

## CHAPTER XVI

In the year 1922, there was a revival in general business conditions, which was reflected in better returns from operation of the North Shore Line. The increase in operating revenue in 1922 was \$507,145.54, equal to 11.26%. This compares with an increase in the preceding year of \$307,136.81, equal to 7.32%. The increase in net income was \$128,208.99 equal to 32.9%.

Increased  
Net Income

The merchandise despatch business has shown a continuous growth; the increase in 1922 over 1921 being equal to 54.6%, although on July 1, there was a decrease in merchandise rates of 10%.

Merchandise  
Rate  
Decrease



Merchandise Despatch Train, North Shore  
Line



Snow plow on North Shore Line, designed for a double-track railroad, throwing the snow to one side only and cutting a path two feet wider than the width of the car.

It is known as a double-end plow and works from either end. The plow has a drop nose which runs close to the rails in ordinary service, but can be raised in crossing bridges or roads.

On February 15, 1922 the operation of Limited trains was extended to Sixty-third Street and Dorchester Avenue over the tracks of the South Side Elevated Railroad, in Chicago.

"Limited Service to 63rd St."

On the same date a new service known as the Eastern Limited was added for the accomodation of passengers on the Twentieth Century of the New York Central Lines and the Broadway Limited on the Pennsylvania System.

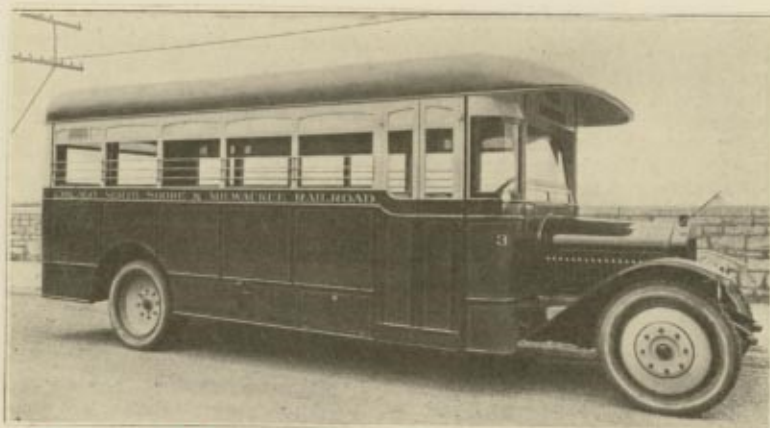
"Eastern Limited"



Interior of Parlor Observation Car on "Eastern Limited" - 1922



Motor bus operation began August 12, 1922 between Kenosha and Lake Geneva and between Kenosha and Waukegan on December 23rd, 1922, the buses operated on a regular daily schedule in conjunction with passenger service on the Main Line. Through tickets were sold between points on the Railroad and points reached by the motor bus lines.



Type of Bus used on Kenosha-Lake Geneva Route



Interior view of New North Shore Line Station  
Lake Geneva, Wisc.



Interior  
of  
Kenosha  
Station



Station at Kenosha, Wisconsin, which was opened to  
the public August 12, 1922.  
With the exception of the Milwaukee Terminal, the  
Kenosha Station was then the most imposing on the road



The expenditures during the year for additions and betterments and for reconstruction amounted to \$1,125,833.31. This amount included \$267,933.35 for new equipment. This equipment was financed through an issue of \$600,000. of Equipment Notes, out of which, the above amount, \$267,933.35, was expended in 1922, and the balance paid out in 1923, as the cars were received.

\$600,000.  
Equipment  
Note Issue

At December 31, 1922, the officers of the Railroad were-

Officers

Samuel Insull	- Chairman, Board of Directors
Britton I. Budd	- President
R. Floyd Clinch	- Vice President
C. E. Thompson	- Assistant to the President
W. V. Griffin	- Secretary and Treasurer
Florence M. O'Donnell	- Assistant Secretary
John Evers, Jr.	- " "
L. C. Torrey	- Assistant Treasurer
T. B. McRae	- General Auditor
C. R. Mahan	- Auditor
Ralph R. Bradley	- General Counsel

Under the proposed plan of recapitalization of the Company, it was planned to offer to the employes and patrons an opportunity to acquire an interest in the Company through the purchase of stock.

Employe Stock  
Purchase  
Plan