



MICHAEL J. FERON

Assistant to the Chief Executive *Office*  
for the Receiver

Mr. Feron has been associated with the Chicago North Shore and Milwaukee Railroad since in 1916, when <sup>he</sup> became its General Superintendent of Transportation. On February 24, 1925, he was made Assistant to the Vice-President in Charge of Operation, which position he holds under the Receiver.

Mr. Feron's life work has been in the transportation industry. He worked with the Chicago and Northwestern Railroad Company as a switchman, foreman and yard master. For forty-three years he has been in the service of the Chicago Rapid Transit Company, starting with The Metropolitan West Side Elevated Railroad Company in April 1895, working his way up through the ranks of switchman, starter despatcher, trainmaster. He was Superintendent of Transportation of The Metropolitan Line in 1911 when the Elevated Lines consolidated. Mr Feron was then appointed General Superintendent of Transportation for the entire elevated system. In 1925 he was made Assistant to the Vice President in Charge of Operation of the Chicago Rapid Transit Company, which position he now occupies.

When Receivers were appointed for the North Shore Line and the Chicago Rapid Transit Company, Mr. Feron continued his work as Assistant to the Chief Executive for the Receiver.

The widely used safety slogan, "Watch your Step", adopted by transportation companies throughout the world, was originated by Mr. Feron.

Mr. Feron lives in Evanston, Illinois.



DR. HART ELLIS FISHER  
Chief Surgeon for the Receiver

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Dr. Fisher was born in San Antonio, Texas. He is a graduate of a Joliet High School, was a student at Dartmouth College and Northwestern University Law School. He received his M. D. from Hahnemann Medical College in 1912, and did graduate study at the New York-Post Graduate Medical School in 1913. He is Chief Surgeon in charge of the Medical Departments for the Receiver or Trustee of Chicago North Shore and Milwaukee Railroad Company, Chicago Rapid Transit Company, Chicago Aurora and Elgin Railroad Company and Chicago South Shore and South Bend Railroad Company and Public Service Company of Northern Illinois. He is consulting surgeon and local surgeon for many transportation companies. Dr. Fisher has been assistant professor of industrial medicine and surgery of General Medical College, assisting surgeon at St. Luke's Hospital, attending surgeon at Henrotin Memorial Hospital, surgeon at Rogers Park Hospital and at Provident Hospital, and associate physician at the West Side Hospital.

Dr. Fisher served as a surgeon in the 356th Infantry, 89th Division U. S. A. World War, Chief Surgeon on the staff of Camp Hospital 38, and surgeon of Trench Artillery Center, Vity-sur-Seine, France.

Dr. Fisher is a Captain of the Medical Officers Reserve Corps, fellow of the American College of Surgeons, American Medical Association; member of the Association of Railroad Chief Surgeons, American Association of Railway Chief Surgeons, Illinois State Medical Society and Chicago Medical Society, is a member of the American Association of Industrial Physicians and Surgeons, the Chicago Society of Industrial Medicine and Surgery, and of the Institute of Traumatic Surgery.

Dr. Fisher lives at 4220 W. Paulina Street, Chicago.





ADDISON LEMAN GARDNER  
General Attorney for the Receiver

Mr. Gardner, a descendant of Robert Gardner who settled in Massachusetts about 1650 - was born and educated in New York where he attended Walworth Academy, Lima, N. Y., and Columbia University; was admitted to the bar in 1887, and began practice in New York. Late in 1887 he entered the firm of Jenkins & Harkins, Chicago.

He has been associated with the Chicago Elevated Railroad Companies, since 1890, and became General Attorney for the Chicago North Shore and Milwaukee Railroad in 1916- and of the Chicago Rapid Transit Company in 1924.

Mr. Gardner is senior member of the law firm of Gardner, Foote, Morrow & Merrick; member of the American, Illinois State and Chicago Bar Associations; of the American Historical Society, Sons of American Revolution, and is a frequent contributor to legal journals.

He lives in Oak Park, Illinois.

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ARTHUR A. GERBER  
Architect for the Receiver

Mr. Gerber was born in Chicago. He attended grade school, Tilden High School and the Metropolitan Business College, and was a student at Massachusetts Institute of Technology.

He was apprentice with -

Cuddell & Hertz, Architects	1896-1900
P. J. Weber, Architect	1901-1903

and has been associated with the Chicago Elevated Railroads since 1903, as its

Chief Engineer from 1909-1925.  
 In 1925 we was appointed Chief Architect for-  
 Chicago North Shore and Milwaukee Railroad  
 Company  
 Chicago Rapid Transit Company  
 Chicago Aurora and Elgin Railroad Company  
 Chicago South Shore and South Bend Railroad

Following is a list of some of the  
 buildings he designed -

McJunkin Building	Chicago
Wells Street Terminal	Chicago
Wilson Avenue Terminal	Chicago
Milwaukee(Wisconsin)Terminal	Milwaukee
Michigan City(Indiana)Terminal	Michigan City
Niles Center (Illinois) Shops	Niles Center
Michigan City(Indiana) Shops	Michigan City

and Chicago North Shore and Milwaukee Railroad  
 bridges at -

Rockland Road	Deerpath Avenue
Onwentsia	Niles Center

Mr. Gerber lives at 472 Sheridan Road,  
 Evanston, Illinois.





LUKE GRANT  
Publicity Manager

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Mr. Grant joined the North Shore Line in 1917, and organized the Publicity Department. For a number of years he carried on the duties of the Department alone. This included the editing of the "North Shore Bulletin". As the Department was enlarged, publication of an employe paper was started under his supervision. It was called "The Highball" and grew from a small four sheet folder to a full-sized magazine.

Before associating with the Chicago North Shore and Milwaukee Railroad, Mr. Grant was engaged in newspaper work. He was labor editor of the old Chicago Inter-Ocean, and was a member of the editorial staff of the Chicago Record-Herald. He had also been Chief Investigator for the Government Committee on Industrial Relations.

Glenlivet, Scotland was his birthplace. He came to the United States in 1890, and worked here as a carpenter. He was always interested in labor and held various positions in labor organizations. He was a close friend and confident of Samuel Gompers, President of the American Federation of Labor, and numbered many labor leaders and authorities among his friends.

Mr. Grant was a resident of Chicago. He died December 2, 1930, in Stuart, Florida.





WILLIAM VanRENSSELAER GRIFFIN  
Treasurer for the Receiver

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Mr. Griffin is a native of Chicago and was educated in its schools. His home is at 1127 Forest Avenue, Evanston, Illinois.

He was elected Secretary and Treasurer of the Chicago North Shore and Milwaukee Railroad, in October 1916, and continued in that capacity with the Chicago North Shore and Milwaukee Railroad Company until 1925, when he was elected Vice President. Since 1932, he has been Treasurer for the Receiver.

Mr. Griffin began his business career with Henry W. King & Company of Chicago; later went West on commercial enterprises. In 1897, he entered the employ of the Northwestern Elevated Railroad Company, and in 1900 was elected its Secretary and Treasurer. In 1914, he became Secretary and Treasurer of The Metropolitan West Side Elevated Railway Company and of the South Side Elevated Railroad Company. Upon consolidation of the Elevated Railroads into Chicago Rapid Transit Company, in 1925, he was elected Secretary and Treasurer, and was later in that year elected Vice President of that Company.



GUSTAVUS THEODORE HELLMUTH  
General Claims Attorney  
for the Receiver

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Mr. Hellmuth was Claim Agent for the Receiver of the Chicago & Milwaukee Electric Railroad Company from 1911 to 1916. Since 1916, he has been General Claims Agent for the Chicago North Shore and Milwaukee Railroad, and since 1923 General Claims Attorney for this Company, its Receivers, and for the Receivers and Trustee of Chicago Rapid Transit Company.

Mr. Hellmuth was born in London, Ontario. He was educated at Ocean Springs, Mississippi, High School, and John Marshall Law School, Chicago.

Mr. Hellmuth lives in Winnetka. He is a member of the Chicago, Illinois State and American Bar Associations, and is a member of the Chicago Law Institute.

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CLIFFORD HUTTLESTON  
Electrical Engineer  
for the Receiver

Mr. Huttleston is a member of the North Shore Line Veteran's Club - the Twenty-Five Year Club of employes of the Chicago North Shore and Milwaukee Railroad Company. He was born in Allegan County, Michigan, had a common school education and home study course.

Mr. Huttleston commenced work as a bonding laborer and lineman's helper in 1904, and in January 1905 worked as a machine wiper in the Highwood Power House. In July of that year, he was substation operator, and in April, 1906, became Operator of the power house. In 1911 and 1912 he was Load Despatcher and Acting Electrical Engineer. Since 1913 he has been Electrical Engineer for the Road, and continues in that capacity for the Receiver.

Mr. Huttleston lives in Waukegan, Illinois.



JESSE S. HYATT  
Chief Engineer  
for the Receiver

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Mr. Hyatt's first contact with the North Shore Line was in June 1903, when he worked as a rodman for the Republic Construction Company, which was the Company that built most of the original Chicago & Milwaukee Electric Railroad. He has held positions in the engineering field as -

Assistant Engineer of the Chicago & Milwaukee Electric Railway Company  
Resident Engineer of the Grand Trunk Pacific Railroad Company  
Assistant Chief Engineer of the Chicago & Milwaukee Electric Railway Company  
Secretary and Treasurer of the Lake County Telephone Company  
Member of the firm of Hyatt & Windes, Municipal Engineers

Engineering Assistant to the Vice  
President in Charge of Operation for -

Chicago North Shore and Milwaukee  
Railroad Company  
Chicago Rapid Transit Company  
Chicago South Shore and South Bend  
Railroad Company  
Chicago Aurora and Elgin Railroad  
Company

Mr. Hyatt was born in New York; is  
a graduate of Gouverneur New York High  
School, Hillsdale College and the Univer-  
sity of Vermont. His home is in Liberty-  
ville, Illinois. He was Mayor of the  
Village of Libertyville for ten years.



Samuel Insull was born in London, England, attended private schools in London, Reading and Oxford, England, and began work as private secretary to Colonel George E. Gourand, London Representative of Thomas A. Edison, engaged in organizing the Edison Telephone Company of London. In February, 1881, he came to the United States to become private secretary to Mr. Edison and had full charge of his business affairs for many years.

Mr. Insull came to Chicago in 1892, after an association of twelve years with Mr. Edison, to take the Presidency of the Chicago Edison Company, a small central station company, about four years' old, with \$883,000 capitalization, and operated with small units in a very limited territory. Mr. Insull with his up-to-the-minute knowledge of central station business vision and confidence, and with Chicago as a field, proceeded to interpret and demonstrate Mr. Edison's ideas and methods. He immediately planned and executed extensions and additions, the prospective cost of which made the directors gasp, and developed the theory of the advantage of massing the production of electrical energy. He persuaded the elevated and surface railway companies to buy all their power from his company, in spite of the fact that the street railway operators, at that time, had first class modern plants of their own.

The first railway power contract was effective in 1902; the purchaser was the Lake Street Elevated Railroad Company. Within a short time contracts were made to supply power to all the elevated and surface street railway companies in Chicago. Later the Illinois Central Railroad agreed to purchase energy for its electrified suburban service,

from two central stations under Mr. Insull's direction, the Commonwealth Edison Company and the Public Service Company of Northern Illinois.

In testimony of his leadership in administrative skill, the Charles A. Coffin Medal was awarded to the Public Service Company of Northern Illinois for 1923, to the Chicago North Shore and Milwaukee Railroad Company in 1924, and to the Commonwealth Edison Company in 1925 - all Insull Companies.

Mr. Insull was Chairman of the Board of Directors of the Chicago North Shore and Milwaukee Railroad from August 15, 1916 to July 15, 1932, and of the Chicago North Shore and Milwaukee Railroad Company from June 25, 1923 to July 15, 1932. He held similar office in the Elevated Railroad Companies of Chicago - and upon their consolidation, in the Chicago Rapid Transit Company.

Mr. Insull was an outstanding executive in the public utilities field during the years prior to the financial depression, which started in 1929.



RALPH H. JAMES  
Vice President

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Mr. James was elected a Vice President of the Chicago North Shore and Milwaukee Electric Railroad Company, April 2, 1929 and resigned September 29, 1932.

He is President of the Super Power Company of Illinois, Chicago District Electric Generating Corporation - and is Vice President of the Chicago South Shore and South Bend Railroad.

Mr. James was born in London, England.

He now lives at 220 E. Walton Place, Chicago.

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FRANK J. KRAMER  
Engineer, Maintenance of Way  
for the Receiver

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Mr. Kramer is a native of Chicago; and was educated here in its grade schools and at Lewis Institute.

His work has always been in the engineering line; started as a rodman in 1903, worked as instrument man and inspector, superintendent of building and general construction. During the period 1906-1907 he was Assistant Engineer of the West Chicago Parks; and in 1907 and 1908 was engaged in making a survey of the Kankakee River.

With the exception of the period 1917-1919 when he was in United States Government service, Mr. Kramer has been continuously in the service of the North Shore Line since February 1910.

Mr. Kramer lives in Waukegan, Illinois, where he has long been politically active. He is a member of the Chamber of Commerce and of its Rotary Club.

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HAL McLEOD LYTLE  
Officer in Charge of Public Relations  
for the Receiver

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Mr. Lytle was elected Vice President in Charge of Public Relations of the Chicago North Shore and Milwaukee Railroad Company in 1925. In 1932 he was appointed Officer in Charge of Public Relations for the Receivers. He holds similar office with the Trustee of Chicago Rapid Transit Company and with the Receiver of Chicago Aurora and Elgin Railroad Company.

Mr. Lytle was born in Jackson, Ohio, graduated from high school and attended the University of Illinois, 1904-1908. He is a well known man in newspaper circles, having held positions in the Editorial Departments of the Chicago Inter-Ocean and Chicago Herald and was Financial Editor for the Chicago Herald. In 1918 Mr. Lytle became associated with the Chicago Tribune in its Editorial Department.

Mr. Lytle is a member of the American Transit Association. He lives at 455 W. Oakdale Avenue, Chicago.





CHARLES R. MAHAN  
Comptroller for the Receiver

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Mr. Mahan in 1905 was in charge of the payroll department of the Chicago Rock Island and Pacific Railroad Company, where Mr. T. B. MacRae was Auditor. About 1906 both left their positions with that Company, Mr. MacRae to become Auditor of The Metropolitan West Side Elevated Railway Company, and Mr. Mahan to accept a position as Chief Clerk to the Auditor of the Indiana Harbor Belt Railway, which road was in course of construction.

On September 1, 1907, Mr. Mahan resigned to accept position of Chief Clerk to the Auditor of The Metropolitan West Side Elevated Railway Company, and in 1911 was appointed Assistant to Mr. MacRae, Auditor for the consolidated Elevated Railroad Companies.

On May 1, 1916, Mr. Mahan resigned that position to accept a position as accountant with the Interstate Commerce Commission, Washington, D. C. There he was promoted to the position of Accountant-in-Charge of a field party on valuation work. On September 30, 1921, he resigned from the Commission and was reappointed Assistant Auditor of the Chicago Rapid Transit Company where he remained until his appointment on February 1, 1922, as Auditor of the Chicago North Shore and Milwaukee Railroad Company.

In 1926 he became its Comptroller, and was later appointed Comptroller for the Receiver.

Mr. Mahan lives in Evanston, Illinois.

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THADDEUS B. MacRAE  
General Auditor

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Mr. MacRae was General Auditor of the North Shore Line from 1918 to 1922. During those years he reorganized the Company's Accounting Department.

He was President of the Accountants' Association of the American Electric Railway Association, and was well known in railroad and accounting circles.

Mr. MacRae was born in Jackson, Louisiana, educated in private schools and at West Point. He began his railroad career as an accountant with the Chicago and Northwestern Railroad at Cedar Rapids, Iowa; later became Freight Auditor of the Burlington Cedar Rapids and Northern Railroad. In 1905 he became Auditor of the Metropolitan West Side Elevated.

In 1911 he became Auditor of each of the Elevated Railroads, and in 1923 was appointed General Auditor of the Chicago Rapid Transit Company, which position he held until his death.

Mr. MacRae passed away following a two months illness, on July 3, 1928.

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PETER F. MCCALL  
Manager of Commissary  
for the Receiver

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Mr. McCall was born in Chicago, where he attended grammar school and business college.

His first business contacts were with Libby, McNeil & Libby and the Chicago Telephone Company.

Previous to his employment with the North Shore Line, he was General Storekeeper for The Metropolitan West Side Elevated Ry. Company, 1907 to 1911 and from 1907 to 1920 with the Elevated Railroads.

He engaged in commissary work for the Chicago North Shore and Milwaukee Railroad Company, Chicago Aurora and Elgin Railroad Company, and Chicago South Shore and South Bend Railroad Company. He is no longer associated with the Chicago South Shore and South Bend Railroad Company.

Mr. McCall lives on Linden Avenue, Wilmette, Illinois.

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SAMUEL A. MORRISON  
Manager for the Receiver

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Mr. Morrison was born in Allentown, Pennsylvania. After finishing high school, he worked for the Chicago and Northwestern Railway Company - from 1889 to 1927 as an operator, train despatcher, trainmaster, Assistant Superintendent and Division Superintendent.

In October 1927, the Chicago South Shore and South Bend Railway employed him as its Superintendent of Freight Service, and a year later he became Assistant General Superintendent of that Company.

Mr. Morrison on March 15, 1935, was appointed Manager for the Receivers of the Chicago North Shore and Milwaukee Railroad Company to succeed John R. Blackhall, deceased.

He lives at 535 Hinman Avenue, Evanston, Illinois.

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WILLIAM W. O'TOOLE  
Auditor for the Receiver

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Mr. O'Toole served in various capacities in the General Accounting Department of the Chicago Rapid Transit Company from 1914 to 1920, when he was appointed Assistant Auditor of the Chicago and Interurban Traction Company under Mr. T. B. MacRae, Auditor. He was appointed Auditor of that Company in 1921 and remained in that position until August 1, 1924 when he became Assistant to Charles R. Mahan, then Auditor of the North Shore Railroad. In 1926 he succeeded Mr. Mahan as Auditor. He is now Auditor for the Receiver.

Mr. O'Toole lives at 7454 N. Damen Avenue, Chicago.

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FREDERIC WILLIAM SHAPPERT  
Traffic Manager

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Mr. Shappert was employed by the Chicago North Shore and Milwaukee Railroad on September 1, 1916, as its Traffic Manager. He had previously been solicitor for the Nashville, Chattanooga & St Louis Railway. He left the service of the Chicago North Shore and Milwaukee Railroad Company on April 30, 1932.

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JOSEPH W. SIMONS  
Superintendent of Transportation  
for the Receiver

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Mr. Simons was born in Marshville, Ontario, Canada, and received his education in grade school, high school and business college.

He worked for the Gilbert Construction Company of Montreal, at Cardinal, Ontario, in 1904, and for the International Railway, Buffalo, in 1905 and 1906. Toward the end of 1906, he worked four months for the South Side Elevated Railroad Company.

From May 1906 to 1915 he was employed by the North Shore Line as motorman, conductor, dispatcher, trainmaster, and in 1915 assumed the duties of Superintendent of Transportation, which work he continues under the Receiver.

Mr. Simons lives in Waukegan, Illinois.

He is a member of the North Shore Railroad's Twenty-Five Year Club.

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Photograph  
on  
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Colonel Albert A. Sprague was born in Chicago. After his graduation from Harvard in 1898, he started work in the wholesale grocery, Sprague, Warner & Company, which was founded by his father. Colonel Sprague later became its President and Chairman of the Board of Directors and is now a director of that company.

On September 30, 1932, Judge Wilkerson of the Federal Court appointed him Co-Receiver for the Chicago North Shore and Milwaukee Railroad Company, and since Mr. Budd's resignation as Co-Receiver February 20, 1937, Colonel Sprague has been the Road's Sole Receiver. He is also Trustee for the Chicago Rapid Transit Company and Receiver for the Chicago Aurora and Elgin Railroad Company.

Colonel Sprague is a director of - Continental Illinois National Bank and Trust Company, Chicago and Northwestern Railway, B. F. Goodrich Company, Wilson & Co., International Harvester Company and Clearing Industrial District, and is Trustee for - Field Museum of Natural History, John Crerar Library, Children's Memorial Hospital, Rush Medical College, Sprague Memorial Institute, Chicago Symphony Orchestra, Shedd Aquarium, Rosenwald Museum of Science and Industry, Saint Paul's School, Concord, New Hampshire, and Student Officers' Training Camp, Fort Sheridan, Illinois and is a Member of the Board of Overseers of Harvard University. He is a member of the Advisory Counsel of the Cook County Hospital.

Colonel Sprague was commissioned Major of the United States Infantry, November 27, 1917, assigned to the 341st Regiment, Infantry, 86th Division, detailed to headquarters, and sailed for France in July 1918. He returned to the United States in March 1919, and was honorably discharged March 28, 1919. He was commissioned "Lieutenant-Colonel" on



November 9, 1918, and "Colonel" March 1919. He is a Colonel in the Officers' Reserve Corps.

Colonel Sprague was Commissioner of Public Works for the City of Chicago from 1923 to 1927 and from 1931 to 1933.

He was Democratic Candidate for the United States Senate in 1924.

He is a member of the City Club, Chicago Club, Mid-Day Club and Commercial Club.

Colonel Sprague's home is at 1130 Lake Shore Drive, Chicago.

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CHARLES EDWIN THOMPSON  
Financial Officer  
for the Receiver

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*Agent*

From 1905 to 1908, Mr. Thompson was employed by the Chicago & Milwaukee Electric Railroad Company as its Chief Clerk and Auditor; was General Manager for its Receivers until the 1916 reorganization, when he became Assistant to President, Britton I. Budd of the Chicago North Shore and Milwaukee Railroad. In 1923, he was elected Vice President in Charge of Finance of the Chicago North Shore and Milwaukee Railroad Company, and in 1932 he became Financial Officer for the Receivers. He is similarly associated with the Chicago Rapid Transit Company and with the Chicago Aurora and Elgin Railroad Company.

He has been a Director since 1933.

Mr. Thompson was born in Bartholomew County and educated in Anderson, Indiana. Since 1907 has been a member of the International Accountants Society.

He lives on Bluff Road, Glencoe, Illinois.

# North Shore Line News

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

VOLUME II - NO. 8

SALVAGE ALL MATERIALS ... HELP NATIONAL DEFENSE!

AUGUST, 1941

## C. E. THOMPSON, FINANCIAL OFFICER, DEAD; GAVE LIFE-TIME SERVICE TO ROAD

Charles Edwin Thompson, financial officer for the receivers and vice president of the Chicago North Shore and Milwaukee Railroad Company, died in the Highland Park Hospital on July 24. Death followed a heart attack suffered about two weeks previously.

Funeral services were held at the Wilmette Baptist Church at 2:30 o'clock, Saturday, July 26. Burial was in Memorial Park Cemetery.

Surviving him are his widow, Mrs. Hallie (Robinson) Thompson and three children, Mrs. A. J. Waldorf, Willard C. and Harold R. Thompson. All were at the bedside when death came.

These brief facts tell of the passing of a man beloved by everyone connected with the North Shore Line; one who had given a lifetime of invaluable service to the railroad, its improvement and preservation; one to whom everyone associated with him was more than a fellow worker ... a close friend.

To Mr. Thompson the North Shore Line was "his railroad" and the heavy burden he carried in pulling it through its several dark periods was known only to his closest intimates, for outwardly he was an optimist and always a believer that somehow the railroad would live to be of even greater public service.

He was born in Bartholomew County, Indiana and received his early schooling there and at Anderson, Indiana. For a short time he was connected with the Indiana Union Traction Company and on April 16, 1905 went to work for the North Shore Line as chief clerk and paymaster in the auditor's office at Highwood. He was appointed auditor on October 1, 1907 and auditor for the receivers on March 1, 1908. On April 1, 1913 he was made general agent for the receivers and was charged with the operation of the property.

On September 1, 1918 he was made assistant to the president of the reorganized company and for ten years not only remained in charge of the railroad's operation but was very active in the planning and largely in charge of the extensive financing required. On July 28, 1924 he was made vice president of the railroad and relieved of the responsibility of actual operation. The same year he also became a vice president of the Chicago Rapid Transit Company and the Chicago Aurora and Elgin Railroad and since then had been in charge of the finance and accounting of the three railroads.

Mr. Thompson was active in the religious and social life of the north shore suburbs. For a number of years he had been a member of the board of directors and of the committee on finance and property of the Chicago Baptist Association.

*Oct. 6, 1916 (see Directors' minutes)*





ROY R. THOMPSON  
Freight Traffic Manager  
for the Receiver

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Mr. Thompson is a Chicagoan; was born and educated here, attending grade and high schools; later business college.

He has been with the North Shore Line since April, 1920, coming from the Minneapolis & St. Louis Railroad, which he served as Traveling Commercial Agent. Previous to this he had worked for the Santa Fe Railroad, where he commenced his business career as a stenographer, advanced to Contracting Freight Agent. Mr. Thompson has held various positions in the Traffic Department of the North Shore. In 1926, he was appointed Traffic Manager in Direct Charge of the Department and personnel.

Mr. Thompson lives at 7630 Phillips Avenue, Chicago.

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LINCOLN CUMMINGS TORREY  
Secretary for the Receiver

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Mr. Torrey was born in Byfield, Massachusetts. He is a graduate of Concord, Massachusetts High School, Phillips Academy, Andover, Massachusetts, and received a Bachelor of Arts Degree from Harvard University in 1912.

He served with the Engineering Corps of the Pennsylvania Railroad from 1912 to 1914, and during the following two years was Pilot Engineer of Valuation for that Railroad, as ordered by the Interstate Commerce Commission. From 1916 to 1920, he was Cost Engineer with the Goodyear Rubber Company.

Mr. Torrey entered the service of the North Shore Line in January, 1921 as Engineer Auditor; was Valuation Engineer in 1922, Assistant Treasurer in 1923, Assistant Secretary and Assistant Treasurer in March 1925; and was appointed Secretary and Treasurer in October 1926.

In addition to his duties with the North Shore Line, Mr. Torrey was Assistant Secretary and Assistant Treasurer of the Chicago Rapid Transit Company, of the Niles Center Transit Company. *and Treasurer*

He is now Secretary for the Receiver for the Chicago North Shore and Milwaukee Railroad Company and Assistant Secretary and Assistant Treasurer for the Receiver for the Chicago Rapid Transit Company.

Mr. Torrey lives in Wilmette, Illinois

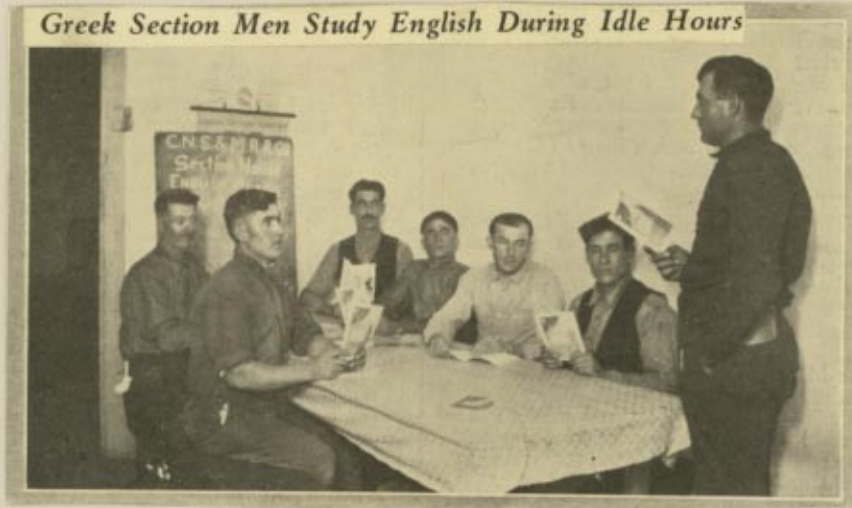
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## AMERICANIZATION WORK

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A great deal has been done by the North Shore Line for its foreign-born employees. These employees are found chiefly among the track laborers. A survey developed the information that many could not read or write English and in most cases they were unable to read and write their own country's language. The large majority were not American citizens and only a small number had declared their intention to become citizens.

*Greek Section Men Study English During Idle Hours*



An experienced man was employed as a Director of Education and Americanization. Evening schools were established in Company buildings.

Classes in English were organized and later a class for foremen. Good progress was made but it was found desirable in the foremen's group to change the name of the group from "Schools" to Foremen's Club".

They elected officers and conducted their meetings, but the original purpose was pursued. Instruction and lectures continued. The turnover in this class of employes decreased greatly, from the time the educational work began. Lessons in American Citizenship were of first importance. The Company made arrangements with the courts in the various cities and the men applied as fast as ready for citizenship papers. This work continued for several years.

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## AWARDS FOR EMPLOYES' IMPROVEMENT SUGGESTIONS

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The Company plan to encourage service improvement suggestions from employes was a successful activity started in 1924.

A Service Committee was formed. Employees most of whom had contact with passengers and shippers, submitted 810 suggestions in one year. The Service Committee awarded 115 cash prizes totaling \$600. for the suggestions which were found to have real merit.

The Company indirectly benefited in the satisfaction employes displayed thru having the opportunity to express their ideas about service improvement.

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The establishment by the President of the Company of the Britton I. Budd Medal for the Saving of Human Life, which is awarded to any employe who saves a human life at any time or at any place, indicates the interest shown in the Safety Department Work. The sole function of that department is the effort to eliminate hazardous conditions, introduction of safety precautions and instruction of employes in safety measures and in first aid to the injured.

The Medal is awarded to any person in the Company who saves the life of another person, anywhere, at anytime, after January 1, 1926.

This Medal has been awarded since January 1, 1926, to the following North Shore Employes -

<u>Employee</u>	<u>Official Citation</u>	<u>Presented</u>
Lyman A. Dean	Sacrificed his life to save the lives of eighteen passengers in his motor coach Northbrook, Illinois October 25, 1926.	February 24, 1927
Lawrence Bentley	Resuscitation from gas asphyxiation of Julius A. Bandmann and Claude VanLaningham, Lake Bluff, Illinois, October 16, 1927.	February 23, 1928
Emmet McShane	Resuscitation from electrical shock of Orville C. Badger, Fort Sheridan, Illinois, November 28, 1927.	February 23, 1928
John B. Andrews	Resuscitation of Henry Kunz from carbon monoxide gas asphyxiation at North Chicago, Illinois on April 9, 1928	January 22, 1929
John J. Walter	Resuscitation from carbon monoxide gas asphyxiation of George Karpeswicz, Chicago, Illinois January 20, 1930.	February 6, 1930
Earl L. McKay	Rescue of Ewald Krook and Sulo Leino from drowning in Roosevelt Park Lagoon, Waukegan, Illinois, February 19, 1931.	February 16, 1932

Prior to 1926 a life saving medal similar to that shown in illustration was awarded to Employees instrumental in life saving.



## EDUCATIONAL WORK

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In addition to the Americanization work among foreign-born employes, the Company gave assistance to employes who were more advanced students, encouraging continuation of their education, especially in business principles governing rail-road operation.

The Company's Educational Director had these matters in charge, and in 1926 reported that forty-two employes attended evening college classes on transportation subjects.

One-half the tuition of such students was refunded to the employe when his course was finished.

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## EMPLOYES MUTUAL BENEFIT ASSOCIATION

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**E. E. FOLDVARY,**  
**Secretary**  
**E. M. B. A.**

The Employees Mutual Benefit Association of the North Shore Line, was formed in the year 1920. Members of this Association receive a sick benefit of \$15.00 a week and a death benefit of \$300. Each member pays \$1.00 a month and the Company contributes 50¢ a month for each membership toward the support of the Association. There were 500 members in the year 1920. This Association is and has been an important factor in fostering friendly relations between management and employees. In 1921 the membership increased 50%, in 1922 - 75%, in 1924 there were 1025 members out of 1350 employees eligible. The Association paid in 1924, sick, accident and death benefits amounting to \$14,172.78.

In 1928, the Association paid out benefits amounting to \$21,257.

In 1929, the membership was 65% of all employees and benefits to the amount of \$20,801.16, were paid.

In 1930 the membership was 72% of the employees. Benefits paid amounted to \$24,097.58.

The total number of employees who are members of the Association and the total benefits paid each year are as follows -

<u>Year</u>	<u>Number of Members</u>	<u>Amount of Benefits Paid</u>
1930	1,246	\$ 24,097.58
1931	1,250	14,659.21
1932	1,125	15,010.75
1933	1,104	11,908.25
1934	1,123	15,782.55
1935	1,120	16,459.19
1936	1,140	20,234.80
1937	1,141	17,507.05
1/1/38 to 6/30/38	1,135	<u>8,640.00</u>

Total paid to employees and  
their beneficiaries \$144,299.38

## GROUP INSURANCE

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Employees were first benefited with North Shore Line group insurance in the year 1925. Policies for \$1000. life insurance and \$1000. additional in case of dismemberment or death from accidental cause were taken out by the Company in the Metropolitan Life Insurance Co. for each employee.

In 1925 it was made possible for employees to take out \$1000. additional insurance.

This insurance is in addition to that provided by the Employees Mutual Benefit Association. The Company pays part of the Group Insurance premium.

The total amount of the insurance policy of the Company covering the employees, varies from year to year, but is usually about \$2,800,000. Claims paid to employees under the group insurance have been in one year as high as \$54,216.

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INTERURBAN  
EMPLOYEES' INVESTMENT FUND

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In 1929, at the peak of our prosperous period of the '20s, when large fortunes were being made in stocks and other investments, the employees of the Chicago North Shore and Milwaukee Railroad Company, the Chicago, Aurora and Elgin Railroad Company, and the Metropolitan Motor Coach Company, requested that the officers of their companies organize a mutual investment trust, principally for the purpose of capital appreciation.

Accordingly, there was organized on July 26, 1929, a savings fund known as the Interurban Railroad Employees' Investment Fund No.1, to which the employees of the transportation companies mentioned were permitted to subscribe. The maximum subscription allowed, was 200 units for cash at \$50. a unit, total \$10,000. On the installment plan, only 100 units might be purchased at \$50. a unit, total \$5,000. The installment units were paid for monthly at the rate of \$1.00 a unit, and the payment was made through deduction from the pay check of the subscriber. The subscriber authorized the Auditor of his Company to make the deduction. When the subscription closed, 71% of all those eligible had subscribed.

The Fund at the beginning was administered by five trustees, Britton I. Budd, R. Floyd Clinch, Charles E. Thompson, John H. Gulick and Bernard J. Fallon. It was the duty of the Trustees to invest the funds in securities for the purpose of appreciation of principal, as well as for income.

The Fund was maintained until August 1, 1932. The Railroad Companies were then in Receiverships and the Fund was terminated as of that date, August 1, 1932.

A second fund was formed, known as Investment Fund No.2. The No.1 Fund subscribers were privileged to transfer their interest in that fund to the No.2 Fund, as described in the Trustees letter to subscribers, dated August 8, 1932. No new subscribers were accepted in the No. 2 Fund, the participation being limited to those who had subscribed to the No. 1 Fund. The employees' confidence in the management of the Fund was shown in the fact that practically all the subscribers to the No. 1 Fund transferred their interest to the No.2 Fund, although the No. 1 Fund had shown a loss. Those few who withdrew altogether were paid the cash value of the units at August 1, 1932, which was \$24.57 for each fully paid unit and \$8.57 for each installment unit.

The subscribers to Fund No.2 on the installment plan, paid 20 cents a unit monthly. This was just 1/5th of the original monthly payment agreed to on May 17, 1932, when the No. 1 Fund termination date was extended to July 29, 1939.

Investment Fund No.2 is dated August 8, 1932, and will be terminated July 29, 1939, the date the No. 1 Fund would have terminated.

In the No. 2 Fund, there were 5,719 units subscribed by employees of this Company, 3,052 units subscribed by the employees of the Chicago Aurora and Elgin Railroad and 106 units subscribed by the employees of the Metropolitan Motor Coach Company. The total capital subscription at the time of the reorganization into Fund No. 2, was 8,777 units at \$50. each, \$443,850.

The present trustees of the Fund are, Colonel Albert A. Sprague, Bernard J. Fallon, Charles E. Thompson, Thomas J. Kavanagh and A. J. Kjellquist. The two latter trustees are members of Division 300 of the Amalgamated Association of Street and Electric Railway and Motor Coach Employees of America.

The Fund has made a profit in each year up to and including the year ended December 31, 1937.

The Trust Agreement, dated July 20, 1936, was amended to permit payment of dividends before the expiration of the trust. The unit dividends which have been paid to each subscriber were -

\$7.00 dividend on September 15, 1936

3.50 dividend on December 24, 1936

1.00 dividend on December 23, 1937

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\$11.50 - Total dividends paid

The remaining value of each unit on June 30, 1938, was \$25.80.

The depreciation suffered in the first months of 1938 is rapidly being made up, and it is expected that before the close of the year 1938, a profit will be shown for Fund No. 2.



## MEDICAL SERVICE

The Company's Medical Department is maintained to attend to the physical well being of the employes. Frequent examinations are made of the physical condition of employes to detect any unsatisfactory health condition before it becomes serious. The right physical condition of railroad employes is of the greatest importance to our customers.

Sanitary inspection of the Company's properties are made at frequent intervals. The First Aid Equipment at various locations along the road is inspected often to be sure it is ready for emergencies.

The Medical Department has rendered service to employes in as many as 11,394 cases in one year.

Systematic education in first aid work is an activity of the Medical Department. Employes are trained to be able to give help in any kind of emergency. Classes in the training were large and diplomas were given. There have been a number of actual instances of life saving.

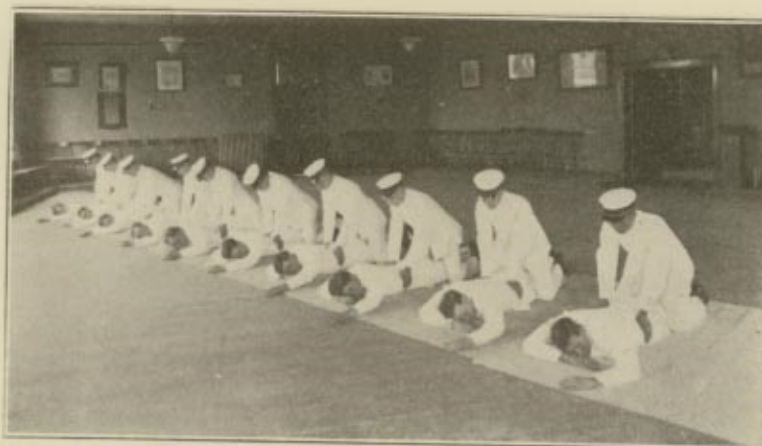
The Company's First Aid Drill Teams were among the best in the country. The Girls' First Aid Team attracted favorable attention.



FIRST AID MEN IN ACTION ON THE JOB



Girls' First Aid Team in Action



First Aid Team Applying Prone Pressure System of Resuscitation

## PENSION OR SERVICE ANNUITY PLAN

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Those who grow old in the service of the North Shore Railroad, are assured a steady income for the remainder of their lives.

That is accomplished thru the Company's Service Annuity Plan established in May 1924. Male employees reaching the age of 65 years and female employees having attained 60 years, provided they have been in service ten years or more, may be retired on a pension.

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## SOCIAL ACTIVITIES

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Athletic sports and social activities are encouraged among employees. Meeting places, commissary service and financial assistance are furnished.

In 1923 the North Shore Line Club was formed to direct social and athletic activities. This club started the publication of the "Highball"- a monthly paper to be devoted to the Club's activities. The Company's Publicity Department took the paper over as the Club was unable to pay the expense of printing, etc.

This employees' publication <sup>was</sup> is the railroad family paper. The North Shore Bulletin contained articles of general interest to residents of communities on the North Shore and was distributed to passengers and stockholders.

Each year the employees give a Field Day and have one or two theatrical performances. They have a bowling team, a ball team, a Post of the American Legion, a Company Section Group of the American Electric Railway Association, Glee Club, Garden Club and Company Band, also Girl's Service Club, Choral Society, Stringed Orchestra and Amateur Photography Awards.

The Christmas Party, an annual function, was usually attended by 4,000 employees and members of their families.

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## VETERAN EMPLOYES' "TWENTY-FIVE YEAR CLUB"

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Edward A. Nevins

The idea of forming this Club was originated by Edward A. Nevins, Chief Load Despatcher, in the year 1929. The organization was completed March 19, 1931. The purpose of the Club is defined in its by-Laws as follows -

"It is a social organization aiming to promote a helpful and fraternal fellow feeling among its members; to afford an opportunity for the discussion of subjects of mutual interest; to inspire and maintain

a spirit of loyalty, mutual respect and confidence between those engaged in railroad service; to cherish the memories and traditions of past association, and to promote the good name of the Chicago North Shore and Milwaukee Railroad Company."

The first officers and executive Committee elected were -

George Merriman	President
Frank May	Vice President
Elmer Brown	Treasurer
E. A. Nevins	Secretary

Executive Committee	C. Huttleston
	Wm. Schultz
	Wm. Ludwig

The Past Presidents of the Club, are

George Merriman	1931
Mort Gilkeson	1932
Joe Simons	1933
Louis Homan	1934
John Gartley	1935
J. S. Hyatt	1936
Clifford Huttleston	1937
William Ives	1938

The Veterans Club edits and publishes the "North Shore Line Veterans Club Bulletin," an annual publication. There have been two issues, January 1937 and January 1938, containing reminiscent narrative of the Railroad and its employees.

The names of the Club members and the dates of employment follow -



Harry Burke	April 23, 1906
Harry Milford	May 1, 1906
Joe Simons	May 12, 1906
P. D. Albright	May 20, 1906
John Johnson	June 10, 1906
John McMahan	June 21, 1906
Hans Jensen	Aug. 1, 1906
Sam Shawcroft	Aug. 18, 1906
Oscar Joyner	July 31, 1906
Paul A. Geisler	Nov. 10, 1906
J. W. Decker	Nov. 26, 1906
S. M. Carroll	Apr. 7, 1907
Bill Ives	June 17, 1907
Chas. Lepke	July 11, 1907
Jas. Radke	Aug. 28, 1907
C. B. Willison	March 2, 1908
Otto Peters	March 15, 1908
Wm. P. Byrne	May 29, 1909
H. Ponko	Aug. 26, 1909
Roman Noski	Sept. 1909
Wallace Smith	Dec. 1909
Wm. H. Burke	Oct. 13, 1909
Sam Murray	Dec. 21, 1909
Mike Nathans	Apr. 1, 1910
Harry R. Ford	March 14, 1910
Geo. Mansfield	April 30, 1910
George Noske	May 8, 1910
C. R. Pettingill	April 10, 1910
Boyd A. Bagley	July 10, 1910
G. S. Ingraham	Nov. 19, 1910
X G. T. Hellmuth	March 23, 1911
L. H. Olinger	April 12, 1911
Aug. Tapp	April 1911
Frank Golden	May 1911
R. E. Pierce	Aug. 10, 1911
Howard Amsden	Feb. 17, 1912
J. B. Thorsen	May 3, 1912
R. L. Hand	9- 2- 1906
A. E. Zell	10- 2- 1912
X Edgar L. Wood	1- 1909



Geo. Merriman	June 1, 1898
Frank Curley	Aug. 8, 1898
Geo. Brean	1898
H. P. Price	Apr. 4, 1899
Nick Williams	May 1899
E. W. Kesler	July 16, 1899
John Gartley	July 24, 1899
Elmer Brown	July 25, 1899
Geo. Glader	1900
Henry Liske	Apr. 5, 1900
Lee Vedder	May 1, 1900
Merle Young	Sept. 1901
Bob Lyon	June 1, 1900
Chas. Brace	May 12, 1902
Ed Nevins	Sept. 1, 1902
Anton Colleen	Apr. 15, 1903
Bill Williams	Apr. 2, 1903
Chas. Lundgren	May 7, 1903
Jess Hyatt	June 1903
Tom Marks	Aug. 5, 1903
Bill Fitzgerald	Oct. 17, 1903
Clif Huttleston	Mar. 4, 1904
Bill Ludwig	Apr. 11, 1904
Chas. Litchfield	May 18, 1904
Bill Schultz	June 4, 1904
Paul Kerpan	July 1904
Frank May	Aug. 2, 1904
Geo. Grabbe	Sept. 4, 1904
Joe Kehrwald	Sept. 11, 1904
Wm. Marcy	Sept. 1904
Bill Steffen	Oct. 1904
Chas. E. Thompson	Apr. 16, 1905
Louis Homan	May 6, 1905
Geo. Welock	May 1905
Andrew Peterson	Sept. 2, 1905
Bill Hasney	1905
Clarence Robinson	Oct. 8, 1905
A. H. Baker	Dec. 16, 1905
Louis Larsen	Dec. 20, 1905
H. K. Syson	Feb. 6, 1906
Mort Gilkison	Apr. 11, 1906
Tom Russell	Apr. 12, 1906