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uring 1918, net income was \$255,619.88, but the gross operating revenue increased \$1,148,601.70, partially due to the traffic of war activities in the various cities and particularly at Great Lakes and Fort Sheridan. until war ended on November 18, 1918.

War Traffic

A succession of record blizzards in January and February, 1918, caused operation costs to increase approximately \$150,000. During these blizzards exceptional service was performed by the North Shore trains which created much favorable comment.

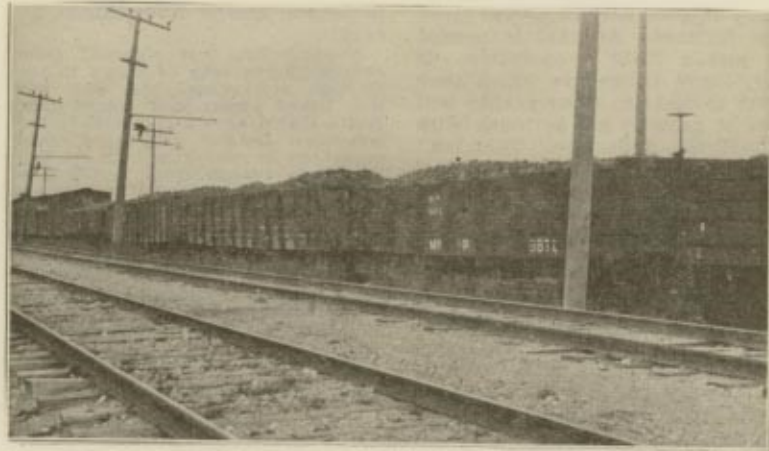
Blizzards



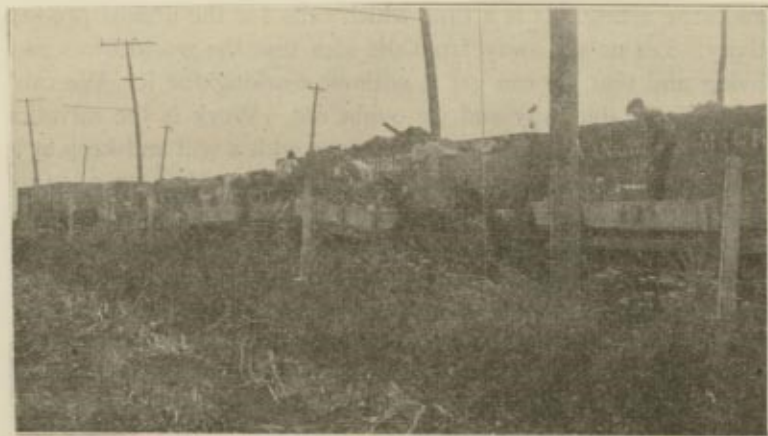
Clearing tracks after heavy snow storm



Loading
Cabbages and
Farm Truck
on North
Shore Line



Cars loaded with Sugar Beets on North
Shore Line



Bringing RR
Service to
the Farmer's
Door

Reconstruction, additions and betterments, in 1918, cost \$511,639.33. In 1918, the Company issued \$370,000. First Mortgage 5% Bonds to provide for part of that expense. The bonds could not, because of the war, be sold on a satisfactory basis. Accordingly, \$385,000. 7% Serial Notes were issued, due in one and three years, divided -

\$125,000. due June 15, 1919, without collateral
\$260,000. due June 15, 1921, with \$370,000. First Mortgage Bonds as collateral

Traffic in 1919, after the war, decreased sharply. The gross operating revenue increased \$337,945.93, but net income showed a decrease of \$103,239.59. This decrease is attributable to increase of \$300,000. a year in wages effective August 1, 1919.

The North Shore and the Northwestern Elevated Railroad Company, through negotiations with the Chicago, Milwaukee & St. Paul Railway Company, secured a lease March 31, 1919, expiring January 8, 1944, of all the rights and property of the St. Paul Company on what is known as its Evanston Division, between Irving Park Boulevard in Chicago, and Linden Avenue, in Wilmette, and provision was made for the operation of the trains of the North Shore Company to the Union Loop in the City of Chicago.

The North Shore Company leased a two story building at 209 South Wabash Avenue, Chicago, remodeling and equipping it with all conveniences for passengers. Direct access for boarding and leaving trains is provided by a passageway from the Elevated station platform, at Adams and Wabash, to the second floor of the North Shore Station.

Main floor
North Shore
Passenger
Station -
Chicago
1919



First
Mortgage
5% Bonds

Wage
Increase

Trains to
Operate into
Chicago Loop

Adams and
Wabash
Station



Waiting Room North Shore Passenger
Station - Chgo - 1919



Restaurant North Shore Station
Chicago - 1919

Trains of the North Shore Company commenced to operate to and around the Union Loop August 6, 1919. The commencement of this service marked another means of easy and convenient transportation for the merchants and citizens of the cities and towns between Chicago and Milwaukee, and passengers were thus enabled, without the use of taxicabs or street cars, to board a train in the heart of the business district of Chicago and be transported to the heart of the business district of Milwaukee.

Around Loop
Operation
Started

The extension of the passenger service into Chicago and the rapid growth of the merchandise despatch business, necessitated the purchase of additional equipment. Safety cars were purchased for use in the city service in Waukegan and North Chicago. The new equipment, which cost approximately \$800,000, was financed thru an Equipment Trust, providing for the issuance of \$550,000 of Equipment Notes dated August 1, 1919, maturing serially over a ten year period, with interest at the rate of 6% per annum the balance being payable from current funds.

Waukegan
and North
Chicago
Safety Cars

Equipment
Notes

During 1919, the Company expended for additions and betterments and for reconstruction, the sum of \$763,680.27. To provide part of the funds for this work, \$491,200 of its First Mortgage 5% Bonds were issued. As it was not possible to sell long term securities on a satisfactory basis, the Company issued and sold \$600,000 of One Year 6% Notes, secured by the deposit of \$857,200 of its First Mortgage Bonds.

First
Mortgage
Bonds

\$600,000
One Year
Notes



At the time this picture was taken in 1919, at Harrison St., Milw. this trio enjoyed the distinction of being the only work train crew there. From left to right the men are: J. Davis, P. Geisler and Ben Schaffer.