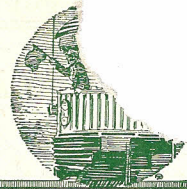


The Highball

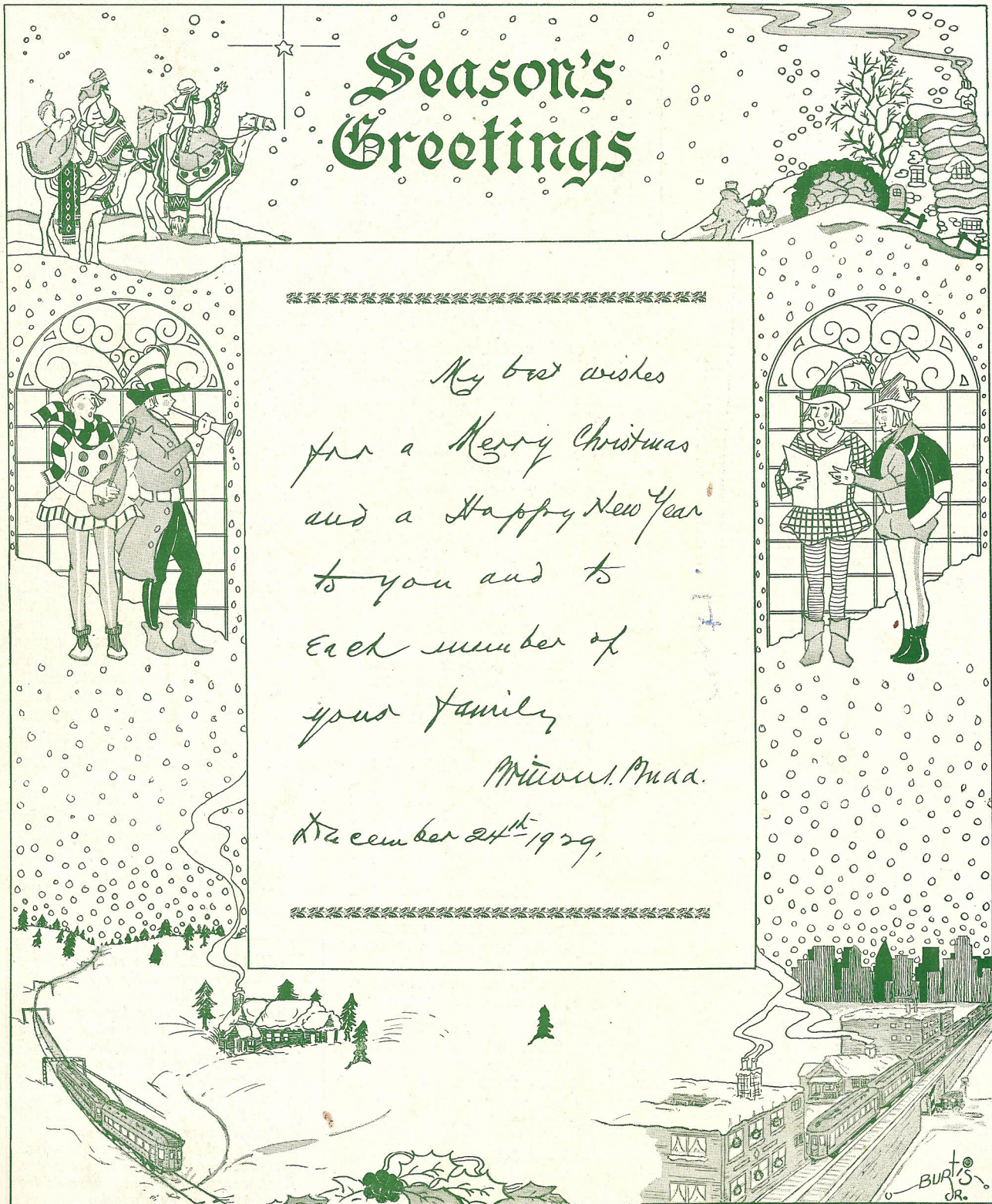
Chicago North Shore and Milwaukee Railroad Company



Vol. 7

November-December, 1929

Nos. 11-12



Season's Greetings

My best wishes
for a Merry Christmas
and a Happy New Year
to you and to
each member of
your family

Milton Mada.

December 24th 1929.

BURTON
JR.

The Highball

Major Projects Completed This Year By Road Department

Waukegan Loop and Installation of Skokie Valley Test Track Feature Work Done

By ALBERT W. GERBIN

With the recent installation of a loop into the North Shore Line downtown terminal at Waukegan, the fourth of a series of major projects for 1929 was completed by forces under the direction of Frank J. Kramer, Engineer Maintenance of Way.

The three other projects included the replacement of a wooden trestle at Layton Avenue, Milwaukee, by a new steel bridge; the installation of a mile of test track on the Skokie Valley Route, and the installation of 3,375 feet of new 102-pound rail in the city of Milwaukee.

Loop Aid to Traffic

At Waukegan the completion of a loop enables "Road of Service" trains to enter the terminal without making a left turn in the heart of the city. A left-hand layout was installed at the foot of the Genesee street hill, turning trains west on Water street to Utica street. A turnout has also been installed leading to County street, which will permit the tie-in of an additional loop in the future. Re-routing of North Shore Line trains has enabled city officials to abolish left-hand turns at the busiest corner in the business district, thus speeding up traffic. Trains leaving the terminal also operate over the new route.

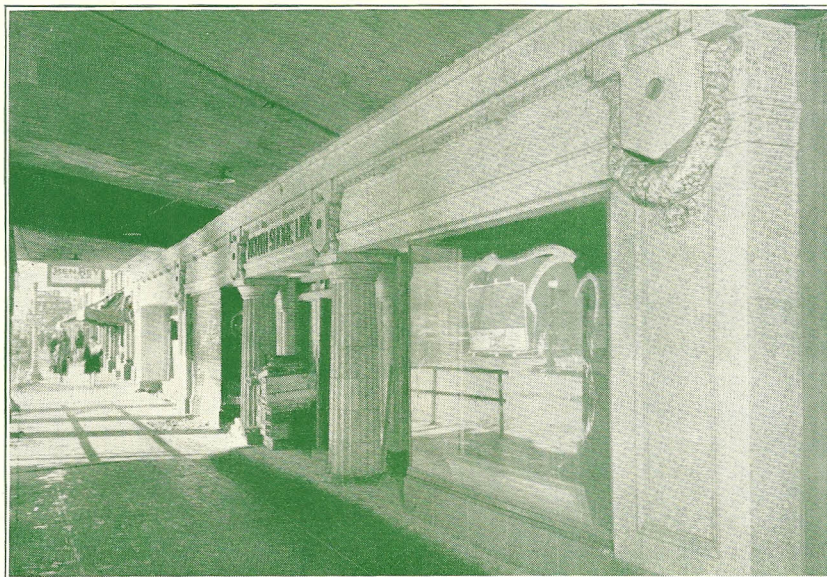
Over 2,000 feet of 102-pound rail was used in the project at Waukegan. The rail was laid on 400 Dayton resilient steel ties. Three special work lay-outs, made of 127-pound section, of the finest chrome nickel, were installed. Over 1,250 square yards of paving was installed. A concrete base with brick top features the paving job, which was done in record time.

Steel Bridge Installed

At Layton Avenue, south of Milwaukee, three 40-foot plate girder spans were installed, replacing the old wooden trestle. The spans are on steel columns over a new highway recently opened to traffic. A special feature of this project was that the spans were erected on temporary bents, alongside the old wooden structure, and were slipped into place in five hours without disturbing traffic. This ingenious device was worked out by the Maintenance of Way Department and proved highly successful.

Important tests and observations on track conditions were made possible by the installation of a mile of test track on the Skokie Valley Route, between Northfield and Northbrook stations. The track was installed as part of the regular southbound main in order to make tests under high-speed operating conditions. New 100-pound rail was installed, with complete rail fastenings and shims of various makes.

New Howard Street Station Nears Completion



With construction work being rushed to completion on the new \$50,000 North Shore Line station at Howard Street, plans are being made to open the new station by Christmas Day, according to Arthur U. Gerber, Architect. The new station is located on the north side of street, directly across from the "L" station. Rapidly increasing business at this point made it necessary to provide separate quarters for "Road of Service" passengers. The above picture shows the entrance to the new station in process of construction.

Test Track Aids Industry

The track is under careful observation, with complete records being kept, including notes on alignment, grades, sub-grade, ballast, ties and traffic. Exhaustive tests are being made of materials and their durability under regular operating conditions and changes of temperature. Much valuable data is expected from these observations, which are also being made on stretches of test track on both the South Shore Line and the Chicago Aurora and Elgin Railroad.

Over 3,375 feet of double-track was replaced with new 102-pound rail in Milwaukee, between Lincoln and Mitchell streets this year. A passing track was used while the work was rushed on both mains. An interesting feature of the paving job was the use of special water-controlled, early-set concrete, enabling traffic to be operated over the tracks in three days instead of the usual period of 21 days required with ordinary concrete. Keen interest in the project was displayed by city officials, who donated the use of a laboratory to make the concrete tests.

The materials for the Milwaukee project included 6,750 lineal feet of 102-pound rail, 2,125 cubic yards of ballast, 4,050 creosoted ties, 225 thermit-welded joints and 7,500 square yards of paving. The replacement of the old 91-pound rail with new and heavier rail was made in excellent time, despite the fact that progress of the work was necessarily slowed up while traffic was routed on a single track.

St. Mary of the Lake to Have New \$700,000 Faculty Building

Ground was broken recently for a new \$700,000 building at St. Mary of the Lake Seminary, Mundelein, which will house faculty members. The new building will be located near the present theology dormitory. Work on the structure will continue throughout the winter months. It is expected to be ready for occupancy by next August.

The new project is in keeping with plans to make St. Mary of the Lake one of the largest and most beautiful theological seminaries in the world. The beauty of the present grounds and buildings attracts thousands of visitors to Mundelein yearly. The seminary is served directly by North Shore Line trains on the Libertyville-Mundelein division.

EVERYBODY who strives to get ahead is constantly meeting the challenge of defeat.

The main difference between those who win out and those with the big "IFS" is that the latter become discouraged and give up too soon.

Some people become discouraged at the first signs of resistance and let the least setback disturb their plans to a point where they cease to try.

Despair and failure only get in where perseverance and steady effort cease.

Keep a steady aim and a keen desire in the face of every obstacle.

New Route Is Added To Rail-Air Service Of North Shore Line

Hook-up With Embry-Riddle Cuts Travel Time to Cincinnati and Indianapolis

Extension of its rail-air connections was recently made by the North Shore Line with completion of arrangements with the Embry-Riddle Company in Chicago whereby travel time is reduced between North Shore cities and Indianapolis, Cincinnati and other points in the east and south.

This is the third rail-air hook-up made by the North Shore Line this year. Connecting service with the Stout Air Lines brought Detroit, Cleveland and other eastern cities several hours nearer points on the North Shore Line, while a hook-up with the Universal Air Lines system established direct service to Kansas City, St. Louis, Cleveland, New York, Boston, Los Angeles, San Diego and other leading points throughout the country.

Travel Time Reduced

Under the new arrangement with the Embry-Riddle Company, travel time between Milwaukee and Cincinnati is cut to six hours, while the journey to Indianapolis is made in four hours and 45 minutes. Corresponding reductions are made in the time from Racine, Kenosha, Waukegan and other points served by the North Shore Line.

Two trips are made daily in each direction under the new hook-up. The traveler boards a North Shore Line limited, proceeding over the Skokie Valley Route to Roosevelt Road station in Chicago. Here he transfers to a special motor coach which transports him directly to the Municipal Airport, where the plane is boarded for the trip to his destination.

Leading Cities Served

Under the early morning schedule the traveler leaves Milwaukee over the North Shore Line at 5:10 a. m., Racine at 5:44 a. m., Kenosha at 5:55 a. m., Zion at 6:05 a. m., Waukegan at 6:13 a. m., North Chicago Junction at 6:19 a. m., and Dempster Street, Niles Center, at 6:41 a. m., arriving at Roosevelt Road at 7:23 a. m. Leaving the Municipal Airport at 8:30 a. m. (Central time) aboard an Embry-Riddle plane of the most modern type, he arrives in Indianapolis at 10:15 a. m. (Central time), and is in Cincinnati at 12:30 o'clock noon (Eastern time).

The other daily schedule provides for direct connections in Chicago with the North Shore Line limited leaving Milwaukee at 11 a. m., Racine at 11:34 a. m., Kenosha at 11:45 a. m., Zion at 11:55 a. m., Waukegan at 12:03 p. m., North Chicago Junction at 12:09 p. m., and Dempster Street, Niles Center, at 12:31 p. m. The plane leaves the Municipal Airport at 2 p. m., arriving at Indianapolis at 3:45 p. m., and in Cincinnati at 6 p. m. (5 p. m., Chicago time).

Direct Connections Made

Direct connections are made at Cincinnati with trains on the Southern and the L. & N. railroads for points south, and with the Big Four and the Norfolk

Offer Limited Number of Investment Fund Units to Employees Now Eligible

When subscriptions to Interurban Railroads Employees' Investment Fund No. 1 of the Chicago North Shore and Milwaukee Railroad Company closed on August 15, a number of employees were not eligible to participate on account of having been less than two years in service at that date. Some others who were eligible, but who did not subscribe at the time, may desire to subscribe now if given the opportunity.

As was expected, a few subscriptions have lapsed, some due to death of the subscribers, some because of persons leaving the service, and a few for other causes. The lapsed subscriptions are now available on the original terms for employees who have completed two years of service, or for those who were not among the original subscribers.

As only a few such lapsed subscriptions are available, eligible employees who make application now will be accommodated in order in which their applications are received. Make application direct to W. W. O'TOOLE, General Auditor, Highwood Office.

Delegates of 4-H Clubs Use "Road of Service" to Visit Model Farm at Mundelein

Two large delegations of boys and girls from rural communities throughout the country, who recently attended the eighth annual congress of 4-H Clubs held in Chicago in connection with the International Livestock Exposition, journeyed to Mundelein aboard special North Shore Line trains to visit the model farm of the Public Service Company of Northern Illinois during their stay in Chicago.

A group of 250 boys made the trip on December 1, leaving from the North Water Street "L" terminal at 2 p. m., aboard a special five-car train for Mundelein. Special Marigold motor coaches met the party at Mundelein station and operated direct to the model farm.

Over 575 girl delegates visited the model farm on December 4. The girls journeyed to Mundelein aboard two special six-car trains, leaving from the Chicago Avenue station at 10 a. m. Special motor coaches were operated from Mundelein station to the farm.

On the return trip to Chicago the special trains operated direct to the Halsted Street station, Stock Yards Branch of the "L" Lines. Box lunches, furnished by the commissary department, were served during the return trip to Chicago.

& Western railroads for points northeast and east.

Two planes daily make the trip to Chicago, leaving Cincinnati at 10 a. m., and 5 p. m. (Eastern time) and Indianapolis at 10:15 a. m., and 5:15 p. m. (Central time) respectively. Connections may be made in Chicago with North Shore Line trains. Tickets for the complete rail-air trip are sold by the North Shore Line agent at the point of departure, with baggage transfer and Pullman reservations on inter-connecting steam railroads.

Announce Additional Employees' Opera Night

Extra Performance Scheduled Because of Increased Ticket Demand

Because of the unprecedented demand for tickets to the special Sunday night performance of the Chicago Civic Opera Company, an additional presentation will be given at the reduced rates available to public utility employees.

The performance of "Falstaff" on December 29 will be followed by "Tannhaeuser" on January 12, and "Lucia di Lammermoor" on January 26. Tickets for the last two presentations can be secured on application at the office of John J. Moran, Commercial Manager, Room 1319, Chicago Trust Building.

Ticket Quota Oversold

The North Shore Line quota of tickets for the first three performances of the current season was greatly oversold, and it is expected that tickets for the two remaining presentations will be in great demand. However, plenty of good seats in all sections of the house are available for both "Tannhaeuser" and "Lucia di Lammermoor," but it is suggested that orders for tickets be placed immediately upon receipt of the regular application blanks to assure the best choice of seats.

Popular artists head the all-star casts to be heard in both the January performances. Kipnis, Turner, Leider, Bonelli and Freund are scheduled for the leading roles in "Tannhaeuser," one of Wagner's most popular operas. This performance will be sung in German.

"Lucia" on January 26

Tito Schipa, popular tenor of the Chicago Civic Opera, will have the leading role in "Lucia di Lammermoor," one of the most popular operas in the repertoire of the local company. He will be supported by an all-star cast to be announced later.

All applications for tickets must be accompanied by check or cash for the required amount. The blanks can be secured from department heads, superintendents or foremen. All applications are filled in the order in which they are received at the office of the Commercial Department, and tickets will be distributed until the North Shore Line quota is exhausted.

ANYONE can be a good spender—
And, while spending, it is no
trouble to acquire a following of people
who will profess friendship and
admiration just so long as the money
lasts.

But generally, those who are weak
enough themselves to coddle to the
whims of the easy spender are too
weak to stand by him when his money
is gone and he needs help.

So-called friends who are made by
the free and easy handling of one's
hard earned cash are seldom, if ever,
in position to return the favors they
so willingly accept.

Employee Stock Sale On North Shore Line To End December 31

Total of 7,124 Shares Sold Up to
December 1—"Over the Top"
Slogan of Salesmen

Persons seeking sound investments—which are more in demand now than ever—have only a short time left to secure some of the 7 per cent cumulative prior lien North Shore Line stock from employees of the "Road of Service," for the big subscription campaign which North Shore Line folks have been conducting for several months will close on December 31.

In announcing the closing date of the employee drive, General Manager John R. Blackhall called attention to the excellent opportunity offered North Shore Line folks to secure subscriptions to this issue at the present time. He also pointed to the excellent records made by some of the teams and individual salesmen as indicating what can be accomplished by persistent efforts.

"Public Wants Sound Securities"

"The public today is in the market for preferred investments, following their recent experiences with speculative issues," said Mr. Blackhall. "This situation is most favorable for the sale of our prior lien stock, as it pays 7 per cent and dividends are cumulative.

"This stock offers an excellent savings plan, as it can be purchased on the partial payment plan at \$10 down and \$10 a share a month for nine months. Moreover the investor receives 6 per cent interest on his payments while purchasing the stock. This offers the person with limited resources an opportunity to put his money to work right from the start as he builds up his investment."

Race for Honors Close

A total of 7,124 shares of stock had been sold by employees up to December 1, according to figures compiled by Frank E. Ashton, representing the Utility Securities Company in direction of the subscription campaign. The Prairie State Regiment commanded by Colonel Roy Thompson continued to lead the field with total subscriptions of 2,982 shares.

The race for final honors in the big drive promises to be a neck-and-neck affair. Colonel Chester K. Thomas' Interstate Regiment has piled up subscriptions until it was only 161 shares behind the Prairie State aggregation on December 1 with total subscriptions of 2,821 shares. The record of the Northland Regiment led by Colonel W. H. Burke was 1,321 shares.

"Over the Top in Drive"

"Several of the teams have passed or almost reached their quotas recently set to finish the drive," said Mr. Ashton. "If all the other teams will pull together and put forth their best efforts between now and December 31, I am sure the North Shore Line family will maintain their fine record for accomplishing the things they set out to do. Let's make 'Over the top in the stock sale' our slogan between now and the end of the year!"

Revenue-Producing Better Business Tips

Better Business tips producing revenue during the period beginning September 15 and ending November 30 are listed here 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 numbers here to learn how many credits you have received:

Tip No.	Kind of Business	Credits Awarded	Tip No.	Kind of Business	Credits Awarded
3-408	Interline (2)	5	10-027	Commutation	1
4-024	Special Party	38	10-028	Interline (2)	5
5-069	Motor Coach	8	10-029	\$10.00 Script Book	2
5-134	Special Party	41	10-030	\$10.00 Script Book	2
5-139	Special Party	11	10-031	Special Party	17
6-012	Special Party	12	10-032	Interline (1)	2
8-021	Commutation	8	10-033	Interline (1)	2
8-071	Commutation	8	10-034	Interline (1)	2
9-009	Commutation	8	10-037	Commutation	3
9-066	Commutation	9	10-038	Commutation	3
9-067	Interline (2)	5	10-040	Commutation	7
9-080	Commutation	1	10-047	Special Party	3
9-082	Commutation	11	10-055	Freight	2
9-083	Special Party	3	10-056	Passenger	3
9-085	Interline	2	10-057	Interline	2
9-086	Commutation	8	10-058	Interline	2
9-087	Commutation	1	10-061	\$10.00 Script Book	2
9-088	Commutation	8	10-062	Commutation	7
9-092	Commutation	8	11-005	Special Party	5
9-093	Commutation	6	11-010	Commutation	10
9-095	Interline	2	11-011	Interline	5
9-096	Interline	2	11-012	Special Party	3
9-097	\$10.00 Script Book	2	11-018	Freight	2
9-098	Commutation	1	11-020	Interline (1)	2
9-099	Commutation	1	11-021	Commutation	8
9-100	Commutation	1	11-022	Commutation	8
9-116	Commutation	1	11-023	Interline (1)	2
10-001	Commutation	3	11-024	Interline (1)	2
10-002	Commutation	3	11-025	Interline	2
10-003	Commutation	3	11-028	Commutation	3
10-004	Commutation	3	11-029	Interline (1)	2
10-005	Commutation	3	11-035	\$10.00 Script Book	2
10-006	Commutation	3	11-036	Interline (2)	5
10-007	Commutation	3	11-037	Interline	2
10-008	Commutation	3	11-038	Interline (2)	5
10-009	Commutation	3	11-039	Interline	2
10-010	Commutation	3	11-040	Interline	2
10-011	Commutation	3	11-041	Interline (2)	5
10-012	Commutation	3	11-042	Interline	2
10-013	Commutation	3	11-043	Interline	2
10-014	Interline	2	11-044	Interline	2
10-015	Commutation	9	11-046	Interline (2)	5
10-016	Commutation	3	11-047	Interline (2)	5
10-020	Commutation	6	11-049	Interline	2
10-021	Commutation	1	11-050	Interline	2
10-022	Special Party	15	11-051	Commutation	9
10-023	Motor Coach	11	11-053	Commutation	1
10-024	Interline	2			

Teams Vie for Honors in Sale of Prior Lien Stock

Considerable rivalry has developed among the teams of employee salesmen in the North Shore Line stock sale. Although the teams of Captains Thomas Deely and L. J. Theabold continue to occupy the leading berths, some of the other groups are engaging in stiff competition for positions of honor. Following are the captains of the ten highest teams as of December 1, with their team records on that date:

Team Captains	Shares Sold
Thomas Deely (Interstate)	849
L. J. Theabold (Prairie State)	775
Charles Swift (Prairie State)	456
W. R. Helton (Prairie State)	438
Louis Homan (Northland)	390
George Owens (Interstate)	388
C. H. Schildgen (Prairie State)	387
Roman Noske (Northland)	372
Fred Butterfield (Interstate)	260
C. A. Cawley (Prairie State)	221

It looks like a toss-up as to the order in which these teams will finish. One thing certain, however, the salesmen who "see the people" most persistently between now and December 31 stand the best chance of taking high honors!

Editor of HIGHBALL Heads Industrial Editors Association

Edward R. Egger, Assistant Publicity Manager and Editor of the HIGHBALL, has been elected President of the Industrial Relations Editors Association of Chicago. Members of this organization include the editors and staffs of employee publications published in the Greater Chicago region. The association, which is affiliated with the Employees Publication Section of the National Safety Council, holds monthly meetings in the Press Club of Chicago, 30 N. Dearborn Street.

Mr. Egger also is serving this year as President of the Chicago Alumni Chapter of Sigma Delta Chi, professional journalistic fraternity. At the recent national convention held at the University of Missouri, from which he was graduated, Mr. Egger was named chairman of the Central States committee on alumni activities.

No Yearly Models!

"Heavens," said the young miss as she inspected granny's wedding ring. "What heavy, unwieldy things those were 50 years ago."

"Yes, dear," said Granny, "but you must remember that in my day they were made to last a lifetime."

They Got the Business!

Tips Prove Boosters Alert in Securing Special Party Movements

By MARY V. DUNNE, Secretary
Better Business Department

Business going on as usual! This seems to be the cheerful slogan of our Better Business boosters. Nothing stops them! When they have secured all the prospective monthly commutation business in sight, they do not rest on their laurels. They turn their attention to special party movements. This is indicated by the fact that the majority of the tips listed below cover such business.

Boosters Show Alertness

One of our leading workers, W. A. Erwin, Passenger Accounting Department, alone secured three special party movements, resulting in a revenue of \$453.38. The alertness of all boosters who have turned in tips on such business is shown by the diversified nature of the trips arranged. Following are some of the results obtained by our tireless workers:

James McCaustland, Gateman, Taylor Ave., Racine, helped us secure sixteen round trips between Milwaukee and Chicago. This was for a party of students traveling in a group on November 22.

F. R. Zimmerman made arrangements for a basketball team en route from Chicago to Kenosha. The revenue obtained was \$24.30.

A. R. Butts, Transportation Department, Milwaukee, was instrumental in arranging a special party to Milwaukee and return using regular service. This new revenue amounted to \$53.44.

V. C. Innes, Collector, has been doing his share of boosting for the North Shore. He has sold two 25-ride books between Milwaukee and Howard Street in a short time.

E. W. Luke, Collector, Transportation Department, solicited a special party movement, whereby we sold a 25-ride ticket between Chicago and North Chicago. Mr. Luke also arranged a party en route from Edison Court, Waukegan, to Chicago.

W. A. Erwin, Passenger Accounting Department, helped us arrange for three special parties, two to Milwaukee and one to Waukegan, whereby we earned new revenue amounting to \$453.38.

J. H. Nichols, Ticket Accounting Department, has interested a gentleman in our monthly commutation tickets. We thereby secured a permanent traveler for the North Shore Line.

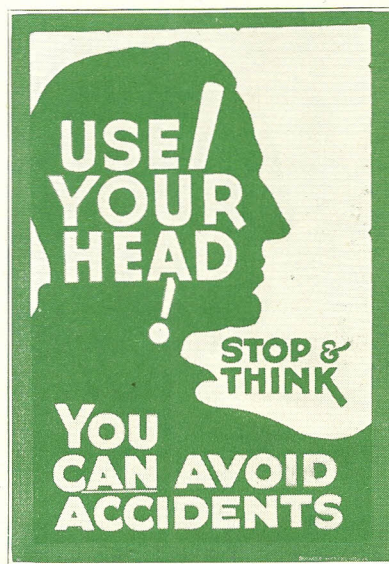
J. M. Hauger, Ticket Agent, Winnetka, interested a group of students in our special service, whereby we secured \$82.80 in revenue.

H. J. Humphreys, Ticket Agent, Dempster St., Niles Center, "talked up" our service. We sold six 25-ride tickets for a party moving from Waukegan to Chicago Loop as a result.

C. A. Roberts, Car Service Department, Highland Park, assisted us in furnishing two coaches for a special party en route to Waukegan. New revenue amounted to \$40.00.

Get Local Business!

The foregoing examples of perseverance in securing new business are highly gratifying, not only from the standpoint of new revenue secured but



Four Boosters Win Silver Badges—Seven Get Bronze Awards in Business Drive

Four Better Business workers joined the list of silver merit badge winners, and seven earned bronze badges during the period from September 15 to November 30, it is announced by Mary V. Dunne, Secretary of the Better Business Department.

W. A. Erwin, Passenger Accounting Department was one of the silver badge winners. Mr. Erwin was instrumental in the securing of three large special party movements. J. H. Nichols, Ticket Accounting Department; J. J. Walter, Merchandise Despatch Agent, and H. J. Lloyd, Ticket Agent, were the other winners of the silver badge denoting that they had each secured 50 credits, or \$250 in revenue.

The seven bronze award winners are as follows: James McCaustland, Gateman; Roy L. Caples, Ticket Agent; R. O. Carney, Ticket Agent; J. M. Hauger, Ticket Agent; A. R. Butts, Transportation; V. C. Innes, Conductor, and E. W. Luke, Collector.

The addition of the seven bronze award winners means that seven more boosters have won their "spurs." The addition of four more names to the silver badge honor roll is also indicative of the fact that better business workers are still "carrying on" and that the coming of the new year is hailed as another chance to set new records on the "Road of Service."

also in that they demonstrate how our alert boosters are watching for any special party trips planned from their own communities. Every community has athletic teams, lodges, schools and other sources of special party movements. The boosters mentioned above have covered their community well, will you do the same for yours? Let's start out the new year right by redoubling our efforts in securing new business for the "Road of Service!"

Many Special Parties Use North Shore Line

Recent Movements Show Variety of Sources for Securing New Business

Through the efforts of Better Business workers co-operating with the Traffic Department, an increasing number of special parties are becoming "sold" on North Shore Line service. The following trips made over the "Road of Service" between October 30 and November 8 indicate the diversified sources of securing new revenue from special party trips:

Two groups of students from the University of Illinois College of Engineering visited Milwaukee on October 30 and 31 aboard special North Shore Line trains. The students were on their annual educational tour of industries in Milwaukee and Chicago. During their return trip to Chicago, the students inspected sub-stations on the Skokie Valley Route.

An educational tour of the territory between Milwaukee and Chicago was made on November 6 by a party of 80 engineering students from the University of Wisconsin, who made the trip in a two-car special North Shore Line train.

The men's chorus of the Fisk Rubber Company, Federal Division, Cudahy, Wisconsin, journeyed to Chicago in a special car over the North Shore Line to appear as a feature on the program of the National Tire Dealers' Association of American at a convention banquet. The party drove to Milwaukee from Cudahy, parking their cars in the space provided for North Shore Line customers at the terminal.

The Chicago Symphony Orchestra is journeying to Milwaukee on each Monday for ten weeks in a three-car special train over the North Shore Line to present its annual series of concerts in the "Cream City." The special train for these trips is equipped with the Symphony Orchestra emblem and consists of two coaches and one baggage car, which carries the musical instruments of this noted organization.

Inspections of sub-stations on the Skokie Valley Route and a visit to the model farm of the Public Service Company near Mundelein were high-lights of a trip made on November 21 by 110 students of the Coyne Electrical School, Chicago. The students boarded the special at the Marshfield Avenue station of the "L" Lines. At Mundelein, lunch was served by the commissary department.

A contingent of 77 sailors left the Great Lakes Naval Training Station on November 21 in a special North Shore Line train for Chicago, on the first stage of a journey to the west coast, where they were assigned to U. S. warships. From Chicago the sailors proceeded over the Chicago and Alton and connecting lines to San Diego, California. All interline arrangements were made by the Traffic Department.

Marquette University's freshman football team journeyed to Peoria via the North Shore Line and chartered Mari-gold motor coaches of the Metropolitan System on November 22, for a game with Bradley Tech.

Thirty members of the Chicago Supreme Lair, Military Order of the Serpent, an organization comprised of Spanish-American War veterans, who were guests of the Milwaukee Lair on December 7, made the trip to the "Cream City" over the "Road of Service."

"Hospitals on Wheels" Help Keep North Shore Folks Physically Fit



Members of the North Shore Line family comprise one of the healthiest employe groups in the world. The average span of life on the "Road of Service" is 56 years, while public health figures place the general average at 43 years, seven months and 26 days. Only 11 persons out of an average total of 2,016 employes on the North Shore Line died during 1928.

Important factors in maintaining this high standard of health and longevity on the "Road of Service" are the rigid physical requirements for employment and the frequent re-examinations made by the Medical Department. Everything possible is done to keep the employes in perfect condition and to detect and remedy physical defects before they become serious.

Examine Employes on Job

To facilitate the important work of re-examining employes two "hospitals on wheels"—the first of their kind used by large industrial concerns in this country—have been placed in operation under the direction of Dr. Hart Ellis Fisher, Chief Surgeon. A car, completely equipped with all medical apparatus required for making the examinations, is operated to points on the line where employes may be reached on the job. A motor coach similarly equipped is used at points where track facilities are not available.

"Our aim in maintaining these traveling hospitals is to conduct these

periodical re-examinations with the greatest possible expediency and at the least possible inconvenience to the employe," said Dr. Fisher. "By detecting and correcting physical ailments at their inception we are enabled to restore many of our employes to perfect health, thereby insuring their continued happiness and efficiency as members of our organization."

Excellent Results Attained

The effective results attained from the periodical re-examinations are shown in figures compiled by Dr. Fisher on the basis of checks made in the traveling hospitals during a six-months period recently. Of 991 employes examined, 756 were found to be physically normal, while 235 had one or more physical defects. Among these 235 employes, 33 were wearing glasses but were otherwise normal, 128 were restored to normal with treatment while working, 39 were improved without absence from their jobs, 27 were found to have defects that could not be cured but did not prevent them from continuing work, and only eight were relieved from duty for treatment as physically unfit.

"We are certain that the premier standing which the North Shore Line has in the electric transportation industry is in large measure attributable to the healthy condition of our employes," said Dr. Fisher. "A healthy employe is an asset to the company, as well as to society. In maintaining the efficiency of our personnel we are work-

ing for the best interests of our customers in insuring them the best of service at all times."

Pictures 1 and 2 show exterior and interior views respectively of the hospital car, and pictures 4 and 5 of the motor coach. In picture 3 is seen an employe being re-examined. The staff of the hospital car is composed of Dr. Ellis Moulton and Nurse Signe Swanson. Dr. Franklin Blye and Nurse Lita Crowley are in charge of the motor coach. These "hospitals on wheels" also are used in examining the employes of associated transportation companies serving the Greater Chicago region.

Special Rate Effective for Holiday Season—January 6 Set as Final Return Date

A special holiday rate of fare and one-third for the round trip between any points on the North Shore Line will be in effect from December 21 to December 24, inclusive. Final return date under this arrangement will be midnight of January 6.

This special rate also applies to interline tickets between communities on the North Shore Line and all points in the west and southwest served by inter-connecting steam railroads.

Growth of Chicago Told by C. E. Thorney At Company Section

Metropolitan Area Setting Pace
—Will Lead World, Says
Speaker

By ALBERT W. GERBIN

"Chicago will be the first city of the world within this century!" This interesting prediction by Professor William L. Bailey, of Northwestern University, was discussed by C. Edward Thorney, Director of the Outing and Recreation Bureau, who gave an illustrated talk on "Metropolitan Chicago—Achievements of 1928-29" before the November meeting of Company Section No. 14 A. E. R. A., at Waukegan.

Chicago's Growth Sets Pace

The recent and current development of Chicago and its metropolitan area is at a pace twice that of New York, threefold that of London and tenfold that of Paris, it was pointed out by Mr. Thorney. In showing why Chicago will be great, many remarkable facts were brought out by the speaker. The glacier period which left the metropolitan area rich in natural resources and paved the way to make this region the center of agricultural production, was the earliest contributing factor to the present and future greatness of Chicago.

That 70 per cent of the country's railroad traffic centers in Chicago and that the value of the manufacturing exceeds 12 billion dollars annually, were among the amazing facts presented by Mr. Thorney in his talk. Some of the outstanding projects recently completed, now under construction, and proposed were listed by the speaker. Among these were: the new Civic Opera House; the Daily News Building; Merchandise Mart; Shedd Aquarium; Municipal Airport, which is the busiest airport in the world; Crane Tower; Soldier Field; Grant Park, including construction plans for the World's Fair, and a two-million dollar bridge over the Chicago River at Clark street.

Outlook Is Promising

Other new projects described by Mr. Thorney included the State Line Generating plant, which when completed will have the largest output of power in this part of the country. The County Hospital, largest in the world is another of the civic projects recently finished.

The home building activities of the metropolitan area, enhanced by excellent transportation facilities were mentioned by Mr. Thorney as a vital factor in Chicago's growth. The growth of Chicago from a tiny trading post to a metropolitan area containing over 5 million people in less than 100 years is an indication of the spirit of progress which is expected to bring Chicago into the coveted position of the world's largest metropolis, Mr. Thorney pointed out.

Membership Drive Launched

Committee chairmen for the ensuing year were named at the meeting. E.

Head Company Section



C. K. Thomas



Louis Homan



F. W. Wagner



Annabelle Williams

Here are the officers of North Shore Line Company Section No. 14, A. E. R. A., who were elected at the October meeting. C. K. Thomas was elected president and Louis Homan was named vice-president. F. E. Wagner is the new secretary. Annabelle Williams was named to fill a vacancy on the board of directors. The new officers were elected to serve for one year with the exception of Miss Williams who will serve for three years as director.

G. Cox was named chairman of the program committee; William Brown heads the membership committee; R. Marlowe is in charge of refreshments and W. Erwin was named to head the floor committee. C. K. Thomas, president of Company Section No. 14, announced a membership drive for the ensuing year. Prizes will be awarded to employees securing the largest number of members. First prize will be \$25; second prize \$15, and third prize \$10.

Entertainment was furnished at the meeting by Irving and Gordon Heiderick, sons of Conductor William Heiderick. The boys proved to be real artists on the xylophone and banjo, their selections receiving great applause. Refreshments and dancing concluded the evening.

Health Jingles

December's here, and winter time
With cold, gray days is near;
Just watch your health, keep feeling fit,
And you'll have naught to fear!

C. K. Thomas Elected Company Section Head

New Officers Named at October
Meeting—Program Honors
Thomas A. Edison

Election of new officers and a tribute to the genius of Thomas Alva Edison were the high lights of the October meeting of North Shore Line Company Section No. 14, A. E. R. A., in the Parish House, Waukegan.

C. K. Thomas, Division Superintendent, was elected president, succeeding John R. Blackhall, General Manager. Louis Homan, Supervisor, Maintenance of Way Department, was named vice-president, succeeding Frank J. Kramer. Fred Wagner, Auditor of Passenger Accounts, succeeded E. G. Cox as secretary. Annabelle Williams, Concession Supervisor, was elected to serve on the board of directors.

Greater Interest Sought

In his acceptance speech, Mr. Thomas pledged himself to a campaign to stimulate interest in the Company Section. He also lauded the retiring president, Mr. Blackhall, for his work in creating interest in meetings held during his term. A rising votes of thanks was accorded Mr. Blackhall by the audience. An expression of appreciation to the committees who had helped make his term a successful one was made by Mr. Blackhall, who also pledged his co-operation to the new officers for the ensuing term.

The program for the evening was in keeping with the national observance of Lights' Golden Jubilee. Fred F. Butterfield gave an interesting talk on the life and achievements of Thomas Alva Edison. In his talk Mr. Butterfield told of the indomitable patience and perseverance of Mr. Edison in his experiments with the incandescent lamp. One of the interesting facts brought out by Mr. Butterfield was that Edison experimented with 1600 materials before finding the perfect filament for his lamp. Following his talk Mr. Butterfield presented a phonographic broadcast depicting the nature of the international radio celebration in honor of Lights' Golden Jubilee.

Radio Artists Entertain

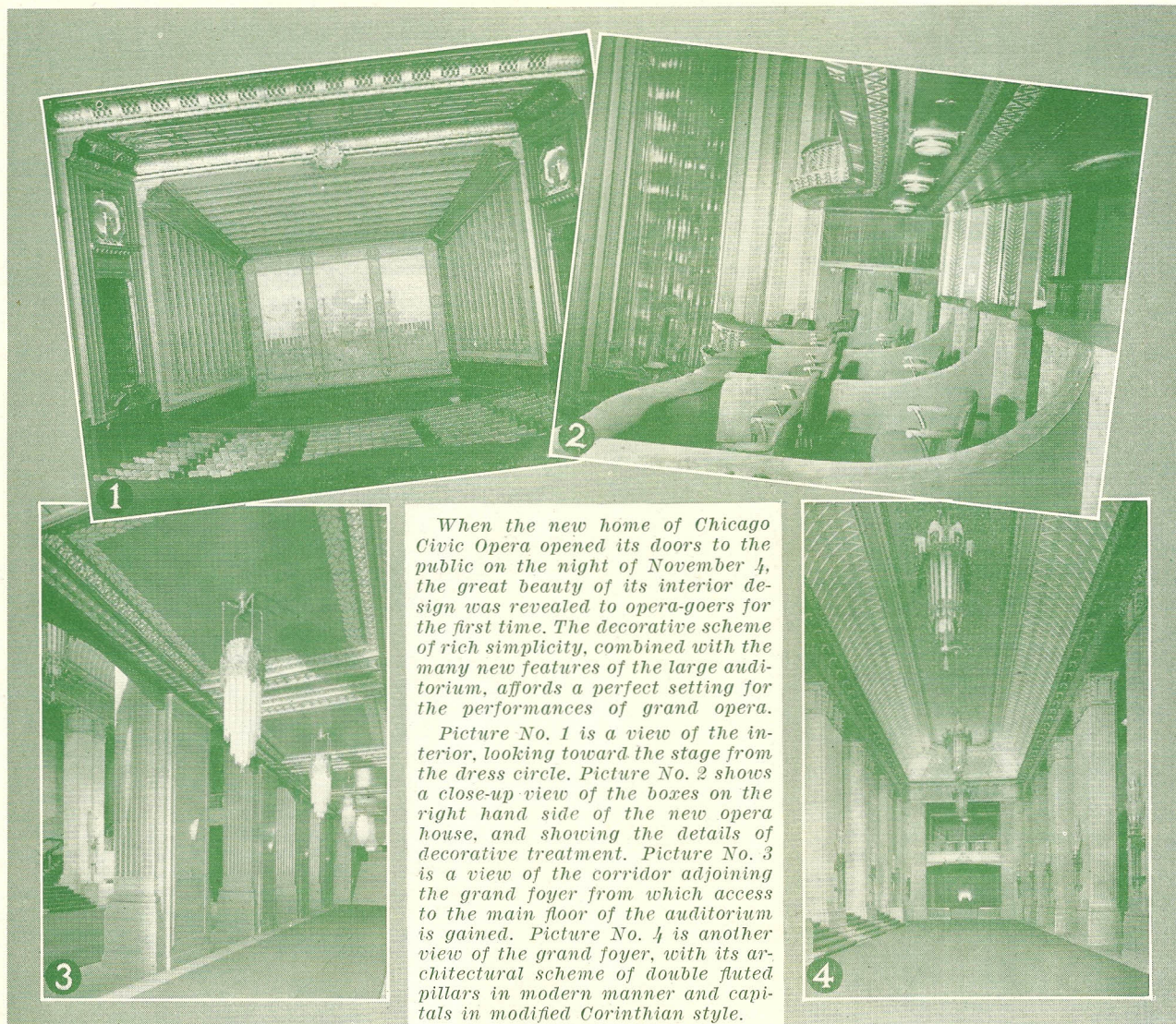
Musical entertainment during the evening was furnished by the McElroy Saxophone Quintet. This organization, consisting of father and four sons, are well known radio artists, having broadcast over WCB, Zion radio station. Their selections ran from classical music to popular jazz numbers and were enthusiastically applauded. Refreshments and dancing concluded the evening.

A Soft Answer's Effect

"You seem able-bodied and healthy," she remarked coldly, "you ought to be strong enough to work for your meals." "True enough, lady," he replied. "And you seem beautiful enough to be in the movies, but evidently you prefer the simple life."

The dinner he got was delightful.

Beauty of New Civic Opera Home Widely Acclaimed



When the new home of Chicago Civic Opera opened its doors to the public on the night of November 4, the great beauty of its interior design was revealed to opera-goers for the first time. The decorative scheme of rich simplicity, combined with the many new features of the large auditorium, affords a perfect setting for the performances of grand opera.

Picture No. 1 is a view of the interior, looking toward the stage from the dress circle. Picture No. 2 shows a close-up view of the boxes on the right hand side of the new opera house, and showing the details of decorative treatment. Picture No. 3 is a view of the corridor adjoining the grand foyer from which access to the main floor of the auditorium is gained. Picture No. 4 is another view of the grand foyer, with its architectural scheme of double fluted pillars in modern manner and capitals in modified Corinthian style.

Interurban and "L" Lines Join in Tribute to Fallen Heroes on Armistice Day

The electric transportation companies serving Chicago and the metropolitan area joined in paying tribute to those who made the supreme sacrifice for their country, when the eleventh anniversary of the Armistice was observed on Monday, November 11.

At exactly 11 o'clock that morning, all trains stopped for one minute on the North Shore Line, the South Shore Line, the Chicago Aurora and Elgin Railroad and the Rapid Transit Lines, while the 10,000 employees of these electric lines joined in silent tribute to our fallen heroes.

Special Armistice Day ceremonies were held at the general office in Highwood under the auspices of Evans-Watkins Post No. 753, American Legion. L. D. Potter, District Attorney, Racine, delivered a memorial address. Post colors were presented and taps sounded by North Shore Line veterans.

Nationwide Broadcast of Chicago Opera Made Possible By Special "Pick-Up" System

Performances of the Chicago Civic Opera Company will come into the homes of radio fans this season through the most elaborate and complete radio "pick-up" system in the United States. Installation of the equipment is now being made in the auditorium of the new opera building at 20 Wacker Drive, according to a recent announcement.

The equipment is to be used in connection with the broadcasts of opera to be made during the coming season by the National Broadcasting Company over a nation-wide chain of stations. The new equipment will cost approximately \$18,000 and is owned by the Chicago Civic Opera Company.

Elaborate tests have been made to pick up practically every note of music that will come from the orchestra pit and the monster stage. There are four

microphones in the footlights, four in the orchestra and four on the stage itself. Through special control, the orchestra and vocalists will be given perfect balance, so that an unusually true broadcast of the music will be presented.

A SUCCESSFUL man is one who has tried, not cried; who has worked, not dodged; who has shouldered responsibility, not evaded it; who has gotten under the burden, not merely stood off, looking on, giving advice and philosophizing on the situation. The result of a man's work is not the measure of success. To go down with the ship in storm and tempest is better than to paddle away to Paradise in an Orthodox canoe. To have worked is to have succeeded—we leave the results to time. Life is too short to gather the harvest—we can only sow.—Elbert Hubbard.

Knowledge of Right-Of-Way Aids Motorman In Accident Prevention

By J. W. OLIVER
Safety Engineer

There is an old adage that, if you seek for anything long enough, you will find it. This is true perhaps of everything except accidents, for a motorman has never been known to have an accident at a particular location if he were looking for it in advance and expecting it to occur. This leads to the conclusion that the greatest asset a motorman can have from the standpoint of accident prevention is a well developed faculty of anticipation.

It is doubtful if very many men operating interurban trains appreciate the value of anticipating the existence of various circumstances, which combined with the proper location, will result in an accident. The faculty of anticipation can be developed by such simple, yet vital details, as familiarity with the right-of-way and physical conditions found along the line.

Precaution Is Essential

The motorman should have a thorough knowledge of the right-of-way and of the points where he is likely to encounter most congestion. It would also be well to learn the locations where he may expect to find obstructions to his views. At points where traffic is congested both motorists and pedestrians are more liable to become confused and commit errors of judgment which may result in accidents. At crossings where the view is obstructed it is well to remember that motorists and pedestrians are also under the same handicap, hence extra precaution should be used by the motorman in approaching such locations.

Motormen should be familiar with locations where the train is most difficult to control. Every experienced motorman knows that at some locations, stops are harder to make than at others and liberal allowance should be made for such conditions to avoid losing control of the train. In general, any location where people gather in large numbers or where street traffic is heavy, may be considered a danger spot. Passenger stations are dangerous locations because of the haste displayed by many passengers in "catching" certain trains. Often they will run across the tracks in front of approaching trains at stations whereas they would not think of taking such chances at other locations.

Many Factors Important

Included in the study of physical condition of the right-of-way should be a knowledge of rail conditions. Slippery rails have been the cause of perhaps as many accidents as any other one factor we could mention. By making a study of this problem motormen can acquire the ability to distinguish a good rail from a bad one the instant he sees it. Here again the element of anticipation is extremely valuable.

Where tracks are laid in the paving

Knowles G. Slone, Popular Ticket Agent, Taken by Death—Service Record Wins Tribute

Knowles G. Slone, Ticket Agent at Linden Avenue station, Wilmette, passed away on November 11, at the age of 66.



Knowles G. Slone

Mr. Slone, who had been with the company for 10 years, established a reputation for courtesy and efficiency which earned him the esteem of his fellow-workers, and of a host of customers, whose friendship he had won during his service at various North Shore Line stations. The commendable record made by Mr. Slone was the subject of a fitting tribute paid to the veteran by W. C. Upton, General Ticket and Baggage Agent, who said: "It can truthfully be said that the North Shore Line never had a more faithful, loyal, and conscientious employee. He was always intensely interested in the company's welfare, and made unusual efforts to create new friends and increase the revenue at his station. An insight into the loyal character of Mr. Slone is afforded by the fact that he worked for six consecutive years without taking one day off."

Mr. Slone was born on June 28, 1863, in Madison County, Indiana. He joined the "Road of Service" on December 18, 1919. For several years he was located at the Edison Court station, Waukegan. He was transferred to Linden Avenue station two years ago, where he served until his passing, after an illness of several weeks. Mr. Slone was a resident of Lake Bluff.

Funeral services were held at Waukegan and were attended by a large number of ticket agents, officials and other friends. Interment took place at Oakwood Cemetery, Waukegan. Mr. Slone is survived by his wife and two children.

of city streets, slippery rails will be encountered at almost any time of the year. Automobiles deposit a certain amount of grease on the rails. Vapors from the streets in summer and icy conditions in winter make it safe to assume that rails in city streets are treacherous at all times of the year. Falling leaves form another cause of slippery rails and in autumn this situation can be expected at all locations where trees border the right-of-way. Light rain storms and successive ice formations and thaws are also causes of bad rail conditions, which should be carefully analyzed and considered by the motorman.

The ability to anticipate unusual operating conditions is not merely a matter of "luck." It is the result of careful study of the elements mentioned above.

Chicago World's Fair in 1933



"A Century of Progress"

Plan Transportation Exhibit

Edward Hungerford, Vice President of the New York Central Railroad, who is assisting the "Century of Progress" Exposition in making plans for the great transportation pageant which is to be one of the big features of the 1933 World's Fair, spent several days in Chicago recently conferring with Major L. R. Lohr, manager of the centennial celebration.

Mr. Hungerford, who was the director of the Fair of the Iron Horse which the Baltimore and Ohio Railroad staged in 1927, spent considerable time on the proposed lake front fair site, but it has not as yet been definitely decided where the transportation show shall be located.

A century of progress in the transportation field—highway, waterway, railway and airway—is to be shown in the exhibit they are now planning.

According to the present plan, all of the country's wagon and automobile manufacturers, airplane builders and railroads will combine in staging a great spectacle which will be peopled with characters costumed in the periods they represent from 100 years ago up to the present time.

Europe Is Enthusiastic

Great enthusiasm for the international scope of Chicago's coming Century of Progress exposition prevails throughout Europe, according to a report made recently by Homer J. Buckley, chairman of the celebrations' committee on public information.

Mr. Buckley, who has just returned to Chicago after a seven weeks' trip through Germany, Austria, France and Czechoslovakia, declared in his report that everywhere he was called upon to explain the scientific theme of the world's fair, the people were loud in their praise of the unselfish spirit back of the project.

Fair Band in Concerts

Announcement has been made of a series of popular Sunday afternoon band concerts with semi-classical programs to be given by the official band of the Century of Progress exposition under the leadership of Maestro Max Bendix. According to Mr. Bendix, the concerts will fill in "the large gap" that at present exists in Chicago's musical scheme.

Mr. Bendix, who was musical conductor at the World's Columbian Exposition of 1893, the Louisiana Purchase Exposition of 1904 and the San Francisco Panama-Pacific Exposition of 1915, hopes to be able to stage his first four concerts in Chicago during November.

Hints on Home Owning

"Pay Your Taxes Promptly!"

By GEORGE LAURENCE, Asst. Dir.,
Own Your Own Home Bureau

Pay your taxes promptly or someone else may pay them not to aid you but to place a lien on your property and thereby cloud your title.

Professional "tax buyers" operate in every part of the country and the owner who falls into their hands cannot sell his property or borrow money on it until he redeems his holdings, which is usually a costly proceeding.

Delinquency Brings Wee

Property taxes are due once a year in each state. Property owners are given a certain length of time to make payments, the time varying in the different states. Owners who have not paid their taxes at the end of this period are declared delinquent and are penalized so much per month according to the statutes of the various states. At this period, the county treasurer who is ex-officio county collector publishes a list of the delinquent tax payers and declares in this announcement that within a certain time application will be made at the proper court for judgment and order of sale on all property upon which taxes have not been paid at the date of judgment. And here is one place where the statutes in all states are drawn to protect the interests of the property owners to keep his property.

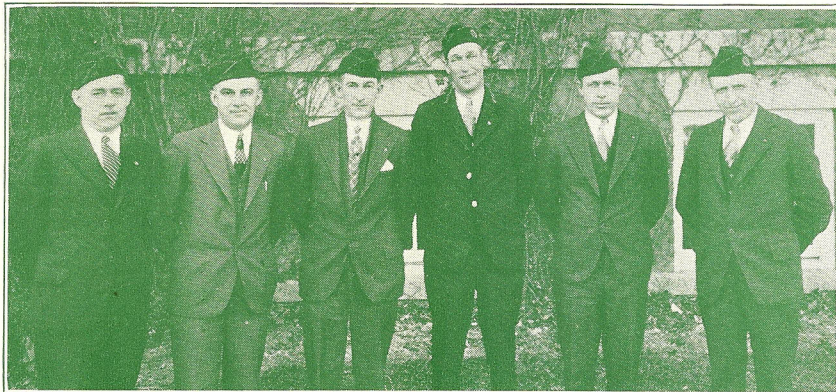
But, unfortunately, few people ever see the publication of such lists as they are printed in very fine type in the last pages of newspapers. And this is one of the reasons why the property owner himself should be on the job and see that his taxes are paid.

How Tax Buyers Operate

It is at the tax sale the "tax buyers" begin their activities. The county treasurer, together with the county clerk, offers for sale all properties upon which the taxes are delinquent at that date. Tax buyers make their money by adding, to the sums due the county and which they pay for the delinquent owner, additional penalties which must be paid to them by the property owner for release. The penalties exacted by the tax buyers are regulated in all states. For example, the State of Illinois permits a tax buyer to ask a maximum penalty of 12 per cent every six months for a period of two years from the owner whose tax bills he had paid. However, there is competition among the tax buyers and sometimes it is not possible for them to secure the maximum rates.

At the tax sale there is competitive bidding among the tax buyers; if a property up for sale for delinquent taxes looks good to a buyer, he may bid under the maximum rate in order to try to get the property away from a competing tax buyer. The statute rate may be 12 per cent and one buyer may bid 12 per cent, another bid 10 per cent, and another bid 7 per cent. The property goes at tax sale to the tax buyer making the lowest bid. In

Legion Post Elects New Officers



Welden Graham, Transportation Department, was elected commander of Evans-Watkins Post No. 753, American Legion, at the November meeting, held at the home of Robert Neuman, in North Chicago. The new officers elected are shown in the above picture. From left to right they are: J. W. Oliver, adjutant; L. F. Hoppe, finance officer; Frank Elwell, senior vice-commander; Welden Graham, commander; D. T. Nelson, junior vice-commander, and F. J. Kramer, chaplain. Robert Neuman, sergeant-at-arms, was absent when this picture was taken.

A trip to the Army-Illinois football game in November, and a party and dance, held in conjunction with the North Shore Line band, were among the high lights of the Post's activities this year. The party and dance, held at the Valencia Ballroom in Waukegan was highly successful. Radio stars and several excellent vaudeville acts were included in the excellent entertainment which pleased the huge crowd in attendance. More activities are planned for the ensuing year, which will also be marked by an extensive drive for new members.

the illustration used above, the tax payer bidding seven per cent would "get the property." This is another effort of the local governments to protect the property owner by giving a lien on his property to the tax buyer who will exact the least from him.

Certificate Clouds Title

The statement that the property goes to the tax buyer does not mean that he gains possession of the property through this process, or that he can take it over and move out the owners. It means that the proper authorities will issue the tax buyer a tax certificate which clouds the title to the property, thereby hindering resale until this lien is removed, and makes it impossible to put a mortgage on it or borrow money on it from any reputable bank or broker.

If the property has not been redeemed in the two-year period (this period varying in length in the different states) the tax purchaser is entitled to a tax deed, upon complying with certain provisions in the statutes, these provisions having to do with giving sufficient notices, etc.

Now the tax buyer adds new penalties to the bill he holds against the property owner, which must be paid before he will release his lien on the property. In some states there is no limit to the amount the tax buyer can ask for release at this period; other states regulate this figure.

The property owner can apply to the courts and usually show that the tax buyer omitted some provisions required by the law before securing the tax deed but this process is costly and lengthy and it is often as cheap to settle with the tax buyer.

My Religion

My religion's lovin' God, who made us,
one and all,

Who marks, no matter where it be, the
humble sparrow's fall;

An' my religion's serving Him the very
best I can

By not despising anything He made,
especially man.

It's lovin' sky an' earth an' sun an'
birds an' flowers an' trees,

But lovin' human beings more than any
one of these.

My religion doesn't hinge on some one
rite or word;

I hold that any honest prayer a mortal
makes is heard;

To love a church is well enough, but
some get cold with pride

An' quite forget their fellowmen for
whom their Saviour died;

I fancy he best worships God, when
all is said an' done,

Who tries to be from day to day, a
friend to everyone.

If God can make the sparrows fall, I
don't believe He'll fail

To notice us and how we act, when
'doubts an' fears assail;

I think He'll hold what's in our hearts
above what's in our creeds,

An' judge all our religion here by our
recorded deeds;

An' since man is God's greatest work
since life on earth began,

He'll get to Heaven, I believe, who
helps his fellowman.

—Edgar A. Guest.

"Road of Service" Aids Growth of Milwaukee

Newspaper Article Points Out Vital Part Played by North Shore Line

EDITOR'S NOTE—The following article was printed in a special edition of the MILWAUKEE WOCHENBLAT on October 4. It gives a comprehensive picture of the North Shore Line service as it affects Milwaukee and offers excellent "selling points" for our Better Business Boosters in that city.

One of the most important factors in the growth of Milwaukee to thirteenth largest city in the United States and third largest metropolis in the Middle West has been the vast network of transportation lines serving the "Cream City" and the adjacent territory in Wisconsin.

Rail lines radiate to the north, west and south, while good highways make Milwaukee a mecca for motor traffic during all seasons of the year. Steamers plying the waters of Lake Michigan make this city one of their main ports of call, and the latest medium of transportation—the airplane—is becoming a more familiar sight here each day.

"Road of Service" Leads Way

Among these many forms of transportation, one that has played an important role in Milwaukee's development is the electric interurban railroad. Leading in this field is the Chicago North Shore and Milwaukee Railroad (the North Shore Line) which is known the world over as a pioneer in the electric transportation industry.

The principal contribution of the North Shore Line to the growth of Milwaukee is its high-speed passenger service between the "Cream City" and Chicago, giving residents of this city direct connection with main trunk lines operating out of the Illinois metropolis. A total of 46 limiteds are operated daily between Milwaukee and Chicago by the North Shore Line, carrying the traveler from the downtown Milwaukee station at 6th and Michigan streets directly to the heart of the downtown Chicago business district in two hours.

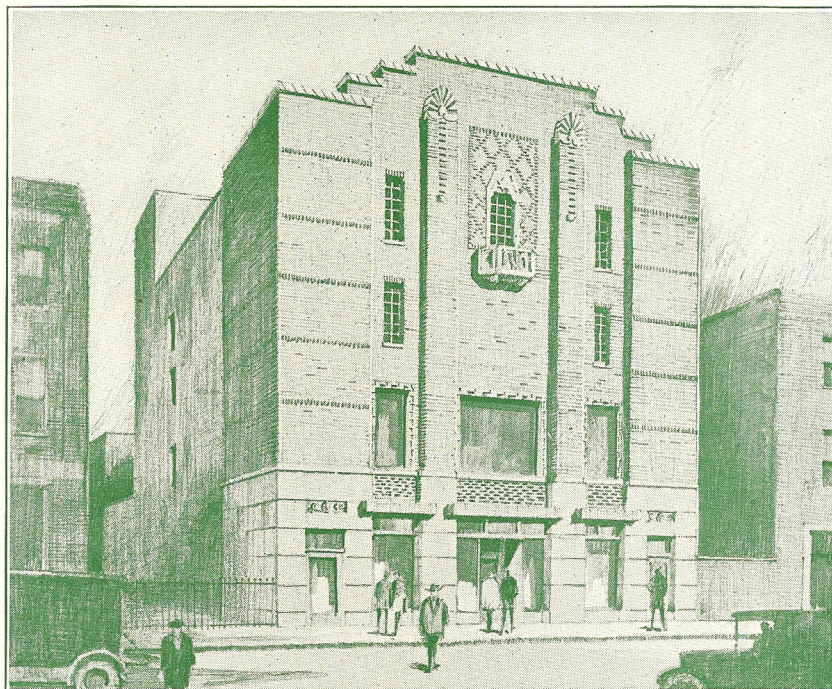
Skokie Route Speeds Service

These high-speed all-steel trains also serve two other leading Wisconsin cities en route, namely Racine and Kenosha, as well as Waukegan, metropolis of Lake county and one of the most important industrial centers in northern Illinois. From North Chicago Junction the trains operate over the famous Skokie Valley Route at a speed often exceeding 70 miles an hour, passing through a territory rich in scenic beauty and historic lore.

It was through the enterprise of the North Shore Line that this territory was made available to homeseekers. In constructing the Skokie Valley Route at a cost of \$11,000,000 the "Road of Service" not only opened this area to development as a high-class residential region but also made it possible to materially speed up its limited service between Milwaukee and Chicago.

The convenience of North Shore Line

First "Skyscraper" for Niles Center



Industrial development in Niles Center has been given new impetus with the start of construction work on a four-story warehouse on Cicero Avenue, near the Dempster Street Station of the North Shore Line. The structure, which is to cost \$85,000, is being built by the Metropolitan District Realty Trust for the Scully Storage & Transfer Company, now located in Winnetka. It is scheduled for completion early in 1930.

This is the first "skyscraper" for the new suburban community of Niles Center, which has experienced unusual development as a home community since the North Shore Line extended its service there. The building will be a modern fireproof structure of concrete and steel, with the street elevation of stone. Space for stores will be provided on the first floor of the structure, with the upper three floors especially designed for storage purposes. It was designed by Stanton & Hodgdon, architects.

service in travel between Milwaukee and Chicago is enhanced by the fact that trains operate over the elevated tracks of the Rapid Transit Lines in Chicago. This enables the traveler to board or leave North Shore Line trains at stations in the heart of the residential and business sections of the city. Regular stops are made at 14 stations on the Rapid Transit Lines, including four stations in the busy Loop.

Many Features in Service

The main outbound Loop station of the North Shore Line in Chicago is at 223 S. Wabash avenue, only one block west of Michigan boulevard and one block east of State street. The main inbound station for trains southbound from Milwaukee is Wells street terminal, where direct connections are made with trains of the Chicago Aurora and Elgin Railroad (Sunset Lines) for western suburbs and points throughout the Fox River valley.

A feature of North Shore Line service is the interline ticket arrangement whereby the traveler from Milwaukee or other cities on the "Road of Service" may purchase through tickets to any point in the United States, Canada or Mexico from the local agent. This en-

ables the traveler to transfer immediately to his steam train in Chicago without any delay or inconvenience attending further ticket purchases. Pullman reservations also are made at the point of departure for the entire trip, while baggage is transferred free en route.

The latest interconnecting service established by the North Shore Line for the convenience of its customers is rail-air service in conjunction with two of the leading air transport companies, namely the Universal Air Lines and the Stout Air Lines. This service has brought Milwaukee many hours nearer leading cities in the east, south, and west. By taking a high-speed North Shore Line limited to Chicago and there transferring to plane at the municipal airport, the traveler reaches Detroit in 5½ hours, New York in 20½ hours, Cleveland in 5 hours and 45 minutes, St. Louis in 5 hours and 40 minutes, and Kansas City in 7 hours and 50 minutes. This service also embraces the transcontinental rail-air hook-up of the Universal Air Lines between New York and Los Angeles, as well as direct connections for Boston, Tulsa, Wichita, Omaha, Denver, San Diego and other distant points.

The Highball

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"The Road of Service"

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LUKE GRANT.....Managing Editor
EDWARD R. EGGER.....Editor
ALBERT W. GERBIN.....Associate Editor

Contributions from North Shore Line employes 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.

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

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Vol. 7

NOVEMBER-DECEMBER

Nos. 11-12

IF JOY in fullest measure
Is brought by wishes true,
This is the priceless treasure
The HIGBALL bears to you.

REPETITION

THE happy Christmas and New Year season is here again. Which brings to us the thought that life, after all, is largely a matter of repetition. A majority of the things we do today are in substance the same things we did yesterday—and will do again tomorrow.

Many of us doubtless grow restless and fretful over the idea that we must go on doing the same things from day to day. But, if we would only pause and consider the matter, we would appreciate the value and importance of this very fact.

Only by endless repetition does one become skillful in anything—be it playing the piano, operating a factory machine or running an electric train. Proficiency in any form of activity is but the fruit of long and tedious repetition until the thing we do becomes a fixed habit.

Thus what at first blush seems to us a burden is in fact a blessing. That is, providing we use it in the proper manner. The person who does his routine tasks in a thoughtless and indifferent manner WILL go on doing the same tasks in endless repetition. But the one who strives to do these same things a little better each time is making them a means to an end—progress and advancement.

This brings us to repetition of a fact which we have stated time and again. It isn't the thing you do that counts so much as the way you do it. In other words, our attitude toward our job is much more important than the job itself.

The same is true of life and its daily routine. If we regard the endless cycle of days and events as a monotonous repetition, this world indeed has little

of pleasure and satisfaction in store for us. But, if we approach each day with hope and ambition and a determination to make it a little better than the preceding day, what a wealth of happiness and contentment the future holds!

INEVITABLE

AS SOME wise person said, three things are inevitable—birth, taxes and death. Undoubtedly we have little control over many factors in man's brief span on earth. But they cannot be ignored, nevertheless.

All of us have obligations both to ourselves and those near and dear to us. Among our obligations to those dependent upon us none is more imperative than that of providing for them when we are gone.

Insurance offers the husband and father the best and quickest means of providing an estate for those who will remain when the last of these inevitable events has happened. To the wise man it is not a question of duty when he insures himself for the largest amount compatible with his income. It is merely an expression of love and devotion—one of those actions which speak louder than words.

What Others Are Thinking

CHICAGO

(By Prof. Jacob H. Hollander, Johns-Hopkins University)

What a ridiculous caricature the stay-at-home easterner entertains of Chicago!

A sink of civic iniquity, garnished with racketeers and redolent of hooch—this is what he has been prepared to meet. Instead, he finds a living symbol of America. A city toweringly "tall among her sisters fair"—with loins girt for a race still to be run, proud in her strength, boundless in her aspiration, with economic idealism and bigness increasingly knit with beauty. The pace has been so swift as to be staggering. The returning visitor finds a Chicago as remote from the city of the Harding convention of 1920 as the White City of 1893 was from the prehistoric settlement of the widow's cow.

Moreover, this is speed, not spurt. The city develops its own driving power and there seems no assignable limit to the pace.

The Chicagoan sees his city the metropolis of America. Nearer the center of area and population, with a boundless hinterland of agricultural wealth, natural resources, industrial enterprise consuming demand, he snaps his finger at the seaboard location of New York.

London and not Liverpool is the metropolis of England, just as Paris and not Havre is of France, and Berlin not Bremen or Hamburg of Germany.

Most amazing of all, this Chicago is determined to be not only big and strong but beautiful. The city of the stock yards is becoming the city of the lake front and of Lincoln Park. Very much remains to be done; but there is an indomitable intention.

In 1933 the world will come again to Chicago. At least one car-window observer—or his spirit—will marvel if new values in the history of American cities are not then recorded.

*It's easy to smile when the world's at its best;
But when clouds are darkest—ah, that is the test!*

"Utilities and Government"

The following radio address was delivered by Samuel Insull as a feature of "Collier's hour," in a coast-to-coast hook-up from the Chicago studio of the National Broadcasting Company on November 24. It is printed as an authoritative discourse on a subject of vital interest to all persons in the public utility industry.—THE EDITOR.

"Collier's has asked me to speak briefly on 'Utilities and Government'; a frank statement as to whether there is too much or too little government regulation of utilities."

"One cannot make a categorical answer to the implied question. In many instances too much regulation, too much interference have been attempted. In others, too little control has been exercised.

Laws Mostly Protective

"In my opinion, most of the states now have laws which, properly and fairly administered, give ample protection to the three parties in interest in the public utility business, namely, the users of the service, the employees of the companies and the owners of the properties or investors.

"Long before necessity compelled the industry to accept government regulation, I was for it. I was a consistent and persistent advocate of both the right and the duty of the state to regulate the quality and the rates of service and to control the capitalization of public utilities. As far back as June 7, 1898, almost 32 years ago and 16 years before Illinois had a regulatory law, as president of the National Electric Light Association, I made this statement:

"The misunderstandings that from time to time occur between communities and the managers of electric-lighting companies will, to my mind, disappear entirely if the relations between the two are correctly founded on the basis of public control."

Speaking to Industry

"In saying this, I was not speaking for the industry but to it. State regulation was a new thing. It was in an experimental stage and not particularly popular with our people. I did not add much to my own popularity by what I said. But from that time until now I have been steadfast for state regulation. One more quotation will serve to establish my record. Before the Investment Bankers' Association of America on October 30, 1913, I said:

"My main message, in speaking to the investment bankers of this country is to say that they, and men in positions like mine, make a very great mistake in opposing the fair regulation of an industry which can be run properly only as a monopoly. . . . To supply this (regulation) is not only the privilege but the duty of the state."

"Government regulation is the logical complement of private ownership and operation of utilities; it is essential to the welfare of the three parties in interest—users, employees and owners.

Expansion or Restriction

"But government regulation can be either expansive or restrictive.

"By 'expansive' I mean such laws

"Yes, Folks, I Travel the Steel Highways!"



and such administration of the law as will tend to the establishment of confidence among the three parties in interest; regulation which will convince users that the service will be reliable, the rates reasonable; which will convince employees their employment will be continuous, their wages good, their working conditions favorable; which will assure owners their investments will be sound and the return fair and dependable.

"By 'restrictive' I mean such laws and such administration of the law as tend to spread distrust and arouse suspicion among the three parties in interest, predicated upon the theory that the entire utility business is founded upon 'special privilege,' when in fact, its basis is one of obligation.

Limits Probably Inevitable

"In the tremendously rapid growth and widespread development of the utility services it may be inevitable, and perhaps advisable, that the restrictive policy should be advocated by some persons in opposition to the expansive policy. Although I am not of that faith, I can admire the deep wisdom of the Roman Catholic hierarchy when it appoints a devil's advocate, a public critic, to oppose the canonization of a saint. Frank criticism tends to improve administration, whether it is of a nation, a state, or a utility.

"The trouble is, however, that there are in every country those who are peculiarly suited, for various reasons or by disposition, to be volunteer devil's advocates; whose especial business seems to be to set up bugaboos or straw men to arouse public resentment.

"One of the bugaboos in the utility business is the 'power trust.' Of course, no such thing exists and, unless complete state ownership of power production and distribution is brought about, none can exist.

Higher Rate Bugaboo

"Another is that our industry is always asking higher rates, when the fact is that every utility executive who

is worth his salt is bending every energy toward lower rates, because lower rates mean greater consumption and greater consumption is our hope of progress.

"Another bugaboo is 'watered capital' as a basis for higher rates. Every schoolboy ought to know that there is no connection between capitalization and rates. By the law of the land rates are based upon 'the fair value of the property used and useful in the service,' and the capital stock of a company may be watered until it weeps without affecting that value.

State Control Best

"Another question has arisen: Whether control should be federal or state. I believe state control is now adequate and is best. The law in regard to state regulation is, as the lawyers say, becoming settled. Generally speaking, the utility business is a local business. The convenience of all concerned is best served by state control. Confusion and conflicts of jurisdiction will be avoided by maintaining the status quo.

"I believe that adherence to an expansive policy of state control will enable the industry to encourage invention, foster improved methods and promote economies in production which will maintain a continuing downward trend in rates, and thereby make available the benefits of the utility services to the most remote in distance and the poorest in purse throughout the land.

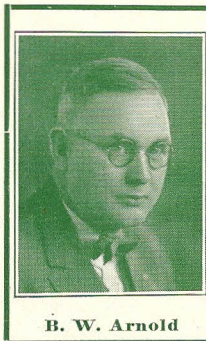
Relieve Human Burdens

"That the utility services do bring benefits, offer comforts, relieve burdens and add to the enjoyment of life of every family and individual to whom they are available, is no longer open to discussion. It logically follows that a policy which helps make these services universally available is a sound policy and a progressive policy. It just as surely follows that a policy which hinders the universal availability of these services is unsound and retroactive.

(Turn to Next Page)

Bert W. Arnold, Popular Member of North Shore Line Family, Succumbs

Members of the North Shore Line family were grieved to learn of the death of Bert W. Arnold, Assistant to the Vice-



B. W. Arnold

President in charge of operation, at St. Mary's Hospital in Milwaukee on October 20, following a protracted illness. He was 46 years old at the time of his demise.

Known far and wide for his geniality and his engaging personality, Mr. Arnold had led a colorful career in his all too brief span of life. He was born on July 9, 1883, in Clyde, Ohio, and began his climb in railroad circles at the age of 14 as a call boy for the Wheeling & Lake Erie Railroad, later serving as telegrapher and despatcher.

Served Utilities Many Years

"Bert," as Mr. Arnold was known to his many friends and acquaintances, was connected with the Illinois Traction System for 11 years as division superintendent and superintendent of transportation. He joined the Eastern Wisconsin Electric Company in 1917, serving as general manager of this organization operating the city railways of Oshkosh, Sheboygan and Fond du Lac and interurban lines between Sheboygan, Elkhart Lake, Fond du Lac and Neenah.

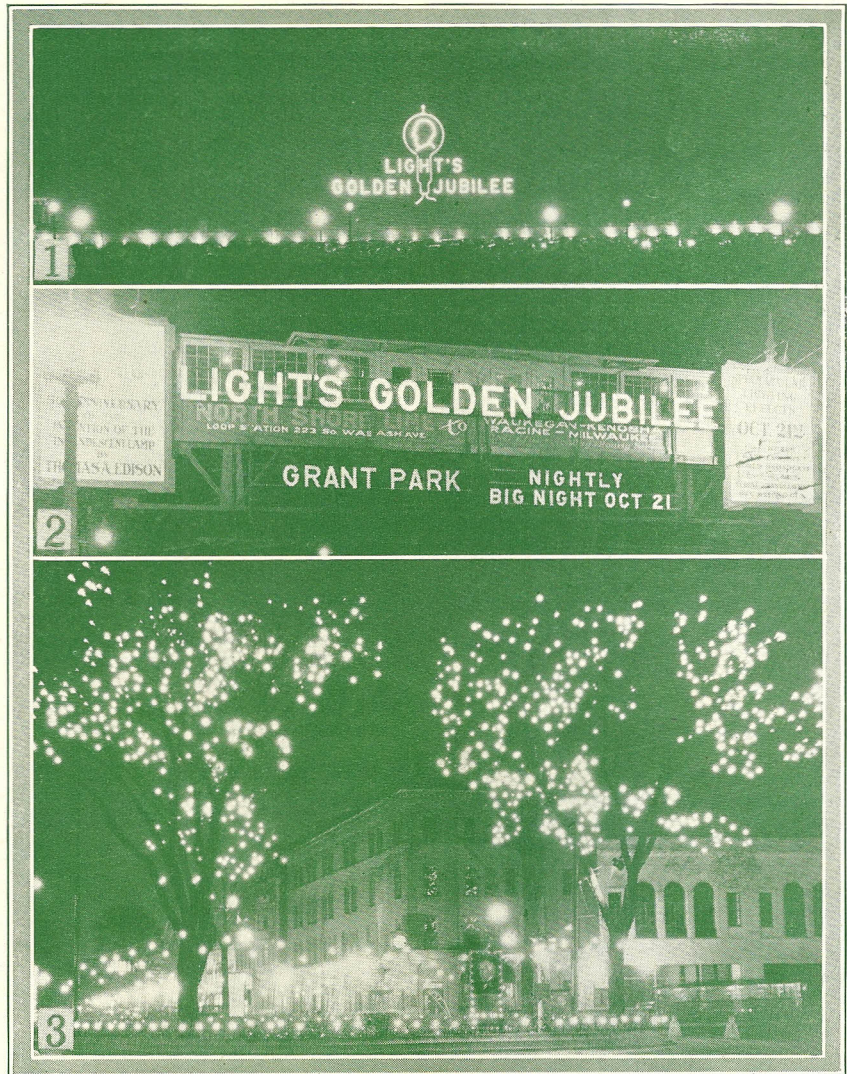
On January 1, 1924, Mr. Arnold joined the North Shore Line as Manager Motor Coach Department, which position he filled with credit until his appointment as Assistant General Manager in March, 1926. His elevation to the position which he held at the time of his passing came on October 25 of the same year.

Prominent in Elks Lodge

Mr. Arnold was prominent in fraternal affairs, being president of the Wisconsin Elks Association in 1928. He was also a Mason and a member of the Milwaukee Athletic Club and the City Club. He was active in public utility organizations, serving as chairman of the railway section of the Wisconsin Utilities Association for two years. His fame as a toastmaster at banquets was widespread.

Funeral services were held on October 22 at the Milwaukee Elks Club under the auspices of the Oshkosh lodge, of which Mr. Arnold was a life member. A large number of North Shore Line officials and other co-workers were present to pay final tribute. Burial was in Valhalla cemetery. Mr. Arnold is survived by his widow, two daughters, Dorothy Louise and Bess Chapman Arnold, and a sister, Mrs. Mary Leiter of Springfield, Ohio. He was preceded in death by his son, Robert, who passed away in 1926 at the age of 17 years.

Displays Feature Light's Golden Jubilee



Spectacular lighting displays featured the world-wide celebration of Light's Golden Jubilee, in honor of the 50th anniversary of Thomas Alva Edison's invention of the incandescent lamp. In Chicago and suburbs many such displays called the attention of residents to this celebration and in fitting manner blazed out a silent tribute to the "Wizard of Menlo Park." Three of the larger displays are shown above. No. 1 is the Grant Park display. This was an entire city block in length and was located on the north side of Monroe Street, between the inner and outer drives. No. 2 shows the display on the "L" structure at State and Van Buren Streets. No. 3 is the display in Fountain Square, Evanston.

"Utilities and Government"

(Continued from Page 13)

"I choose the progressive policy. I have seen the electric light and power service grow from nothing to what it is today. I have done my chore in helping it grow, and I do not propose, at my years, to help hold it back, or to let it be held back if I can prevent that by any honest or fair means from the fulfillment of its mission, and I hope its destiny, to lighten the burdens and to add to the comforts of all our people, of all mankind."

THE FACTOR that has been primarily responsible for the tremendous changes of the last century and without which modern civilization could not exist is mechanical power. The form in which such power is being applied in increasing degree is electrical energy—the greatest tool that has ever come into the hands of man. The degree to which we utilize this tool as a substitute for manual labor will largely determine our industrial and social progress. To reduce human labor, to increase its productivity, is the most profound basis of social advancement.

—Herbert Hoover.

Cream City Team Holds Lead in Bowling League Race—Others Crowding

OFFICIAL STANDINGS			
Team	W.	L.	Pct.
Cream City	23	10	.697
Prairie State	19	14	.576
Northland	19	14	.576
Badger	13	20	.394
Interstate	13	20	.394
Eastern	12	21	.364

By ALBERT W. GERBIN

Stepping into the lead late in October, the Cream City maple-maulers have entrenched themselves in that coveted position and thus far have successfully rebuffed any efforts to dislodge them. With the exception of one occasion up to the time of this writing, they have managed to conclude each evening's entertainment by taking two out of three games from all their opponents.

Northlanders Get Going

The one evening which proved to be so much sand in the spinach of the league leaders was that of November 11. On that memorable occasion the Northland crew, which had been spending much valuable time in the cellar of the league, came to life. Led by the inspired bowling of their captain, J. A. Johnson, who chalked up a 242 game, the lowly Northlanders took three straight games from the discomfited leaders.

Greatly encouraged over the revival of their long dormant powers, the Northlanders proceeded to take three games from the Eastern outfit on November 18. They were forced to share the spotlight that night with H. C. Beimdick, member of the Interstate squad, who set two marks which were still standing on December 9. One of these was a record for high single game with a 268 count, the other being a high individual three-game series mark of 657.

Five Win Turkeys

It is interesting to note also that Mr. Beimdick's boy friends, comprising the Interstate crew, have been leading the league since late in October for both high single game and for high team series, with counts of 962 and 2,750 respectively.

In the annual "turkey shoot" held on November 25, the following bowlers earned free Thanksgiving gobblers by their prowess in their respective classes: Class A—George Brogan, 561; Class B—J. A. Johnson, 550; Class C—Wes Linstroth, 540; Class D—H. Nelson, 573; Class E—John Jappas, 553. Stewart Failing and R. G. Botner were second in their classes, with counts of 560 and 545 respectively. Taking advantage of the excitement over the free birds on that evening, the Cream City crew strengthened their lead by methodically and quietly taking three games from the Interstate boys.

Bitter Battles Loom

On December 3, the fast-stepping Northlanders served notice on the league that they were not trifling and stepped into second place, displacing

Outing Bureau Display Features Notre Dame



An interesting window display, featuring the football prowess of Notre Dame University, and arranged by the Outing and Recreation Bureau at 72 W. Adams Street, Chicago, attracted much attention in November, during the height of the football season.

The display was in the form of a miniature gridiron, with large photographs of the 1929 edition of Knute Rockne's Ramblers placed around the field. In the background was a huge picture of Christy Flanagan, noted backfield star. Another view showed the famed Four Horsemen, actually mounted on chargers. Two battered footballs, relics of Notre Dame victories over the Army and the Trojans, (in 1927) were prominent in the display.

In the center of the display was the bronze Baltimore Stadium trophy won by Notre Dame over the Navy years ago. A photograph of Notre Dame's first football team and a large picture of the university itself were prominent in the exhibit.

Basketball Squad Shows Great Power—Wins First Game of Year 38 to 20

Flashing a powerful attack, the North Shore Line basketball team, last year's Industrial League champs, started off in earnest on their quest for another title by downing the Illinois Bell Telephone quintet at the Waukegan High school gym on December 11, by a score of 38 to 20.

Howard Scott, former Waukegan high school star, led the scoring for the "Road of Service" team with 13 points. A. Kilponen was next with 10. Ray Cote, Captain and high scorer last year, contributed three baskets and three free throws to the generous total garnered by the railroaders.

Practically the entire squad had a chance to play during the game as the North Shore Line squad led 21 to six at the half. Plummer, Nuuttila, Mihvec, Kapheim and Manz did good work at the guard positions. Kilponen, Johnson, Townsend and Scott alternated well in the forward positions. Cote and Anderson took turns at center.

A "hefty" schedule faces our boys this season. Besides 20 league games, several practice tilts will be scheduled. However, the power and reserve strength of this year's squad should carry them all the way to another title.

THE diligence necessary in fulfilling our obligations of today is the same kind of diligence that will be required in the bigger work which we expect to do in the future.

Those who believe that only the big things are deserving of care will not only shoot wide of the mark in future, but will sooner or later disqualify for the performance of the small tasks that lead to larger undertakings.

ALONG THE NORTH SHORE LINE

Transportation Department

CHICAGO DIVISION

Donald Zealand
Correspondent

Mr. and Mrs. William Eubanks of Highwood are the proud parents of Richard Bartlett Eubanks, who made his appearance on the "stage of life" on September 6. We welcome Master Eubanks into the North Shore Line family and wish him great happiness and success.

Another mystery has developed, for which we have been unable to find a solution. It is this—what makes the North Side in Chicago so popular? Within the past two months two of our number at Adams and Wabash have moved to that neighborhood. Archie Swail, a "Southsider" for years, has succumbed to the call of the "Northland" and is now living near Wilson Avenue. The other member of our staff to move was Frank Zimmerman. Frank, a citizen of Waukegan ever since he was married, evidently could not resist the lure of the "bright lights," so now Mr. and Mrs. Zimmerman are living near Howard Street.

During the time that "Brother" Lester Harms was on his vacation this fall, "Shorty" Worthen took his place at Adams and Wabash. This was "Shorty's" first appearance at the main outbound station in Chicago, but we all hope that there will be many other occasions for him to be here. At the present writing he is taking LaVerne Theabold's place at Wilson Avenue, while "Verne" is taking an extended leave of absence for the purpose of selling North Shore Line stock. We wish him success in his venture.

We are pleased to announce that two of our popular young people in the North Shore Line family are now united in the well-known bonds of matrimony. Helen Spaulding, until recently of Mr. Blackhall's office, was wed on November 8 to Conductor George Kelly in Chicago. The newly-weds are making their home at 4735 Beacon Street, Chicago. We wish to join with the Highwood "gang" in congratulating them.

Better late than never! Word just came to us recently of the marriage of Martha Arndt of Kenosha to Motorman Albert Betts, popular among his friends on the "Road of Service" as "Slim." The ceremony took place in August at a Methodist parsonage in Chicago. The couple were attended by Anne Brechler and George W. Gebler of Milwaukee. They are at home to friends in Rogers Park. More congratulations!

John Iverson, Chief Special Agent, and Merle Anton, Trainmaster of the South Shore Line, are known as "Damon and Pythias" up-to-date. This designation is due, we understand, to the fact they are as inseparable as ham and eggs.

It has been said that "nothing is lost but what something is gained." Aye, that may be so, but in the following case the loser and the winner are different parties. In the recent changes on the Chicago Division, William Eubanks was "lost" by Adams and Wabash and "gained" by Wilson Avenue Uptown station, for the latter now has the benefit of "Bill's" services at the ticket window.

Card of Thanks

Conductor and Mrs. Henry H. Glascock wish to thank the boys who visited Mr. Glascock at the hospital during his recent five months' illness. Appreciation is also extended to the E.M.B.A., Division 900, and the B.A.R.E., for the benefit checks received.

"Who's Who?"



These two gentlemen are known as the "Cast Iron Crew," but don't let that frighten you, gentle reader. Everyone knows that W. Allen and O. Holman are real gentlemen and wouldn't even hurt a bootlegger. And to prove how really gentle and docile they are, they took a few precious moments off from their labors to pose for our "Who's Who" department. "Greater love than that hath no man."

Ray Helgert, Milwaukee Division correspondent for the HIGHBALL, forwarded this view to us. He tells us confidentially that as this picture was taken the boys were in the midst of a deep discussion as to what Santa Claus would bring them. And that's a lovely thought for this season!

Well, folks, the most seasonable thing has been left till the last. Here's what it is: Everybody on the Chicago Division wishes everybody else in the HIGHBALL "Family" a MIGHTY HAPPY CHRISTMAS AND A VERY MERRY NEW YEAR! So long till next year.

Waukegan City Lines

Elden Dunn,
Correspondent

It may seem strange to hear from us now when the snow begins to fly and the weather is cold, especially when you consider how silent we were during the warmer months. Well, it just goes to show that the City Lines can be counted on to "come through" when the going is roughest!

L. W. Curry recently underwent an operation for appendicitis. All the boys extend their sympathy and hope for a speedy recovery.

Although none of our boys won a "gobler" in the North Shore Line Bowling League contest on the Monday preceding Thanksgiving, nevertheless we still believe we have some of the best pin-maulers in the league among our fellow workers. Witness, for example, the work of George O'Flaherty who was in second place according to last reports, with an average of 182!

Eight members of our "gang" were recently entertained at a banquet at the Clayton Hotel, Waukegan, given in honor of the winners of a safety contest conducted for the purpose of maintaining a no-accident record.

Among those who have recently donned the uniform of the Waukegan City Lines are James King and Stanley Moll. We wish to congratulate both of them. James has been in the service of the company for some time, while Stanley is a new member of our North Shore Line family.

Enthusiasm is still high around our "hang-out" concerning the stock sale. We may have our slumps but the "gang" is still fighting for the maintenance of a great record. Captain Deely and his faithful followers are deserving of mention, for we have been successful in selling over 8 per cent of the entire issue. Over 53 per cent of Captain Deely's entire team have been added to the honor roll of salesmen.

Our captain himself has practically doubled his individual pledge for sales since the first of October and is nearing the goal for the team pledge of 300 shares. For the entire campaign he has alone sold over 489 shares. Congratulations. Let's all get together and help our captain in making the greatest record of all!

Traffic Department

CHICAGO OFFICE

H. J. Phillips
Correspondent

R. S. Amis' story about what he bagged on his hunting trip beats any fish story. Last year he had a pair of gloves, lined with squirrel, to show as evidence when he returned. But this year he did not bring back even a cold! No fatalities—human, beast or bird.

Joe Michaels is as busy as a one armed paper hanger. He has his right arm in a sling due to a fractured shoulder. Recently he tried to talk on the telephone, make notations and hold his pipe, all at the same time. Part of the time he was smoking his pencil and making notations with the stem of his pipe.

Dan Lyons has joined the public speaking class. He has the affirmative side of the question: "Resolved: That it is impossible to get horse power from a donkey engine."

Leota Thrasher spent Thanksgiving with her folks at Gilman, Ill. She knows her turkey and other groceries. No place like home!

Clarice Hanlon has been suffering from an infection on the back of her head. She recently returned to the office all swathed in bandages. We all wish her a speedy recovery.

Edith Larson looked like a girl on the magazine cover one recent Saturday afternoon. She was dressed in her latest silhouette creation. Reason: to meet a certain party.

MILWAUKEE OFFICE

Ray Zinnen
Correspondent

Frank Burkard was the congenial and big-hearted fellow at the Wisconsin Passenger Club dinner held recently. Ask him how and why Art Shaad won one of the turkeys raffled!

Eddie Stemper's tale of the first rabbit hunt doesn't agree with that of his fellow huntsmen. Sworn affidavits, supported with ample evidence, must accompany future Paul Bunyan tales.

Mary Mergener recently assured everyone to whom she sold tickets, that the

ALONG THE NORTH SHORE LINE

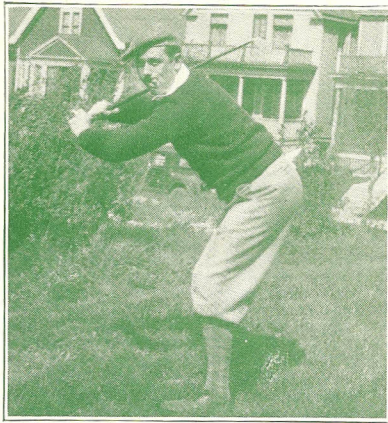
parish play would be keenly appreciated. She was one of the popular actresses, we hear.

"Bill" Upton wished a job on Warner that isn't going so big. Warner mixes good with the "pugs," judging by his very marked appearance some time ago, but as a dress salesman he isn't so hot.

"Abie" recently requested more soft lead pencils for his growing moustachio. Its sparseness needs color and encouragement. We hear that Barney has locked up all supplies such as floor-wax, etc.

Freddie Lockner passes a blind man every day. That's why he always has a large flower for his coat lapel, to accompany that toothsome smile of his.

Paul Schendel reports duck hunting not so good. It seems the string on the cork of his pop-gun was too short. The 8-gauge gun he borrowed was too heavy, as we heard that he tipped over the boat and lost one boot. Seems the load and kick were too much for him. Finder of the boot will please return to Paul.



"Jawn" Wallner claims "Stanz" (cheese) means a lot in golfing. He keeps a firm jaw clamped on his tongue so there will be no slip twixt club and ball. See above illustration!

You simply can't keep a good man down! T. F. Gnevo, Assistant General Passenger Agent, was named on the board of directors of the Wisconsin Passenger Club, at a recent meeting held in the Oak Mound Country Club, Waukesha. Congratulations are extended by the entire traffic "gang."

Stores and Commissary Departments

Lydia Garling
Correspondent

The Commissary Department has added a new member to its personnel—Ruth Brandt of Evanston. Welcome!

Al Christiaens favored us with a visit the day of the Northwestern-Illinois game. Al is enjoying college life immensely, from what we hear.

Mr. Holtz is on a belated vacation. We'll have more "dope" next time as to where and how he spent it.

October 5 marked the wedding of another member of our gang—none other than Al Hellwig, North Storeroom Receiving Clerk. The bride was formerly

"We Have With Us Today—"



Among the large North Shore Line family we still have with us today a few of the "boys" who are shown in the above picture, which was taken at Highwood about 25 years or so ago. How many of them do you recognize? Many and varied have been the changes since the days of the old Chicago and Milwaukee Electric, the most vital of which has been the dismantling of the flowing mustachios, which attracted much feminine trade in the "gay nineties."

The late J. G. Hicks, Employment Manager and "old-timer" of the North Shore Line, identified all but one in this group shortly before his death. From left to right they are: Frank Curley, Glen Merman, John Crowley, unidentified, Matthew Smith, Axel Roberg, Joseph Delhay, John Gartley, H. T. Strang, Martin Sullivan, Will Scott, "Pony" Moore and son; A. S. Newson, "Red" Hoban, F. N. Williams and Harry Straight.

Thomas Townsend, Maintenance of Way Department correspondent, sent us this interesting picture, taken from the collection of his father, who was one of the first conductors on the former Chicago and Milwaukee Electric line.

Margaret Bragg of Waukegan. The honeymoon was spent in the East. They are making their home in Waukegan.

Mr. Lakenan spent his vacation in the East. They say he was lonesome for Paul Ash!

Dan Cupid surely is doing well in this department this year. Another victim, so to speak, is Edith Hansen, whose engagement was recently announced to Edward Maryanski of Northampton, Mass.

A. C. Frank decided he liked us well enough to move his office into ours. It's probably warmer here in the winter than in the North Storeroom.

Mechanical Department

HIGHWOOD SHOPS
William Chalmers
Correspondent

We take pleasure in extending to all, our best wishes for a Merry Christmas and a Happy and Prosperous New Year.

The writer is very proud to be back among his shopmates again and glad to find every one just as he left them. There were some changes made during our absence, especially the removal of General Foreman Sam Murray's office to the Carpenter and Paint Shop. The change has kept Mr. Schultz more to his own department, now that he has a phone to himself. However, he must have thought of Sam being lonely, perhaps in his new quarters, so he introduced a cat to keep him company.

We are glad to welcome back the two "prodigal sons" of the Carpenter Shop who journeyed to California. Why, we can't say, but they at least were able to compare their Central time with Western.

Radio is quite a topic now that the long dark nights are with us, and the problem is: "Who is receiving the best reception?" Virgil Schomber is "sold" that the best can only be heard through the "Mighty Monarch of the Air." His proof is that "It squeaks for itself."

Our Armature Foreman Ralph Pearce passed another milestone during November, and to show that he is growing up he has been neglectful in shaving his upper lip. It is progressing along fine and looks very becoming. It was a peculiar coincidence in the Carpenter Shop as Charlie Moos, who has been behind a mustache for years, swiped a razor and began showing a clean upper lip again. Both of these fellows live in Zion. We wonder if there is more to it.

Our country is supposed to be dry, but Gus says they must be parched in Zion, for he received a letter from Roy and the postage stamp was stuck on with a pin.

We extend our congratulations to our new Safety Officers, Bill Martin and E. Wagner. They are pretty alert fellows, so we'll have to play safe all the time!

MILWAUKEE SHOPS

Henry E. Draeger
Correspondent

Well boys, this is the last issue of the HIGHBALL for 1929, so we'll have to glance over our past year's experiences. Our accident record for the year has proved very favorable. We had only three lost time accidents, proving that we "boys and girls" know our safety rules. The writer takes this opportunity of thanking all for the support given him while chairman of our little safety organization. Let's show our new chairman the same spirit of co-operation.

Andrew Rajski, alias "Lemon," has been promoted to truckman at Harrison Street

ALONG THE NORTH SHORE LINE

barns. Andy used to have the 3:30 to midnight shift down at the "Paradise."

Our night foreman simply cannot be bored driving an Essex any more since he found so many of the boys driving Studebakers. Now he is driving one himself.

A. Zichuke has taken over the oiling job, and believe yourself you have to give him credit. You do not find so much oil in the pits since he took the job.

Did you know that the Milwaukee shop force worked five months without an accident of any nature? Believe it or not!

Agnes Konkel, our efficient car-cleaner, broke her arm recently. Better hurry and come back to work, we miss you very much.

Three of the night force had perfect attendance records at our safety meetings during 1929. The boys who accomplished this laudable feat are: J. Sandgraf, O. Schmidt and A. Dybinski. Congratulations.

We have some new faces among our "gang" now. The newcomers are: C. Reich, H. Knuth, F. Peters, E. Schmidt and F. Hofst. Give them all a hand, boys, and show them the safety angles of their jobs.

You can tell winter is here. G. Wallek can be seen coming to work these mornings wearing enough clothes, including two suits of red flannels, four sweaters, two overcoats and a six-foot muffler. You should give your helper some of those clothes "Bullets," he needs them on his job. (P. S.—It may not be as bad as that, boys, but George knows his temperatures and he takes no chances!)

"Bill" Grull, our day fireman, had an accident recently, but he refuses to disclose the nature of it. We may hear more about it later.

Our night fireman, Charles Manthly, lost a brother on the ill-fated car-ferry Milwaukee recently. We all extend our deepest sympathy to Charles.

R. W. Draeger paid a visit to Madison some time ago but he won't tell us what he did there. It is rumored that he visited Governor Kohler. You see Dick has a Kohler bathtub in his house and some of the porcelain chipped off. Hence it is believed he visited the Governor to see if he could get a new one for it.

If anybody on the line has a good remedy for falling hair, please communicate with O. Joyner, our genial foreman. He is using something at present which is a cross between tarvia and benzine, but he has had no success thus far. Send in your remedies.

Orin and Everett Schmidt recently visited Chicago. Everett, who hails from

"Childhood Days"

"All dolled up and no place to go!" Unless perhaps a fellow calls a short trip in a perambulator a real outing. But how that young fellow has traveled since this picture was taken at the age of 13 months! Among the many journeys made since that eventful time, was one little jaunt to France with the well-known A. E. F.! Which brings us to our story.

For if it hadn't been for that jaunt to France that young fellow would not have been in the Legion today. And if he had not been in the Legion today, one of his buddies would not have been able to pilfer this view from our hero's house during a recent meeting of Evans-Watkins Post. And as that meeting was held at the home of Duvall "Duke" Williams, Assistant Engineer, Maintenance of Way, we'll give you three guesses who this picture represents!

North Dakota, was heard to exclaim upon returning to Milwaukee: "This town of Milwaukee looks like Fargo, now that I have seen the Windy City."

Orin is keeping the boys guessing on the question of when he is to take the fatal

step. During the past year the boys wondered why he went up north for the summer. We all know he has the girl and the house. Come on, Orin, end the suspense and tell us!

S. Kryszeski is certainly to be congratulated upon the sweet young lady who seems to have adopted him. We understand it won't be long now. "Wedding bells will break up that old gang of his!"

H. Marks has become a full-fledged automobile driver at last. He tells us he hit a Ford recently. Not much damage resulted but it earned him a membership in the "Auto Busters' Association!"

Merchandise Despatch Department

MILWAUKEE DIVISION

L. M. Triplett
Correspondent

We have a very good weather prophet at this station in Dick Nagel. He seems to be able to read weather conditions better than Mr. Steward of the local weather bureau.

It is very strongly rumored that one of the good-looking young men in our billing department is figuring on taking the fatal step. As we have always predicted, Charles Marves will have a new brother-in-law. Tommy might just as well get married as he is out on the Limberger Terrace most of the time, anyway.

Paul Schendel has a new car, as everybody no doubt knows. One night we went out to bowl and after he got through bowling his car refused to move, due to some mechanical trouble. He reached home in the wee small hours of the morning. We are wondering whether Mr. Klinger has the same trouble because they both drive the same make of cars, though we never hear any complaints from Charlie.

The boys around Clybourn are figuring on taking up a collection for Norman Johnson to buy him a cot. They hate to see him cramp himself every day taking his noon-day nap.

We wonder who the party is in whom Irwin Goodman is showing so much interest. He has to write a letter every day. It certainly is strange what this little person called Cupid can do.

Mrs. Peters says that she can always tell when Marie's sweetie is out of town for a couple of days as Marie always comes to work feeling very depressed.

It is rumored around the Terminal that Emily Schmidt likes to take her boy friends out riding in her new car. But

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



ALONG THE NORTH SHORE LINE

there is a catch to it! It seems that when she takes her car out, the gas is almost always low and that means the party riding with her has to buy some gas. Abie said that he would sooner push the car back to Milwaukee than buy gas.

One of the young men from the freight office, Paul Schroeder, had the misfortune to break his leg. He was away from the office for a number of weeks but he has now returned. The boys are all pleased to see him, especially Trip, as he had to handle the rate job while "Buda" was off. Paul had trouble in getting crutches. He could not get any long enough for him, so he had to have some of his friends build an extension on them.

It is rumored around Clybourn that Bill Geckler and John Bear Paw are planning to buy a white horse and broken-down wagon and go out collecting junk.

Earl Bruegger has taken up bowling. He bowls with the Wisconsin Express and Cartage Company team every Tuesday night. He says he thinks he will have the game mastered to such an extent by next year that he will be able to take on Jimmy Smith or Charles Daw.

Well, the hunting season is now on again and the hunters around the office usually go out every Sunday. It seems that they are always out of luck as far as getting ducks is concerned. Mr. Klinger was out and shot a goose, and from all indications he feels pretty good about it.

We understand that the Warehouse Foreman is figuring on taking the fatal step. Seeing that Walter Krause is a former employe of this station, the boys at Clybourn extend congratulations.

We understand that our recent caller, Tommy MacDonald, has acquired a pair of spats and a derby. That means John Wallner will have to take a back seat. It seems that all the well-dressed men are found around Sixth and Clybourn, and Sixth and Michigan.

Though Tommy MacDonald is trying his best, he will have a big job on his hands trying to beat Wesley Graham at growing a mustache.

We haven't heard very much from Bill Bogie this year on what he has been doing in the hunting line. We haven't seen or heard of anything that he has bagged this fall.

Gene Weisse has enrolled in a traffic course at one of the local schools. In the Spring when the weather gets warmer he will try and make the cross country running team, for he seems to be practicing that at the present time.

General Accounting Department

PASSENGER ACCOUNTS DIVISION

Clara E. Petz
Correspondent

Viola Sivula and Agnes Barrett are two new comers in our office this month. Welcome!

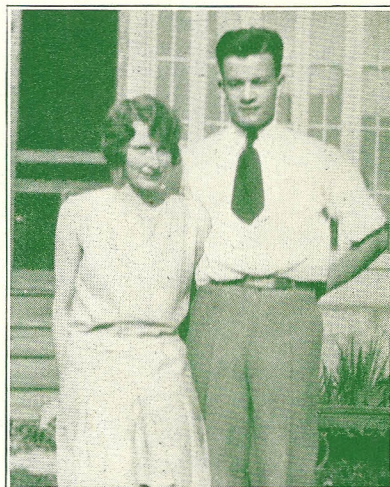
Dorothy Clark, of Highland Park, has been transferred to the Highland Park Merchandise Despatch office.

Marguerite Frederick, her sister, Loretta, and Estelle Meyers attended the opera "Faust" at the Chicago Civic Opera House on November 17.

Florence McMahan, who had been a member of our office force for the past two years, was wedded to William Rice in October. Good luck!

Ida Metsa is spending the Christmas

Congratulations!



Thomas Townsend, **HIGHBALL** correspondent for the Maintenance of Way department, played a prominent part in a drama on Saturday, November 2, entitled: "The old, old story ever new," or "Two can live more cheaply than one!" Starring opposite our hero was one of Waukegan's most charming young ladies whose maiden name was Edna Carter.

Yes, that deadly little archer popularly known as Cupid claimed another victim. But can he be called a victim after glancing at the attractive picture above? The ceremony was performed at the Carter home in Waukegan, after which the newly-weds motored through Wisconsin on their honeymoon. Both the bride and groom are well known and popular in Waukegan and are graduates of the Waukegan township high school. The **HIGHBALL** staff joins the North Shore Line family in extending congratulations to the happy couple.

holidays at her home in Ironwood, Mich., with her folks.

"Mat" Hehner is also spending the Christmas holidays at her home in Marion, Wis.

A Holiday Thought

There's something that always fits you,
That is never out of style.
And yet it costs not a penny;
It's just a pleasant smile!

Some money changed hands in our office on account of the Notre Dame and Southern California game. (Every one thought it was a good game anyhow.)

Concession Department

Annabelle Williams
Correspondent

Esther Kaylor, Supervisor of Concessions on the South Shore Line, spent an evening in Chicago recently with the writer and Miss Stark. Dinner and the theatre were enjoyed by all. Miss Kaylor makes her home in Michigan City.

Mrs. Strong, who for many years has been employed at Great Lakes station, tendered her resignation recently. Her many patrons of Great Lakes will miss her friendly smile and cheerful service.

What is radically wrong at our Oakton Street concession? Irene Brunson has not reported the loss of a pass book or purse in the last four weeks. Congratulations!

Marian Trautt, who has been appointed Assistant Concession Supervisor of the Chicago Aurora and Elgin Railroad, recently visited the North Shore Line gathering suggestions to take back with her on the Sunset Lines.

Florence Kehoe, of Winnetka, spent a pleasant evening in Kenosha recently being entertained by one of our former employes, Sophie Stahmer.

Esther Smith, whose home is in Lake Geneva, has returned to the North Shore Line and is stationed at Winnetka, after having served for three months at the Metropolitan Motor Coach station at Lake Geneva.

It is a new custom of the village of Winnetka to post a sign in a conspicuous place in all restaurants and lunch rooms to designate the condition of sanitation at that particular place. These markings are arranged by letters: AA, A, C, and D. Indian Hill and Winnetka concessions are proud of the fact that their signs both read "AA," which is the highest mark that can be given.

The girls of the Concession Department surprised the writer at her new home in Kenosha on October 23, and presented her with a beautiful gift consisting of a French mirror and a console table. Cards furnished the entertainment. Prizes were awarded. Everyone seemed to have a pleasant evening.

Maintenance of Way Department

Thomas T. Townsend,
Correspondent

The melancholy days are come when we wonder how Santa Claus is going to be financed. But soon the Christmas spirit will prevail and plans will be formed for New Year's Eve. Whoopie!

We wonder what Ted Fincutter will do with a 126-horsepower car in a one-horse town.

Heavyweight challengers H. Bloom and W. Gubbins engage in daily training workouts in their office at Racine station in preparation for an invitation to furnish an exhibition on the next A. E. R. A. program.

One fine "buck" speaks for the success of Mr. Williams' deer-hunting trip. Of course we speak of the four-legged species of deer.

S. P. Shafer, not satisfied with the riding he does daily, rode to Omaha, Nebraska, over Thanksgiving. Perhaps the fact that Mrs. S. P. Shafer was there had something to do with his trip.

Walter Homan, who has been employed as timekeeper, engineer and what not on our construction jobs this summer, is now with the Public Service Company of Indiana and located at South Bend.

"Christmas at Hollywood Corners"

Cast of Characters
Hero Henry Bloom
Heroine (Impersonation) Frank Cox
Villain F. J. Kramer
Little Boy George Welock
Little Girl (Impersonation)
..... W. G. Fitzgerald

Along the North Shore Line

Santa Claus.....W. S. Cook
Singer of CarolsMerle Young
NOTE—The cast of this play was chosen along the same lines as an all-American football team.

C. A. Walberg, former material man, clerk and chief clerk of this department, is now with the Valuation Department. We hope that associating with auditors will not spoil him.

We wonder if Ralph Harrison was ever a drum major of a band. It is the hat that he wears with such dignity which makes us ask.

Glenn Fellows is now the department material man and it is with mingled emotions that the writer turns over this work.

The section house at Highwood will soon be ready. We hope that George Kallas and Tony Roncevic will invite us all to the house warming.



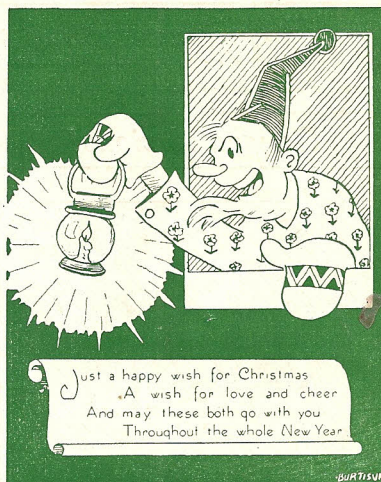
With the vast number of undesirable "gangs" at large in this great country, it is with a feeling of real pleasure and joy that we can present a picture of a "gang" which would be welcome in any city or home. The leader of this fine looking "gang" is none other than Clyde C. Wilson, Signalman, and the members of the gang are his three children, Adelaide, Raymond and Clyde, junior.

Television Station W9XR Now Operated Twice Daily In Conjunction With WENR

Television programs are now being put on the air twice daily by the Great Lakes Broadcasting Company, which operates radio station WENR—"the voice of Service." This new feature was made possible when the Federal Radio Commission recently granted a license to this company to operate television station W9XR on a 500-watt power schedule.

This power will be increased to 5,000 watts in the near future, according to E. H. Gager, chief engineer, and will become one of the few stations in the United States operating at this strength.

The television schedule is from 3 to 4 P. M. and 7 to 10 P. M. daily, and the wave length is the 100 kilocycles band between 2850 and 2950 kilocycles. In scanning, there are 24 lines per picture; 15 pictures per second, and from left to right and top to bottom.



F. E. Stout Visits Europe— Misses "Road of Service"

An interesting trip through Europe was made recently by Frederick E. Stout, Assistant to the General Counsel for the North Shore Line. Like that other noted tourist, Richard Halliburton, Mr. Stout met adventure right at the start when the steamer, the Berengaria, sailing on August 28 for Cherbourg, hit a 40 foot whale and nearly cut it in two.

From Paris, Mr. Stout went to Chautmont, and through Alsace. He also visited Switzerland, where he enjoyed the scenery, but managed to escape the deadly influence of yodelling. Munich, via Bavaria, was next on the calling list of our tourist, although he did not linger there, as the residents seemed to have a flagrant disregard for prohibition! Selzboung and Vienna also welcomed Mr. Stout.

While abroad, Mr. Stout sadly missed the "Road of Service" for on one occasion he states that he was nearly "taken for a ride to parts East" due to his inability to understand German. Mr. Stout sailed from Southampton on the Tuscania, September 30, arriving in time to attend the A. E. R. A. convention at Atlantic City. On the last Sunday out at sea five whales came spouting around the boat, according to Mr. Stout, who now has the material to make a "whale" of a story.

THE NEED for honesty cannot be overestimated. Most of us are honest in big things, but there are many who are not so scrupulous in small matters. There is, for example, the man who robs his employer of time by failing to observe working hours or wastes the time of others by not being punctual in keeping appointments. The salesman who fails to be at the buyer's office punctually at the appointed hour labors under a self-imposed handicap before he starts his solicitation. In the final analysis, being honest is simply showing proper consideration for the property of others, whether it be time, money, or goods.—L. A. Downs, president, Illinois Central Railroad.

Illinois Utilities Outline Extensive 1930 Program

Illinois public utility companies plan to spend \$163,800,000 in new construction, extensions and betterments during 1930, according to a canvass just completed by the Illinois State Electric, Gas and Electric Railways associations. This great sum, more than half of which will be spent for labor and which equals about \$23 per inhabitant of the state, is definitely included in the budgets of the companies. It is practically the same amount as was spent by these companies this year to increase service facilities to the public.

While the budgets include additions to the electric generating stations within the state, a large sum is accounted for by the extensions of electric service lines in rural areas, "service on the farms" being the keynote of a program which the utilities have inaugurated to bring about an improvement in the farmers' financial condition. During 1929 considerable progress was made in this direction.

The canvass indicated that utility construction will play an important part in the labor situation in all of the heavily populated centers, as in nearly every city extensive development work is planned. This is expected to assure employment to those now employed by the utility companies, and also absorb some additional labor, both skilled and unskilled.

The associations, in making public the figures, stated that moneys which might be spent for labor and materials in event Chicago settles its traction situation were not included. If the present companies are consolidated and work on elevated and surface lines extensions and subways is made possible, it is probable that an additional \$20,000,000 would be spent, the ten-year construction program of the carriers providing for a total of \$200,000,000 in extensions over that period. In addition there is the ordinary maintenance work of these companies which amounts to several millions of dollars annually.

Chicago Utility Man Heads American Gas Association

Bernard J. Mullaney, Vice President of The Peoples Gas Light and Coke Company, was elected president of the American Gas Association at the recent Atlantic City convention of this industry.

The American Gas Association is the national organization of the gas industry, and is to that industry what the American Electric Railway Association is in the transportation field. In electing Mr. Mullaney to this position of high standing, the Gas Association conferred an honor on all local associated public utility companies.

The Perfect Tribute

Auntie was entertaining her two nephews, and thought to educate them by the way. Putting out two pieces of cake, one much larger than the other, she said:

"Now I want to see which of you has the better manners."
"O, Jimmy has," said Johnny, as he grabbed the big one.