when all five of his exhibits won honors.

Mr. Mears' exhibits were awarded four first-place ribbons and one second-place ribbon, resulting in his winning one first-place and one second-place cash prize. For a floral display, consisting of the most artistic display of flowers for table decoration, Mr. Mears won first place. Lilies entered by Mr. Mears won him a second-place cash prize.

Long noted as an amateur gardener, Mr. Mears has been a consistent winner in the annual flower show, which was won this year by employees of the Commonwealth Edison Company. The above picture shows the judges and some of the spectators gathered around one of the exhibits. The show attracted a great number of garden fans to Customers' Hall.

New Certificate for First Aid Graduates

Certificate of First Aid



ROY THOMPSON

HAS COMPLETED THE REGULAR COURSE OF FIRST AID
AS PRESCRIBED BY THE MEDICAL DEPARTMENT OF THE

Chicago North Shore and Milwaukee
Railroad Company

David F. Whitelaw

FIRST AID DIRECTOR

ISSUED June 14th 1929.

HART E. FISHER
CHIEF SURGEON

BRITTON I. BUDD
PRESIDENT

Above is a facsimile of the new certificate which has been adopted by the North Shore Line for presentation to employees completing the course of First Aid training prescribed by the Medical Department. It is in the form of a convenient pocket card, bearing the names of both Britton I. Budd, President, and Dr. Hart E. Fisher, Chief Surgeon. The certificate is attested by the signature of David F. Whitelaw, First Aid Director, when the candidate has completed the course and passed the examination.

New Record in First Aid Training Is Seen As Year Nears End

Five Classes Already Graduated
—Two More Employee Groups
Are Now in Training

That a new First Aid training record for "Road of Service" employees may be established this year is indicated by the recent graduation of three classes and the formation of two more groups, according to David F. Whitelaw, First Aid Director for the Medical Department.

Five classes have been trained thus far this year, making a total of 77 employees who have joined the ranks of graduates. In 1926, which was the banner year for First Aid training, a total of 105 completed the First Aid course prescribed by the Medical Department, of which Dr. Hart E. Fisher is Chief Surgeon. In 1927 a total of 102 completed the course, while the figures for 1928 were also lower than the high mark of 105 graduates for 1926.

Many Departments Represented

With the formation of two new classes, which will be composed of employees of the Chicago Division, Transportation Department, enough graduates are expected to set a new record. One of the classes graduated this year was composed entirely of Traffic Department employees. The graduates were:

Roy Thompson	D. F. Lyons
R. S. Amis	E. A. Dreis
J. M. Michaels	H. J. Phillips
W. H. Lewellen	F. J. Devaney
E. A. Stephens	

Several members of the South Shore Line Traffic Department took the course along with another class of "Road of Service" First Aiders. A total of 16 employees from various departments finished the course and passed the examination on September 3. They were as follows:

R. L. Hand	Edwin Larson
George Mansfield	Charles Brace
T. E. Galloway	Ernest Gamache
Leo White	Frank Schmidt
John Gartley	William Rydell
H. O. Burdick	R. H. Colby
Frank Smith	John H. Nichols
Arthur Smith	Fred Lindstrom

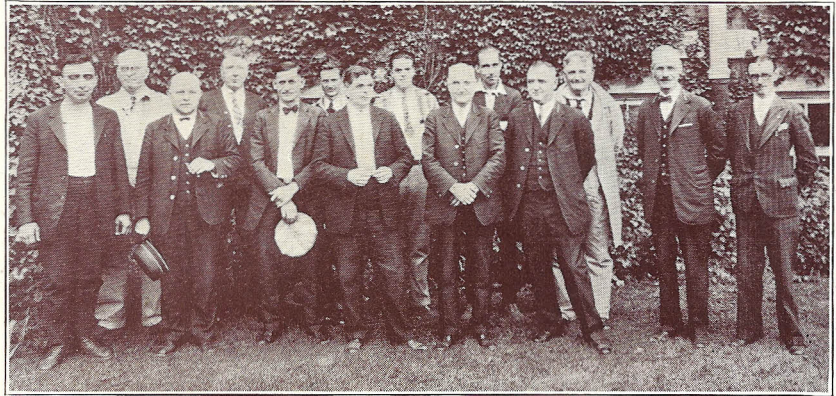
Another group of employees, representing several departments also completed the course and passed the examination on the same day. This class comprised the following:

Ernest Luke	C. W. Oakes
W. A. Berg	G. L. Rich
J. W. McGuire	Louis Olinger
W. L. Bunton	R. O. Bowers
Wayne Shipe	Leo. Loesch
Glen A. Fitch	C. L. Hamilton
Paul Mendel	

Take Part in Safety Pageant

Headed by Dr. Fisher and Mr. Whitelaw, a group of veteran First Aiders from the "Road of Service" and associated companies participated in a huge safety pageant held at Austin on October 3, under the auspices of the local Lions Club. Dr. Fisher spoke at the session, while Mr. Whitelaw was in charge of the booth and demonstration program. Lawrence Bentley, Harry Renner and John Andrews also represented the North Shore Line.

Employees Study First Aid Course



Interest in First Aid training on the "Road of Service" is increasing, with the possibility of establishing a new record this year for number of graduates. Many departments have been represented among the five classes completing the course thus far this year. The above group is typical of the classes trained by David F. Whitelaw, First Aid Director of the Medical Department. From left to right, they are as follows: J. W. Schaefer, R. L. Hand, E. E. Larson, George Mansfield, Frank Smith, C. L. Hamilton, Charles Brace, G. F. Fellows, John Gartley, T. E. Galloway, J. W. McGuire, Leo White, M. Lundgren and Mr. Whitelaw.

"Lucky Break" Gives WENR Feature Broadcast of Zep's Flight Over Chicago Loop

Through a sheer lucky break, station WENR—"the Voice of Service"—was enabled to broadcast a descriptive sketch of the arrival of the Graf Zeppelin and its recent flight over Chicago. An interesting story from the station's publicity department tells about it in this manner:

"When the whole city waited in expectancy for the visit of the Graf, officials of the station had no belief or hope that they might be permitted to give a description of the event, due to the fact that WENR is on the air only one-half hour during the afternoon period. When the hands of the clock approached 5 p. m., and Everett Mitchell, Chief Announcer, was ready to proceed with the usual children's half-hour broadcast, it was announced that the Graf had been sighted over WENR's transmitting plant at Downers Grove, 30 miles away.

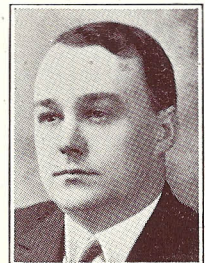
"Immediately John Morris, control room engineer, stationed a microphone on the roof of the Straus Building, just outside the WENR studios. A few minutes passed and then came the word 'There she is!' Mitchell immediately left his microphone in the studio and went out on the roof. For nearly 15 minutes, or until the visitor had almost faded from sight, he described the scene to the station's listeners. If the Zeppelin had come 20 minutes sooner or later, the historic broadcast could not have been made by this station.

Romance Crumbles

We've come to the end of it all, dear,
Our love lies withered and dead;
For I can no longer cherish a wife
Who eats graham crackers in bed.

C. E. Thorney on Special Duty in War Department

C. Edward Thorney, Director of the Outing and Recreation Bureau and the Own Your Own Home Bureau, was recently called to Washington, D. C., for special duty in the War Department. During his stay in Washington, he was to study the problems attending the movement of troops in this area in event of any trouble calling for military activities.



C. E. Thorney

Mr. Thorney holds a commission as Captain in the Quartermaster Corps, United States Army Reserve. He was one of four officers selected at this time for special duty in the War Department. During the World War, he served in the U. S. Navy, being appointed traveling passenger agent by the United States Railroad Administration shortly after his return to civil life.

When the railroads were turned back to private ownership, Mr. Thorney resumed his duties with the Baltimore & Ohio Railroad, with which he had been connected before the war. He was serving as division passenger agent at Washington at the time of joining the North Shore Line as general agent at Milwaukee in 1925. Previous to assuming his present duties, Mr. Thorney served as secretary of the Better Business campaign, which he organized, and general passenger agent in Chicago. In 1926 was appointed assistant to H. M. Lytle, Vice-President in charge of public relations, later organizing the bureaus which he now heads.

The Highball

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

Editorial Offices: 1319 Chicago Trust Bldg.,
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LUKE GRANT.....Managing Editor
E. R. EGGER.....Editor
ALBERT W. GERBIN.....Associate 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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TRIBUTE

THE WORLD has always been ready to acclaim the doer of great things. Hero worship is an innate characteristic of the human being. It is the source of our individual ambitions and the well-spring of our national spirit.

Most of our great national or international figures have sprung from the fields of battle, the halls of statesmanship or other arenas of public activities. This is not strange, even though the fact may be deplored by some. There is a romantic appeal to victory in armed strife, and the man who triumphs becomes the saviour of those who owe allegiance to his cause. Likewise the statesman carries the hopes and the future welfare of the people whom he represents in the deliberations of great moment.

But not all great deeds are performed before the public eye. Many are the men who have made great contributions to the welfare and happiness of the world—only to go down into oblivion. This may not be due to lack of appreciation as much as to the fact that these unsung heroes have done their deeds under circumstances that did not lend themselves to public acclaim.

The men who have given the world new devices adding to man's comfort and happiness, as well as those who have advanced our material and spiritual well-being, are deserving of the world's homage. Today, happily, there is a greater tendency than ever before to bring these men to the front and bestow upon them the honor that is their due.

Among all men, living or dead, there is none who has done more to make this world a better and finer place to live in than has THOMAS ALVA EDISON. The entire world has benefited by the products of his inventive genius. His invention of the incandescent lamp alone would entitle him to the universal homage of mankind. But this is only one of his many contributions to the development of our present great civilization.

In honoring THOMAS ALVA EDISON during "Lights Golden Jubilee" the world is showing in only a small measure the respect and gratitude

that it certainly has long cherished in its heart. And it is most befitting that this great man still lives to receive the plaudits of all peoples on this occasion. His is the victory of peace, of economic development hitherto unknown to mankind and of unselfish devotion to the cause of greater individual comfort and happiness.

Developing Men as Well as Machinery

Once more the North Shore Line points the way in the development of modern transportation agencies. The following editorial from the ELECTRIC RAILWAY JOURNAL of August, 1929, calls attention to a problem which has already been met and solved by our company. Our Service Improvement and Better Business activities both are means toward the end set forth in these paragraphs.—HIGH-BALL ED.

MEN AND MACHINERY! These two things tersely sum up the whole of the transportation industry and of its problems as well. What thought and effort have been devoted to the machinery! What fortunes have been spent on research and improvement, more research and more improvement! Today street cars run almost unbelievable distances without a failure, dwarfing the records of the much-advertised endurance fliers and commercial automobiles. Substations run automatically, almost without the touch of a human hand. Track has been improved time after time and become better and better, as the result of the expenditure of millions of dollars in research.

BUT HUMAN research has lagged. Employees have offered themselves, or the personnel department has gone outside the gates and hired them, never expecting to find the perfect man to match the perfect machine. In a measure this is right, for of course the perfect man does not exist. But after the man is hired, even if he is the best we can get, is he also as good as he can be made?

IN ISOLATED spots careful selection of employees along the well-established principles of psychology has brought a better grade of men, better suited to take up transportation work. Nearly all companies have realized the necessity of a brief period of training to adjust the raw material to the new and unfamiliar tasks. But almost always the training has stopped at this point and has failed to carry on educational and developmental work to broaden the employee, intensify his interest in his job, and fit him into the scheme of the industry so rationally that he knows he is part and parcel of it. Many have followed the maxim: "To educate a nigger is to spoil a good mule driver," and that to initiate a motorman or conductor into the problems of the company he works for is to unsettle him, make him dissatisfied and make him feel too good for his job.

NOT ALL men react alike to education and training. But with proper selection at the time of hiring, no fear need be entertained as to the effect of future instruction and education. The employees need to know the business because they are the salesmen of the service. So far as 99 per cent of the customers are concerned, these men are the only representatives that they ever know or even see. Like it or not, they discuss the affairs of the company together. Why not have them well informed, accurately informed, painstakingly informed, so that they may present our business to our customers as we would do it ourselves were we to meet them?

AFTER ALL, the success of this industry is particularly dependent on the performance of its men. One side supplies the capital or the management, or perhaps both; the other makes the direct contact with the public. One side supplies the machinery and the vision; the other gives the man power without which they would be useless. Men and machinery. Machinery and men. And the one must be developed as well as the other.

*Today is always here, yet soon is gone;
Waste not the precious hours; keep forging on!*

Dangers of the Old Omnibus

The following article, reprinted from "Along the Highway With W. G. Sibbey" in the CHICAGO JOURNAL OF COMMERCE of August 20, 1929, is both enlightening and amusing as furnishing an insight on the perils of transportation in a large city a century ago. Incidentally, street traffic still presents its dangers and difficulties in Chicago and other cities today. —HIGHBALL ED.

Herbert J. Brooke, Esq., of 208 South La Salle Street, is an old Londoner, who "almost remembers" when buses began business in London streets. He was, therefore, interested in some matter recently in this column about the beginning and the end of the omnibus as a transportation utility in London.

Apropos to this, Mr. Brooke favors us with a transcript of "Directions for Riding in an Omnibus," which he has found in an old book. It is highly entertaining as showing the hazards people underwent who ventured into the new vehicle on the streets of London a hundred years ago. A contrast with them of the perils now prevalent in automobile riding and street-crossing, would be amusing were not the daily killings so serious and tragic and numerous as to be a grave social problem. We quote the transcript in full:

"OMNIBUS, DIRECTIONS FOR RIDING IN.—Omnibuses, like all other vehicles, always keep to the left-hand side of the road [We "keep to the right" in this country]; persons wishing to hail one, should bear this in mind, or they will find a difficulty in making themselves seen by the conductor or driver, and will be compelled to cross the road.

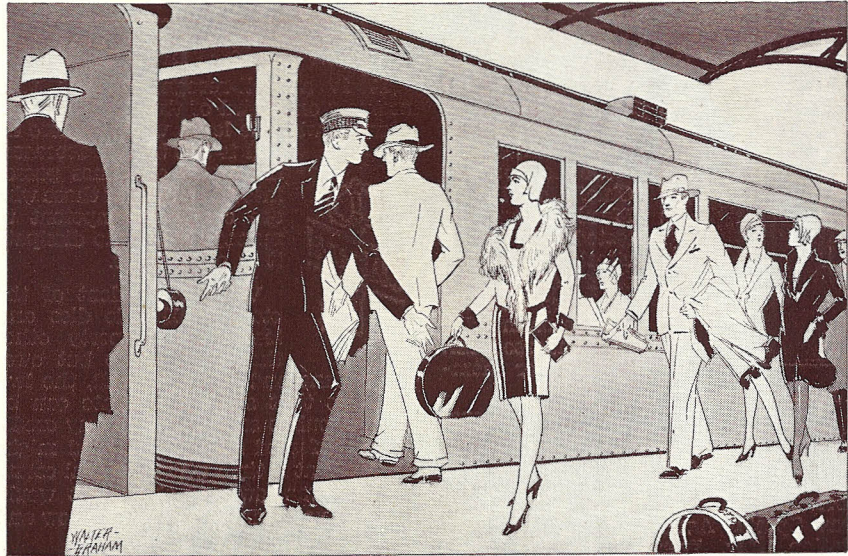
"On getting into an omnibus, place your hand on the roof as you pass along, to steady yourself, or you will possibly fall upon somebody, and be thrown from one side to the other. It is a sort of tacit understanding that the passenger last arriving should make his way towards the end of the vehicle, and your endeavoring to take an intermediate seat would be resented as an act of aggression.

"When you have the choice of seats, do not take either the one nearest the driver, or that at the farthest end; in the former case your feet are likely to be trodden upon by the passengers as they come in and go out; and in the latter situation you have a difficulty in making the conductor understand when you wish to alight, and a still greater difficulty in getting out. If, on entering an omnibus you have in your hand a stick or umbrella, turn the ferrule downwards lest you should thrust it into any person's eye.

"Have the exact amount of your fare in your hand to give the conductor on being set down; or if you require change, settle with the conductor previous to arriving at your destination. Do not linger on the steps when alighting; the least forward movement of the omnibus is almost certain to throw you into the road. Never attempt to alight while the omnibus is in rapid motion; in wishing to oblige the conductor or to show off your agility, you may break your neck. Do not be officiously polite in handing persons in and out of the vehicle, holding their parcels, etc.; this kind of conduct is always practiced by persons who ride in omnibuses for the purpose of plundering the passengers; therefore, by adopting their ways you will be unwittingly suspected of being one of the gang.

"When you mount on or dismount from the top of an omnibus, do it calmly and leisurely, first with the left foot, then with the right, then with the left

The Personality of Our Service



THE TRAINMEN

In performing their daily duties the trainmen have an excellent opportunity to help establish and maintain good public relations. Figuratively speaking, they are the "front line" forces in our army of employees engaged in the important task of furnishing fast and reliable transportation to the public. By treating our customers courteously, giving intelligent information and doing their other tasks to the best of their ability, the trainmen win the appreciation and good-will of those we serve. Thus do they reflect credit on the company—for the reputation of our great organization is founded upon the performances of the individual employees.

again, and so on; never displace one foot till the other is securely planted. When you are on the roof or the box seat, hold on by the nearest rail; for if you do not do so, a sudden start of the horses, or a jerk over a rut, is liable to pitch you off into the road."

By mastering these directions, the Londoners of a century ago were able to

avoid disaster in many forms. In every advance of human transportation, people have to be taught how to ride. The present problem of the highways is to teach people how to drive their cars safely. Obviously, they were taught how to ride when the omnibuses first appeared on the streets.

Be A Sport

YOU may call yourself dull in a fit of despair,
Or drop all your pep, and say you don't care,
But I'll tell you, my friend, that's a habit to break,
In planning this world, not a single mistake
Was made in the building. So when you complain
Take stock of yourself. You're the chap that's to blame.
Just right about face; it may hurt some, it's true,
But that's just the way any good sport would do.

When you wake in the morning don't look for a cloud.
You know what's behind it. Just swing in the crowd.
Be one of them, cheerfully, singing along,
You may get a bump, but don't stop your song.
Perhaps one will hear it who needs just a bit
Of encouragement now. Your song may be it.

What matter if yesterday's failures were big?
To-day is your day, so get in and dig.
If you meet any trouble, why just change its name,
And call it a ladder. They oft lead to fame.
But whatever you do, be quick and begin it;
You never can tell just how much there is in it.

—Jane Bates in Forbes Magazine.

John M. Iverson Honored With Active Membership in Noted Police Organization

John M. Iverson, Chief Special Agent for the North Shore Line, recently received one of the highest honors in police circles when he was made an active member of the International Association of Chiefs of Police. Members are selected only by invitation. Police chiefs of Winnetka, Gary and Joliet recommended and endorsed Mr. Iverson for membership.



John M. Iverson

A well-known and popular figure in police circles, Mr. Iverson is also vice-president of the Illinois Police Association. He has long been a member of the Chicago Railway Special Agents and Police Association. Mr. Iverson brought credit upon himself by clever detective work in the apprehension of two youths who confessed to stealing copper wire from the right-of-way near Waukegan last year. More recently, he co-operated with police officials of Mundelein in rounding up culprits charged with breaking into the concession stand at the North Shore Line station.

Through persistency, hard work and the fine spirit of co-operation he has constantly displayed, Mr. Iverson has made many friends, both among members of the "Road of Service" family and with police officials of cities along the North Shore Line, who will be pleased to hear of his recent honor.

Hints on Home Owning

Vital Need for Making a Will

By GEORGE LAURENCE, Ass't Dir.
Own Your Own Home Bureau

It is a well-recognized fact that scarcely one-third of the people in this country who die leave wills. Where no will is left by the deceased, his estate oft-times passes into the hands of those who are either incompetent to manage it or who dissipate it in other ways.



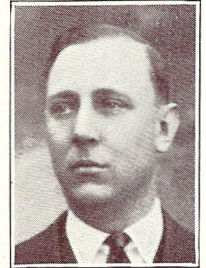
When a resident of the state of Illinois dies and leaves no property other than real estate but owes obligations and leaves no will, the law provides that such real estate can be sold at public sale to satisfy any creditors. A forced sale of this kind might be made at a time when the real estate market was low and the result would prove a real hardship to the widow and children.

Many men who own only a house and lot believe that it is unnecessary for them to make a will. They assume that their property will remain intact for their heirs. This is not always the case because one child or heir, in order to get his or her share, could institute special proceedings to force a sale.

To most people a home is the result of a lifetime of careful planning, hard work and sacrifice. A properly prepared will safeguards this lifetime of work. Its preparation requires but little time and money, and it may mean the difference between comfort and hardship for dependent heirs.

George C. Kenry Elected to Lieutenant Governorship of District by Kiwanis Clubs

George C. Kenry, Superintendent of the Waukegan City Lines, was recently elected Lieutenant Governor of Division One, North, of the Illinois and Eastern Iowa District of Kiwanis International at the annual convention of that body held in Peoria. Mr. Kenry is president of the Waukegan Kiwanis Club, having been elected shortly after the 1928 state convention at Waukegan, in which he played a prominent part.



George C. Kenry

News of his recent honor was received with enthusiasm in Waukegan, where as a representative of the "Road of Service" he has co-operated with city officials and has taken part in many civic and social enterprises. Both daily newspapers carried a story of his appointment, the *Waukegan Sun* stating in part:

"Election of George Kenry as Lieutenant Governor . . . comes as a recognition of the years of work in the interests of the society on the part of Mr. Kenry.

"Mr. Kenry has been a member of the Waukegan club for several years. He has served on many important committees, and held the position of trustee in the local club last year. He also was general chairman of the committee which arranged for and entertained the convention of the Illinois and Eastern Iowa District of Kiwanis in Waukegan last year. In appreciation for his work he was elected president of the Waukegan club this year. In his new office he will direct the affairs of the association in a large section of Chicago and much of the rest of Northern Illinois."

Prominent Texans Visit Metropolitan Area



The progress and development of the Greater Chicago region and the North Shore territory in particular were observed at first hand recently by a party of 50 prominent bankers, business men and farmers of Texas, who made an inspection tour of the Middle West.

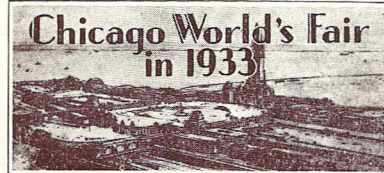
A special "Road of Service" train was operated from Chicago to Libertyville for the visitors, who made an inspection tour of the Hawthorn Farm of Samuel Insull and paid a visit to the Model Farm of the Public Service Company of Northern Illinois, west of Mundelein. Special Marigold motor coaches carried the party on an inspection tour to Lake Geneva and other famed dairying centers in southern Wisconsin. The above picture shows the visitors during their inspection of the Model Farm.

Amphibian Plane Purchased By Public Service Company As Aid in Serving Big Area

As a further modern means of rendering fast and efficient service to its customers throughout the 6,000 square miles of territory served with gas and electricity, the Public Service Company of Northern Illinois has purchased a Sikorsky amphibian airplane, which has been named "The Northern Light." The North Shore Line is among the many consumers of power generated by the Public Service Company.

According to a company announcement, the plane will be available for patrolling and inspecting electrical transmission lines, for planning growth and development of the company's system and for mustering engineering officials in times of emergency.

The amphibian is powered with two 420-horsepower Pratt and Whitney Wasp engines and is equipped with radio apparatus and a visible beacon ray detector. Besides a pilot and mechanic, the ship can accommodate eight passengers.



"A Century of Progress"

Transportation Pageant Feature

A great pageant, showing a century of progress in the transportation field—highway, waterway, railway and airway—is to be one of the big features of Chicago's 1933 centennial celebration, it is announced by Rufus C. Dawes, president of the Fair.

According to the plan now being worked out with Edward Hungerford, who was director of the Fair of the Iron Horse which the Baltimore and Ohio Railroad staged in 1927, acting in an advisory capacity, wagon and automobile manufacturers, airplane builders and the railroads of the country will combine in staging a great spectacle peopled with characters costumed in the periods they represent from 100 years ago up to the present time.

The Fair of the Iron Horse, which was staged in celebration of the Baltimore and Ohio's centenary, drew an attendance of 1,225,000 persons in the 23 days it was open.

To Include All Phases

According to the tentative plan now being considered, the evolution of water transportation is to be shown in a great water pool which would be laid out in front of a grand stand seating 25,000 people.

The plan also includes the laying down of several lines of railroad tracks, a mile or more in length, upon which old and new locomotives and cars could be run under their own power.

A modern railroad round house with a turntable and an aviation building with giant hangars are also included in the scheme. Other buildings would be erected for the immobile parts of the railroad exhibit showing the development of every form of automobile, railroad, aeronautical and marine appliance.

New Zoo to Be Ready

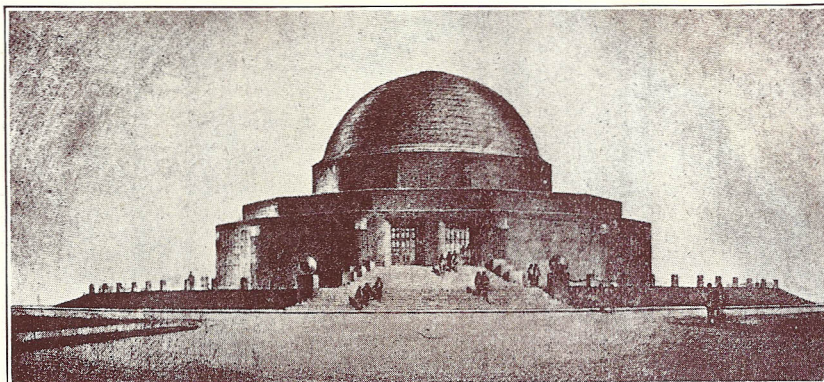
Chicago's new \$4,000,000 zoological gardens, now under construction at Brookfield, beyond Riverside, will be ready for formal opening by the time of the world's fair, according to an announcement made recently by John T. McCutcheon, president of the Chicago Zoological Society.

Backed by Prominent Men

Chicago is fortunate in having behind its World's Fair of 1933, outstanding citizens—many of them internationally noted in financial, commercial, industrial and civic affairs. They are giving their whole-hearted support to the project without thought of personal gain. And behind the Fair's sponsors are Chicago's millions of loyal people in whose lexicon "there is no such word as fail."

It is estimated that there will be 90 million admissions to the Chicago

Grant Park to Have \$600,000 Planetarium



One of the latest additions to the many beautiful structures located in Chicago's great lake front playground—Grant Park—is the Adler Planetarium, now in the course of construction. Here visitors will be able to learn of the mysteries of the planetary system, and hear lectures by noted astronomers.

The planetarium, a twelve-sided building, which will cost in the neighborhood of \$600,000, represents the twelve signs of the zodiac. The dome will be of copper, while the remainder of the building will be constructed entirely of granite. It is expected to be opened to the public by January 1, 1930. The above picture is an architect's drawing of the completed structure.

World's Fair in 1933. This compares with 21,500,000 for the Columbian Exposition in 1893, when the country—the world in fact—was in the throes of a financial panic which brought "hard times" to nearly every large city, and which Chicago weathered comparatively unscathed, thanks to the Fair.

Sunset Lines to Build New \$1,000,000 Terminal On Fox River in Aurora

A new terminal at Aurora, costing \$1,000,000, which will give the community one of the most modern and best equipped interurban, bus and street car terminals in the country, is planned by the Chicago Aurora and Elgin Railroad—the Sunset Lines—according to a recent announcement.

The new structure will be built on the eastern bank of the Fox River on a site to be developed by moving one of the small unused islands in the river over to the shore line. This will be done by means of a sandsucker machine, according to present plans, and will permit the building of a new right-of-way over which trains will operate into Aurora. At present, because of the lack of adequate terminal facilities, all trains entering the city operate along business streets adjacent to the present station.

In addition to the new right-of-way, it is planned to have a 12-foot pedestrian walk between the tracks and the retaining walls rising from the water. This will give Aurora an attractive, well-lighted, pedestrian boulevard half a mile in length along the water's edge. Construction work on the project is expected to get under way within two or three months.

Wet Party!

"When you were abroad did you see the Dardanelles?"
"Yes—we had dinner with them!"

"Bert" Arnold Seriously Ill

B. W. Arnold, assistant to the Vice-President in charge of operation, is seriously ill at St. Mary's Hospital, Milwaukee, where he has been undergoing treatment for several weeks. "Bert," as Mr. Arnold is popularly known, has a host of friends, being known far and wide for his wit and good humor. Members of the North Shore Line family join with them in hoping for his full recovery.

Courtesy

Courtesy, whether it is merely the superficial sort that is a matter of good policy, or the better kind that is prompted by true regard for others, is the lubricant that reduces the friction of human association and makes life easier and more pleasant.

... Acts of true courtesy are never premeditated. They are as natural as breathing. They are an inherent part of every fine character. They are the basis upon which such a one performs all other acts. They rest upon a true consideration of others and recognition of an equal right to live and be happy. They promote that end. ... Nor is true courtesy at all out of place in business relations. It is perhaps more necessary here than elsewhere. In business association, friction is greater and there is more need for a lubricant.

... Aside from more pleasant associations, courtesy, defined as interest in the welfare of others, is a part of business service. It is the thing that causes one business man to render to another more than he is paid for doing. It is a potential element in permanent business dealings. Upon it is built the greatest business asset—continuous patronage.

Bowlers Start Annual "Civil War" for Title



Be not deceived by the peaceful appearance of the above group! They may give the impression of being just "one big happy family," but shortly after this calm view was taken at the opening of the North Shore Line Bowling League season on Monday night, September 29, the storm broke and the battle for "scalps" was on again. As in other notable campaigns of history, the music of a band led the teams into battle. Earl P. Shultis and his "merry mad" gang were on hand to make the Waukegan Recreation Rooms ring with some first-class melodies. It was a stirring occasion, folks, and it will be well worth your while to drop in some Monday night to watch the unfolding of that mighty drama entitled: "Up From the Alleys," or "Champions in the Making."

Prairie State Team in Lead as Bowling League Opens 1929-30 Season

Official Standings			
Team	W.	L.	Pct.
Prairie State	5	1	.833
Northland	3	3	.500
Badger	3	3	.500
Cream City	3	3	.500
Eastern	2	4	.333
Interstate	2	4	.333

By ALBERT W. GERBIN

With the opening of the North Shore Line Bowling League season at the Waukegan Recreation Rooms on Monday, September 29—revealing what is often termed a "shake-up" in the organization—it became immediately apparent that this season's results will be so close that parity experts may have to be called in before the trophy is handed out!

Try and Pick the Winner!

The above standings, which were for the week ending October 13, will give you an idea just what to expect this year. Divide the above results by 16, square the root of the product, throw in your present age, deduct your last golf score and you will come as close to picking the winner as your correspondent, who sadly announces himself baffled as an expert. The reason for all this becomes clear when we review a little history.

Out of the eight departmental teams comprising the bowling league last year enough real dyed-in-the-wool keggers were found, willing to promise faithful attendance this year, to create six teams. With the idea of making competition more even, the bowlers were formed into teams of six, care having been taken so that no team had more than three 300-average lads on its roster! The teams, which have been

named after the North Shore Line's fleet of fast limited trains, are as follows:

PRAIRIE STATE	
Emil Czerwan	A. Burckle
I. Griffith	Wes Linstroth
Stewart Failing	G. Ward
CREAM CITY	
R. G. Botner	P. J. Butler
Mike Wittry	Jack Oliver
John Gantor	N. VanParys
BADGER	
L. F. Hoppe	M. M. Boyer
Geo. O'Flaherty	R. F. Kellner
J. H. Turney	H. L. Rux
NORTHLAND	
Emil Adler	Frank Kelly
C. Horton	C. Schumacher
J. Johnson	H. Nelson
INTERSTATE	
Harold Oglesby	John Wallner
H. Beimdick	C. K. Thomas
Herb Mead	J. Selin
EASTERN	
George Brogan	A. Daley
R. Tank	W. Henderson
I. R. Sals	Frank Devaney

Free-For-All Scrap Assured

No one is assured of a comfortable or permanent berth on the teams as the low man for each week's standings drops out the following week. The added excitement of competition for team places, in addition to the ordinary business of trying to keep ahead of competitors in the league race, is going to present a drama packed with thrills, chills and heartthrobs, as the "talkie" announcements express it.

Incidentally we must not forget the statistics for the first two weeks of pin-smashing. The Prairie State outfit holds the high team record for three games with a count of 2,618. For high team single game the record is held by the Cream City boys with a mark of 928. H. C. Beimdick of the Interstate crew and George Brogan, an "Easterner," are tied for high individual average thus far with a percentage of 197. Johnny Gantor of the Cream City aggregation holds the record for high single game with a 236 total.

Coach Cote Issues Call For Basketball Players To Defend Title Honors

By ALBERT W. GERBIN

Attention former basketball stars, recent basketball stars and prospective basketball stars! What are you going to be doing on the long winter evenings which loom just beyond the horizon? Shall you bask before the fireplace dreaming of bygone glories and conjuring up visions of what you would like to do? Or are you going to hustle out and help make new basketball history?

Champs to Defend Title

We thought so! And, now that you are incited to do great deeds for your "alma mater"—which now is none other than the "Road of Service"—communicate with Ray Cote, Disbursements Accounts Division at Highwood, and join the North Shore Line basketball squad. Rest assured that, once you become one of that array of sharpshooters, the coming winter will be anything but dull!

As all "Road of Service" folks recall with pride, the basketball squad representing the North Shore Line in the Waukegan-North Chicago Industrial League won the championship last year with a record of eight victories and no defeats, scoring a total of 234 points to 126 for their league opponents. Naturally the aforesaid opponents are plotting dire things for our heroes this year and Coach Cote, who also is captain of the North Shore quintet, wants to have a strong squad with plenty of good reserve material.

Will Have Hard Schedule

This year two games will be played with each league opponent instead of one, which means that the return games will be bitterly and closely fought. Hence the appeal goes out to all able-bodied basketball players between the ages of 15 and 50 to come out for the team. We like that trophy and believe it looks very natural reposing in the Highwood office. Rooting also will help—let's go!

IF YOU PRACTICE
SAFETY



You'll Always
Come Out
- SMILING -

CHAS. ARNY

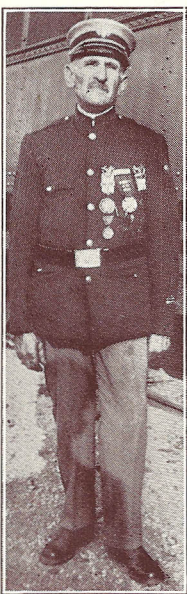
ALONG THE NORTH SHORE LINE

Mechanical Department

HIGHWOOD SHOPS

E. T. Gurney
Correspondent

The many friends of Friedrich Wachter, retired Car Cleaner Foreman, were saddened to hear of his death, which occurred at the Veteran's Hospital Great Lakes Naval Training Station, on September 8. Mr. Wachter entered the service of the North Shore Line in 1901 and had served faithfully for a period of 28 years. He was pensioned in February of this year.



Friedrich Wachter

Many interesting and exciting phases of life had been experienced by Mr. Wachter in the 73 years of his life. He was born at Wurtenburg, Germany, on October 5, 1856. He came to this country and soon became a citizen. An old campaigner, Mr. Wachter had seen service in the Sioux Indian Campaign in 1890 and 1891, taking part in engagements with many hostile tribes, including those led by Geronimo, famous Apache chieftain. He also served during the Spanish-American War in Cuba and Porto Rico. An honorable discharge with commendation was the reward earned by the veteran.

In July, 1899, Mr. Wachter married Elizabeth Fox in the courthouse at Waukegan. She passed away on April 10, 1915. As a Spanish-American War veteran Mr. Wachter became affiliated with the Highwood Post and was a past commander of that organization, in which he manifested deep interest and loyalty. Always of a cheerful disposition and helpful to everyone, he made many friends among North Shore Line folks who will all miss him. He is survived by a step-daughter, Mary Olson.

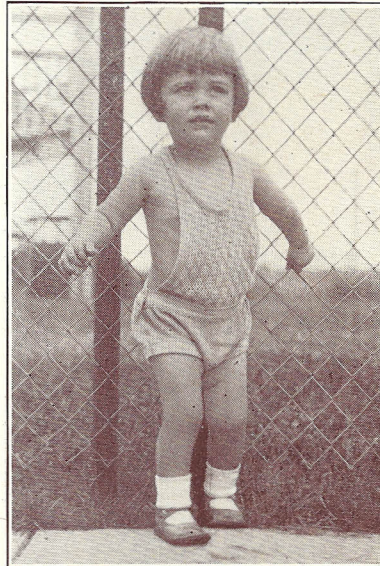
William Chalmers, the regular Mechanical Department correspondent, recently suffered a painful injury when he fell and struck his knee. At the time of writing he was convalescing in St. Luke's Hospital after an operation on the injured knee.

Bob Roy recently spent a few days at home suffering from boils. Was it a slight touch of the gout from high living?

Wesley Swan has left for other climes. He is an apprentice electrician with a firm in Waukegan. That leaves only "Baron" Duffy to uphold our reputation with the fair sex. Many hours of overtime will be put in.

George Owens, Chief Car Inspector, has returned from two-weeks' stay in the wilds of Wisconsin. Armed with his trusty fishing pole, canoe, Omar's tent and six-shooter, he looked like a regular frontiersman. His fish stories compared very favorably with those told by another member of the Mechan-

"Childhood Days"



The serious expression and pose of this young lady might lead the casual observer to believe that she is waiting for the starter's gun in some field event. Certainly it appears that she is all set for a quick start and ready to show her heels to the other contestants.

We do not wonder that Editor E. R. Egger of the HIGHBALL and Mrs. Agnes Rosemarie, their daughter, after a look at this picture of her. She's a prize winner, anyway you look at her. And, hoping that the publication of this picture will stimulate other members of the North Shore Line family to send in pictures of their youngsters, we are expecting to have the photos of other little ones to grace subsequent issues.

ical Department, though he did say that all of them were little ones as the big ones got away.

Otto Hagen of the Carpenter Shop, has resigned to go on the farm.

Henry Cordell has his trusty shotgun out again and is pursuing the wild fowl in the forests near Mundelein.

Have you noticed the way Earl Shultis is dressed when he leaves for home these days? Is there a pint in that brief case, Earl?

Pullman Carr and Frank Nuuttila of the carpenter shop, are leaving for California very shortly and it is rumored that they have been signed for long term contracts by a large movie company. Raymond Navarro and Lon Chaney had better look out!

Gus, the ex-sweeper, has been promoted to material man and is now seen attending to his duties in a silk hat and pajamas. There is plenty material now in the shop.

Shopman's Lament

Sometimes there are strange happenings,
In this old world of ours;
We do not always have sunshine,
There are not always flowers;

But I'm sure we like good music,
Not too flat and not too sharp;
These things Keech should know about
For he plays on a trolley pole harp.

I am a lover of good music,
And suppose you are the same;
The music we hear in this day and age
Is far from being tame;
Have you heard the screech and wail
of a song?

It's name I think is "The Lark;"
Those strains must be familiar to
Keech,
For he plays on a trolley pole harp.

Some day our work we'll finish,
And we shall rise no more,
But go to rest in that home up there
On that happy golden shore;
And there we will be forever
Never again to part,
But I hope the music they have up there
Is not from the trolley pole harp!

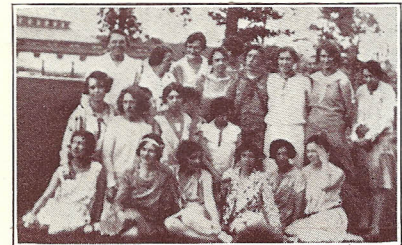
—By James Jennings.

General Accounting Department

PASSENGER ACCOUNTS DIVISION

Clara E. Petz
Correspondent

Mary Longland, who was a member of our office force during the summer months, left recently to attend the Moser Business College in Chicago, to learn the duties of private secretary. We all wish her success in her studies.



The above view explains just why the Highwood office attracts so many of our former co-workers, who are now in Chicago, but find time to drop back quite often for a visit. Some rude chap suggests that the caption for this picture should be "100 Per Cent Talkie." Can it be possible that he may have said that just because the picture shows only members of the fair sex?

Due to recent marriages and the opening of school terms, three new girls have been added to our office personnel, namely: Dorothy Clark, Highland Park; Margaret Brain, Waukegan and Agnes Turner, also of Waukegan.

Luella Atridge enjoyed a quiet vacation at her home in Lake Bluff, where she spent most of her time playing tennis.

Bert Hammer spent a week's vacation in Sioux City, Iowa, where he visited his wife's folks. He reports that he enjoyed himself immensely (we'll have to take his word for it, seeing it's Bert!).

Minerva Willoughby, another one of our "lost" members, spent Labor Day with a group of friends at Starved Rock.

"A man without mirth," quoting "Nick" Nichols, "is like a wagon without springs, in which one is caused disagreeably to jolt by every pebble over which it runs." It is very apparent, however, that "Nick" is not like the aforesaid wagon. At any event he enjoyed a week's vacation in Holland, Michigan, where he visited his son.

ALONG THE NORTH SHORE LINE

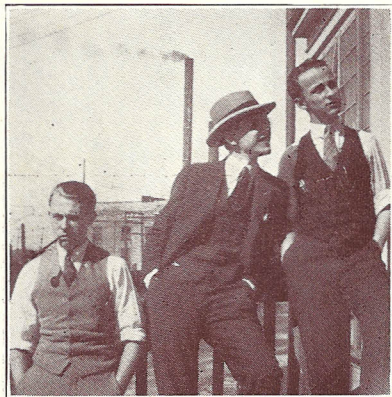
Ruth Mahan of Evanston has also left us to attend Northwestern University, where she will resume her studies as a junior.

"Ed" Lindroth toured Yellowstone Park for his two weeks' vacation in August. He was accompanied by a group of friends.

Elaine Flamank also enjoyed a two weeks' vacation recently. She claims she did much of her Christmas shopping during that time in Chicago. "Believe it or not, it's true."

In performing a marriage ceremony, a near-sighted minister opened the text and read the following passage: "Father, forgive them, for they know not what they do."

It was rumored recently, however, that when Grace Richardson was wedded to Edward Sporer, Waukegan, and Marion Hubbard was wedded to Laurence Breen, Waukegan, they presented the minister with a high-powered pair of "specks," for they are happily married. Good luck!



We wanted to label this picture the "Three Wise Men" and someone whispered, "Make it the 'Two and One-half Wise Men!'" Anyhow, when this view was snapped, Dave Meyers, Chief Clerk of our department, and Carl Lundahl, (center), formerly of our office but now with the Metropolitan Motor Coach Company, were engrossed in listening to words of wisdom fall from the lips of some damsel on the steps at Highwood. Johnny Shotanus apparently puts little faith in the words of women, for he seems interested in the scenery. And would you look at that cynical air he is effecting!

DISBURSEMENTS ACCOUNTS DIVISION

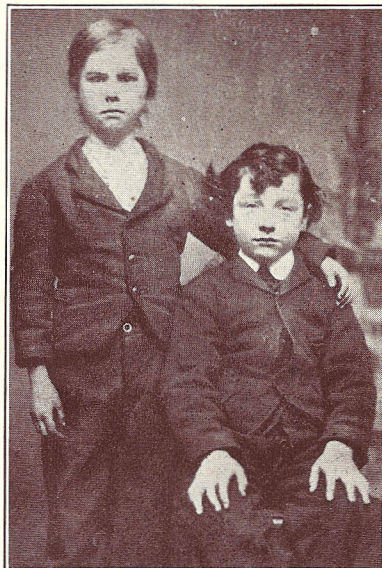
Ada Mae Helfer
Correspondent

A very pretty ceremony took place at the Methodist Episcopal Church in Libertyville, on Wednesday, September 11, at 4 p. m., when Millie Wrench and Lee Abegg were united in marriage.

The church was beautifully decorated with yellow and orchid flowers and many beautiful ferns. The bride was dressed in white silk taffeta and wore a hat, while she carried a bouquet of white roses and lilies of the valley. The bridesmaid, Gladys Lyons, wore a becoming ensemble of orchid taffeta. The flower girls were Marion Jeffery and Elinor Clift. Both were dressed in green taffeta.

George Abegg, brother of Lee, was best man. Many friends witnessed the marriage. After a delicious wedding dinner, the couple left for Denver, where they spent most of their honey-

"Who's Who?"



All of us recall that time in the days of our youth when we sat for a portrait. It was quite a thrill when the photographer attached one of those "doodads" to the back of our respective necks and told us to look pleasant. Present day photography, though much improved, can never give us the same joy.

And so we can all imagine the mixed emotions of the young fellows shown here as they looked right straight into the eye of the camera and waited for the shutter to blink. The young lad on the right—none other than M. J. Feron, Assistant to the Vice-President in charge of operation—and his friend were fellow sufferers on this occasion in the good old days of long ago.

moon. All of us wish them lots of luck and happiness.

Wayne Cook, our abstract clerk, enjoyed a two-weeks' vacation. We understand he made several trips to McKinlock campus.

Emmet Garrity met with quite a severe accident recently while "joy-riding" in Oak Park. But we will have to give him credit. We understand it was not his fault. Emmet is carrying four stitches in his head.

Pearl Hayes left for a month's vacation recently. Pearl planned to motor to Arizona to visit her brother.

"Another One"

"Heck" Thomas, demon bookkeeper of Highwood, and other remote places, has fallen! A short time ago, the following tragedy was beheld on Washington Street, Waukegan, and in broad daylight. "Heck" was seen merrily riding along with a strange girl in the front seat, which is quite proper, but when questioned as to who the girl was, he wouldn't say. After a few hours of grilling, he admitted he was out riding with a girl, but she was his sister, he said. Now your informant was an eyewitness of this scene so we asked him if she were not cold, judging from the way Hector was sheltering her. Of

course, he denied everything, so next time we will be prepared to furnish pictures for all readers who wish to learn more about the ways of these modern "Don Juans." Putting all "kidding" aside, congratulations are in order as we understand "Heck" has made one of the final steps. Good luck, Hector.

Ray Cote Through with Basketball?

Will Ray Cote, star of the North Shore Line basketball team for the past four years, be able to play this year? It seems impossible.

Although in perfect health and willing to lead the North Shore team to another championship, certain difficulties have arisen which will seemingly put an end to his brilliant career. Ray has for some time been thinking seriously about settling down and raising chickens and children in a tiny bungalow. Although he will not admit anything of the kind, it is known that the above statement is true.

Here comes the possible drawback to his basketball career. The dream girl insists that he spend seven evenings a week with her, instead of six, as he would if he played basketball one night a week. She being a high-spirited girl and he thinking about that bungalow, where does basketball stand a chance? Come on, officials and fellow-workers, can we get all your co-operation and make our basketball team a success this year? "Let's go!"

We wish to introduce our attractive new office boy, Howard Scott, late of Waukegan "varsity," and now captain or what have you, of the Highwood Football A. C.

FREIGHT ACCOUNTS DIVISION

James C. Zwetsch
Correspondent

By the looks of things in this office, a lot of good girls have gone—shall we say Democratic? There seems to be a lot of money tied up in diamonds hereabouts nowadays.

Well, vacations are over now and things are getting back to normal. Everybody had a good time, they say.

This office force is a little bit smaller now, having lost Mr. Hoppe and his crew. Although we have more room, we miss the smiling face of the above mentioned gentleman and his cohorts.

Our example of flaming youth, "Bud" Fischer, will be playing golf when this note reaches the press. We hope he throws his score card away.

On September 5 the girls held a party for Alice Berg who was celebrating her birthday. Miss Berg received a very nice present, although Miss Nauta says she cleaned up big by winning a wash cloth!

Maintenance of Way Department

Thomas T. Townsend,
Correspondent

Mr. and Mrs. Charles Sowatzke are being congratulated on the birth of a new heir to their fame and fortunes. We hope that Charley is as good a floor walker as he is a track walker. Charley, you know, is Foreman of Section No. 21, South Upton.

The vacation season has drawn to a close and the following "boys" have reported back to "class":

Ted Fincutter is back with his bright bow tie.

"Little Rudolph" Pavletich is back from the Black Hills.

Duvall Williams went and got himself married. (Deep sigh.)

ALONG THE NORTH SHORE LINE

C. D. Peters enjoyed himself at the fashionable Lake Shore resort known as Highwood.

Mr. and Mrs. Frank J. Kramer enjoyed their vacation at Denver, Colorado.

C. A. Walberg tells about the blue waters and yellow sand of Lake Michigan's shore.

"Bill" Fitzgerald does not have much to say about his vacation. The fishing must have been poor. However, it was a nice trip, he says.

Henry Cordell's claim that the North Shore Line Band is from his own department is hereby protested. The Road Department has three worthy members, "Barney" Knipple, Glenn Fellows and A. M. Gunkle. Also Mr. Gunkle has written a march which is really good and is played regularly by the band. This piece was originally written in red ink and so is called "The Red Ink March."

Ethyl Laney, daughter of C. Laney, Signalman, recently said: "Till death do us part, I do." Congratulations.

We wish to take this opportunity to congratulate Lee Abegg and his wife, formerly Millie Wrench. "Millie" was a member of this department before their recent marriage.

Glenn ("Motorcycle Mike") Fellows informs us that ten blushing maidens of "Trevors High School" are offering bids to their junior prom. Ten bids have been received and among those who have designated that they will accept are W. G. Fitzgerald, T. H. Fincutter, H. Bloom, C. A. Walberg, R. M. Ketchum and Frank Cox.

Charlie Cross has just finished the track and paving renewal job at Grove Street, Milwaukee, and has moved to Water Street, Waukegan, to install the famed "Waukegan Loop." These are and will be two nice jobs.

Another busy man along the line is Extra Gang Foreman Alex Adams. He has been busy all summer laying tracks here and there all along the line.

Electrical Department

C. E. Robinson
Correspondent

Now that the tug-of-war title is settled for another year, Mr. Botner, let's forget those anxious moments which passed before the "pull," and instead of saying, "May the best team win," we will say, "The best team did win!"

Caesar Antoniono has just returned from a two-weeks' vacation. We are

all asking each other: "Where did he get that tan?" Did Mr. Yohn get you out on the golf course, or did Mr. Cordell take you fishing?

Ever since Mr. Huttleston returned from his trip to Detroit all we can learn is: "What a wonderful city Windsor is!" They have invigorating water over there!

Joe Kruszka selected Canada for a place to get away from his railroad duties for two weeks. When asked: "Have you relatives up there?" he said, "Oh, no!" "Some old school mates, we suppose?" "No; just wanted to see the country!"

E. Nevins and your correspondent spent their vacations near home, deciding in their own minds the big question of the day—does the farmer need farm relief? From our observation, we would say: Iowa, Minnesota and Wisconsin, No; some parts of Michigan need more than that.

Stores and Commissary Departments

Lydia Garling
Correspondent

Vacations are over in this department. Mr. Swift, our Purchasing Agent, motored through the wilds of northern Wisconsin and parts of Minnesota.

Melvin Nystrom motored north through Wisconsin to Mackinac Island. George Zack went to Kalamazoo, Michigan. From all reports he had one grand time.

Emma divided her time between Connecticut and Chetek, Wisconsin.

Marge Nolan and the writer did not stray far from home.

Frank Pierce of the North Storeroom had a wonderful trip motoring through the Black Hills.

Mr. Mears and wife spent two weeks enjoying the beauties of the Grand Canyon of the Colorado and vicinity.

Harriett Murray visited the "wild and woolly West." We no doubt will have news of her adventures for the next issue.

Violet Jones is the new Commissary stenographer. We welcome her to our office.

We hear that Ruth Patterson is the latest one of the "gang" to contemplate marriage. It isn't to be until Spring, though. Congratulations, Ruth. Won't you tell us his name?

Al Christiaens and Melvin Nystrom have deserted us to enter college. Melvin has entered Augustana College at

Rock Island and Al is enrolled in the College of Commerce at the University of Illinois. Before leaving, both were presented with billfolds as mementos of our department.

George Zack is doing Al's work. Frank Mihevc and Bill De Rahan are the new ledger clerks.

Congratulations and what not are in order. Harold Oglesby has taken the fatal plunge. Mrs. Oglesby is the former Hattie Staranowicz of North Chicago. The marriage took place on August 10 at the Holy Family Church, North Chicago. Her sister, Sophie, and George Zack were the attendants. The couple toured Denver and vicinity on their honeymoon.

It is rumored that Al Hellwig will be next!

Traffic Department

MILWAUKEE OFFICE

Ray Zinnen
Correspondent

The World Series baseball ticket requests gave us no end of trouble. Ask Ted Gnevo!

We warned Harry Phillips at the North Shore picnic of the alluring charms of "Jawn" Wallner. Seems there was a number of pictures taken and he was the only male in prominence—he had his arms full.

We contemplate changing Pat Miles' monicker to "Boots" or "Daniel Boone." He's a full-fledged camper now, judging from the equipment carried on his vacation trip, viz: hatchet, bowie knife, pistol, rubber boots, tents, cots, oil stove, etc. And the fish refused to bite!

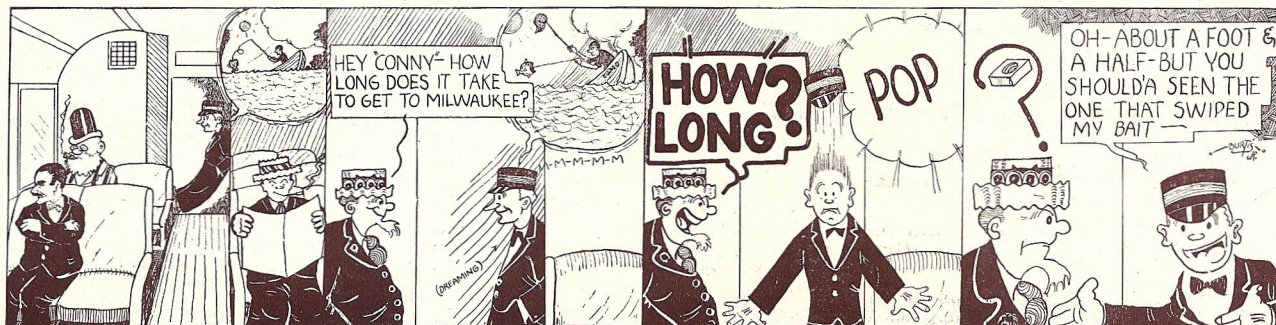
Hilder Stronlund, now Mrs. Kohli, and her newly acquired husband motored to Canada on their honeymoon. She reports the "refreshments" were excellent and the scenery wonderful.

Mickey Anderson says our suspicions were confirmed. He promised to obey, etc., on August 15. We all wish them well. Juel, now Mrs. Anderson, formerly had charge of the newsstand at Milwaukee Terminal.

Midget Leonhardt can pick the winners, but not at the right time. This was told us confidently by the "nag" he bet on.

Oscar and Emma seem to be quite chummy. There were three in August, so bear that in mind, Oscar.

The Adventures of "Highball" Harry — By Fred Burtis, Jr.



Along the North Shore Line

Rose Anderson makes the happy announcement of her contemplated trip to Chicago soon. Seems she requires two or three years' endowment of courage to visit the city of high buildings.

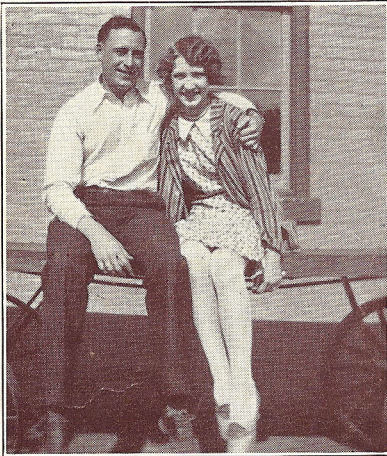
The "Duke" says he gave up playing the "sax." He blew so sweetly, but Charley Finnegan says the notes sounded very sour. Another reason, a certain person who donates a cookie occasionally advised him she didn't like these so-called musicians.

Emily is great on the information desk. "I can give you any information you want," is a statement she is reported to have made recently. Rather a lot to cover, but she says, "Ask the question."

Al Wilson reports his party of trainmen and friends had a very instructive trip through the Wisconsin Power and Light Company generating plant at the Wisconsin River Dells. Through the courtesy of B. W. Arnold, special permission was arranged so the boys could see the "juice" in the rough.

The 'phone operators' clique reports Marie has a new "sweetie." At least they say he looks up to her. And he doesn't live in Denver, either!

Ase and Fletcher report business in their department very quiet lately. Seems the boys aren't so noisy now. With the oncoming winter weather, they are thinking of mufflers.



This charming picture of Juel and Mickey Anderson was taken during their honeymoon trip to the Wisconsin River Dells. To be exact it was "snapped" at the Milwaukee Railroad baggage room there. Juel hasn't lost her ready smile and Mickey seems right at home. Lot's of arm exercise, we judge—those trunks are heavy at times.

General Manager's Office

Frances Tourtelotte
Correspondent

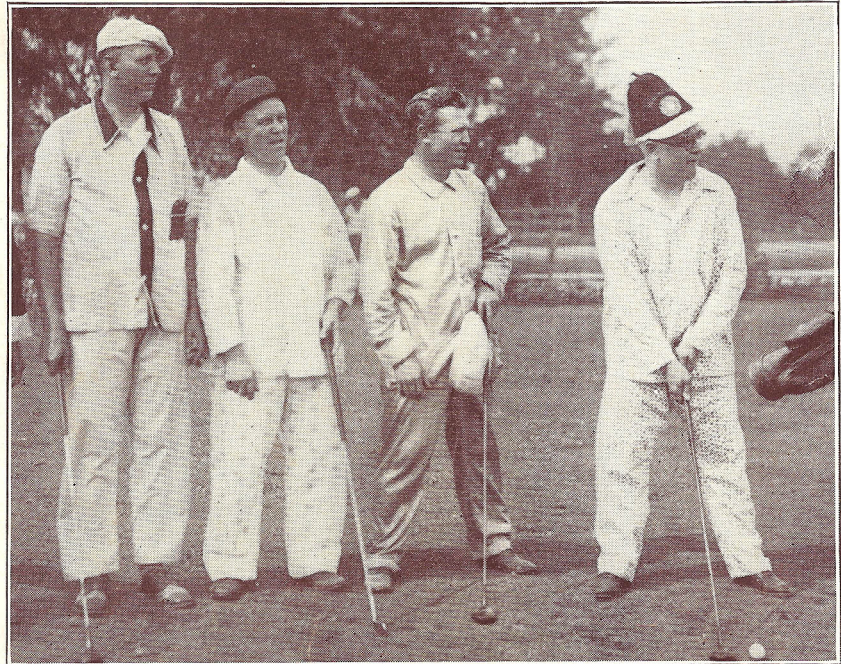
We all miss Mr. Hicks, who always had a pleasant "Good morning" for everyone.

Mr. and Mrs. Blackhall enjoyed their vacation in the northern woods of Canada.

Fred has moved his family into the Northfield station, where Mrs. Butterfield is acting as Ticket Agent.

Helen spent her vacation among the Ozarks in Arkansas. She brought back a natural coat of "sun tan."

Picture Proves Putters Prefer Pajamas



On first glance at the above picture the startled reader is led to believe that a group of sleep-walkers or persons afflicted with insomnia are trying to make use of their misfortune to improve their putting game. But as everyone knows the tall chap on the left, a candid version of the story must be given.

It seems that George Kenry, Superintendent of the Waukegan City Lines and president of the Waukegan Kiwanis Club, is greatly addicted to styles. Consequently when the recent pajamas-in-public fad hit this innocent world, he co-operated with George Morris, Waukegan Rotary Club head; Dr. E. W. Karch, president of the Waukegan American Business Club, and "Bud" Siver, leader of the Waukegan Lions Club (shown above in order from Mr. Kenry's left), in staging a golf tournament at Antioch. The feature of the tournament was that all participants, as well as caddies, had to be clad in pajamas. Hence the above apparition!

Marshall spent his 14 days touring Waukegan.

We have a new member in our family—Edna Felton of Waukegan.

We recently lost one member, Helvie Waysancn, who was promoted to a position in the M. D. Accounting Department.

Illustrated Course in English Proving Popular

Practical examples of the usage of good grammar, illustrated by stereopticon slides, are features of a modern course in English, which was started at Highwood on Tuesday, October 15, it is announced by C. G. Goodsell, Educational Director, who is sponsoring the course. Classes are being conducted by E. G. Cox, Service Improvement Director.

Over 30 employees representing many departments of the "Road of Service" have enrolled in the course, which was outlined by the Educational Department in response to a popular demand. There is to be no study of involved grammatical rules, according to Mr. Cox. Instead, common mistakes made in ordinary conversation and in the daily routine of business will be discussed in a series of six lessons, illustrated by slides.

Dizzy Love!

He—"Remember when we first met in the revolving door at the post office?"

She—"But that wasn't the first time we met."

He—"Well, that's when we began going around together."

THE "Lower Road" over life's journey is down grade all the way. It affords easy means of transportation—there are tufted seats in all conveyances—there are gay and hysterical crowds to cheer you as you pass—there are bands and orchestras to make music—there are many mirages and optical illusions to lead you on and there is much "leisure" among the happy-go-lucky wayfarers.

Yes, this lower road offers enchantments of a varied nature until you get by the last connecting path to the great Highway of Progress—then you become thirsty—you experience hunger for more practical and permanent things—you feel the pang of wasted opportunities and suddenly you are jolted by the husky voice of Failure crying out, "All off!—far as we go."