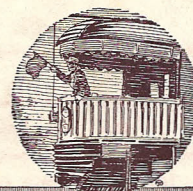


The Highball

Chicago North Shore and Milwaukee Railroad Company



Vol. 8

January-February, 1930

Nos. 1-2

Review of Events on North Shore Line During 1929

Faster Service to Lake Region Furnished by Two New Motor Coach Routes

Marigold Coaches Run Direct From Loop—Connect With North Shore Line

The Metropolitan Motor Coach Company—Marigold Lines—recently inaugurated two new motor coach routes direct from the Chicago Loop to Chain O'Lakes, as the beautiful lake region around Fox Lake, Antioch, Twin Lakes and Powers Lake is known, and to Geneva and Lake Delton, in the southern part of the state.

Million-Dollar Stock Sale Is Launched
Employees Subscribe Big Sum of \$758,950 To Investment Fund

North Shore Line Employees

Set Safety Record!
Operate 56 Consecutive Days Without Mishap

By Albert W. Gerbin

Changing in a conspicuous place on the wall of the office at Harrison Street, Milwaukee, is a class case containing a calendar for the month of December, 1929. A huge red star covers the entire 31 days of the month, indicating that the North Shore Line has operated for 56 consecutive days without a mishap.

THE HIGHBALL

"Road of Service" Team Wins Cage Title

Legion Post Elects New Officers

By Albert W. Gerbin

Playing their first year in the North Shore Line basketball league, the "Road of Service" team, composed of the Chicago, Milwaukee and North Shore Lines, won the championship title by defeating the Chicago team in the final game.

By Albert W. Gerbin

Company Section Head Elected
Named at October 15 Meeting

At the meeting of the North Shore Line Company Section, held on October 15, 1929, at the Hotel Sherman, Chicago, the following officers were elected:

President	John G. Hicks
Vice-President	John G. Hicks
Secretary	John G. Hicks
Treasurer	John G. Hicks

Joint Company Section Meeting Held by North and South Shore Lines

Clever Entertainment Given By Visitors Scored Hit With Record Crowd

By Albert W. Gerbin

A record crowd which taxed the capacity of the Waikanaa Parish House in Chicago, attended the April meeting of the North Shore Line Company Section, held on April 15, 1929. The event was a huge success, with a record attendance of over 800 persons.

New Route Is Added To Rail-Air Service Of North Shore Line
Hook-up With Embury-Riddle Cuts Travel Time to Cicero

Extension of the rail-air service between the Chicago Loop and Cicero, Ill., was recently inaugurated by the North Shore Line.

New Marigold Coaches Serve North Shore Line

Announce Ad Employees' O
Perform

By MARY V. DUNNE, Secretary

Charles A. Waite, Superintendent of the North Shore Line, announced that the company employees' organization will perform at the annual banquet.

Stock Selling "Army" Sets Good Record for First Week

A total of 924 shares of North Shore Line stock were sold during the first week of the million-dollar stock sale.

Record First Aid Year Celebrated at Banquet

By Albert W. Gerbin

The North Shore Line celebrated its first aid year at a banquet held at the Hotel Sherman, Chicago, on December 15, 1929.

Additional Rail-Air Service Inaugurated By North Shore Line
Hook-up with Universal System Cuts Travel Time to Cities Throughout Country

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The North Shore Line has inaugurated additional rail-air service, connecting with the Universal Air Lines system, which will cut travel time to cities throughout the country.

North Shore Line Restaurant Among

Station Being Built At North Shore Line
At Howard Street

By Albert W. Gerbin

A new station is being built at Howard Street, Chicago, for the North Shore Line.

Save Human Lives
Motorman J. B. Andrews Is One of Three Receiving Britton I. Budd Medal

By Albert W. Gerbin

Motorman J. B. Andrews, "Road of Service" team, was one of three employees receiving the Britton I. Budd Medal for saving human lives.

Public Speakers Celebrate Record Year at Annual Banquet

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Electrical Department Team Victors in Third Annual First Aid Meet
Champions Nose Out Fighting Road Department Team

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C. A. Waite Wins Special Better Business Prize of One-Week Tour of East

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

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The year 1929 was marked by many events of unusual importance and interest on the North Shore Line. All were mirrored in the issues of the HIGHBALL during the past year.

A glance at the above layout will recall to your mind these various outstanding events. They include new records in service to the public, unusual accomplishments by our employees in their myriad activities and the march of time in the lives of our great industrial family.

Outstanding are the many items which portray the continued progress of the "Road of Service" in giving the public the best in modern transportation.

New Howard Street Station of North Shore Line Placed in Service



The new Howard Street station of the North Shore Line at the Chicago-Evanston city limits was formally opened to the public on February 1. Completed at a cost of approximately \$100,000, this new station meets the growing need of residents in the Howard Street district, Rogers Park and Evanston for modern station facilities. It also enhances the convenience of North Shore Line service for residents of Milwaukee, Racine, Kenosha, Waukegan and other communities to the north in journeying to and from Chicago.

The rapid growth of the area adjoining the Howard Street station and the increase in traffic at this point made this improvement essential. The only station facilities afforded our customers at this point heretofore were those of the Rapid Transit Lines. The new station not only accommodates those residing between Howard Street and Wilson Avenue in Chicago, but it also adds to the comfort of those coming south from points on the Shore Line Route to transfer to northbound trains operating over the Skokie Valley Route.

Completion of this improvement was celebrated by the Howard District Business Men's Association, which decorated

the street in honor of the occasion. The North Shore Line Band assisted in making the formal opening a gala occasion by giving concerts in the afternoon and evening.

Located on the north side of Howard Street, directly opposite the "L" station, the new North Shore Line structure presents an attractive exterior of classic design in granite finished terra cotta. The interior is finished in pink art marble, with texture plastered ceilings. Floors are of terrazzo. A spacious concourse provides ample waiting room facilities. Other conveniences afforded the public include a ladies' lounge, men's rest room, telephone booths, concession stand, fountain lunch and additional features of North Shore Line station construction. Arthur U. Gerber was the architect.

Picture No. 1—Interior view of new station looking towards entrance. No. 2—Exterior view. No. 3—J. L. Zender, president of the Howard District Business Men's Association, presenting General Manager John R. Blackhall with a basket of flowers during the opening ceremonies. No. 4—Part of the crowd attending the opening. No. 5—Interior view, looking towards ticket booth.

Joint Session Held by Public Speaking Clubs

Two excellent illustrated talks were features of a joint program given at Waukegan on January 16 by the public speaking clubs of the North Shore Line and the Public Service Company of Northern Illinois. Following a dinner, at which members of both groups intermingled and became acquainted, Toastmaster L. R. Hutchinson, Transportation Department, opened the program with a welcoming address to the guests.

Fred Butterfield followed with an illustrated talk on "Modern Railway Transportation," which was well delivered and proved highly instructive. This talk is a new one which is being used by "Road of Service" speakers in filling engagements in North Shore territory and is proving quite popular with audiences.

"Know Illinois" was the theme of an illustrated talk given by H. Darnell of the Public Service Company. His talk, illustrated by beautifully colored slides, was a revelation. Countless interesting facts about the Prairie State were disclosed by the speaker.

Metro-Land Tours Department Offers Public New Service

Complete Arrangements Made
for Trips to Interesting Spots
in Metropolitan Area

A new feature in specialized service to the public has been inaugurated by the North Shore Line and associated public utilities companies serving the Chicago metropolitan area with organization of the Metro-Land Tours Department as a branch of the Outing and Recreation Bureau.



Walter C. Nielsen

The aim of this department is to provide complete facilities for groups of 20 or more in making trips to interesting places and events throughout the greater Chicago region. All details of the trip, including itinerary, meals and transportation are arranged in advance, and parties are personally conducted if they so desire. With this complete service, groups may visit any places in or near Chicago without the delays or inconveniences attending unprepared trips.

Interesting Trips Outlined

Walter C. Nielsen, who has had extensive experience in this field of public service, has been appointed manager of the new department, with offices at 72 West Adams St., Chicago. As explained by him, the new organization is prepared to give the public the same sort of service in the territory adjacent to Chicago as other large travel agencies furnish persons making world tours.

"Persons wishing to see and experience the unusual do not have to make long and expensive journeys to distant points," said Mr. Nielsen. "We have within the region embracing Chicago and 100 miles around, practically every attraction that the Old World can afford. For instance, we have outlined a series of 'Around the World in Chicago' tours, which take groups of any size to such bizarre places as 'Hobohemia,' Chinatown and Turkish, Greek and Mexican settlements. Other interesting trips for parties interested in specialized activities include specially arranged journeys to centers of child welfare work, education, religion, mysticism, art, architecture, aviation, and the myriad other enterprises of this great region.

Source of New Business

"Arrangements have been made to conduct parties through such outstanding institutions as the Chicago Civic Opera building, the Field Museum and the Art Institute. A patriotic tour includes visits to Fort Sheridan, Great Lakes and the U. S. Veterans' Hospital at North Chicago. Educational tours through large industrial plants, jails, juvenile detention homes, the Stock Yards in Chicago, electric and gas gen-

Final Standings Listed in Prior Lien Stock Sale Race

Considerable friendly rivalry featured the North Shore Line stock sale race between divisions and teams within each division. Although the Prairie State Division led the rest, it was pressed closely for honors by the Interstate group. The final standings of divisions and teams are shown below, including the number of shares sold by each team:

PRAIRIE STATE DIVISION	
Team Captains	Shares Sold
L. J. Theabold	904
W. H. Helton	458
Charles Swift	457
C. H. Schildgen	400
C. A. Cawley	237
F. L. MacDonald	210
E. R. Egger	206
G. Wasshausen	188
C. E. Thorney	134
E. G. Hall	34
James Bock	13
William Brown	10

Total Sales 3,251

INTERSTATE DIVISION	
Team Captains	Shares Sold
Thomas Deely	925
George Owens	410
Fred Okey	299
F. F. Butterfield	273
C. R. Pettingill	184
Emil Czerwan	183
Merle Young	168
R. E. Keefe	125
C. Antoniono	110
B. Botner	100
Ray Ketchum	82
F. J. Garrity	80
Fred Wagner	60
R. C. Yohn	52
C. T. Bailey	39
A. Kortendick	19
W. J. McNally	11
D. Walsh	10
J. Jost	2
S. Failing	0

Total Sales 3,132

NORTHLAND DIVISION	
Team Captains	Shares Sold
Roman Noske	506
Louis Homan	497
T. C. Finnell	167
F. J. Burkard	158
R. E. Helgert	129
Oscar Joyner	69
C. A. Klinger	64
George Merriman	40
H. A. Bloom	26
C. G. Finnegan	17

Total Sales 1,673
GRAND TOTAL 8,056

erating stations and newspaper plants also are included in the trips prepared by this department."

Parties making any of these tours are afforded the extensive transportation facilities of the North Shore Line and associated electric railway and motor coach companies serving this region. Mr. Nielsen pointed out. Arrangements may be made for special trains or cars on any of the rail lines, or chartered motor coaches operating directly between points of departure and destination.

"Where greater convenience is insured, joint rail and motor coach service is provided," added Mr. Nielsen. "The aim of the Metro-Land Tours Department is to insure the utmost comfort and convenience for those availing themselves of this service in seeing and enjoying the many wonderful things near home before wandering afar in search of adventure or knowledge. This service offers members of the North Shore Line family a new 'selling point' in their Better Business activities."

Stock Sale Campaign Is Ended—Army Takes Issue "Over the Top"

Prairie State Division Leads
All—L. J. Theabold Wins
Individual Honors

With the objective reached on January 31, the stock sale campaign has ended in victory for the North Shore Line employe army, led by General Manager John R. Blackhall. A recapitulation of the drive shows that "Road of Service" employes sold 8,056 shares of the issue of 7 per cent cumulative prior lien stock in about six months. These sales, coupled with orders received direct at the Utility Securities Company "headquarters," were enough to put the campaign "over the top."

Prairie State Division Wins

The veterans are now "demobilized" and can compare notes on the success of the divisions and the individual victories. The Prairie State Division, under the command of Colonel Roy Thompson, took the lead at the start and kept it throughout the drive, finishing ahead of the Interstate Division, commanded by Colonel C. K. Thomas, by only 119 shares. Colonel Thompson's troops sold a total of 3,251 shares, compared with 3,132 sold by Colonel Thomas' division. The Northland Division, led by Colonel W. H. Burke, finished third with a total of 1,673 shares sold.

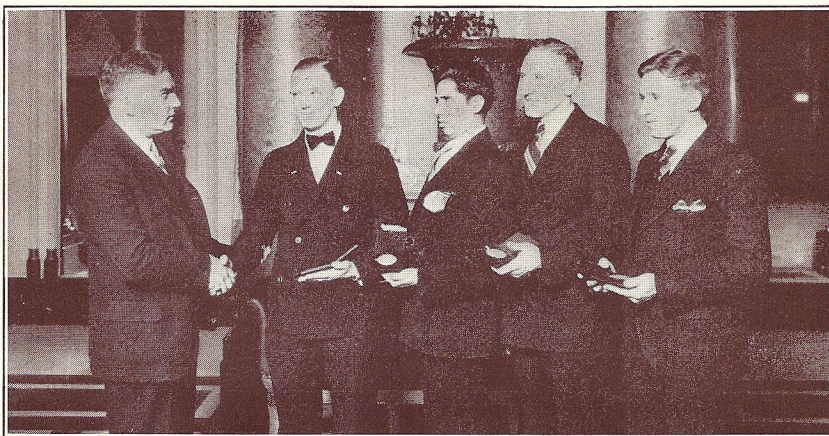
Consolation is derived by Colonel Thomas from the fact that one of his teams, captained by Thomas Deely, led all the others for number of shares sold with a total of 925. Captain L. J. Theabold's team, of the Prairie State Division, was second with a total of 904 shares sold. Captains of the ten highest teams and their total sales were: Thomas Deely—925; L. J. Theabold—904; Roman Noske—506; Louis Homan—497; W. H. Helton—458; Charles Swift—457; George Owens—410; C. H. Schildgen—400; Fred Okey—299; Fred Butterfield—273.

F. E. Ashton Praises Army

Although his team lost to Captain Deely's boys for team sales record by only 21 shares, Captain Theabold won a personal victory over his friendly rival in the individual sales race. A total of 609 shares were sold by Mr. Theabold. The ten individual "go-getters" who sold the highest number of shares were: L. J. Theabold—609; Thomas Deely—569; Roman Noske—272; Ray Carney—265; R. N. Griffin—210; Mrs. Rosa Hudson—194; J. McArde—194; Charles Swift—144; N. P. Hansen—142; F. L. Miller—134.

Frank E. Ashton, representing the Utility Securities Company in direction of the \$1,000,000 stock sale, was enthusiastic in his praise of the fine work done by the North Shore Line employe army. "Considering conditions of the time, the sale of 8,056 shares of stock in this drive is another accomplishment of which 'The Road of Service' employes may well be proud," said Mr. Ashton.

Four Employees Honored for Saving Human Lives



Here are the four men who received the Britton I. Budd Medal for the Saving of Human Life, at the eighth annual First Aid and Safety Banquet, held at the Palmer House on February 6. They are being congratulated by Dr. Hart Ellis Fisher, Chief Surgeon, who has been instrumental in developing First Aid activities to their present high standard of efficiency among the associated transportation companies. The men honored for saving human lives are (left to right): John J. Walter, North Shore Line; Ygnacio Yasso, Chicago Aurora and Elgin Railroad (Sunset Lines); Arthur Broska, Rapid Transit Lines; Frank Trochim, Rapid Transit Lines.

J. J. Walter Saves Life

"Road of Service" Employee Is One of Four Receiving Britton I. Budd Medal

John J. Walter, "Road of Service" cashier at the 41st and Union merchandise despatch station, Chicago, was one of four employees of the associated electric lines serving Chicago and the metropolitan area, who were awarded the Britton I. Budd Medal for the Saving of Human Life at the eighth annual First Aid and Safety Banquet, held in the grand ballroom of the Palmer House in Chicago on the evening of February 6.

Two employees of the Chicago Rapid Transit Company and one employee of the Chicago Aurora and Elgin Railroad also received the medal. Presentations were made by Mr. Budd, president of the companies, who instituted the award in 1926 as a fitting recognition for any employee who succeeds in saving the life of anybody, anywhere and at any time. Dr. A. E. Patton, secretary of the committee on awards, read the citations of those receiving the medal.

Saves Life of Gas Victim

Mr. Walter saved the life of George Karpeswicz on January 20, 1930, when the latter was overcome by carbon monoxide gas from a charcoal heater in the storage room for perishables at the station. On discovering the apparently lifeless form of Mr. Karpeswicz, fellow employees removed him to the station platform, where Mr. Walter revived him by applying the Schaefer prone pressure method of resuscitation. This successful application of First Aid principles on the part of Mr. Walter oc-

curred four days before he completed his course of training. The citations of the other life savers follow:

Arthur Broska, equipment inspector on the Rapid Transit Lines, saved the life of Herman Loeffler on January 8, 1929, when Mr. Loeffler was overcome by gas in his home. Mr. Broska was in a nearby store when informed of the accident. He rushed to the scene and revived the man by artificial respiration.

Life Savers Total 21

Frank Trochim, wireman helper on the Rapid Transit Lines, saved the life of Mrs. J. Rycek, a neighbor, on January 10, 1929, when Mrs. Rycek was overcome by gas. At the time of the accident Mr. Trochim was reading a newspaper in his home. He immediately went to the Rycek apartment when summoned and succeeded in restoring the woman by applying the prone pressure method of resuscitation. Mr. Trochim was a member of the Rapid Transit First Aid team which won the Chicago city championship in 1925.

Ygnacio Yasso, track laborer on the Chicago Aurora and Elgin Railroad, saved the life of Sam Pelligrini on August 15, 1928, when the latter was rendered unconscious by electrical shock at DesPlaines Avenue, Forest Park. Mr. Pelligrini was helping clean the right-of-way when he came in contact with the third rail. On seeing the plight of his fellow worker, Mr. Yasso rushed to his aid, removing him from contact with the charged rail and reviving him by artificial respiration.

This makes a total of 21 employees of the associated transportation companies who have saved human lives as a result of the training in First Aid principles given by the Medical Department, of which Dr. Hart Ellis Fisher is Chief Surgeon and David F. Whitelaw is First Aid Director.

Employees Celebrate New High Record in First Aid Training

Total of 747 in Five Companies Graduated—North Shore Line Shows Biggest Gain

By DAVID E. EVANS

A record year in First Aid training on the North Shore Line and associated electric railway and motor coach lines serving the Chicago metropolitan area was celebrated by a record crowd at the eighth annual First Aid and Safety banquet held on the evening of February 6.

Close to 900 persons—747 of whom were employees who completed the Medical Department training course during 1929—crowded into the grand ballroom of the Palmer House on this occasion. This number, compared with the 558 graduated in the previous year, adequately portrays the extensive First Aid program engaged in last year by the five companies represented.

North Shore Line Wins Honors

The "Road of Service" took first honors for the largest percentage of increase in graduates over the previous year, the 117 completing the First Aid course in 1929 representing a gain of more than 100 per cent over the 51 graduates in 1928. The Rapid Transit Lines led in number of graduates with 501, an increase of more than 50 per cent over the 317 trained the previous year. The number of employees receiving diplomas in the other associated companies this year were: Chicago Aurora and Elgin Railroad, 61; South Shore Line, 45; Marigold Motor Coach Lines, 23.

The program of the evening was well-balanced and entirely suited to the occasion. Music during the dinner hour, community singing and entertainment shared the limelight with brief addresses by Britton I. Budd, President, and Bernard J. Fallon, Vice-President in charge of operation.

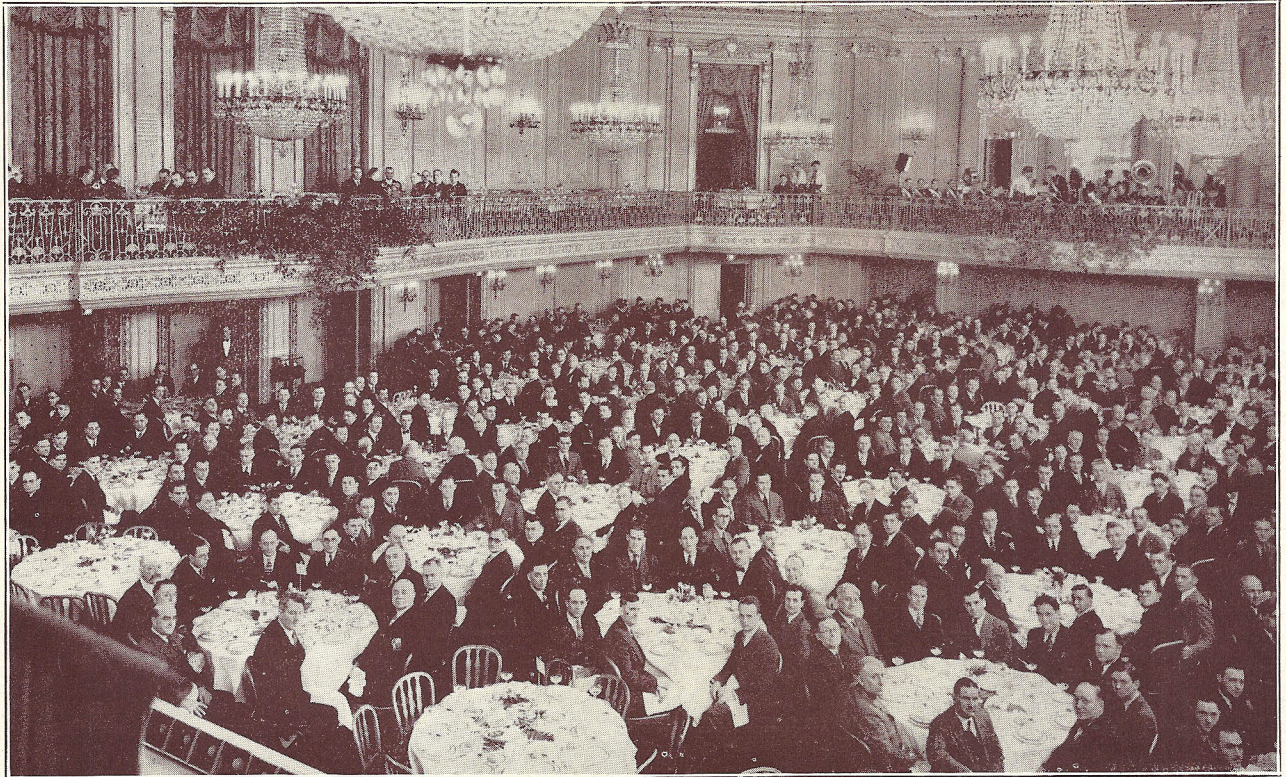
Shows Growth in Activities

After everyone had an opportunity to dispose of the sumptuous dinner, Dr. Hart E. Fisher, Chief Surgeon of the Medical Department, stepped forth in his role of toastmaster, and introduced Mr. Fallon, who made the address of welcome. Mr. Fallon recited facts and figures showing the growth of the Medical Department and the increasing scope of its work since the time of its organization 17 years ago.

"The primary motive back of the First Aid education our employees are receiving is to fit them to be of more value as public servants," he said. "By the same token their training is of mutual benefit to their fellow workers. They are capable of acting intelligently in emergencies and are ready at all times to put their knowledge into action. I congratulate the Medical Department and our employees for their splendid work."

Mr. Budd took his listeners back to the days of the old intramural line operated at the World's Columbian Exposition in 1893, when he "broke in" the

New Record in First Aid Training Is Celebrated at Banquet



Employees of the North Shore Line joined with those of associated electric railway and motor coach lines in celebrating the new record in First Aid training for last year, when 747 completed the course under the direction of the Medical Department. Approximately 900 were present at the banquet held in the grand ballroom of the Palmer House on the evening of February 6. The feature of the event was the awarding of the Britton I. Budd Medal for the Saving of Human Life to four men. The picture does not show all present, as the camera could not reach to all corners of the crowded ballroom.

railroad game. From there he went to the former Metropolitan West Side Elevated Railroad, when that road decided to electrify its properties and took over practically the entire operating personnel of the intramural line.

Tells of Early Problems

"In the early days on the Metropolitan Road," said Mr. Budd, "our time was principally occupied with getting the equipment to run, and we had no time to think of safety. But as the operation became more reliable, we began to think of the fearful toll resulting from accidents and injury.

"It was the company's disposition to eliminate hazardous practices and improve general safety conditions, and we soon found that the men on the job were willing to suggest ways and means of making their work and surroundings safer. That was how our first safety work was started.

"From that safety work developed the Medical Department. It was felt that we could improve personnel conditions even further if our employees were kept in good physical health. From this evolved the idea of First Aid training. It has resulted in a remarkable reduction in the accident toll on our properties. Safety, First Aid and health—these must always be inseparable."

Medals Presented by Donor

Following his talk, Mr. Budd presented his award for the saving of human life to four employees of the associated lines, whose names and citations appear in another column of this issue. During the presentation, 17 other employees of the various companies who have saved human lives occupied the stage with Mr. Budd and the men being honored. All were roundly applauded. David F. Whitelaw, First Aid Director of the Medical Department, followed with a short resume of First Aid work to date.

The rest of the evening was given over to a program of entertainment, featuring well-known acts of the vaudeville stage presented on a temporary stage in regular big-time fashion. Among these was a German dialect sketch by Sam Stewart, trainman on the Ravenswood Branch, North Side Division, Rapid Transit Lines. The audience joined him in singing that famous old ballad "Der Schnitzelbank."

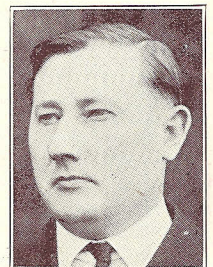
The North Shore Line Band was on hand all evening, playing selections for the diners and generally adding to the festive spirit of the occasion. The champion drummers and bugler of Chicago Elevated Post No. 184, American Legion—William E. Flowers, Casimir Imbur and Walter Huckstead—also gave a demonstration of their skill.

L. J. Wertzler Is Named Officer by Accountants

L. J. Wertzler of the Comptroller's office was honored by election to the vice-presidency of the Accountants' Division of the Central Electric Railway Association at the semi-annual meeting, held from January 31 to February 1, at Columbus, Ohio.

Mr. Wertzler has been a member of the association for almost six years. He has served on the executive committee and many other committees during that time, and his recent honor is in recognition of his good work.

The importance of this office for which a "Road of Service" representative was selected can be appreciated when it is considered that membership to the association is drawn from many states, including Illinois, Indiana, Ohio, Michigan, Kentucky and Pennsylvania.



L. J. Wertzler

Fifth Year of Better Business Drive Opens On North Shore Line

Success of "Go-Getters" Attracts Nationwide Attention—New Record in 1930 Is Aim

By MARY V. DUNNE, Secretary
Better Business Department

Entering upon its fifth year, the Better Business drive of the "Road of Service" is attracting nation-wide attention. Inquiries have been received from many other companies planning to enter this field of activity, in which employees of the North Shore Line are pioneers. Numerous magazines in the electric railway field have printed special articles on the success of our efforts. Everywhere comment has been laudatory on the uniqueness and wisdom of the plan of having every employee a salesman for his company.

Greater Efforts Planned

Originally launched in 1926 under a competitive plan, with employees organized into departmental teams, the effort to secure new business has now become a definite part of the daily work of every "Road of Service" employee. With the eyes of the entire industry upon our company as a result of its accomplishments in this field of endeavor, every Better Business worker should be determined to make 1930 even more fruitful than the four previous years of success enjoyed by the campaign since its inception.

Better business boosters are doubly fortunate in that we are employed by a company which is always seeking newer and better ways of rendering service, and that the area we serve is one of the greatest in the world for industry and home owning. Interline ticket arrangements, hook-ups with many air lines, extensive industrial sidings, facilities for special party arrangements, and high-speed schedules are some of the strong "selling points" of North Shore Line service. These have been set forth in "sales talks" by our boosters during the past year with gratifying results.

Practically every phase of North Shore Line service has been utilized by our workers in securing that extra bit of business which is needed to keep the North Shore Line in its premier place among the electric interurban railroads of the world. Prominent among these sources of new business have been the sale of monthly commutation tickets, arrangements for special party trips, carload freight and less-than-carload freight shipments and an increasing number of interline ticket sales.

Initial 1930 Efforts Cited

Many new friends and boosters for the "Road of Service" have been made by our employees during the past four years. Carrying the gospel of high-speed service into their own communities, our "ambassadors of good-will" have strengthened the ties of amicable public relations while securing new revenue. But any who might think our

Revenue-Producing Better Business Tips

Better business tips producing revenue during the period beginning December 1, 1929, and ending January 15, 1930, are listed below. Credits are awarded for the actual amount of business secured, on the basis of one credit for each \$5 of revenue produced. Your tip has been given a number by the Better Business Department. Check the numbers listed here to learn how many credits you have received:

Tip No.	Kind of Business	Credits Awarded	Tip No.	Kind of Business	Credits Awarded
3-338	Freight	5	12-060	Interline	2
10-043	Interline	2	12-061	Commutation	8
10-059	Ferry Truck	10	12-064	Script Book	1
11-017	Ferry Truck	5	12-065	Interline	2
11-030	Freight	5	12-066	Commutation	11
11-032	Ferry Truck	5	12-071	Interline	2
11-033	Ferry Truck	10	12-079	Interline	2
12-001	Interline (2)	5	12-090	Commutation	14
12-002	Interline (2)	5	1-004	Freight	10
12-003	Interline	2	1-005	Trailer	5
12-013	Ferry	15	1-006	Commutation	3
12-015	Freight	5	1-078	Ferry Truck	5
12-019	Interline	2	1-079	Interline	2
12-020	Interline	2	1-080	Interline	2
12-021	Interline	2	1-081	Interline (2)	5
12-022	Interline	2	1-082	Interline	2
12-023	Interline	2	1-083	Interline	2
12-024	Interline (2)	5	1-084	Interline	2
12-025	Interline	2	1-085	Interline	2
12-026	Interline	2	1-087	Commutation	1
12-027	Interline (2)	5	1-088	Commutation	10
12-028	Interline	2	1-095	Commutation	3
12-029	Interline	2	1-096	Interline	2
12-030	Interline	2	1-104	Freight	10
12-031	Interline	2	1-105	Trailer	5
12-033	Commutation	11	1-106	Commutation	3

boosters are going to rest on their laurels and dream of past successes don't know them!

The start of a new year is just like the springing of a barrier to our "race horses." Among those who are off to new records are such familiar "thoroughbreds" as J. J. Walter, "Barney" Devanny and Jack Corcoran. Mr. Walter is keeping things humming at 41st and Union, and as a result of his tireless efforts we have been securing the transportation of many trailer-loads of merchandise. He has also sent in tips for other sources of new revenue.

Jack Corcoran, Transportation Department, Chicago, started the new year right by being the first booster to win a silver merit badge in 1930, indicating that he had secured 50 credits or \$250 in revenue. Two trailer-loads of merchandise and a freight shipment amounting to \$100 in revenue were the most recent successes crowning Mr. Corcoran's efforts. Another "old-timer" in the get-business drive who started the year auspiciously is Bernard Devanny of the Chicago Baggage Room, who recently sold three 25-ride tickets between Chicago and Racine.

Transportation Leads Field

Dan Donnelly, Transportation Department, gained a new customer for the North Shore Line by selling a 25-ride ticket between Chicago and Milwaukee, as his contribution towards the start of a record-breaking year. Another Transportation Department employee, Collector V. O. Kindel, has been on the alert for every opportunity to sell our service. A 25-ride ticket between Chicago and Milwaukee, and one between Waukegan and Chicago were sold recently as a result of his alertness.

It is apparent from the foregoing examples that the Transportation Department has obtained the "jump" on all others at the start of the new year.

What are you other departments going to do about it? It certainly is going to take real activity to pass Mr. Simons' boys and girls in securing new business, as they are real hard workers. Incidentally the reappearance of the old familiar names on our honor roll should make the rest of the North Shore Line family sit up and take notice. Many of us have yet to "make" the honor roll, while others are now working hard for the gold award. Whichever class you are in, now is the time to bear down and present a strong front in the drive to secure every bit of new business available for the "Road of Service" this year!

Nature Lovers Aid Move to Create State Park in Region Served by North Shore Line

Forty Chicago members of the Illinois Chapter of Friends of Our Native Landscape used special North Shore Line service to Ravinia on January 21 to attend the annual dinner and business meeting of the organization, which is devoted to preservation of natural beauty and wild life through creation of state and national parks. Over 100 persons, including residents of many North Shore communities, attended the meeting, which was held at the Ravinia Community House.

Among the projects in which the organization is taking an active interest is the move to create a state park out of the dune territory along the North Shore, generally known as the Waukegan flats. This region is a Mecca for hikers, who find North Shore Line service to Waukegan convenient when visiting the flats. City cars make frequent connections with Waukegan trains and bring hikers to within a few minutes' walk of the flats.

Service Club Formed By North Shore Line Girls Proves Popular

**High Ideals Attracting Large
Membership—J. R. Blackhall
Sponsors Movement**

Enthusiastically sponsored by General Manager John R. Blackhall, and boasting Mrs. Blackhall as an honorary member, an organization known as the "Girls' Service Club" has been launched on the "Road of Service." The object of the club, to quote its constitution, is: "To foster and promote the common interests of its members; to establish cordial and beneficial relations between its members, and to render a social and humane service to the community at large."

Meets Instant Response

Instantly striking a responsive chord among the girls of the North Shore Line family, this unique and enterprising organization quickly enrolled a membership of over 66 girls, representing practically every department of the company. The sincere purpose and cordial motives characterizing the organization are expected to make the membership eventually include every girl with the "Road of Service."

Meetings are held monthly in various communities along the line. At the first meeting, held in Highland Park following a luncheon, officers were named for the ensuing year. Frances Tourtelotte, Secretary to the General Manager, was elected president. Hattie Boehm, Auditing Department, was named vice-president. Mary V. Dunne, Traffic Department, Chicago, was named treasurer. Julia Ludlow, Auditing Department, was elected secretary.

Directors are as follows: Florence Webster, Secretary to the Vice-President in charge of public relations; Marie Mazurek, Transportation Department, Milwaukee Terminal, and Evelyn McCullough, Freight Accounting Department, Highland Park.

Large Number Enrolled

To carry on the extensive work of the organization, membership, entertainment, visiting and athletic committees were named. Mary V. Dunne was placed in charge of publicity.

At the time of organization and election of officers the roster of the club was as follows:

Frances Adams	Lydia Garling
Agnes Barrett	Clarice Hanlin
Alice Berg	Edith Hansen
Hattie Boehm	Pearl Hayes
Margaret Brain	H. Hehner
M. Brechelsen	Ada Helfer
Luna Bretz	Edith Hoyer
Dorothy Clarke	Rosa Hudson
Dorothy Dahl	Gladys Jefferson
Helen Daley	Ruth Johnson
Mary Deacy	Violet Jones
Emma DeMyer	Luella Klann
Frances Dalton	Edith Larson
Mary Dunne	Edna Lindroth
Mary Farrell	Julia Ludlow
Edna Felton	Evelyn McCullough
Elaine Flamank	Margaret McDermott
Marg. Frederick	
Dorothea Freeman	Florence Martini

Head Service Club



Frances Tourtelotte



Hattie Boehm



Julia Ludlow



Mary V. Dunne

To the four well-known and popular young ladies pictured above falls the honor of being the first officers of the newly-organized Girls' Service Club of the North Shore Line. Frances Tourtelotte is president; Hattie Boehm, vice-president; Julia Ludlow, secretary, and Mary V. Dunne, treasurer of the organization which is proving highly valuable from the standpoint of fostering good "fellowship" and spreading the gospel of service.

Mary Mergener
Ida Metsa
Estelle Myer
M. Milroy
Helen Mors
Madeline Nauta
Edith Petersen
Clara Petz
Alice Piktet
K. Pongratz
Lillian Quist
Esther Zersen
E. Beneventi
Grace Dunn

M. Mazurek
Pearl Moreland
A. Niepan
Hattie Peters
Gertrude Puhlman
Emily Schmid
M. L. Ragsdale
Helen Schier
Dora Setterman
Lillian Sporer
Leota Thrasher
Agnes Turner
H. Waysanen
F. W. Webster

Mary Welsh

The second meeting and luncheon of the club was held at the Green Tea Pot, Highland Park, with 56 members attending. Mrs. Blackhall was guest of honor at the luncheon. The members were entertained by an illustrated talk on "Modern Railroad Transportation," given by Fred Butterfield, who was assisted by George Krueger. The meeting proved instructive and entertaining and was indicative of the type of programs planned to make the sessions of interest to all members.

Quick to Render Service

In addition to fostering friendly relations and aiding the girls of the company in getting acquainted, the club is already proving its value to the communities served by the North Shore Line. During the Christmas season, before the club had started its program of organized activities, the members pro-

New Trustees Elected For Service Annuity Plan

Great interest and close balloting featured the recent annual election of new members to represent "Road of Service" employees on the board of trustees of the Service Annuity Plan. Frank Cox, Maintenance of Way Department; Paul Schendel, Transportation Department, and John Nichols, Auditing Department, were elected to serve on the board during 1930.

The committee of tellers, appointed by General Manager John R. Blackhall, and consisting of Fred Butterfield, R. Soderquist and C. R. Pettingill, report that the balloting was the heaviest in years, indicating the interest displayed by employees. The actual number of ballots cast was 1,038, the total number of votes thereon for all candidates being 2,663. Clarence Robinson, Electrical Department, ran Mr. Nichols a close race for third place, losing by only 21 votes.

"Service Salesmen"

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

Conductor Harry Goldenstein is commended by Jack Major of New York for courteous and efficient performance of duties and for painstaking attention to the comfort of passengers.

Conductors F. Kromer and James Marsh are commended by John D. Ross of Lake Forest for courteous and efficient performance of duties, and for personal attention to the welfare and comfort of Mr. Ross, who was traveling under serious physical handicaps.

W. H. Lewellen, Traffic Representative, and James W. Mears, Supervisor of dining car service, are commended by Harry A. Laing, General Manager of Libby, McNeill & Libby, for courteous and efficient performance of duties in making arrangements for the transportation of 51 salesmen from Chicago to Whitewater, Wisconsin. The arrangements included inter-connecting motor coach service and meals on diners to and from Kenosha.

Motor Coach Operators Oscar Borre and Robert Murrie, who transported the party to Whitewater from Kenosha, are also commended by Mr. Laing for careful and efficient driving.

J. M. Michaels, Assistant General Passenger Agent, is commended by J. W. Stephens of the Thornton Township high school for efficient arrangements made in transporting a Thornton athletic team to Highland Park recently.

vided several Christmas baskets for needy people.

The formation of this new organization, dedicated to unselfish service, is hailed with enthusiasm by all members of the North Shore Line family, who welcome this addition to the many organized employe activities.

New Record in First Aid Training Made as Total of 117 Graduate

Setting of High Mark in 1929 Features Banner Year in First Aid Activities

All previous First Aid training records for "Road of Service" employees were eclipsed with the recent graduation of three classes, making a total of eight groups graduated in 1929, according to David F. Whitelaw, First Aid Director for the Medical Department. The total number of employees who joined the ranks of graduates last year was 117.

Renewed Interest Shown

Establishment of the new record is particularly gratifying as it indicates renewed interest in First Aid work by employees. A glimpse at past records illustrates that fact clearly. In 1926, formerly the banner year, 105 were graduated. In 1927, a total of 102 completed the course. The number of graduates dropped in 1928 to 43, although 33 class sessions were held by Mr. Whitelaw for 61 employees. The graduation of 117 in the year recently closed is remarkable, as only 128 students attended the 63 class sessions held in 1929.

The first class to graduate since a record year was predicted last October, when five groups had already completed the course, was composed entirely of Transportation Department employees, meeting at Highwood. The graduates in this class were:

V. J. Selig	T. J. McGovern
A. L. Male	G. E. Best
R. C. Bopp	Arthur Schaal
A. W. Hahn	K. J. Waterson
F. J. Garrity	George Rause
R. L. Mercer	J. O. Smith
K. Burke	J. McDonald
I. R. Griffith	W. G. Wilson
Thomas Holmes	R. D. Sullivan
S. E. Tolle	F. A. Kromer

Response Is Enthusiastic

A total of nine employees of the Transportation Department completed the course and were graduated on January 19. This group, which was trained at Highwood, comprised the following:

R. Carnes	A. L. Calvert
L. Glines	E. Craighead
W. Raatzman	J. Wisbarg
K. C. Melville	F. Palmer
L. Loesch	

In the endeavor to make 1929 a banner year, Mr. Whitelaw turned to the Chicago Division for candidates, and there his efforts were rewarded by an enthusiastic response from employees of the Merchandise Despatch and Transportation Departments. Sessions were held at 61st Street, in a car back of the shops, and out of this class enough completed the course to set the new high record. The graduates numbered 14 and were as follows:

B. A. Bagley	P. A. Bansler
O. Berg	F. Helm
E. E. Knipfel	R. Lundy
H. Sanford	M. Smith
J. J. Walter	D. R. Reese
D. W. Buffham	L. J. Goldenstein
W. J. Shine	W. VanPatten

Although the last two classes were graduates in January, they are included

SUCCESS depends more upon the ability and willingness to work hard and intelligently at the matter in hand than upon any other factor. What is worth doing or acquiring is worth working for, and the harder we work the more likely we are to succeed. Ninety per cent of the excuses for failure are false. They deceive no one but you. Ninety per cent of the reasons for success lie within you. No one can release them but you.—Josiah H. Penniman.

in figures for 1929, as the course of instruction was begun during the closing weeks of that year.

Train Boy Scouts

In addition to the establishment of a new record for training of employees, 1929 was also a banner year for other First Aid activities, according to Mr. Whitelaw. Eleven First Aid demonstrations were given by "Road of Service" teams to audiences in North Shore territory, aggregating 4,625 persons. These were before clubs, schools, parent-teacher associations and similar groups. The largest audience at a meeting of the Milwaukee Association of Commerce, when 2,200 witnessed a demonstration of First Aid principles.

A total of 32 Boy Scout classes were trained in First Aid principles during the year. In this field Mr. Whitelaw was aided by Lawrence Bentley, Leslie Smith and Welden Graham, all veteran First Aiders. Headed by Mr. Whitelaw as chief judge, North Shore Line men were called upon to serve as judges at Boy Scout contests and at contests of the Commonwealth Edison Company and the Chicago Aurora and Elgin Railroad.

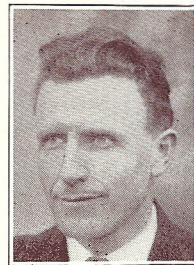
Sees Greater Year Ahead

Three special demonstrations were staged by Mr. Whitelaw with medalmen from the North Shore Line and associated companies. A total of 20 men, holders of the Britton I. Budd Medal for the Saving of Human Life, gave the demonstrations, one of which was before the American College of Surgeons in Chicago. Dr. Hart E. Fisher, Chief Surgeon of the Medical Department, was the speaker on this program. Other demonstrations by medalmen were given before the Maintenance of Way Club in Chicago, and before the Austin Lion's Club during a safety pageant.

"The countless requests for demonstrations and courses in First Aid training which we received last year indicate the important place such training occupies in public safety," said Mr. Whitelaw. "It is extremely gratifying to see the renewed interest displayed by North Shore Line employees in First Aid work, especially among the graduates who give their time and services to this cause. With such enthusiasm and co-operation, we look forward to making 1930 an even greater year for First Aid activities, both among our own employees and among the communities we serve."

Frank J. Kramer Honored by Election to Important Church And Civic Posts in Waukegan

Frank J. Kramer, Engineer Maintenance of Way, who has long been active in community affairs in Waukegan, where he makes his home, was twice honored recently by election to important church and civic posts.



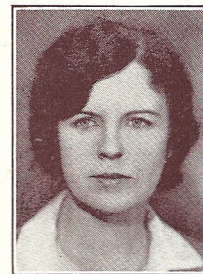
F. J. Kramer

At a meeting of the board of directors of the Victory Memorial Hospital Association, held in January, Mr. Kramer was elected to the presidency of the association, succeeding Dr. F. C. Knight. The honor was bestowed upon Mr. Kramer in recognition of the interest and co-operation he has long manifested in the work of the association. In announcing his election, the *Waukegan Daily Sun* characterized Mr. Kramer as long being one of the most ardent supporters of the hospital.

Another honor came almost simultaneously to Mr. Kramer at the annual meeting of the vestrymen of the Christ Episcopal Church. Mr. Kramer, who has served faithfully and efficiently as vestryman for many years, was unanimously re-elected to continue in that capacity. E. G. Cox, Director of Service Improvement, was also re-elected vestryman, having served in that capacity last year.

Special Service for Women Launched by Marigold Lines

Ada Mucklestone, prominent in women's activities in Cook County, has been appointed special representative of the Metropolitan Motor Coach Company, according to an announcement by Howard P. Savage, General Manager of the Marigold Lines.



Ada Mucklestone

As special representative, Mrs. Mucklestone has instituted a new phase of traffic solicitation among women's organizations of the region. Her work is in conjunction with the Metro-Land Tours Department of the Outing and Recreation Bureau, with a view to promoting a better knowledge of worth-while attractions in Metropolitan Chicago. Mrs. Mucklestone, co-operating with clubs, is acquainting women with the features of the new Metro-Land Tours service. Her headquarters are at 68 W. Adams St., Chicago.

For the past six years Mrs. Mucklestone has been a leader in affairs of the American Legion Auxiliary, serving as president of the Cook County Council in 1928.

North Shore Line to Place 25 New Motor Cars in Service Soon

New All-Steel Equipment Costing \$850,000 Is Last Word in Travel Comfort

Twenty-five new all-steel passenger motor-cars costing approximately \$850,000 have been ordered by the North Shore Line from the Standard Steel Car Company of Hammond, Ind. The new equipment is scheduled for delivery within the next few weeks. This makes a total of 40 new all-steel motor-cars purchased by the North Shore Line during the past two years.

Enhance Travel Comfort

The new cars are the last word in modern transportation equipment, affording North Shore Line customers the utmost travel comfort and convenience at regular fares. They have the new "easy chair" type of seats upholstered in Byzantine plush, emergency lighting, two toilets and a smoking compartment in each car. Two heating systems—hot water and electric—with thermostatic control, insure an even temperature at all times during cold weather.

Greater visibility for passengers is insured by increasing the height of the car windows four inches. This was made possible by eliminating the small opaque pane formerly placed at the top of car windows. The cars are painted in the new North Shore Line colors, orange with maroon trimmings, adopted as a measure of public safety by increasing the visibility of trains.

New Equipment Popular

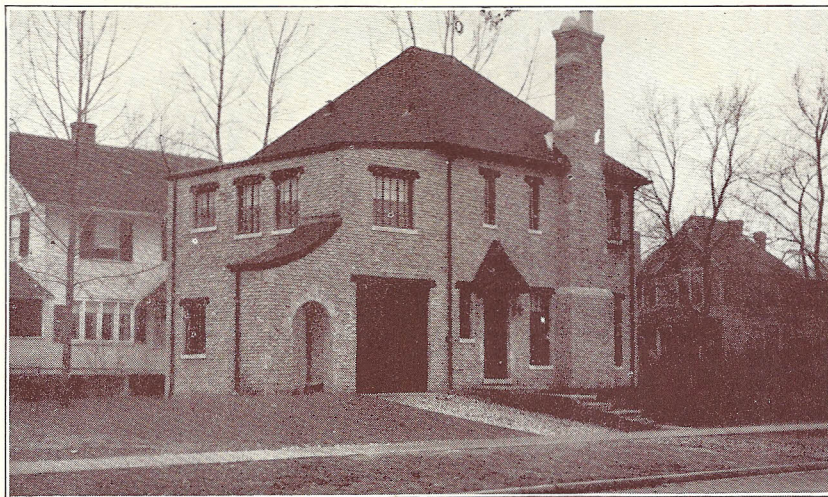
The popularity of new equipment of this type is attested by the public approval of the new cars placed in service early in 1928. These also included the new "easy chair" type of seats and other modern features of the cars to be placed in service soon. Many persons offered to pay for their seats in these cars, thinking they were in a parlor-observation car.

North Shore Line Popular Choice of Special Parties Seeking Comfort and Speed

Special party service operated by the North Shore Line continues to prove popular with both large and small groups seeking the last word in comfort, convenience and efficiency in making trips for either business or pleasure. The advantage and "cosiness" of having the entire party together in private cars is appreciated by such groups.

Among the parties using this special service recently were 150 Nash dealers from Illinois, Indiana and Ohio, who chartered a three-car special train from Chicago to visit the Nash plant in Kenosha and to make an industrial tour of Milwaukee. Fifty members of the employees' club of the International Harvester Company in Milwaukee recently used a special car when journeying to Chicago for athletic contests with employees of the Chicago tractor plant.

"Own Your Own Home"



Typical of the many beautiful homes which are literally springing up in North Shore communities is the attractive brick house pictured above, recently completed by the Metropolitan District Realty Trust, for G. T. Hellmuth, General Claims Attorney for the "Road of Service." Mr. Hellmuth, who has been with the company for 19 years, was quick to perceive the advantages of making his home in one of the beautiful residential communities served by the North Shore Line, and with his family has been a resident of Wilmette for many years.

This new residence, which is located at 1701 Forest Avenue, is of modern French design, built on a landscaped corner lot 50 by 16½ feet. It has a heated garage attached. Unwiped mortar joints create a beautiful rugged exterior effect. Modern throughout, the house has seven rooms and two baths. There are four attractive bedrooms on the second floor. The structure is insulated with balsam wool, and the floors are sound-proofed by means of layers of felt. A large open fireplace creates a cheerful atmosphere.

Two blocks away is the new Howard school. New Trier high school is also easily accessible, so that the three Hellmuth children, Stephen, aged 17; John, aged 15, and Patricia, aged 9, have the advantages of modern and convenient educational facilities. The North Shore Line station is within a five-minute walk of the new house.

The convenience of rapid transportation, plus the ideal setting, is making North Shore communities very attractive to home owners, with the result that the metropolitan area is rapidly becoming noted for the number of its beautiful homes similar to the one pictured above.

Hints on Home Owning

Insulation Results in Saving

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

Winter's penetrating blasts prove the advisability and economy of heat-insulated homes. But if your home happens to be one of those built before it was found that insulation cut heat bills and eliminated drafty homes, you can still prevent considerable heat loss and make the house comfortable in cold weather.

A reasonably warm basement is one of the first aids to home comfort. Be certain that crevices and cracks are blocked, for even a quarter-inch space provides an avenue for cold draft. On the other hand, much heat is wasted by keeping the basement too warm—usually because of poorly insulated furnaces, particularly where steam or hot water heat is used. If the outer surface is hot to the hand, it is evidence of too little insulation. By increasing the covering to a thick-

ness of 1½ inches, this can be remedied. Other heat losses occur when pipes are not completely covered, including even the joints.

Rattling windows often indicate a source of cold air. This source can be done away with by removing the "stop" and settling it closer to the lower sash, where most of the leakage is ordinarily found. Heat losses through the attic are easily avoidable. Their common cause is the presence of uncovered louvers, or latticed openings. By covering from the inside, this loss is averted.

There are any number of minor conditions that in uninsulated homes result in loss of heat and minor discomforts. In most instances these discomforts and wastes can be remedied.

If you are building a new home, insist that modern methods of insulation are applied throughout. The little extra cost will bring returns in lower heat bills and solid cold-weather comfort. Free information on insulation and other building problems can be had from the Own Your Own Home Bureau, 72 West Adams Street, Chicago. Bring your home-owning problems there. The services of the staff are at your disposal at all times.



The Highball

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(THE NORTH SHORE LINE)
"The Road of Service"

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

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

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

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Vol. 8

JANUARY-FEBRUARY, 1930

Nos. 1-2

RECORDS

ESTABLISHMENT of new records is such a frequent occurrence on the North Shore Line that one might say it has become a habit. Be it speed or safety in operation of our trains, or any of the special activities in which members of our family are engaged, the "Road of Service" can be counted on leading the way.

Among the most recent records we have established, those which are cause for special pride pertain to our First Aid and Safety activities during 1929. The figures show that we increased our number of graduates in First Aid training more than 100 per cent over the previous year and at the same time set a new company record in this worthy cause.

While North Shore Line folks were doing this splendid work, employees in associated transportation companies also were helping to establish a new combined record in First Aid training. It was an inspiring sight when the 747 graduates in the five companies gathered with fellow-workers for the eighth annual First Aid and Safety Banquet in the Palmer House.

The true significance of this event was brought home to all present when four men were awarded the Britton I. Budd Medal for the Saving of Human Life. These men had put their First Aid training to the practical test and thereby proved that this work is of real value to both our fellow employees and the public.

Eleven employees of the associated transportation companies have received this medal during the past four years. The presentation of the medal to four employees this year also established a new record, the largest number so honored in any previous year being three. Five members of the North Shore Line family have received the award—which is the high record among individual companies.

The real importance of these records lies not in the number of First Aid graduates and medal winners but in the fact that this work is increasing in scope and effectiveness each year. Thereby are we enhancing the welfare and happiness of both our own organizations and the communities which we serve. The Medical Department and all employees who are par-

ticipating in this good work are to be congratulated on their record-breaking accomplishments.

SUCCESS

THE FINE manner in which the North Shore Line "army" carried the sale of prior lien stock to a successful close once again emphasizes the ability of our splendid organization to "deliver the goods."

In securing subscriptions for 8,056 shares of stock during a period of little more than six months, "Road of Service" employees proved that they are "sold" on our company and know how to sell it to the public.

This accomplishment is all the more outstanding in view of the unsettled market conditions which existed during the campaign. It also speaks volumes as to the confidence which the public has in our high-speed electric interurban railroad and its personnel.

With the eyes of the entire industry upon them as a result of their past performances, North Shore Line Better Business boosters have reason to make their fifth year of continuous activities the best yet. Let's go!

Best wishes to the Girls' Service Club! The high motives back of this new organization make it worthy of our united support.

"Service Is the Measure of Good Public Relations"

The following editorial from AERA for December, 1929, is reprinted as a pertinent reminder of the importance of good personal service in operating our properties.—HIGHBALL EDITOR.

Both in volume and in intelligence the public relations work of electric railways has expanded during the past few years. At one time regarded as a prerogative to be exercised only by the executive, and by him not infrequently regarded as a necessary evil or as a matter of little consequence, it has advanced to a point where it is participated in by the entire personnel, and is recognized as being a factor in the business fully as important as that of getting the cars over the road.

As it has grown in recognition and importance, so, too, has it expanded in its applications. On many properties the public relations work is directed by an official carefully chosen for his ability and especially assigned to this particular field of endeavor. His task is no longer confined to the suppression of unfavorable news or the release of inconsequential statistics. No longer is it sufficient for the executive to step out of his self-imposed seclusion on certain stipulated occasions and issue a few oracular statements, nor does the use of printer's ink for advertising copy completely cover the case.

To be really effective a public relations policy must be founded upon good service. Without an honest endeavor to render a quality of service that will admit of few complaints, a public relations policy, no matter how liberally supported in other respects, will fall short of its mark.

But good transportation service is only possible through the co-operation of the entire personnel. It involves not only keeping the cars on time but maintaining them in presentable appearance and in good working order. It presupposes on the part of the operating personnel courtesy, a willingness and a genuine desire to please, and the ability to impress upon the passenger the fact that his patronage is both desired and appreciated. Good service, in fact, is far-reaching in its applications, but it is the ultimate measure of good public relations.

Although resolutions are good things to make,
No good comes from those that you carelessly break!

"Something to Think Over"

The following article is reprinted from "Along the Highway With W. G. Sibley" in the CHICAGO JOURNAL OF COMMERCE of August 3, 1929. It contains food for thought that should prove valuable to every reader.—HIGH-BALL EDITOR.

THE City Bank of Milwaukee puts out a card from which we quote:

How much does it cost you to spend—\$100? Answer: \$100 down and three dollars a year for the rest of your life.

A highly suggestive card this, for young men not "interest-minded," because it teaches how serious a matter it is to spend \$100 or \$1,000 during the year that there was no real reason for spending. What man would spend \$100 and thereby put himself under obligations to pay \$3 or \$5 or \$6 a year for life in addition for what he got for his \$100? "Not me," any sensible man would say. Yet that is just what one does in his loss of common interest rates he might get for the \$100 he spends. The bank says further:

Every dollar you spend has an invisible string of pennies attached to it, that reaches up through the years. They represent the interest money that dollar would bring you, if you saved it instead of spending it.

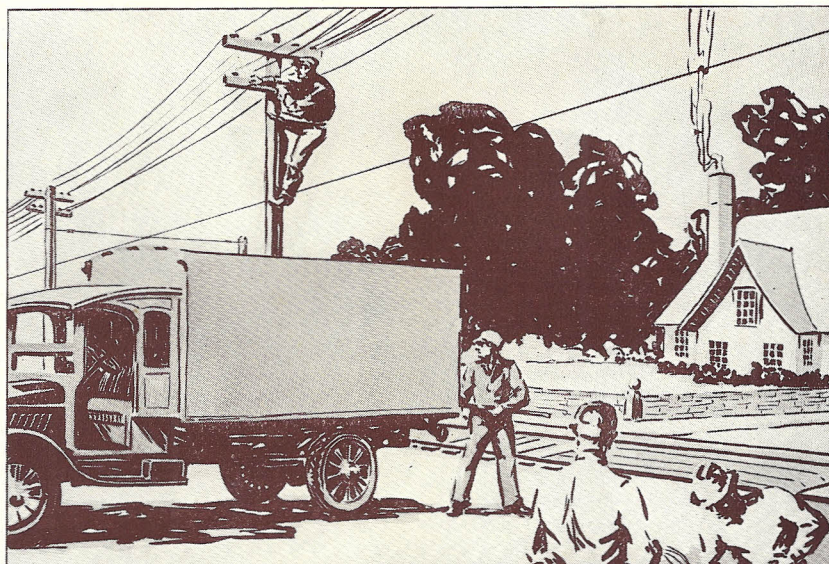
Think of that when you spend money. The interest you lose is like installment payments for the rest of your life. When you go to buy something, ask yourself, "Do I want to pay the price of this thing, plus the annual loss for the rest of my life?"

Soundly educational this, and education sorely needed by thousands of bright young men who have not yet become interest-minded. What one of them, as he walks by the big banking institutions in our great cities has stopped to consider where their hundreds of millions of dollars came from? From interest. Interest enriched every one of them, from 3 per cent up. It is the one thing that works for a man day and night and on Sundays, whether he is sick or well. It never goes to sleep.

There's another thing about it. It increases the money a man makes in his regular vocation. The more he saves and invests wisely the greater his income. The bankers know this, and they are all glad to show the young man how he also may profit by it. They will not only care for his money but show him how to invest it safely.

We paid interest for twenty-five years, 8 per cent much of the time, before we learned to save and get interest. We assure our readers that getting interest brings more pleasure than paying it; more than that, it gives more comfort and satisfaction than those things we spent our money for before we learned to save for interest's sake, and became interest-minded. And it costs nothing but prudent self-denial a few years, one of the best habits a young man can acquire.

The Personality of Our Service



THE COMMUNICATION DEPARTMENT

The work of the Communication Department is of vital importance in the operation of our transportation system. Maintenance of our extensive telephone system in perfect working order is absolutely essential to insure safe, fast and reliable service at all times. Over this network of wires go the orders which despatch the trains and guide them to their destination with the greatest possible convenience and security for our customers. In doing their important tasks to the best of their ability, the members of the communication staff are helping our company maintain good public relations by enabling us to provide transportation of the highest type.

"The Men in the Ranks"

IT IS a well-recognized principle of military tactics that battles are won by the men in the ranks. Generalship, strategy, explosives, tanks, airplanes—each supplements the other in deadly effectiveness, but when all is said and done it is the humble private in the front line who carries the emblem of his cause to victory. The analogy also applies to the electric railway industry.

MANAGERS and superintendents, engineers and financial men, play their part; they do the planning, secure the necessary capital, provide the technical skill and direct the operations of the companies. All this is essential. But in the last analysis it is the man on the platform who makes the service either satisfactory or unsatisfactory to the traveling public.

IMPROVED cars, smoother tracks, new capital for this and for that, are very important elements in the picture, but they are of little avail unless the men on the firing line—those in direct contact with the patrons—are loyal, well-drilled, careful and courteous. It was so in the days of the horse car and it will be so on whatever agency of mass transportation the future may develop.

TO THE extent that the industry can inspire its trainmen—yes, and its trackmen, linemen and shopmen—with the dignity of their jobs and the importance of the part they play in providing safe, reliable and attractive transportation service, to that extent will the industry fulfill its obligation to the communities which it serves and justify its existence as a factor in modern business. To a very large extent the future of the industry rests in the hands of the men in the ranks.

CHARLES GORDON, Managing Director,
American Electric Railway Association.

(Reprinted from AERA, November, 1929)

Transportation Night Draws Record Crowd At Company Section

Clever Minstrel Show Staged by
Trainmen Scores Great
Hit With Audience

By ALBERT W. GERBIN

Braving zero weather, one of the largest crowds ever to attend a program of this organization turned out for the January meeting of Company Section No. 14, A. E. R. A., at Waukegan. They were rewarded with an exceptionally fine program staged entirely by North Shore Line trainmen. The feature of the program was a minstrel show which, in the vernacular of the stage, "panicked the house!" The rare musical talent displayed by the trainmen delighted the huge crowd throughout the evening.

The meeting was opened by C. K. Thomas, Division Superintendent and president of the Company Section, who introduced among the guests present: M. J. Feron, Assistant to the Vice-President in charge of operation; John F. Egolf, General Manager of the Chicago Aurora and Elgin Railroad, and John R. Blackhall, General Manager of the North Shore Line. Mr. Thomas announced that the drive for new members was still in progress, with several employees making great strides towards the cash prizes to be awarded.

Educational Work Lauded

E. G. Cox, chairman of the program committee, introduced William Brown, motorman, whose contribution to the "Transportation Night" program consisted of an excellent talk on the educational opportunities open to North Shore Line employees. In his address Mr. Brown commended the wonderful work done by the Educational Department, which is headed by C. G. Goodsell. Among the many examples of the good work done among employees Mr. Brown cited the public speaking classes conducted by Mr. Goodsell. Motorman Brown's address was a credit both to himself and to the Educational Department, as he is a recent graduate of a public speaking group.

Following Mr. Brown's talk the curtain went up, disclosing the minstrels lustily singing: "Are You From Dixie?" J. W. Oliver, Safety Engineer, served as interlocutor and introduced the minstrels amid roars of laughter from the audience as such well known characters as George Merriman, trainmaster, and Welden Graham, Commander of the North Shore Legion post, were discovered behind the burnt-cork countenances.

Minstrels Score Hit

Motorman Carl Parks, the first of the minstrels called upon, sang "You Were Meant for Me." Mr. Parks was in fine voice and was called upon for several encores. Motorman William Ludwig, widely known among his fellow-workers for his ability to give comic monologues, was at his best in a humorous dissertation on "Marriage," concluding with a comic song dedicated to "The Installment Man." In response to thunderous applause he sang an encore.

Trainmen Entertain at Company Section



"Road of Service" trainmen proved themselves real entertainers at the January meeting of Company Section No. 14, A. E. R. A., when their minstrel show sent a record crowd home still chuckling. The above scene shows the minstrels before they had altered their "school girl complexions." W. B. Hall is shown in the center, holding about 190 pounds of "Sonny Boy," played by Dave Carlson. Their act was one of the prize hits of the show. From left to right, the other stars are: Gage Stevens, Warner Raatzman, William Ludwig, Welden Graham, Jack Oliver, Ray Black, George Merriman, A. J. Rinzel, Carl Parks and Fred Lochner. All are members of the Transportation Department, with the exception of Jack Oliver, Safety Engineer, whose long experience in amateur theatricals made his co-operation welcome and aided in the success of the show.

Collector A. J. Rinzel, next on the program, proved to be an expert with the violin. His thrilling rendition of "Mighty Lak' A Rose" was one of the hits of the evening and he was obliged to render encores. Throughout the acts the antics and "wise-cracks" of the two "end men"—Motorman W. B. Hall and Conductor Fred Lochner—kept the crowd highly amused.

Armed with a murderous-looking dagger, Conductor Lochner gave an excellent imitation of Al Jolson singing "The Spaniard Who Blighted My Life." His act was one of the hits of the show. In addition to proving himself a real singer, Mr. Lochner demonstrated that he was also a "stepper" who could make some of the country's best vaudeville stars green with envy.

"Sonny Boy" Act Is Feature

Motorman Ray Black, who served as piano accompanist for the minstrels, next favored the audience with a piano solo—"The Wedding of the Painted Dolls"—which proved highly popular. Conductor Welden Graham gave an impersonation of a college cheer-leader and led his cohorts in a medley of college songs.

The feature act of the show was presented by Motorman William Hall and Conductor Dave Carlson. Mr. Hall sang "Sonny Boy" and in response to popular demand sent for his "little boy" to present him to the crowd. The "little boy" proved to be Conductor Carlson, whose impersonation of "Sonny Boy" was the prize hit of the show. In response to an encore Mr. Hall sang "When Irish Eyes Are Smiling." Collector Warner Raatzman followed with several accordion selections.

Show Voted Huge Success

The "Comedy Four," consisting of Messrs. Lochner, Hall, Stevens and

Parks, also came in for much applause when they sang comic ballads directed at several prominent persons in the audience. Several verses written about North Shore Line service and sung to the tune of "Dream Train" proved highly popular with the crowd. Amid deafening applause the curtain was lowered during the grand finale, with Fred Lochner dancing and singing "Some of These Days."

The record breaking attendance which rewarded the initial efforts of the program committee for 1930 indicates the growing popularity of Company Section sessions in the employee activities of the "Road of Service." Dancing and refreshments concluded one of the most enjoyable evenings ever staged by Company Section No. 14. It was the unanimous opinion of all present that North Shore Line trainmen are not only transportation experts but also entertainers par excellence.

THE reliable person accepts the work entrusted to him with good grace, tackles each task with a light heart, fulfills every obligation in a painstaking manner and follows each detail through to a clean finish.

The reliable person not only guards against mistakes himself but is all the while trying to mend the ragged edges that are caused by those who are careless.

He is always ready when called upon, never frets nor falters in his duty, seldom has to do his work over again and soon gains the trust and love of his associates.

A reputation for reliability is a personal asset that is greater than gold.

North Shores Lead Industrial League in Thrilling Cage Race

*Champions Win Six Straight Tilts
While Scoring 204 Points
to 114 for Rivals*

By ALBERT W. GERBIN

Still champions, despite heavy going in the Waukegan Industrial League! This was the situation at the time of writing, when the "Road of Service" basketballers were in possession of first place with a record of six victories and no defeats. A 44 to 18 victory over the South Shore Line brought the season's string of triumphs to seven, and made the total points scored by "Cote and Company" 204 against 114 scored by opponents.

Teamwork Is Smooth

In defense of the title won last year with a record of eight victories and no losses, the North Shore Line has placed a well-balanced aggregation on the floor this season. Scott and Kilponen, two flashy and accurate forwards, have been bearing the brunt of the attack and have been working smoothly with Ray Cote, captain and center. At the present writing Cote leads the scoring with 59 points. Kilponen is second with 47 and is closely trailed by Scott with 45.

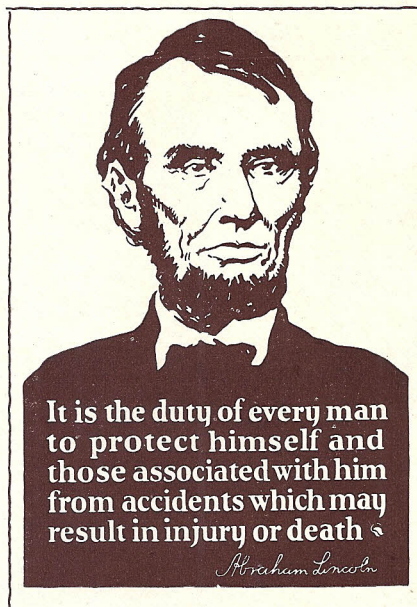
"Bob" Plummer and Frank Nuutilla, huge guards, have been distinguishing themselves by their staunch defensive work. On the offense they are almost as prominent as the forwards. Both have scored 22 points in the seven games played to date. Excellent reserve strength in Townsend, Anderson, Mihvec, Manz and Kapheim is proving invaluable in the battles this year.

Hard Games Feature Race

Although the "Road of Service" squad has been strengthened by reserve power this year, it became apparent early in the season that other teams of the Waukegan Industrial League have also been bolstered up with the intention of stopping the champions on their quest to another title. In the first game played, the Illinois Bell Telephone squad lost to the champions by a score of 38 to 20, Scott leading the railroaders with 13 points. The Waukegan Post Office team fell next by a 25 to 12 count. Stiffer opposition was met next when the Greis-Pfleger Tannery squad dropped a 25 to 10 tilt. In this battle the score was 5 to 5 at the half and 10 to 10 at the end of the third quarter, after which the North Shore outfit "turned on the heat" and scored 15 points.

The hardest game of the season to date occurred when the North Shore Line played the Public Service Company in the fourth game of the league schedule. At the half the score was 15 to 8 in favor of the Public Service squad. In the last three minutes clever work by "Bob" Plummer, which included the sinking of a basket from mid-floor, tied the score at 20 all. Cote and Plummer ran up seven points in the overtime period to cop the tilt 27 to 20. The spectacular work of Plummer was easily the feature of this game.

A practice game with the South Shore



**It is the duty of every man
to protect himself and
those associated with him
from accidents which may
result in injury or death**

Abraham Lincoln

Line came next and found Ray Cote flashing the form which earned him the title of "Big Bertha" in his prep school days. Led by Ray's eight baskets and three free throws, the North Shore Line ran up 44 points to 18 for the visitors. Thomas Townsend led the reserves in scoring in that game, with two baskets and a gratis shot.

Kilponen Shows Flash

Resuming hostilities in the Industrial League, the railroaders next took on the Houdaille-Hershey Company, formerly the Biflex Company squad, winning 24 to 15. Kilponen led the scoring on this occasion and proved the undoing of the winners of second place last year. Four baskets and three free throws were garnered by Art on that eventful night.

The last league game won by the North Shore Line up to this writing proved to be the melodrama of the season thus far. "With Sheridan 20 miles away—" the North Shore Line squad began the battle. Which is just a historical way of stating that Cote and Plummer, the two "big shots" of the "Road of Service" squad, were coming back from Wauconda at the very moment the battle started.

Strategy Saves Day!

Unable to cope with the big and fast Canco squad, which led at the end of the first quarter 4 to 1, Scott resorted to strategy. He called three time-out periods, which had the effect of delaying the battle until reinforcements—Cote and Plummer—arrived.

Taking the ball on the tip-off, Cote immediately sank a basket, followed shortly by another, which put the North Shore team in the lead. Although trailing at the half 9 to 8, the addition of Cote and Plummer proved the necessary stimulant and the "Road of Service" squad triumphed 23 to 19. Kilponen and Scott led the scoring, with nine and seven points respectively.

Games with the Johnson Motors and the Chicago Hardware Foundry squads remained to be played at the time of writing to complete the first round of the league schedule. The second round will see the same teams in action, and closer tilts are expected.

It's a Woman's World, Mates!—Fair Sex Now Boast Good Cage Squad

By VIRGINIA WOOD
Commercial Department

Look to your laurels, men! The feminine members of the "Road of Service" family promise to lay siege to your athletic honors through their newly organized basketball team. Borrowing the motto of the Pilgrims—"Trust in Providence, but keep your powder dry!"—our determined damsels have been burning up the basketball courts in the Waukegan Industrial League.

Prove Eager to Learn!

Organized shortly after the Christmas holidays, this ambitious quintet had a hard road before them. Practically none of the girls were even slightly acquainted with a basketball, although most of them agreed it was spherical in shape. They frankly admitted that they didn't know whether the game was similar to jacks, or played with the forceful assistance of a bat.

Despite this slight handicap, they went ahead with the calm assurance which typifies the modern woman in her new era of freedom. They were bound to learn basketball and to play it. And their record shows that they mean business. Out of three encounters to date they have scored one victory and succeeded in holding the opposition to close scores in the others. This indicates that they can show real fight—or at least as much fight as it is ladylike to display!

Close Battles Fought

In the first combat our girls tangled with the ladies representing the Greiss-Pfleger Tannery. Although our team had control of the ball throughout this game, their inexperience prevented them from working it down the floor as smoothly as they desired. The North Shore quintet lost 2 to 1, Ida Metsa scoring a free throw. Close guarding held the opposition to one basket.

In the second game, with the Johnson Motors, our girls emerged victors by the score of 6 to 5. Lydia Garling and Agnes Turner each garnered a field goal and a gratis shot to win the game and the undying devotion of us flustered females who are lobbying for equal rights in a supposedly man's world! In the third encounter it was again Ida Metsa who played the role of heroine. Sinking a free shot, she saved us from the oblivion of a shut-out. The final score was Johns-Manville Company 9, North Shore Line 1.

Coach Cote Proud of Team

The sextet which is representing the "Road of Service," and incidentally is attracting more attention than the famous sextet from "Lucia di Lammermoor" ever did, is composed of Pearl Hayes, Margaret Fredericks, Ida Metsa, M. Hehner, Frances Dolton and Agnes Turner.

Ray Cote, coach, center and star of the men's team, is quite proud of his neophytes. (Honest Ray, that's what they are.) An average of one victory out of three games proves that he has good material with which to work.

North Shore Line Athletes Play Host to South Shore Visitors



North Shore Line cagers and bowlers played host to visiting "ath-a-letes" from the South Shore Line at Waukegan on Saturday, January 18, as the first half of a "home-and-home" series. And what hosts our boys turned out to be! While extending roses with one hand, they kept a firm grasp on a club, literally speaking of course, with the other. The day's activities consisted of a bowling match, a banquet and a basketball tilt, in the order named. The best our guests were conceded was a draw at the banquet!

Visiting Bowlers Fall First

The first setback of the campaign for the visitors occurred at the Waukegan Recreation Rooms, where a squad picked from the North Shore Line Bowling League engaged the bowlers who represented the South Shore Line in the Michigan City Industrial League. Led by the brilliant bowling of Harold Oglesby, who was high man with a count of 597 for three games, the "Road of Service" keggers eked out a 79-pin victory. An apology is due the visitors as Mr. Oglesby chose that day for the debut of a pair of violent blue suspenders, which dazzled the guests and impaired their vision!

Other members of the North Shore squad were Mike Wittry, Jack Oliver, Johnny Gantor and George O'Flaherty. With the exception of George, the "anchor man," whose fine bowling and final game of 227 clinched the victory, the other three musketeers were not in their usual excellent form. However, in view of the final result, it is perhaps

just as well they were not. Messrs. Pipher and Krueger starred for the visitors with scores of 576 and 535 respectively.

Declare Truce for Banquet

Following the bowling match both squads went to the Waukegan Y. M. C. A., where a banquet was enjoyed with members of the basketball teams. Hosts and guests became better acquainted and exchanged much pleasant banter over the festive board. Cote and Plummer, the two "big guns" of the North Shore basketball squad, led the assault on the "eats." Under the watchful eye of Kenneth Wilkins, manager of the team, Captain Cote manfully resisted the temptation to down two pieces of pie.

The forbearance of Captain Cote was well rewarded later in the evening, when he led the scoring in the cage battle with eight baskets and three free throws for a total of 19 points, enough alone to defeat the visitors, who garnered 18 points. Captain Cote pulled a "Knut Rockne" by starting his "shock troops:" Townsend, Kapheim, Anderson, Mihvec and Johnson. These boys tried hard but were unable to stop the heavier visitors, who were leading 8 to 2 at the first quarter.

Home Cagers Swamp Guests

The first-string men then entered the fray, and the sight of such giants as Plummer, Nuutilla and Cote charging across the floor with an agility almost equal to that of Scott and Kilponen apparently threw terror into the visitors. From then on until near the end of the

final quarter the guests were treated to an exhibition of the prowess which won the Waukegan Industrial League title for the North Shore Line last year. And before the regulars withdrew in favor of the "shock troops" it became quite apparent why the "Road of Service" squad is leading the league race this year.

Scott and Kilponen, our flashy forwards, scored seven and five points respectively, while even Nuutilla and Plummer, huge guards, broke into the scoring column with four and three points respectively. Thomas Townsend led the "shock troops" with five points. To make a long story short, the final score was: North Shore Line 44, South Shore Line 18. As the weary visitors trudged towards Edison Court station late that night, they were heard to murmur: "Oh, well, we have the Speed Trophy anyway!"

Picture No. 1 shows the "Road of Service" cagers. Both the North Shore and South Shore bowlers are seen in picture No. 2, while the visiting basketball team appears in picture No. 3. A truce in the hostilities is seen in picture No. 4, taken at the banquet given by the North Shore Line management for all teams.

Real Co-operation!

An impecunious tenant had not paid the rent of his room for several months. "Look here," said the landlord, "I'll meet you half-way. I am ready to forget half of what you owe me!"

"Right, I'll meet you. I'll forget the other half!"

"Will the Season Never End?" Moan Leaders in Red Hot Bowling Race

OFFICIAL STANDINGS			
Team	W.	L.	Pct.
Cream City	33	24	.579
Northland	31	26	.544
Prairie State	29	28	.509
Interstate	29	28	.509
Badger	27	30	.474
Eastern	22	35	.386

By ALBERT W. GERBIN

Should you observe, anywhere along the line, a weary and harassed-appearing individual, furtively thumbing a calendar and starting at the slightest sound, don't back away in alarm, gentle reader; the case calls for deep sympathy and pity. The chances are that the poor chap is a member of the Cream City team, who are still leading the North Shore Line Bowling League race, but are absorbing so much punishment that their anguished cry goes up: "How long?"

Leaders Take Trouncings

"Bob" Botner's warriors are gallant lads, but as you glance at the above standings, which are for the week of February 3, observe their slim lead! And when you recall that on the evening of February 3 the humble Interstate crew rose up in righteous ire and smote the mighty leaders for three straight, you can't blame their praying earnestly for the speedy arrival of the end.

The troubles of the sorely-beset leaders started on December 16, when the notorious Northlanders took two out of three games from them. Incidentally the Northland tribe have been moving along with the speed of their namesake and now repose in second place, from which vantage point they are casting hungry glances at the first berth. A high mark of 978 for single game, set by the Northlanders on December 16, lasted only until the Badgers welcomed the new year right by chalking up 985, while taking two games from the Prairie State boys.

Trailing Teams Revolt

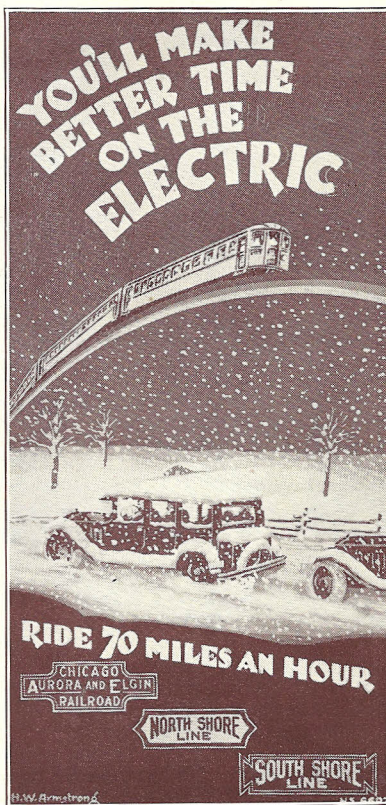
On the following week the Prairie State crew restored some of their dignity and prestige by slapping the league leaders down for a count of two out of three games. Then a little revolution followed. The teams in the last three places made an onslaught on the three top teams. The Interstate pirates were ringleaders in the revolt, copping three games from the Cream City pinsters, while the Badgers stopped the fast-stepping Northlanders by winning two out of three games. The eager Easterners chimed in by walloping the Prairie State gang by the same count.

On the night of January 6 the Cream City boys decided that insufficient respect was being paid them as leaders and proceeded to trounce the Easterners for two out of three games just as a moral lesson. The Badgers continued their newly-devised game of larruping leaders by taking two out of three from the Prairie State gang. In so doing the Badgers set a new mark for high single game with a 985 count.

Northlanders Move Up

Thus did the boys cavort like one big happy family until the night of Janu-

Selling Speed



A feature of the joint advertising campaign now being conducted by the three fastest electric interurban railroads in North America—the North Shore Line, South Shore Line and Sunset Lines—comprises a series of attractive lithograph posters depicting the advantages of traveling over the "steel highways" during inclement weather. The above poster, recently displayed throughout the greater Chicago region, emphasizes the greater speed made by electric railways during the season of snow, compared to the automobile with its attending traffic hazards and delays. Other seasonable posters of this nature have been prepared and will be displayed during coming months.

ary 27, when good bowling became the order of the night, several 900 games being chalked up. Here the Northlanders, resenting the fact that they had been dropping two out of three games for several weeks, poured out their wrath on the inoffensive Easterners and climbed into second place. They were aided in their climb by the Cream City leaders, who took three games from the Prairie State boys, former occupants of second berth.

Then came the eventful night of February 3, when the Interstate crew went into a tie for fourth place and covered themselves with glory by trouncing the league leaders in three straight games.

Popularity of North Shore Line Male Quartet Is Shown By Many Requests Filled

Having sung themselves into great popularity among a wide variety of audiences in North Shore Line territory, the male quartet of the "Road of Service" is being kept busy filling engagements, according to O. E. Foldvary, business manager of the organization. Although it has been in existence but a short time, the quartet composed of Gage Stevens, Transportation Department; Mr. Foldvary, Secretary E. M. B. A., and Archie Shultis and Earl Shultis, Mechanical Department, is averaging at least one engagement a week.

One of the greatest triumphs scored by the quartet was at the Past Grand Members' Night of Kenosha Lodge, No. 103, Independent Order of Odd Fellows. That the singers made a great hit is indicated by a letter of appreciation sent them by Irving C. Leonard, chairman of the Kenosha lodge. The letter reads in part:

"The comments of appreciation from our members have been so numerous that I cannot help but feel how insufficient any letter that I can write may be, to attempt to express our gratefulness for the kindness of your quartet in honoring us as you did. The excellence of your entertainment was the marvel of all who were present."

Other engagements filled recently include appearances before: the annual meeting of the Wilmette Chamber of Commerce, at which Master Mechanic H. C. Cordell was speaker; the Veterans' Hospital at Great Lakes, in collaboration with Winnetka Post of the American Legion; a meeting of the Milwaukee Traffic Club in the Hotel Schroeder, Milwaukee, with an audience of 700, and the annual banquet of the North Shore Real Estate Board. Many other requests are pouring in and a very active year is predicted for the popular singers.

Leading Surgeons Visit Medical Department

A delegation of fellows from the American College of Surgery were among the recent visitors to the Medical Department, the purpose of their visit being to study the methods of employe examinations and inspect the facilities for this important personnel work.

The group was particularly impressed with the complete equipment for medical service to employes which is maintained by the Department. Dr. Hart Ellis Fisher, Chief Surgeon, is a fellow of the American College, the membership of which comprises leading surgeons and medical authorities of the United States.

Real Foresight!

He was visiting the newlyweds at their home. Everything was fine, but—"Why did you take an apartment with such a tiny kitchenette, Tom, old boy?" "Well, you're the first man I've told, so keep it quiet. It's so small I can't get in there to help my wife when she's doing the dishes."

ALONG THE NORTH SHORE LINE

Transportation Department

HIGHWOOD OFFICE

Hazel Burbank
Correspondent

Just when we were beginning to get our typewriters educated to writing 1929 another year arrived. The Transportation Department has made a resolution to try and keep in the "HIGH-BALL" limelight during 1930. So far as we are able to learn, all in this department were satisfied with their holiday gifts, with the exception of one of the office "femmes." She asked her "sweetie" to have Santy bring her an overnight bag, and he told her she already had two of them under her eyes.

Our genial Superintendent of Transportation, J. W. Simons, started the New Year off with a bang by being elected president of the Highland Park Chamber of Commerce, and to the general committee of the Wisconsin Utilities Association. Although Mr. Simons is a very busy man, he manages to find time to engage actively in civic affairs.

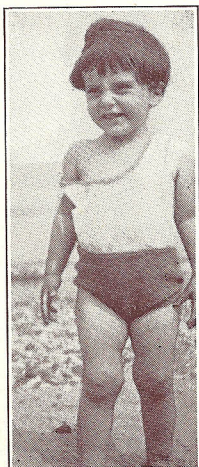
As far as we are able to ascertain, the blue ribbon for this year's first baby goes to Motorman and Mrs. R. H. Black of Libertyville. A seven-pound boy arrived at their home on January 8. As soon as Mr. Black becomes less elated, so we can talk to him, an endeavor will be made to get the youngster's name.

As usual, Yardmaster Friebele and Motorman Sprague will journey southward again this winter. At this writing Leonard Friebele was contemplating a trip to Mexico, the land of red ants and hot chili. Mr. Sprague was planning on going to California. He tells us it is for a sight-seeing trip only, but rumor has it that he intends trying out for the "talkies."

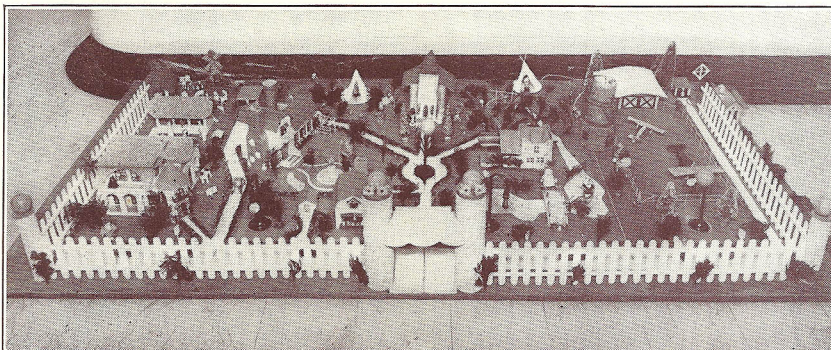
C. R. Pettengill recently returned from a month's visit with his family in California.

Agent James Casey recently returned from a month's vacation, which he said was very profitable, inasmuch as he persuaded a certain young lady to say "yes." No date has been set for the wedding. Congratulations.

No, gentle reader, this view of sweet little Virginia Spitzer, two-year-old daughter of Collector and Mrs. C. R. Spitzer, was not taken this winter, so cease the shivering! The little lady is showing advance styles in bathing suits and she certainly appears to be enjoying her outing at the seashore. Isn't this a nice, cheerful picture to be showing now, when cold breezes are nipping our ears and summer seems so far away! Incidentally this picture of little Miss Spitzer is of especial interest to all of us as her mother was formerly Florence Arns who worked for many years in Mr. Simon's office. Both Collector and Mrs. Spitzer are to be congratulated upon being the parents of such a sturdy and cheerful little daughter.



"Our Hobbies"



The problem of devising ways and means of occupying our spare time has resulted in the development of many interesting hobbies. Stamp collecting and coin collecting (which by the way isn't a bad idea) are the most common forms of hobbies, but many "Road of Service" folks have hobbies which are unique as well as interesting.

David F. Whitelaw, First Aid Director for the Medical Department, has a penchant for creating miniature scenes such as the one pictured above. Mr. Whitelaw is very proficient in his chosen hobby, which requires infinite patience and no small amount of skill.

The above miniature, which took three months to make, was cut from soft pine and mounted on beaver board. The illuminated words "Greater Chicago" are over the entrance. The two large pillars at the entrance were made from adhesive tape boxes. The miniature houses, twelve inches high, are coated with stucco, which Mr. Whitelaw made by plastering small white stones on glue.

A landing field, complete with a hangar, and a revolving air beacon takes up one corner of the display which is four by eight feet. A rustic bridge overhangs a painted river. Electric lights and artistic shrubbery dot the scene. The entire miniature was beautifully painted by Mr. Whitelaw, whose many hours of painstaking work are amply rewarded by the beautiful effect he has created. The ensemble was used to good effect in decorating the base of the Christmas tree in the Whitelaw home this year.

"Believe It or Not"

What the best dressed men are wearing will be revealed at a future meeting of the A. E. R. A. The latest in "Iron Hats," sometimes known as "Derbys" (not the Kentucky Derby) will be shown by Messrs. Kenry, Christiansen and Englebrecht. J. M. Iverson will divulge the intimate intricacies of long winter underwear, or whatever it was that we saw adorning his shoe tops. After the fashion revue, F. Jerome Grum, Mileage Statistician, will give a short illustrated talk on "Why I Prefer to Sleep in My Underwear."

C. K. Thomas acquired his school girl complexion and that skin you love to touch by doing fifteen minutes of army setting-up exercises in his basement each morning.

A Collector's Dream

One night as I sat by the fireside,
Thinking of all life's blues,
I drifted on to Dreamland
And saw some brighter hues.

Now if you'll listen I'll tell you
Of some of the things I snatched,
On my little trip to Dreamland,
Where these sweet visions hatched.

The first I saw was a railroad,
That ran the noiseless way,
Straight to the heart of Chicago,
On a bee-line right-of-way.

At the rate of a mile a minute,
Through fog and snow, on the clock,
The trip was made with safety,
By an automatic block.

Then when my work was over,
And I went to see the board,

Every single man was working;
Not a sign of old "discord."

Soon we had another "sign-up,"
One you'd call a masterpiece;
Every run was just nine hours
And the "splits" had come to cease.

Then my dreams were all suspended,
As I wakened 'gainst my wishes,
For the War Department called me
And I had to wipe the dishes.

So I told the "chief" my story
And she said it would be nifty,
If I could count on seeing
All these things by 1950.

—By E. C. Johnson.

CHICAGO DIVISION

Donald Zealand
Correspondent

Three of our fellow-workers suffered the loss of dear ones recently. Mere words are inadequate on such occasions to express condolence. However, we wish to extend sincere sympathy on behalf of all members of the North Shore Line family to the following in their bereavement: Arthur Kranz, Gateman at Adams and Wabash, whose father passed away recently; George Searle, Outing and Recreation Bureau, who also lost his father shortly after Christmas, and George Adams, Special Agent, whose wife passed away after an illness of several months.

Chicago Division "Gossip"

We just received a letter from an old friend, Les Harms, Ticket Agent at Ad-

ALONG THE NORTH SHORE LINE

ams and Wabash. Les gave us quite a bit of "dope" in his letter. Here 'tis: Dear Don:

It's quite some time since you and I have exchanged some of our back-yard(?) gossip and in the meantime I have gathered quite a few facts which might interest you. First of all, Don, I wish someone would inform me where friend Keith Kuhlman has been spending his spare moments lately. I noticed that Keith has been absent quite a bit and would like to know if that far-away look in his eyes and his absence could be traced to the same cause. I think the answer lies somewhere between Glencoe and Highland Park.

"Jimmie" Casey, who has been passing his time away holding down the P. M. trick at Edison Court for several weeks, asked me a very serious question the other day. He asked me if two could live as cheaply as one! What's the use of saying anything to him—he wouldn't accept my advice, anyway.

Have you noticed the "professional" attitude that Frank Zimmerman has assumed since he was graduated from the College of Advance Traffic? Congratulations, Frank!

I have had certain information through our own "Bureau of Intelligence" that Mr. Swail recently had to make one of the biggest decisions of his career. He had to choose between a "stiff hat" and his home on the North Side. You will note, upon observation, that he still goes north when leaving work, and he DOES NOT wear a derby.

Feel much better now, since I got this load off my chest, Don. Will see you when the bluebirds sing "Follow the Swallow." The Big Mattress-man from Hot Springs, "Les" Harms.

The Answer

Dear Les:

May the Big Mattress-man from Hot Springs never bulge in the middle! Thank you for your letter of very recent date. It was so good, that I felt others had a right to share in the secrets as well as myself. I'm sorry that I cannot enlighten you as to location of Keith's light of his life, but maybe some of the HIGHBALL readers can do that. You may think it strange that "Jimmie" would ask you such a question as he did, but if you do, all I can say is that after one visit to the third floor of the WAUKEGAN DAILY NEWS building, you will have no more doubts whatsoever. Was very surprised to hear that Mr. Swail had to make such a momentous decision. But actions speak louder than words, so I'll say nothing. I'll be thinking of you tonight, Mattress-man, Don Zealand.

It is rumored that Chief John M. Iverson is conducting tests. Whether it is to add special agents or not we do not know. However, we find that one of our Red Caps at Adams and Wabash,

George Lee, has made a very good showing on some of the puzzles presented by Mr. Iverson.

Wanted: A Double Socket!

Recently Mr. Swail received a call from our Baggage Agent at Congress Street, requesting him to have Carl Iverson bring a 300-watt light to the baggage room, as the one on the elevator had burned out. When he was told what was wanted, Carl said to Mr. Swail, "I don't think I have any 300-watts left." "Use two 200-watts then," answered Mr. Swail. "I don't think I have a double socket big enough," was the reply.

We now have "Bill" Irwin on the Chicago Division as Traveling Auditor. He claims that he came down here "just for a change" but we have our own ideas. It is noted that he came down about the first of January (when it began to get cold). He says that he will remain with us 'till about April 1 (and you will note that is when spring starts to come around the corner). From reliable sources we have gathered that he has come "south" for the winter. How about it, Bill?

Chinatown Party Big Success

The following made up a party that took in the sights of Chinatown on January 23: Walter Nielsen, George M. Laurence, George Searle, Wallace May and Frank R. Vail. It was reported that a very fine 10-course Chinese dinner was enjoyed, but certain members say that it would have been much better if they could not have seen the food that they ate. After the supper a tour of Chinatown was made and thoroughly enjoyed. The men say that they saw real bits of old China there. Things they saw made China seem so near that Frank Vail even started combing his que—till he found he had none. The party was made possible through the courtesy of Walter Nielsen, Assistant Director of the Metro-Land Tours Bureau.

Waukegan City Lines

Elden Dunn,
Correspondent

G. C. Kenry is so busy annexing titles and honors in civic and social affairs in Waukegan that we find it hard to keep up with him in extending congratulations. His latest honor came at the organization meeting of the Chamber of Commerce when he was named second vice-president. He is also a member of the board of directors of that body. We are all very proud of the part Mr. Kenry plays in such work in the community and it reflects favorably on the "Road of Service."

With the winter came the snow, and how it has been coming to us! We could have had some good sledding but instead it has been rather tough sledding trying to get it off the streets. But our boys "came through" in fine shape.

B. C. Raymond is again with us and seems to be feeling fine. He is just as glad to be back as we are to have him back.

L. W. Curry, who recently had an attack of appendicitis and was rushed to the hospital for attention, was able to start the new year right by returning to his duties.

William Ruggles is away at the time of writing on a trip to Irontown, Ohio, being called there by the illness of a brother. We hope William returns to us soon and we extend our sympathy to him. Also we wish to extend to Lloyd Farrean, an employee in the Mechanical Department at North Chicago barns, our heartfelt sympathy in his recent bereavement.

William Deely, who is a cadet at St. Thomas Academy, St. Paul, Minnesota, spent the holiday season with his father, Thomas Deely, Supervisor at Waukegan.

To our list of "warriors" on the City Lines we wish to announce two new recruits: Guy Bandy and Oren Avery. Guy was a former member of the North Shore family and Oren is a newcomer from Milwaukee. We wish you luck, boys, as "pilots" for Mr. Kenry.

Has anyone failed to notice the North Shore Bowling League score board? In case you have, you should notice the standing of those who happen to be representatives of the City Lines. We feel they are doing their part in the league and are doing good work.

Mechanical Department

HIGHWOOD SHOPS

William Chalmers
Correspondent

We are pleased to have W. Hickey, J. King, V. Schomber, W. Shultz, and W. Martin back with us again. They were absent from work owing to sickness contracted during the changeable weather we have had these past months.

It was very gratifying the way every one helped during the snow storms to keep the "Road of Service" trains rolling along.

Have you seen the Band boys with their new regalia? They surely look

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



ALONG THE NORTH SHORE LINE

good, and say, can they "Whoop it up!" They're a real outfit "and how!"

We all wish Mr. Pierce good luck in his race for alderman in his ward at Zion City. Your shopmates are with you, Ralph, so stick to it!

Since Tom Pavick lost his "enamel-ware" he has taken an interest in Campbell's soups, this being his principle diet now. When eating out, his difficulty is in asking the waitress for "zoup." But after a while they comprehend and supply his needs.

Our "Gus" is quite a popular guy and is often seen smoking a cigar butt in the mornings. When asked what brand he smokes he replies "Robinson Crusoe." Of course, we all know that Crusoe was a castaway!

Ed Swanson has been advised by one of those doctors who do everything to you but turn you inside out. Ed is on a wonderful diet. He says he is feeling physically fit now and can sit up in bed without holding on. Ask him about it.

We have another antique dealer with us. He is Mr. Jefferson, who says he can buy something, use it for a few years, then sell it and still make profit on it. A copy of this is going to Steinberg, so look out, Jeff!

Some town boys feel they get a lot of fun when they shoulder a gun to go hunting for rabbits, but when they meet country boys they sometimes get a set-back at their own game. Mr. Cordell was the town boy who started out boldly to clean out a forest of all its four-legged inhabitants. One of the country residents joined in the hunt, and, after looking Mr. Cordell over with all his equipment, the country lad decided he could clean up empty-handed except for a bag to carry the game home. The hunt was on and Mr. Cordell was tearing up the landscape with rifle shot while the other was digging his arm into ruts and holes and bringing out game. Mr. Cordell watched him for a time, then after a few choice words, threw down his gun and exclaimed, "What's the use?"

Merchandise Despatch Department

MILWAUKEE DIVISION

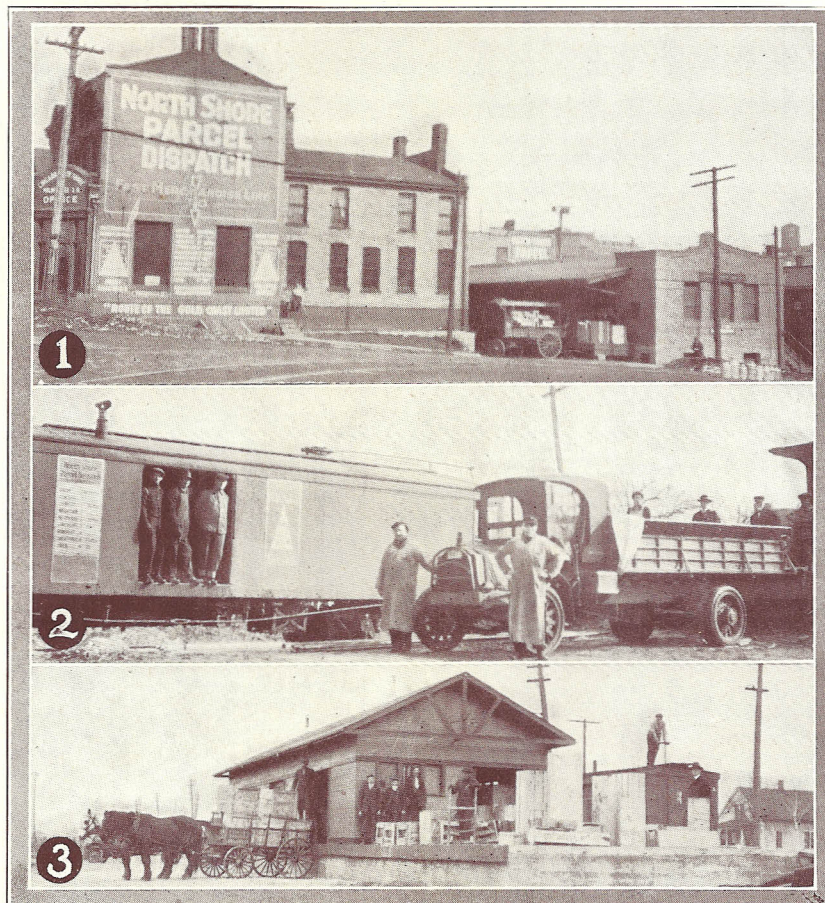
L. M. Triplett
Correspondent

The boys at the Merchandise Despatch station are wondering what Welze Roberson gave a receipt for when he took in that shipment from the Upholstery Supply Company.

The boys around Clybourn are getting just a little bit suspicious about our Cashier, Paul Schendel, who has been going around with a wedding ring on his finger. He says that he is going to have it engraved for a friend of his, but the boys are taking that with a little grain of salt.

Two young men around Clybourn are figuring on requesting the street car company to run their cars later on the State Street and Delaware lines. It seems that these two parties are missing the "owl" car and have to take taxis home. For further information see Wesley Graham and Thomas Goodman. In connection with the latter gentleman we understand that his landlady is figuring on cutting his board bill on account of his being home only half of the time for meals. The rest of the time he spends down on the "Cheese" Boulevard.

Early Days in the "M. D." Service



How many of our readers can recall when the Merchandise Despatch service of the North Shore Line was called the Parcel Despatch? Although it has been some time now since the nomenclature has been changed, tradition persists and many of our North Shore Line family still call Merchandise Despatch trains the "P. D." trains.

The above pictures depict early days in the P. D., or shall we say M. D. service? Picture number one shows the old Parcel Despatch station in Milwaukee. There is some difference of opinion as to whether pictures number two and three shows the early P. D. station at Racine, Waukegan, or what have you. Who recalls the two lower scenes? The HIGHBALL will be glad to hear from you "old-timers" on the subject.

Gene Wiese bought four boxes of candy to take home to his wife. The boys are wondering what he wants to do, or what he has done that requires peace offerings!

We understand that a "Spat Club" has been formed around Sixth and Clybourn and Sixth and Michigan. The following were elected officers: C. A. Klinger, president; Tom MacDonald, vice-president; Jim Klinger, secretary and Wes Graham, treasurer. We understand that this organization will meet only in the winter time and that at the present time they are looking for members.

Our Assistant Cashier seems to be lost nowadays, especially on Sundays, since hunting and fishing are over with for this winter. That is hard luck, Erv, but consider yourself lucky, after what happened to Chas. Ohm.

Emily Schmidt has been going around lately with a sorrowful look on her face. Investigation developed the fact that one of her old "sweeties" is getting married. Too bad, Emily, but maybe you and Abe have something to tell us!

In one of the recent issues of the HIGHBALL, we noted that our neighbors at Harrison Street barns were very proud of their record for 1929 of only three lost-time accidents. We will agree with them that this is a good record, considering the type of duties the men perform.

However, the employees of the Merchandise Despatch Department at Sixth and Clybourn feel just as proud as their neighbors at Harrison Street, having closed the year with only three lost-time accidents with a force of over 50 men. We wish to commend our night force

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for their splendid record of no accidents for the entire year with a force of over 25 men. This shows that we are getting results from our safety meetings held on the first Friday of each month, and which are well attended.

The foregoing shows that results can be accomplished if every one will do his share toward preventing accidents. We are in a New Year and it is the aim of every man employed at Sixth and Clybourn, Milwaukee, to try and close this year with a perfect record. Our motto: "No accidents in 1930!"

Concession Department

Annabelle Williams
Correspondent

Mrs. Casey, of Great Lakes station, is taking a month's leave of absence for a much-needed rest and to get acquainted with her family. She expects to be back with us in February.

Announcement of the engagement of Wanda Drake was made at the home of her sister-in-law, Mrs. Frances Drake, in Waukegan at a party given on Christmas day. The lucky young man is J. Bond of Winnetka.

The employees of the Commissary Department extend their heartfelt sympathy to Mrs. Daisy Rawley of Dempster Street on the loss of her little three-year-old son, William, who died suddenly at the Elizabeth Condell Memorial Hospital in Libertyville on January 7.

Delicious, hot home-made chili is being served daily at nearly all of our concessions. We have proved that it is really home-made, for our own J. G. Wallace partook of said food at Great Lakes recently, at which time he made the remark that "Armour makes very good Chili!" It took the persuasion of three clerks and one supervisor to convince him that it really had been made at Great Lakes and was not canned goods!

Our ticket agent at Great Lakes, "Baby" Paul, wishes to thank our department in advance for the ventilator promised to be installed there in the near future. He says that the smoke from the ham and pancakes is ruining his lovely complexion.

Martha Vogler and Irene Brunson made a trip to Chicago recently to go "slumming." That means one moving picture show, one cafeteria lunch and about 25 cents' worth of photography. They almost got snowbound there, and decided to find amusement in their respective home towns hereafter.

Lee Caples, of Indian Hill station, made a trip to the south to spend a week at her mother's home. She says that our northern snow storms made her home-sick.

Traffic Department

MILWAUKEE OFFICE

Ray Zinnen
Correspondent

Frank Burkard had a great time supplying the demands of those attending the Milwaukee Traffic Club banquet on January 22. As an advertising stunt he arranged for the North Shore Line Band, headed by President Gurney, to bring our line before this nationally-known organization. Out-of-town guests, including our own officials, came here from adjoining states. As usual "a good time was had by all."

Charley has had his vacation. Mrs. Finnegan says he claims he caught the

"Who's Who?"



Proving that the cold and bitter weather has had no effect on our warm editorial heart, we are going to be easy on our readers this time and give you a "Who's Who" that should be easy inasmuch as you are not required to turn back the pages of history to recall these boys.

Observe the angelic pose of our heroes. Feast your eyes on their calm and peaceful appearance. What a soothing air of repose their postures indicate. One can well imagine that this view was taken before icy blasts and swirling snow made outdoor posing a risk frowned upon by insurance agencies. Well, to make a long story short, all we'll tell you is that the above gentlemen are members of the Transportation Department. Names on request, but no 'phone numbers ladies, sorry.

salmon which he brought back in tin. He says the Wisconsin canneries are a great industry, as they take small jobs, too.

A mirth provoker—"Jawn" Wallner playing with the safe. As the boys say, things sure are in a safe place now, as nobody can get at them. The safe tumblers won't fall for his combinations and holds, even when accompanied by tones of endearment or invectives.

Pat Miles was forced to ride the street cars recently. The first time, he became lost on the way home. A kind "cop" gently questioned his sobriety, later giving him the proper directions. This so upset Pat that when bowling his ball invariably takes the wrong direction. Ask him about the "gutter-ball."

Jerry and John are now confirmed playmates again. The atmosphere of the baggage-room no longer is surcharged with smoking rejoinders.

The "black and gold twins," Clara and Margaret, insist in kidding all comers. Try and get the best of them!

Abie is so fickle! He seemed such a "nize" feller at first—so shy.

The "gang" arranged for delivery of an essential Christmas gift to the "Duke." He has a failing for packages with lavender wrappers, also delicately-hued scarfs.

The North Shore Girls' Club "fest" called for a dress rehearsal, we think, as our attention was attracted by the latest affected by the "femmes." Delegates from this end were: Mary, "Rags," Edith and Marie.

CHICAGO OFFICE

H. J. Phillips
Correspondent

The arrival of Daniel Francis Lyons, weight 10 pounds, on January 14, to bless the home of Mr. and Mrs. Daniel F. Lyons, was one of the month's outstanding events. He enjoys the distinction of being the youngest member of the Chicago Fire Fan's Club. "Like father like son." Mother and child are doing very well and the proud papa is walking on air. From latest reports Dan Senior will get a lot of practice in debating with the new arrival, which will tend to help him in his public speaking class work.

The Misses Daly, Dunne, Hanlon and Thrasher journeyed over the Skokie Valley Route to Northbrook on January 11 to lunch with Mrs. Lee Abegg. They all report having a wonderful time, a delicious lunch but no waffles.

Society note by Ed Dreiss: Since Frank ("Old Dear") Devaney gave his lady friend a beautiful diamond ring, he has taken to wearing spats and an "iron hat." He looks ne plus ultra in his new outfit. (Ne plus ultra being Czechoslovakian for elegant!)

Congratulations are being received by Mary Dunne on her recent election to the secretaryship of the Girls' Service Club, also on the fact that she is in charge of the publicity for the same organization. We have an idea that editors of North Shore papers are going to need special editions when our "demon press agent" starts sending out information on the good work planned by the girls.

General Accounting Department

DISBURSEMENTS ACCOUNTS DIVISION

Ada Mae Helfer
Correspondent

A certain situation is getting to be serious in our office. It reminds one of that nursery rhyme, "Jack and Jill" in which Jack fell down and Jill came tumbling after. In this instance, however, we beg your permission to present the General Auditing Department's modern version of the rhyme: "Oh, Hector fell; oh, Hector fell; and Ray went tumbling, tumbling, tumbling after."

The question of prospects for future North Shore basket ball teams seems answered now. We had begun to worry about what we would do when our present star retired, and here all the time he had the situation in mind. Congratulations, Ray, old boy. We wish you all the happiness in the world!

What kind of a game is it that the residents of Northbrook play? We were shocked almost to "asphyxiation" the other morning when poor (well we won't mention his name, you know him) came dragging into the office in the most dejected, subdued manner. When he removed his hat no explanation was needed. What a beauty, right in the middle of the forehead! If "she" had measured it with a tape line it couldn't have been more perfect.

We take great pleasure in introducing George Payne, who has taken up his

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duties as office boy. Welcome to our "outfit."

Howard Scott, our former noted office boy, has been promoted to junior clerk.

Not so long ago two distinguished-looking gentlemen from this Department were seen coming out of the State and Congress theatre. We understand our Abstract Clerk is supposed to be studying accounting at Northwestern, but we have decided it must be art. How about it? And our Junior Clerk! It seems a shame for he is such a young and unsophisticated chap.

Hattie Boehm was called to Iowa recently to attend the funeral of her uncle. We extend our sympathy, Hattie.

We understand wedding bells are ringing for "Bill" Kapheim. Can this be true? That old saying "seeing is believing" should apply here!

Floyd McCollough, who claims to be the fastest and most accurate payroll clerk in the history of the Payroll Department, is sporting a new collegiate sweater. It seems, however, that he has been having some difficulty retaining the said adornment. He wears it one week, then loses possession of it. After a few days' grilling by members of the Payroll Department, he finally admitted that he bought it through a finance company and has been having some trouble keeping up the payments. The boys, on discovering his plight, made him promise to come to them whenever he was financially unable to meet the payments and they would graciously lend him the money.

Aha, Joe McClory has a "femme!" She is red-haired, Irish, and according to a certain person, is "some baby." Better watch out, Joe. Look what has happened to Ray Cote!

The Payroll Department (the Mecca of learning), is undoubtedly the most intelligent department in the North Shore General Offices. This fact has long been known by the members, but has in the last few days been proven conclusively to the public. Three of its members have been attending Northwestern night school and, as a result of one semester's hard study, have three A's to their credit. Some going, eh? There are three other members in this outstanding department, but they are even more intelligent than the three who have just walked off with high honors at Northwestern. So you must agree that this department has "IT."

PASSENGER ACCOUNTS DIVISION

Clara E. Petz
Correspondent

Ida Metsa was confined at her home with illness for a week recently but is back again just as lively as ever.

Now that the holiday season is over, we're hoping that everyone has made some good resolutions. Johnny Schotanus and Ed Lindroth are still deadlocked on keeping the windows either open or shut. What about those resolutions, boys!

Margaret Milroy was confined at her home with illness at the time of writing. We all hope that she will be back soon.

Estelle Meyers attended the opera "Tannhauser" at the Civic Opera House on January 12. She is a real opera fan now. Wait 'til next season!

A group of 15 girls from the Passenger Accounting Department attended the basketball game between the North

Shore and South Shore Line teams at Michigan City on February 8.

Heigh ho, everybody, we have found a good impersonator of Helen Kane, the "Boop, Boopa, Doop Girl." She is none other than "Babe" Adams. The boys all hope that she will appear in costume some day.

A Thought for All

A little more kindness, a little less greed;

A little more giving, a little less greed.

A little more smile, a little less frown;
A little less kicking a man when he's down.

A little more "we," a little less "I";
A little more laugh, a little less cry.

A little more flowers on the pathway of life,
And fewer on graves at the end of strife!

Sign we observed recently on the back of a Ford: "Sound Defects by Ford Noisytone."

The absent-minded professor could not find his railroad ticket. "Never mind," said the conductor, "it's all right anyway, whether or not you find it."

"Oh, no it isn't; if I don't find it, I can't tell where I'm going," said the professor. That's a problem for E. G. Cox, Service Improvement Director!

Everything was quiet in the office one evening when Arthur Smith was working overtime. Suddenly Dave Myers shouted angrily, "What was that noise?" "It was I," replied Arthur, "I dropped my voice."

Helen Schier snaps her fingers at the old styles in short skirts and low waist lines, so note the ultra modern style she is now affecting!

Margaret Krueger, a newcomer at the office, is another Highland Park girl. We understand she is a cousin of Esther Krueger, a former member of the office force. Welcome, Margaret.

Maintenance of Way Department

Thomas T. Townsend,
Correspondent

The sympathy of every member of this department is extended to Frank J. Kramer, Engineer, Maintenance of Way, who recently suffered the loss of

his mother. Mrs. Kramer, who was 69 years of age, had been ill with pneumonia for only a few days and her death was a severe blow to her family and many friends. The funeral was held from the Kramer residence in Chicago. Besides Mr. Kramer, she is survived by her husband, two daughters and another son, all of Chicago.

Word came to us, just as this issue was going to press, of the death of Henry Bloom, north end Roadmaster. Mr. Bloom, who had been ailing for some time, recently went to the Mayo Brothers' Clinic, at Rochester, accompanied by Mr. Kramer. Before an operation could be performed Mr. Bloom was suddenly stricken and passed away on Thursday, February 13. His many friends on the "Road of Service" are grieved to hear of his passing, for he was beloved by all.

W. G. Fitzgerald is Arizona bound. An early vacation will find the signal supervisor in a land where inspirations for fish stories are few, but we will wager that there will be plenty of "camp-fire" stories. When asked if he had a reservation, Bill said: "What for? I'm no Indian!"

Glenn Fellows is determined to buy another motorcycle this year. He called the last one "Art Shires"—it spoke for itself.

Mr. Kramer, having leased his home on Grand Avenue, Waukegan, is thinking of buying the place in which he is now living because of its fine insulating qualities and the ease with which it can be heated.

Santa Claus was honored in true Christmas style when the Road Department gathered for its annual Christmas party. Charley Waite and his string trio opened the program with a musical number, after which Mr. Kramer welcomed the guests. Mrs. Fred Okey then sang Christmas carols, followed by a talk by "Ike" Gordon. William Okey, Kermit Kramer and Merle Pavletich furnished a very enjoyable part of the program when they offered recitations. Mr. Blackhall made a few remarks, then Santa Claus, alias L. C. Torrey, was ushered in to the tune of "Jingle Bells." All voted this a most successful evening. We also found out that Kermit Kramer isn't like his dad. He refused to be kissed!

Word reached us recently of the death of Mrs. Frank Williams, wife of our former roadmaster. Frank was highly popular here and made many friends, who are shocked to hear of his bereavement. We all join them in extending sincere sympathy to him.

"He Laughed"

HE LAUGHED when his foreman urged greater care
As he recklessly cleaned the machine.
The doctor remarked as he bound up the wound,
'It's the very worst mangling I've seen.'

HE LAUGHED when they told him the ladder was weak,
And remarked it would hold half a ton.
It cost him a hundred to settle the bill
When the doctor and nurses were done.

HE LAUGHED when the doctor ordered him home
For a couple of days with a cold.
In a ward for consumptives he thinks of the past;
It's too late now to help him, he's told.

HE LAUGHED when told that infection might come
From leaving a cut undressed
'Tis said he looked natural as if asleep;
His headstone says he's 'at Rest.'