

# North Shore Line News

PUBLISHED BY AND FOR EMPLOYEES OF THE CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD

VOLUME II - NUMBER 4

SERVICE IS ALL WE HAVE TO SELL -- MAKE IT GOOD!

APRIL, 1941

## MATERIALS USED TO KEEP THE RAILROAD OPERATING DURING 1940 COST \$552,000

Materials essential to the operation of the North Shore Line cost the railroad approximately \$1,200 every day during 1940, or a total of \$552,000 for the year, according to figures compiled by E. E. Kretschmer, director of purchases.

Between twelve and thirteen thousand individual items made up the materials reserve carried in the storehouses throughout the year. Over 24,000 requisitions drawing a total of 57,356 items from this stock for use by various departments of the company cleared through the stores offices. Nearly 9,500 orders and invoices were handled covering purchases made.

### Right-Of-Way Requirements Heavy

To keep the right-of-way in good operating condition during the year, the road department used 11,274 new ties, 52,200 pounds of track spikes, 11,289 feet of new 100, 102 and 128 pound rail and 13,288 feet of re-usable 80 and 100 pound rail, together with 890 new and used angle bars and 19,785 (weighing 84 tons) of new tie plates.

The shop department used 430 car wheels which cost \$20,442, or approximately \$47 each. Among the other items used in connection with car equipment work were 27 axles, 6,468 pounds of axle bearings, 24,786 pounds of car journal brasses and 13,887 brake shoes which weighed 294 tons. Nearly 25,000 gallons of motor journal oil and signal and lamp oil were required.

### Lighting And Heating Big Items

Materials used by the electrical department during the year included 8½ tons of trolley wire, 1½ tons of copper rail bonds and 6,343 trolley slide inserts. Over 34,000 incandescent lamp bulbs of various sizes were used to light cars, station buildings and platforms, shops, offices and other railroad property.

Motor coaches used 110,376 gallons of gasoline and 8,910 quarts of motor oil in providing service in Waukegan and to Zion and Winthrop Harbor.

Heating of stations and other buildings required 1,108 tons of hard coal and 3,353 tons of soft coal which cost the railroad a total of \$34,000.

"The importance of eliminating waste in the use of materials cannot be over-emphasized", Mr. Kretschmer said.

(Continued on page 2, column 1)

## There's no "CLOSED SEASON"



....on "hunting" More Business for the North Shore Line...and there's no railroad with more "ammunition" than the Road of Service.

127,459 MILES OPERATED IN 1940  
PER DELAY DUE TO EQUIPMENT FAILURE

Average mileage operated by the North Shore Line in 1940 per delay due to equipment failure was 127,459 miles, the equivalent of a car going around the world over five times, the annual report of the Shop Department shows.

This considerably improved the 1939 record of 114,111 miles and was 32.55 per cent better than the five-year average in the years 1932 to 1936.

70,233 NORTH SHORE TRAINS IN 1940;  
94.60% REPORTED AS BEING ON TIME

During 1940 the North Shore Line operated the great total of 70,233 trains in the regular service.

Of the total, 94.60 per cent were reported on time. The best records were made in April, May, July and August, when over 97 per cent of all trains came in on schedule.

### SPRING IS HERE AND SOON THE WEEDS

It won't be long now until the old tank car will be out squirting its merry way along the railroad. Yes sir, we mean spring is here and soon the battle with the weeds will start.

Last year 65,000 gallons of weed killer were used to keep the right-of-way in good condition. A single application was given to 160 miles of track and 21 of the "more flowery" got a double dose of the solution.

## NORTH SHORE GAETIES PRESENTED BEFORE THREE AUDIENCES; CHARITY SHOW APRIL 4

"The North Shore Gaeties", a two-act musical comedy, was presented by the Employes Social Club before a large crowd attending the annual meeting for members of the E.M.B.A. in the Highland Park High School Auditorium on March 28.

"Warm-up" presentations of the show had previously been made at the Veterans' Hospital, North Chicago, on March 18 and at the Great Lakes Naval Training Station on March 23 before an audience of 700 naval recruits. Both engagements were arranged by members of Evans-Watkins Post, American Legion.

Another performance is scheduled at Slovenic Hall, North Chicago, on April 4, proceeds from which will be turned over to the Waukegan Salvation Army.

Produced under the direction of T. H. Townsend and members of his staff, O. E. Foldvary, Alice Ulfers, Milton Roberts, Pearl Moreland, Lucille Kearney, Bernice Schwab and William Dowden, the show saw many employes sparkle in singing, dancing, instrumental and pantomime roles.

### Many Participate In Show Cast

Participating in graceful waltz routines were Eleanore Johnson, Mathilda Hehner, Ruth Chandler, Rose English, Frances Dolton, Charles Geraghty, Emmett Garrity, James Reesnes, Stanley Peters and Townsend.

Entertaining selections of the "barber shop" variety were rendered by the male quartette and octette consisting of Harry Keefe, Marino Molendi, William Chalmers, William White, Earl Shultis, Archie Shultis, William Shumaker and Frank Nuuttila. These men, likewise, were members of the singing chorus along with Luella Attridge, Frances Walker, Pearl Moreland, Alice Ulfers, Dorothy Black, Sarah Crabb, Helen Dowden, Lucille Kearney, Bessie Okey, Mary Phillips, Lucy Smith, Edna Townsend, Charles Keefe, Carl Parks, James Reesnes, Ralf Ross and Gage Stevens. Earl Shultis was choral director.

Members of the show orchestra, which was conducted by Ray Black, were W. H. Sorenson, Lee Abegg, Frank Hendricks, Henry Saam, Jr., J. M. Hauger, C. E. Foldvary, Fred Palmer, Jr., Howard Mudgett, Matt Kilpo, Art Tlanen, Arvo Karjala, Archie Shultis and E. C. Owens.

Specialty numbers included the town mayor, C. J. Swift; town drunk, Fred Palmer; Dutch orator, Joe Ricks; Yulius Yensen, Yanitor, Carl Christiansen; gossip column, Alice Ulfers; town barber, Paul Hicks; curtain speech, Mathilda Hehner; tricycle girl's dance, Mary Louise Werner; jitter bugs, Larry Rafferty and Margaret Bailey and vocal

(Continued on page 2, column 3)

## North Shore Line News

### SOLDIERS AND SAILORS USE SERVICE; TREAT THEM AS OUR WELCOME GUESTS

Fort Sheridan and Great Lakes Naval Training Station are alive with activity in connection with the training program. At the fort the 210th Coast Artillery (Michigan) and the 103rd Coast Artillery (Kentucky) regiments, about 3,000 strong, are now barracked for their full year's training. In addition there are the large groups of selectees constantly in and out of the fort.

Most of these men use North Shore Line service for trips about the area. In addition those coming to the recreation center for dances and other affairs are being encouraged to come by our railroad. Special buses meet trains on dance nights for girl visitors and also take them back to the station.

### "GETTING AHEAD -- AHEAD OF WHAT?"

"Of one thing, I am firmly convinced; that it is possible to be so concerned with what you are going to be in the future, that you can fail to be what you ought to be now. And since the future is invariably built, piece by piece, out of many "nows", what you are now is more important than what you are going to be.

"As a result of my experience over a period of thirty years of earning my own living, and as a result of observing hundreds of other people during the same period, I am convinced that those who are too greatly concerned with getting themselves ahead are less likely to get ahead than those who become completely absorbed in the work they now have to do.

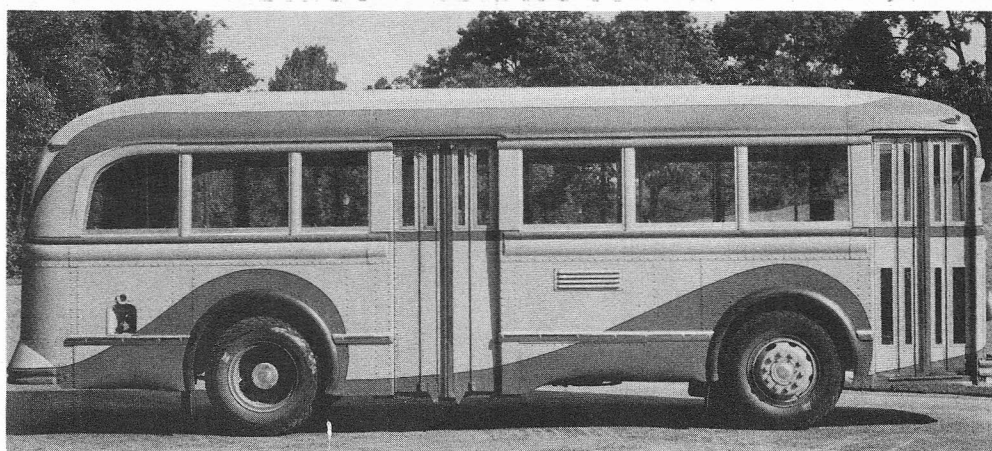
"The world in general is not particularly interested in where you and I want to get. However, the world is interested in having its work done, in having the things which should be done, done. The sooner you and I learn the stark reality of this truth, the sooner we will be on our way towards getting ahead.

"I would like to tip you off to something which may take you twenty years to learn. Whenever you become conscious of politics and personal jealousies interfering with your progress -- watch out. For this is the surest indication I know of that you are slipping --- you are beginning to slip and blaming it onto other people." ---- By Ralph L. Lee, General Motors Corp.

### MATERIALS USED DURING 1940 (Continued)

"From the figures it is obvious that the company must, of necessity, tie up large sums of money in these various items and while a few wasted track spikes or pencils, or the loss of a small quantity of gasoline and a bit of coal might not seem to be of great consequence, nevertheless, repetition of such carelessness over the 365 days of the year runs the waste figures up into sizeable amounts. Great care should be exercised in requisitioning and using company materials."

### THREE NEW COACHES IN SERVICE ON WAUKEGAN CITY LINES; MORE EXPECTED SOON



Shown above is one of the three new White motor coaches recently purchased by the North Shore Line and now in Waukegan city lines service. Streamlined and modern in every detail, they embody many innovations which are proving popular with Waukegan-North Chicago residents. Delivery of three ACF coaches of similar design will be made soon. These latter buses will be equipped with a slightly higher gear ratio, making them suitable for use in the Waukegan-Zion-Winthrop Harbor service.

### GRADE SEPARATION AT SACRED HEART APPROVED BY COMMERCE COMMISSION

Construction of a subway under the tracks of the North Shore Line at Sacred Heart crossing, Lake Forest, will begin early in the summer under provision of an order entered recently by the Illinois Commerce Commission. The order authorized the project and approved contracts previously entered into by the company, the Northwestern Railway and the State of Illinois.

The new structure will carry trains over vehicular traffic on State Route 59A and will be built with Federal Works Administration financial aid.

Detailed plans and specifications for the job are expected to be approved within thirty days after which the State Highway department will issue a call for competitive bids.

### NORTH SHORE GAETIES (Continued)

selections by James Reesnes and Ruth Chandler, Mary Phillips, William Chalmers, Dick Ross, Luella Attridge and Marino Molendi, Harry Keefe, Beverly Rause, Frances Walker, Dorothy Black and Bessie Okey.

Members of the stage crew, who designed and installed the excellent scenery were R. E. Pierce, art director, Arch Shultis, Walter Pople, Ray M. Ketchum, Rudolph Soderquist, Charles Dolph and Vic Gauthier.

The big audience was efficiently handled by six North Shore Line girls who served as usherettes - Virginia Sabonjan, Geraldine Nelson, Marguerite Courson, Bernice Schwab, Betty Warner and Dorothy Dahl.

With the exception of a few guest stars, all participants in the show were employes of the North Shore Line. Practically all departments of the company were represented in the cast.

## A PLEDGE

The American Railroads . . .  
renew their pledge . . . that  
individually and in cooperation  
with one another and  
with the government of the  
United States, they will continue  
to meet to the full  
the demands of commerce  
and the needs of national  
defense.

Excerpt from the resolution adopted by the  
Association of American Railroads, November 12, 1940



Display signs advertising the Electroliners dot the area between Chicago and Milwaukee at road intersections and stations, on bridges over highways and across city streets. A typical sign is shown above.

## North Shore Line News

HOW DOES THE NORTH SHORE LINE DO IT? ... NO. 10

An important phase of the railroad's business is its freight traffic. A brief summary of the activities of the Freight Traffic Department in the development and solicitation of the various classes of freight traffic is outlined in this article by H. J. Phillips, general freight agent.

The function of the Freight Traffic Department is the marketing of the various freight services of the railroad. It must price the services through the fixing of rates and charges, the publication of tariffs containing such rates and charges as required by law, and sell the services through solicitation of patrons, with a view to obtaining the maximum amount of traffic at rates that are compensatory to the company.

Service standards are established in cooperation with the Operating Department and executive officers to the end that the most efficient schedules to take care of the greatest number of patrons will result. In this connection a close contact is maintained with the traffic departments of other railroads in an effort to coordinate schedules so that there is a minimum delay to cars at interchange points.

### Industrial Development Efforts

The Industrial Department cooperates with the local Chambers of Commerce and other trade organizations in arranging for the location of factories and other business establishments of the type that will bring more freight business, and at the same time new workers, into the territory served by the railroad.

Each new family brought into the community helps the business of that community in general and also increases the potential passenger traffic. The Industrial Department assists the industries served by the railroad in their transportation problems and, through their cooperation in selling material for various building and paving contracts, secures business for the railroad that might otherwise be lost to competing forms of transportation.

The Traffic Department is constantly tracing shipments and, with the cooperation of the Operating Department, expediting shipments so as to improve the service rendered to our patrons, thereby helping to retain their good will and patronage.

Traffic statistics and other pertinent data are collected and tabulated

for use in rate and traffic cases which are heard by the courts and regulatory commissions as well as for the information and guidance of the management.

The Traffic Department is constantly working with the highway motor carriers operating between Chicago and Milwaukee so as to secure as much of their business for our truck-rail and compartment car service as it is possible to do. The North Shore Line was the pioneer railroad in the country in the establishment of this service and we are constantly striving to develop and increase this type of business.

### Solicitors In Off-Line Cities

There are off-line representatives of the Traffic Department at Portland, Oregon; Kansas City, Missouri and Washington, D.C. (other points are covered from our Chicago and Milwaukee offices). These representatives maintain close contact with the shippers in their territory to secure the highly competitive intermediate carload business and, in the case of the Washington, D. C. office, to see that the traffic departments of the various Government agencies are giving us our share of business going to Great Lakes and Fort Sheridan as well as other Government-controlled business for our intermediate routes.

There is considerable correspondence incident to maintaining a close contact between headquarters in Chicago and the various men in the field from coast to coast so as to keep everyone informed as to new developments and potential business in and out of their respective territories.

In general, the work of marketing the transportation services of the carrier to the shipping and traveling public sought to be served, rests mainly on the Traffic Department. A certain amount of traffic, that is for local industries, etc., would doubtless come to the railroad, but without intensive and extensive development work the intermediate carload business and the competitive carload movement to team tracks and industries served jointly with other lines, such as Great Lakes and Fort Sheridan, which is so necessary to maintain the volume of traffic adequate to pay operating expenses, could not be obtained or retained except by aggressive effort on the part of the Traffic Department and the whole-hearted cooperation of the men who keep the trains rolling on their schedules.

### PAT O'BRIEN RIDES NORTH SHORE LINE

Pat O'Brien, famed movie actor who received wide acclaim for his performance in the title role of the picture, "Knut Rockne-All American", is the latest Hollywood celebrity to ride North Shore Line between Milwaukee and Chicago. O'Brien, a native Milwaukeean, was a passenger on train #436 out of the Cream City on March 6.

### NEW INDUSTRIES ON RAILROAD

Ten new industries located on the North Shore Line last year, according to the Traffic Department, which increased industrial development should mean more freight and passengers for the railroad.

The industries, their location and kind of business follows:

Oakton Coal Company, Skokie, coal  
Collins Lumber and Fuel Company, Mundelein, coal  
Adams Coal and Building Materials Company, Waukegan, coal and building materials  
R. Kruger, Northbrook, stone  
Vaughn Seed Company, Libertyville, nursery material  
North Shore Fuel and Supply Company, coal  
National Fuel Company, Kenosha, coal  
Town of Lake, Layton Ave., road oil  
Town of Lake, Greenwich and South 6th Streets, salt  
Waukegan Oil Company, Libertyville, gas and oil.

The latter company also has service stations at Waukegan and Highwood.

### USING IT SAVES MUCH GRIEF

**COMMON  
SENSE**  
*Prevents*  
**ACCIDENTS**

# North Shore Line News

## NOTED COLUMNIST LAUDS SHOPS FOR WORK ON REDESIGNED CARS

Herb Graffis, well-known columnist of the Chicago Daily Times, and a North Shore Line commuter, recently had this to say about the modernization work of the railroad:

### A commuter rejoices

GEORGE ADAMS of the Minneapolis Tribune is a graduate of one of journalism's greatest schools, our old Harrison st. police station.

Fine writers and dramatists got their training there.

In addition to giving journalists degrees cum laude, it gave many of its newsprint historians ravaging cases of nervous indigestion.

But here is George, calm as Buddha and with the appetite of a kid in a pie factory, years after the ordeal that wrecked the tripe and dispositions of strong men. Once, not long ago, when I was on the verge of the screaming meemies I asked George how come his tranquility.

"Live in a town where you can walk to and from work, and have lunches at home now and then."

THAT is all very well for George, but the guys who have to commute to work can't blow their jobs in search of the peace that passeth all understanding. I have lived close to work myself.

It had its disadvantages for me. With home being only a taxi jump away, there was a tendency to stick around with the lads too long and too late. Being strongly urged to get some quiet and some air that didn't come through cracks in the doors of saloons, I turned commuter.

In an hour and a half a day on a suburban train, a fellow can get himself a college education. Something has happened to that road. It is an electric line that runs between Chicago and Milwaukee.

My line was falling apart. It didn't have money. The equipment was strictly model T. The lights were so dim one couldn't read Braille by them when homeward bound. The road even ceased operating for quite a while during a strike.

With little money and nothing much of anything else except hope and mechanical genius, the guys running the road got together and began rebuilding some old cars.

THEIR shop is nothing to brag about. It's a dirt-floored old shack. But out of it came attractive, modernized rebuilt cars that put new life into the line, and made the customers a whole lot happier.

Now the road's come out with two new, very fancy streamlined electric trains, the first of their kind.

If some of us who live on Chicago's North Shore get our nerves calmed down like those fellows who can walk to work in smaller cities, we can thank a group of American mechanics who made their professional pride and talent substitute for a wad of money.

## RAILFANS COMPILER ELECTROLINER DATA

Members of the Central Electric Railfans Association have just completed a bulletin concerning the new Electroliners which they have titled "An Interurban Goes Modern".

Replete with photographs, diagrams and technical data the bulletin covers all features of the trains. Copies may be secured for 25 cents each by addressing George Krambles, secretary of the association, Room 1240, Edison Building, Chicago.

## AN ELECTROLINER PICTURE TO FRAME

The back page photo of one of the twin Electroliners is from a color picture taken at South Upton "Y" by C. E. Keevil of the office of the car equipment engineer. It is printed in answer to many requests that the NEWS carry a picture suitable for framing.

THANKS, MILWAUKEE, FOR YOUR OFFICIAL EXPRESSION OF GOOD WISHES. WE HOPE WE DESERVE IT!

## Certified Copy of Resolution

FILE NUMBER 71120

Whereas, On February 6, 1941, trial runs of the new "Electroliner" trains of the North Shore Line took place, in which officials from 31 municipalities located along its line participated; and

Whereas, The inauguration of these new type trains, equipped with every modern convenience, marks a new epoch in transportation history, which will undoubtedly be a contributing factor to the future growth and development of the cities and communities which it services; and

Whereas, The acquisition of the "Electroliners" was made possible, despite great financial difficulties, through the unselfish devotion and sacrifice of the officials and employes of the Road, who freely and voluntarily gave liberally of their time and labor; and

Whereas, This Common Council is cognizant and appreciative of the benefits that will inure to this city and its inhabitants from this outstanding development in the transportation field; therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that it hereby congratulates the officials and employes of the North Shore Line for their foresight and enterprise in providing modern up-to-date transportation facilities for the inhabitants of this city and further expresses its sincere thanks to Col. A. A. Sprague, Bernard J. Fallon, William Burke and the employes of said Road for the uniform courtesy extended to Milwaukee officialdom on the occasion of their participation in the trial trip of the "Electroliners" on February 6, 1941.

## OFFICE OF THE CITY CLERK

MILWAUKEE FEB 23 1941

I hereby certify that the foregoing is a copy of a resolution adopted by the Common Council of the City of Milwaukee, on

FEB 24 1941

Stanley J. Witkowski

City Clerk

## AN ELECTROLINER RIDE IN POETRY

Sisters Margaret Mary and Mary Anthony of St. Francis, Wisconsin, rode on an Electroliner. They expressed their impression to R. S. Amis, general traffic manager, in the following poem:

Did we enjoy the Electroliner?  
 Why there just isn't anything finer  
 For smoothness and speed  
 It takes the lead  
 If you want comfort that cannot be beat  
 In the Electroliner take a seat.  
 Sisters Margaret Mary  
 & Mary Anthony.

## NANCY GREY TELLS WTMJ LISTENERS ABOUT THE TWIN ELECTROLINERS

Nancy Grey, popular commentator of radio station WTMJ in Milwaukee, told about the Electroliners in a recent broadcast. She said:

"Speaking of new trains - reminds me of the new Electroliners...new everything is always interesting...and this new train brought 5,000 Milwaukeeans down to the depot - to see it...and it was an interesting gathering...people who like new ideas in any field...and as the men went through the train...I rather smiled to myself...this train was designed to please the ladies...the color schemes in the coaches were pastel...and there was that new light airy feeling...with a dash of humor in the drawings...along the walls...above the windows...were amusing murals...and amusing curving track which ducked under bridges...and made you very thankful the track today is straight...and not only that...the cars are not only coupled together, but so held...with a new mechanical vise...that there is no bobbing...or shaking...the whole train moves as a sleek unit.

"The coach that amused me had an almost victorian feeling -- soft dove grey and plum was the color scheme... quaint old carriages, victorias, be-tassled rigs march down the mural walls...gives much play to the imagination. The main colors are dull blue...walls of dull grey-blue with most comfortable seats upholstered in frieze of dull coral...that is the most important railroad color combination.

"Then - there is a very attractive club grille...with the most efficient little kitchen and bar combination... I just wanted to get back there and see what I could do with scrambled eggs...or perhaps...not hamburgers - but electroburgers... (you remember piggy burgers... and nut burgers... now electroburgers)...It has every modern gadget for preparing coffee---grill foods --- and again -- the murals are more than amusing...it is sort of a circus mural...and of course - there are elephants. There is something significant about the elephant holding a rope with his trunk...and at the other end of the taut rope - a gay zebra pulling away...

"Now...I am sure the old Victorian trains -- with leather seats --- and red plush would have done the men... but - no - we women must have pastels and murals - smart decoration --- we must have the gay clatter of dishes... We want service...and the new Electroliners give it to you."

## FIRST COME; FIRST SERVED

The first tickets sold on the Electroliners were those used by newspaper and radio men and city officials on the trial runs. They were in souvenir form and good only for the day. A few were left over and may be had for historical collections by writing J. M. Michaels, general passenger agent. Requests will be filled in order received until the supply is exhausted.

## North Shore Line News

### AND STILL THEY COME IN --- MORE ELECTROLINER COMPLIMENTS

Many letters commending the North Shore Line on its new Electroliners, are still being received. Excerpts from just a few of these are reproduced below:

"We should like to take this opportunity in wishing the North Shore Line every possible success in the operation of its new service" --- John C. Nolan, assistant general passenger agent, Western Pacific Railroad.

In a bulletin to all agents of the railroad, Mr. Nolan wrote:

"The 'Electroliners' are streamlined, lightweight, articulated units, consisting of luxury coaches and a tavern-lounge car, with smartly decorated interiors, individual recessed reading lights over each seat, sound-proofed ceilings and floors and non-sway wheels, contributing to quiet, comfortable, smooth riding qualities. The Electroliners are also equipped with automatic temperature and ventilation controls.

"The North Shore Line offers this new service at regular coach class fares, featuring five round trips daily of the Electroliners, augmented by a newly-designed fleet of 28 other fast hourly trains between Chicago and Milwaukee."

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"I certainly think that the Electroliners should receive enthusiastic public acceptance and I feel certain that your system will prosper through their innovation" --- J. D. Kinsey, The Cleveland Worm and Gear Company.

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"Not only are the Electroliners so very attractive that I am sure they will attract a heavy volume of business, but you and your associates are to be congratulated for your part in helping to make the American public more rail minded" --- F. H. David, general passenger traffic manager, New York Central System.

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"Just a note of congratulations on the splendid new equipment which the North Shore Line is inaugurating between Chicago and Milwaukee" --- H. R. Sampson, general passenger agent, Chicago and Eastern Illinois Railroad.

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"We wish the new trains every success" --- T. E. LeSueur, general passenger agent, Nickle Plate Road.

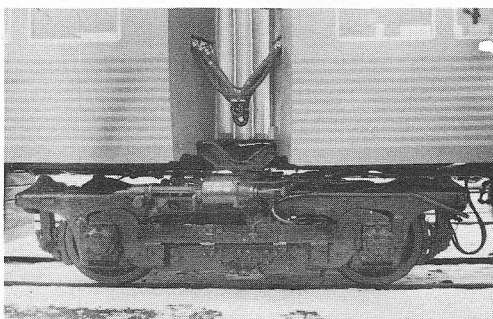
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"I have heard a great many very fine compliments on your new trains, especially from riders traveling between Waukegan and Chicago" --- Carl S. Klingman, general sales manager, Johns-Manville Corporation.

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"The Electroliners are truly things of beauty and trains that any railroad

### ELECTROLINER TRUCKS UNUSUAL



Graphically illustrated in this picture is the principle of "articulation" as employed on the Electroliners -- two units bridged by a single truck. The truck is of the double equalizer type and has a wheel base of seven feet, two inches. Large diameter coil springs, with shock absorbers and separate brake cylinders on each side of the truck are among the unusual features. Axles have 5x9 inch roller journal bearings and the wheels, 31 inches in diameter, are of the "non-sway" type.

### NEW TURNTABLE AND LARGE CRANE FACILITATE ELECTROLINER SERVICING

Because of their articulation, servicing of the twin Electroliners necessitated additional shop equipment.

At Harrison Street shops, the "home port" of the new trains, a 60,000-pound, electrically-operated transfer table has been installed in a concrete pit.

A three-ton traveling crane and hoist was necessitated to lift the units as work was being done and in addition four 25-ton jacks and miscellaneous hand tools were required.

COMING GONE!



Assistant Chief Engineer Phil Elfstrom's artistic impression of an ELECTROLINER whizzing past him in the Skokie Valley.

would be proud to have running over its tracks. You may rest assured that it will be a pleasure to recommend them to our people. With best wishes for unlimited success to the North Shore Line" --- Walter J. Kessler, Pabst Brewing Company, Milwaukee.

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"Congratulations to the North Shore Line, its officers and all employees. After the gloomy days of three years ago, they are coming back strong with the spirit that wins in the end" --- A. H. Hagerty, editor, Libertyville NEWS.

### BURTON HOLMES, FAMED TRAVELER, VOTES NORTH SHORE SERVICE THE BEST

Burton Holmes, world-wide traveler and famous lecturer, has jaunted about the orient in a rickshaw, been carried pick-a-back in the jungles, coasted surf boards to make landings in the South Sea islands, ridden most of the famous trains of America and Europe, but after making four round trip Electroliner rides and one on a redesigned train between Chicago and Milwaukee on five consecutive Thursdays, he said:

"I have never ridden more comfortable, better handled transportation anywhere in the world."

Mr. Holmes started his Thursday trips the last week in February. He was filling Thursday night lecture engagements in Milwaukee. Still suffering from a leg injury sustained a year ago he has been on crutches and careful about his injuries.

"The starts and stops of the Electroliners, particularly, are so smooth my sensitive leg didn't know they were being made", Mr. Holmes said. "I can't be too enthusiastic in my praise of the trains. The equipment is great, the seats are most comfortable and the interiors are extraordinary. Your dining service is excellent and I have eaten four consecutive electroburger luncheons in the tavern-lounge cars. Your redesigned meal time trains run a close second to your Electroliners."

### AGENTS' MAGAZINE SALUTES NSL

The March, 1941 issue of "The Ticket Agent" carried the following article about the North Shore Line:

"In all America, there's no other electrified rail service to compare with the New North Shore Line! A thrilling fleet of modern trains, beautifully-appointed, luxuriously equipped and headed by the North Shore Line's incomparable ELECTROLINERS - the newest thing on rails!

"Here indeed, is completely modern, up-to-the-minute electrified service linking two great Midwest cities, Chicago and Milwaukee, with trains which embody advanced ideas and new features never before found in railroad transportation.

"Walk about from one articulated unit to another. You'll hardly know you're riding so smoothly and easily the Electroliners glide over the rails. Soundproofed at every possible point to keep out noises, cushioned in rubber for ultra-smoothness offers you a marvelous new experience in swift, silent luxury travel.

"Every coach -- every dining car is newly designed, with three times more light --- individual recessed lights over each seat provide even, glare-free illumination for perfect reading comfort."

# North Shore Line News

THESE EMPLOYEES REPORTED THEIR MORE BUSINESS CAMPAIGN ACTIVITIES -- LET'S HEAR FROM YOU!

More Business Campaign headquarters says that its record of those who have sent in WRITTEN reports of sales or suggestions that got business, includes the following:

Name	Department	Name	Department	Name	Department
Abrahams, V.	Motor Coach	Handley, T. J.	Stores	Packer, A. O.	Agent
Adams, G. F.	Agent	Halsema, T. D.	Road	Palmer, Fred	Transportation
Antes, B. L.	Transportation	Hauger, T. M.	Agent	Paul, J. G.	Road
Attridge, Luella E.	Accounting	Heaney, M.	Agent	Peters, Stanley	Auditing
Acox, L.	Transportation	Hogan, C.	Electrical	Peterson, Harry	Road
Amsden, H.	Electrical	Hogan, Dorothy	Agent	Pettingill, C. R.	Transportation
Apfel, George R.	General Office	Hope, S. R.	Agent	Phillips, H. J.	General Office
Antoniano, Ceasar	Electrical	Hoppe, L. F.	Transportation	Phillips, Mary	Agent
Berg, W. A.	General Office	House, R. R.	Stores	Plimpton, C.	Milwaukee City
Biggerstaff, W.	Road	Hueckstedt, G. M.	Agent	Ponko, Harry	Mechanical
Black, R. H.	General Office	Humphreys, H. J.	Transportation	Purcell, R. A.	Transportation
Blair, Edward J.	General Office	Hyatt, J. S.	General Office	Pritchard, J.	Agent
Bogle, W. M.	Merchan. Desp.	House, Doris	General Office	Plut, J.	Auditing
Bridges, J. V.	Electrical	Huttleston, C.	Electrical	Raymond, B. C.	General Office
Brown, E.	Motor Coach	Hickey, W.	Mechanical	Roberts, M. A.	Agent
Bryant, H. M.	Transportation	Helwig, A. J.	Stores	Roever, F. J.	Mechanical
Burdick, H.	Auditing	Hamilton, C.	Transportation	Roloff, R. C.	Agent
Burke, W. H.	Transportation	Hiatt, W.	Transportation	Rux, H. L.	Transportation
Bykirk, H.	Transportation	Hamilton, W.	Transportation	Ross, R. R.	Agent
Baker, A. H.	Ser. Annuitant	Jennings, W.	Transportation	Schaar, F. J.	Transportation
Betts, Mrs. A.	Transportation	Jepp, W.	Auditing	Schmidt, O.	Mechanical
Barber, F. E.	Transportation	Johnson, C. M. E.	Transportation	Schramm, M.	Agent
Binney, J.	Electrical	Johnson, A. E.	Milwaukee City	Schreiner, F. F.	Milwaukee City
Bruno, M.	Road	Jermak, W.	Stores	Schroeder, Jane	Auditing
Bell, C. D.	Transportation	Johnson, Olaf	Mechanical	Seiler, G. J.	General Office
Calvert, A. R.	Transportation	Joyner, Oscar	Mechanical	Sesterhenn, P.	Transportation
Carr, Pullman C.	Mechanical	Kapheim, W.	Auditing	Shafer, S. P.	Road
Christensen, E. M.	Agent	Kerpan, L.	Transportation	Shields, J. T.	Merchand. Desp.
Clavey, Willis J.	Road	Kerpan, P.	Road	Simons, J. W.	Transportation
Cordell, H. C.	Mechanical	Ketchum, Ray	Road	Sims, Ralph C.	Agent
Cote, R. E.	Auditing	Kilponen, A.	Auditing	Smigoski, W. S.	Transportation
Cretan, Stanley	Auditing	Klinger, C. E.	Merchan. Desp.	Smith, A. O.	Mechanical
Clinch, J. H. M.	General Office	Kortendick, J. A.	Auditing	Smith, A. W. and Ruth	Auditing
Carroll, S. M.	Transportation	Kozar, F.	Transportation	Smith, Gerald	Transportation
Colesnik, Frank	Mechanical	Kramer, F. J.	Road	Sorenson, F.	Agent
Carney, R. A.	Agent	Kretschmer, E. E.	General Office	Sorenson, W.	Auditing
Carty, W. A.	Transportation	Krueger, George	General Office	Stefanovic, K.	Road
Charneskey, W. E.	Road	Kilkelly, Paul	Auditing	Sals, I. R.	Transportation
Christiansen, Carl	General Office	Kresunas, F.	General Office	Strouf, Wm.	Road
Davis, H. F.	Transportation	Kiehl, W. S.	Road	Strang, Don	Motor Coach
Delabre, A. A.	Mechanical	Kearney, J. J.	Transportation	Swift, C. J.	General Office
Dickhaut, C. H.	Motor Coach	Landgraf, J.	Mechanical	Swift, O. V.	Milwaukee City
Donnelly, D.	Transportation	Larsen, L. A.	Merchan. Desp.	Sabanjan, Virginia	Auditing
Draeger, H. E.	Mechanical	Leis, E.	Transportation	Swanson, C. L.	Electrical
Dee, J. J.	Transportation	Lemkuhl, C.	Auditing	Shultis, Arch	Mechanical
Dowden, W. H.	Transportation	Link, R. E.	General Office	Trudan, E.	Stores
Delbene, G.	Transportation	Linstroth, W.	Auditing	Terry, R. W.	Agent
Dolph, Charles	Road	Logelin, W. A.	General Office	Theabold, L. J.	Agent
Eichler, L. M.	Motor Coach	Ludwig, W.	General Office	Thomas, H. S.	Auditing
Erwin, W. A.	Auditing	Lucas, C. A.	Transportation	Torrey, L. C.	General Office
Ellis, H.	Ser. Annuitant	Larson, S.	Electrical	Townsend, T. H.	Transportation
English, Rose B.	Auditing	Lakenan, Mrs. F.	Stores	Turney, J. H.	Transportation
Erickson, H.	Traffic	Loesch, Leo	Stores	Ulfers, Alice	Auditing
Flaherty, G. O.	Transportation	Marks, W. K.	Transportation	Umstot, R. S.	General Office
Flynn, J. J.	Commissary	McCaustland, J.	Stores	Volin, J.	Road
Foldvary, O. E.	Ser. Annuity	McClory, J.	Ser. Annuitant	Voss, W. R.	Agent
Freeder, V.	Road	McElroy, H. P.	Auditing	Wahner, A.	Agent
Friebele, Leonard	Transportation	McGavick, Mary	Transportation	Wagner, Fred	Auditing
Foley, J. W.	Auditing	Mendell, Paul	Auditing	Waite, C. A.	Records
Frisbie, Howard	Transportation	Mensel, A.	Agent	Walecka, V. J.	Electrical
Ford, H.	Transportation	Miller, F. L.	Road	Ward, G.	Transportation
Gallagher, L.	Stores	Milroy, Margaret	Transportation	Waughop, T. J.	Auditing
Galloway, T.	Electrical	Moreland, Pearl	Transportation	Weisse, E. E.	Auditing
Gantor, J.	Auditing	Morey, R. C.	Agent	Westergaard, C.	Transportation
Geraghty, C. J.	Auditing	Morrison, Wm. C.	Auditing	Wilkins, E. A.	Mechanical
Gerber, A. U.	General Office	Moyer, E. W.	Agent	Wilkins, K. M.	Mechanical
Gerber, Bert	General Office	Mudgett, H.	Agent	Walther, Ida	General Office
Gould, Frank	General Office	McKinley, Gordon	Motor Coach	Whitmann, C. L.	Electrical
Green, O. D.	Transportation	Minor, D. A.	Transportation	Woodzick, J.	Commissary
Green, George	General Office	McCrackin, H.	Auditing	Wilson, E. O.	Electrical
Grum, F. J.	Transportation	Mordhorst, L.	Motor Coach	Woodward, E. R.	Electrical
Graf, W.	Transportation	Nelson, J. A.	Transportation	Whiteside, Charles	Transportation
Glasscock, Mrs. H.	Transportation	Nathans, M.	Electrical	Young, W. H.	Transportation
Gehrs, Grace	Stores	Nelson, C. F.	Agent	Young, M.	Road
Goosman, C.	Electrical	Neville, R. W.	General Office	Yohn, R. C.	Stores
		Nevins, E. A.	Electrical		
		Nielson, E. A.	Agent		
		Nordgren, P. E.	Auditing		
		Noske, R.	Transportation		
		Nustra, Charles	Auditing		
		Nelson, H.	Electrical		
		Newmann, R.	Mechanical		
		Ohms, Charles	Merchan. Desp.		
		Oke, N. V.	Road		

Many more in the company have influenced business "to come our way" than those listed above. But More Business headquarters knows about it only if you tell about it. So get the business --- and report.

# North Shore Line News

## ANNUAL TRAFFIC CLUB DINNER MEETING ATTRACTED WIDE RAILROAD ATTENDANCE

Over 160 people, including company officials, department heads, and traffic representatives of thirty-nine railroads, attended the tenth annual dinner of the North Shore Line Traffic Club, ticket agents' organization, at Glen Flora Country Club, March 25. Following an address of welcome by Walter C. Nielsen, president, the meeting was presided over by E. N. Muldoon, claims department attorney, who acted as toastmaster.

Principal speaker of the evening was Dean Howard S. Ganster of Christ Episcopal Church, Waukegan, who delivered an interesting address on general world conditions and America's position with regard to the European situation.

Bernard J. Fallon, executive officer, Charles E. Thompson, financial officer and P. F. McCall, general ticket and baggage agent, made brief remarks complimenting the club on its activities.

Community singing was led by Gage Stevens with Ray Black as accompanist. Stevens also rendered a vocal solo as did Beverly Raue. Feats of magic were performed by George Morrison and a male quintet from the Baltimore and Ohio Railroad sang a specially-written number dedicated to the Electroliners. Dinner music was furnished by Dorothy Prestin and her Rhythm Boys.

Mrs. Donald Zealand, whose husband, the Congress street baggage man, is a first lieutenant in the 65th Infantry at Camp Forrest, Tennessee, was introduced and received a big "hand".

Members of the committee on arrangements for the dinner, which was headed by Paul Mendell, chairman, were W. R. Voss, Ruth Smith, Howard Mudgett, Gale H. Chalfont, Walter C. Nielsen and George F. Adams.

## BOWLING LEAGUE ENTERS HOME STRETCH

With eight weeks of the thirty-week schedule remaining, it's a case of five after one in the North Shore Line Employes Bowling League. The league-leading Kramer aggregation, their margin over their closest rivals increased to six games, is preparing to stave off the combined efforts of all the other teams who are "gunning" to unseat them.

Charles Goosman, of Huttleston's Live Wires, chalked up a 242 game during the month, replacing L. E. Rafferty, Morrison's Electroliners, in the race for top game honors for the season. Nick Nustra, Keefe's Auditors, holds the high individual series score registered to date, a formidable 638.

Nustra and A. C. Hirschner, Morrison's Electroliners, are tied for high individual average honors, each with 170. Five bowlers, however, including J. F. Gantor, with 168; H. W. Oglesby, 167; Herb Mead, 165; George Brogan, 164 and W. F. Linstroth, 163, are all within striking distance of the top.

## EVANS-WATKINS POST AGAIN WINS STATE MERITORIOUS SERVICE CITATION

A 1941 gold date seal to be placed on its "Meritorious Service Citation" has been received by Evans-Watkins Post #753 from the American Legion, Department of Illinois, as an award for keeping its membership in 1940 over the Post's four-year average. The Post won the same citation in the previous year. In a letter to L. J. Orth, commander, N. Curtis Cation, senior vice commander of Illinois, complimented the North Shore Line Post on "your fine cooperation with us".

At the Post meeting at the Highwood trainmen's room on March 14, it was voted to donate \$10 to the Highwood-Highland Park Boy Scout Troop to be used for equipment.

A resolution was adopted that membership in the Legion be carried by the Post for any of its members called into service in the present emergency.

The Post's second bingo party of the year will be held at Highwood Labor Temple on April 5. The proceeds will be placed in the welfare fund.

## CARDS AND BUNCO FEATURES OF B.A.R.E. SOCIAL MEETING

Cards and burco featured the March social meeting of the Benefit Association of Railway Employes, Waukegan Lodge, at the Karcher Hotel, which followed the business session, and the "winnahs" were:

- Bridge - Mrs. Florence Spitzer, first prize; Virgil Selig, second
- Pinochle - Mrs. Esie Bereiter, first prize; Arthur Wagner, second
- Bunco - Tony Smith, first prize; Mrs. Margaret Selzer, second

Door prizes went to E. Hinderberg and Mrs. L. Mordhorst. The business session was presided over by William Biggerstaff, conductor.

## CHANGES IN E.M.B.A. BY-LAWS APPROVED AT SPECIAL MEETING

A number of changes in by-laws of the Employes Mutual Benefit Association were approved by members of the organization at a special meeting held in the auditorium of Highland Park High School on March 28 prior to the annual social session of the group.

After months of discussion at meetings of the association's trustees and executive committee members, the changes were recommended to clarify provisions that have existed since the EMBA was founded in 1920 without fundamentally disturbing its original purposes.

## OBITUARY

H. C. Elliott, General Agent,  
Traffic Department  
Born - January 24, 1893  
Died - March 17, 1941  
Entered Service June 13, 1924

## VETERANS CLUB DINNER SCHEDULED FOR APRIL 26; INVITE ELIGIBLES TO JOIN

The Veteran Employes 25-Year Club will hold its annual dinner meeting at the Karcher Hotel, Waukegan, on April 26. Taking on added significance this year, the occasion will serve to celebrate the tenth anniversary of the founding of the club which was organized on March 19, 1931.

Issuing an invitation to all eligible employes to join the club, E. A. Nevins, secretary, recalled that "1941 marks the twenty-fifth anniversary of the present Chicago North Shore and Milwaukee Railroad which was organized on July 26, 1916, and a large number of men who became associated with the company in that year are now 25-year veterans and consequently eligible for membership."

## GET OFFICIAL LEAVE OF ABSENCE IF CALLED FOR LAND-NAVAL SERVICE

Employes of the North Shore Line called under the Selective Training and Service Act or National Guard and Reserve Officers Mobilization Act should be careful to protect their status on the railroad by filling out applications for leaves of absence, S. A. Morrison, general manager, states in a notice to all department heads.

These forms are readily available from department heads and constitute the record on which the railroad officially grants the leave to the employe. If any employe has already entered the land or naval forces without having obtained leave of absence in proper form, their relatives or friends are urged to have them get in touch with the general offices.

Members of the North Shore Line organization who have been called for service so far include:

- Pullman Carr - National Guard
- James E. Collins - Army Reserve
- W. H. Lewellyn - Naval Reserve
- Daryl Owens - Aircraft Division, Naval Reserve
- Charles Summers - Naval Reserve
- C. J. Vanderhaeghen - Army Reserve
- Donald Zealand - Army Reserve

## DELUGE MORE BUSINESS HEADQUARTERS WITH THESE REPORT CARDS

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