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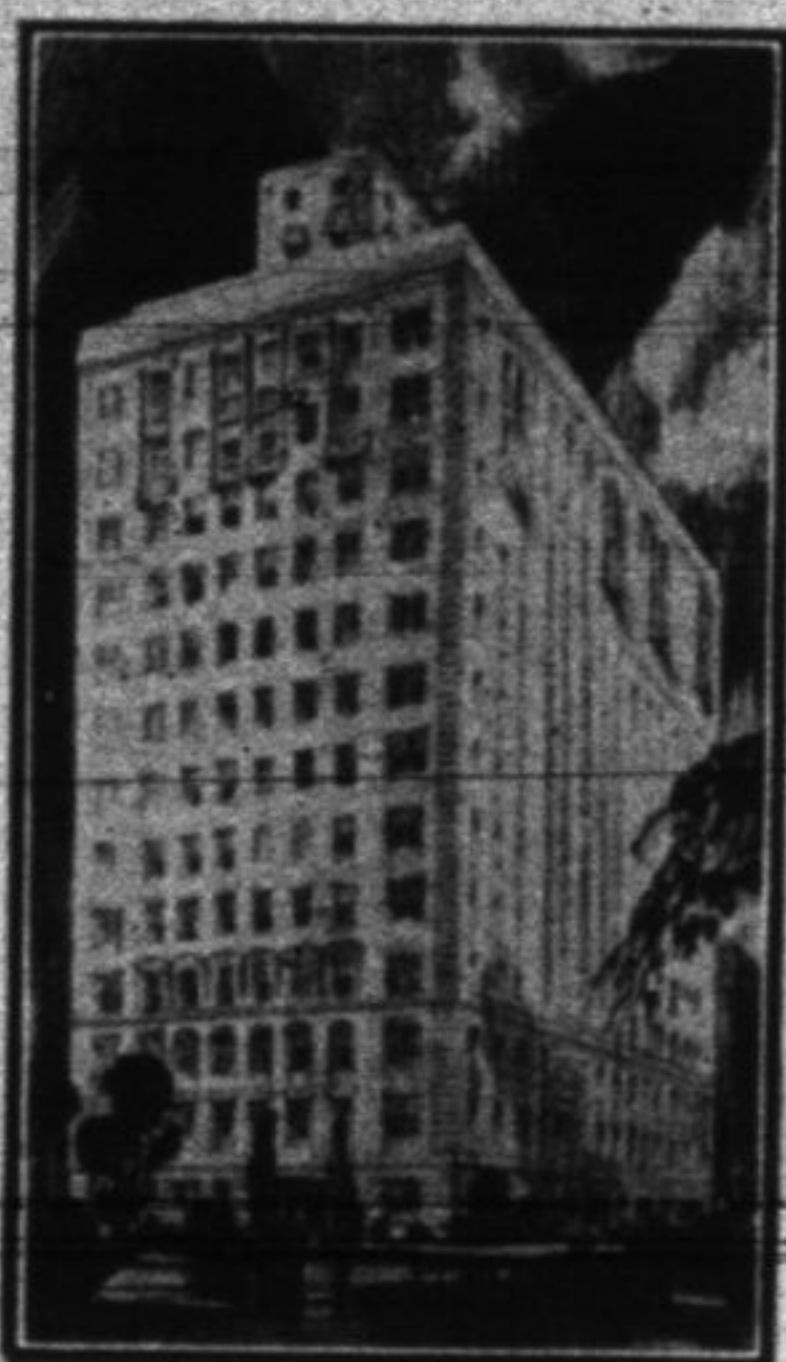
Rainbo Dinner . . . 1.00

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NORTH SHORE LINE WINS SPEED TROPHY

**NORTH SHORE LINE
WINS SPEED TROPHY**

Awarded 1931 Electric Traction Prize at Annual Convention Last Week

Service furnished north shore cities by the Chicago North Shore and Milwaukee railroad is the fastest supplied by any electric railroad in America. This fact was established last week when the North Shore line was awarded the 1931 Electric Traction speed trophy at the annual convention of the American Electric railway association in Atlantic City, N. J.

The north shore won the distinction in competition with 14 other railroads in the United States.

64.58 Miles an Hour

According to the report of the committee on awards, official records show that the North Shore line operates limited trains a distance of 88.02 miles between downtown Milwaukee and the Chicago Loop

at an elapsed time operating speed of 48.01 miles per hour, including 16 regular stops. The speed trophy was awarded on the basis of elapsed time. Operating speed on the North

Shore line, not including stops, is 64.58 miles per hour, the records show.

Second and third honors went to associated electric inter-urban lines serving territory to the east and west of Chicago. The South Shore line, operating between Chicago and South Bend, Ind., was second with an elapsed speed of 47.6 miles per hour, over a distance of 89.8 miles, including five stops. Third honors were won by the Chicago Aurora and Elgin railroad (Sunset Lines), with a record of 41.5 miles per hour over an operating route of 41.5 miles, with 12 regular stops.

Outline Point

The award of the 1931 Speed Trophy was made by a committee composed of Thomas Fitzgerald, vice-president and general manager of the Pittsburgh Railway company; Walter A. Draper, president of the Cincinnati Street Railway company, and S. A. Greenland, vice-president

and general manager of the Pittsburgh Railway company. In its report the committee said:

"During the contest period from Feb. 15 to Aug. 15, the Chicago North Shore and Milwaukee Railway operated at an average speed of 48.01 miles per hour between the terminals of Milwaukee and Chicago. The distance between terminals is 88.02 miles, and the number of regular passenger stops is 16. Records show that this company operated an average of 97.15 per cent on time for this period in spite of the fact that a very severe blizzard on March 7, 8, and 9 brought down the percentage of trains on time for the month of March to 88.92.

Held Cup Twice Before

"This is not the first time that the North Shore line has been the winner of the cup, as it held it in 1927 and 1928, but lost first place in 1929 and 1930 to the Chicago South Shore and South Bend Railroad. In 1925 and 1926, the Galveston-Houston Electric railway was the winner of the cup.

NETTIE and NUTTY *Broadcasting For* STEFFEN AUTO SUPPLY
15-17 N. Second St. Phone H. P. 350



THURSDAY, OCTOBER 8, 1931

Deerfield

About 150 attended service at the local church on Wednesday (ye

Mrs. Frank Highland Park underwent a Wednesday (ye

Carl Knigge, successor of a he caught on Sunday. It had

Mrs. Robert certain her next Tuesday in Highland Park

Mrs. Fred L. even guest of of Evanston

Miss Martha spent last week their sister, Cross Plains,

Mrs. Irving capably managed A. rummage sale several years cleared about the rummage derwear and sellers. Not this year, no as in previous made the pr

Mr. and Mrs. children left Ill., where visiting relatives guests of Mrs. Antes Dickman at Melvin.

Miss Lois a group of formal dancing evening at place.

Brand I in the past years are anniversary years ago the interior chelt Jr. F. ed by the

Mr. a tended the sary cele Hotel Sh day event

Mr. a Viola R. Rockenba services cago, on in the l A large relatives Deerfield the cem

Mrs. with Mr nut stre

Mrs. S serious rived fr a visit Mrs. V avenue,

Bern and Jo ided Mr twenty their with t Oak.

Mrs. ing h Thurs