

Acknowledgements

I can be a bit of a loner. Writing as a process is a lonely calling. But research studies are not conducted in the vacuum of loneliness. I had a lot of help in this effort over four decades. Because of the long timeframe it took to research the South Shore Line story, several of the people who helped have passed away, but I would be remiss if I failed to mention them here alongside the living.

Early in the course of my research, I worked with Mike Chmielewski on the film production *Passengers Use Light at Night*. Mike's wisdom was to focus on the history of the people involved with the railroad, not the railroad itself. Mike's wisdom has informed my research ever since. Dr. Donald Marti, Associate Professor of History at Indiana University, South Bend, taught me how to delve into the history of thought; for that shift in my thinking, I am truly grateful. I must thank Connie Rogers of Terra Law Group, LLC, for further sharpening my focus on people to include their significant impacts on areas outside of the South Shore Line story.

The sections covering the South Shore Line coaches, parlors, and dining cars were written with the help of Dan Gornstein of the engineering department at NICTD, and the editing skills of Roy G. Benedict of the Shore Line Interurban Historical Society. Without Dan's engineering knowledge and Roy's skill at making the story of the car equipment complete, I could not have written anything comprehensive about such a complex topic.

One of the conundrums I faced in writing about the South Shore Line was to determine what topics were of the greatest significance. No person has had a greater impact in my determining the area of the historical significance of the South Shore Line than Mitch Markovitz. Mitch's understanding of how race impacted the history of the South Shore Line certainly made a lasting impression on me. John Hankey, Adjunct Professor of History at the University of Nebraska, Omaha, tutored me in the art and science of weaving the South Shore Line story into the greater narrative of race relations across the full scope of railroad and national history.

Robert Winkler of Michigan City, Indiana, has shaped the overall narrative of the South Shore Line story. First, with his work with Fran Piest, Grace Doderlein, and Pat Moody at Save Our South Shore, the organization the four of them formed to fight the South Shore Line passenger service discontinuance petition of 1976, and second with his work to introduce me to the men of the South Shore Line and their stories.

No understanding of the South Shore Line story can be complete without the help of men at all levels of the company's history. South Shore Line motorman Carl

Edward “Ed” Hedstrom, Jr., with his fantastic institutional memory and vast collection of company files were crucial in setting this story on the correct course. Don Lyons, P.E., civil engineer, helped explain to me how the original engineering of the South Shore Line proceeded and then changed over time. Samuel Insull, Jr. took the time to patiently explain what managing the South Shore Line was like in the 1920s, that period which evoked the greatest emotions for many who follow the South Shore Line story, emotions both positive and negative.

Film editing was one of my favorite activities, but I find it challenging to edit my own writing. My bride, Lisa Gardner Harris, has the talent to patiently edit the classical music compositions she lovingly creates. How Lisa found the time to help me with the editing of this volume, my fat masterpiece, is a wonder to me. Then again, Lisa got me through law school and the bar exam as well. I owe Lisa a lot more than this simple acknowledgement.

Bob Harris, Mesa County, Colorado. 20 February 2023.