

new feature for the benefit of employes and their dependents in the

Employes  
Group  
Insurance

form of group insurance was introduced by the Company at the beginning of 1925. Through an arrangement with the Metropolitan Life Insurance Company, policies for \$1,000. life insurance and an additional \$1,000. in case of death or dismemberment through an accident were taken out by the Company for each employe.

The educational department maintained by the Company for the benefit of its employes did a great deal for the morale of the working forces, especially among those commonly classed as unskilled. Classes in English, for foreign-born track laborers, in public speaking, electricity, operation of air brakes and similar subjects, were conducted regularly throughout the year, and a number of educational and social clubs were organized. Private instruction in arithmetic and mechanical drawing was provided for those who were unable to attend the regular classes.

Educational  
Department

On the motor coach routes, operated as auxiliary to the high-speed electrically-operated railroad, 963,503 passengers were carried, an increase of 175,376 over the corresponding year.

Motor Buses



General John J. Pershing on his Farewell Inspection of Camp Grant, rode from Evanston to Rockford on a North Shore Line Parlor Motor Coach -1925

Operating revenue in 1925, was \$6,850,165, an increase of \$651,178 over 1924. Gross income, after operating expenses, depreciation and taxes, was \$1,613,621, an increase of \$302,318. Net income after fixed charges was \$780,630, an increase of \$79,910.

Increased Net Income

The steady growth in business is indicated by a comparison of gross operating revenue per mile of road over the last ten years:

10-Year Comparison of Operating Revenue

Year	Revenue Per Mile	Year	Revenue Per Mile	Year	Revenue Per Mile
1916	\$12,688	1919	\$33,278	1922	\$48,472
1917	19,203	1920	40,558	1923	57,498
1918	31,798	1921	43,528	1924	59,962
				1925	63,251

Another interesting sidelight on the growth in the Company's business is the fact that in 1925 operating revenue was six times that of 1916.

During 1925 the Company sold \$9,950,000. par value of First and Refunding Mortgage 6% Gold Bonds.

Ist & Refd Mtge 6% Gold Bonds



Additional issues of 7% Cumulative Prior Lien Stock aggregating \$3,500,000. were authorized. Cash sales of Prior Lien Stock in 1925 totalled \$2,884,800.

\$3,500,000.  
Prior Lien  
Stock Issue  
Authorized

The Skokie Valley Line connects at the south with the present main line at the northern Chicago city limits, bisects the famous Skokie Valley and Lake County countryside, joins the old main line at North Chicago. It provides transportation for the "Valley" and to Libertyville and Mundelein, and is also a high-speed outlet for through traffic from Chicago to Milwaukee. Enlargement of the Company's merchandise despatch service was made possible when this line was completed.

Skokie  
Valley  
Line

During 1925, the public suggested names for the nine new stations north of Dempster Street. The contest attracted very wide interest, more than 75,000 names being offered. The following names were selected - "Harmswood", "Glenayre", "Wau-Bun", "Northbrook", "Woodridge", "Briergate", "Highmoor", "Sheridan Elms" and "Skokie Manor".

Skokie  
Valley  
Station  
Names

With the completion of the Skokie Valley route, the Company owned and operated approximately 230 miles of single track. It is significant that between Chicago and Milwaukee all of the right of way, excepting 3 miles, is entirely owned by the Company.

On the main line the old rail was replaced with 100# rail. Riding comfort was greatly enhanced.

An important advancement was the re-alignment of the track at Grove and Madison Streets, Milwaukee to improve the curvature.

Track  
Realignment  
in Milwaukee



Badger Limited, July 19, 1924, one of the high-speed trains. This train leaving Dorchester Avenue at 5:48 A.M., leaving the Union Loop, Chicago, at 6:15 A.M., arrived in Milwaukee at 8:26 A.M., making the run between the business districts of the two places, a distance of 85 miles, in two hours and eleven minutes.

The middle car is one of the all-steel diners operated in 1924 on five of the north-bound trains daily. These cars weigh about 110,000 pounds each, are equipped with four motors, with a total capacity of 560 horse power, seat 28 at tables.



Catenary  
Tower  
Construction

Considerable progress was made in 1925 with ~~construction~~ installation of steel towercatenary construction. This involved the setting of steel poles on concrete piers, replacing existing wood poles and also extensive improvement of the usual form of overhead trolley wire system.



Steel Tower Catenary and Northbrook Station  
on the North Shore Line in 1924

In 1925 building started on the steel bridge over Oklahoma Avenue, at Milwaukee.

The new station and platform, at Ravinia, was practically completed.



Ravinia Station  
Officially Opened  
May 17, 1924

Year 1925  
Improvements

Some impression of the improvement work in 1925, may be gained from the fact that 34,073 ties were renewed, 7,178 tons of 100# rail laid 30,902 rail anchors installed, 476 concrete piers sunk for catenary construction, 33500 lineal feet of stone and cinder ballast laid, six bridges installed entailing 11,600 pounds of steel and 1,470 cubic yards of concrete and 15,600 yards of excavation or fill completed, as well as 13,350 yards of ditching, in addition to countless other smaller items entering into proper maintenance of tracks, buildings and equipment.

At the end of 1925, the North Shore Line was operating 47 limited trains daily between Chicago and Milwaukee, in addition to its express and local service.

The "Northland" and the "Metropolitan", fast trains, were placed in service in 1925.

New Fast  
Trains

Double-tracking of the line between Lake Bluff and Mundelein was completed in July, 1925, and a frequent service was started.

Parlor and dining car facilities on the Limited trains continued to be popular, on a constantly increasing scale. Seventy-nine thousand meals were served and 39,000 riders carried in the parlor cars in 1925.

79,000  
Meals



Chicago Passenger Club on annual outing on North Shore Line



The rolling stock of the Company at the end of the year 1925 consisted of 173 passenger cars, 43 merchandise despatch cars, 197 box cars and gondolas, 17 electric locomotives and work cars and 68 motor coaches and a large number of motor trucks. All of the cars used in the Chicago-Milwaukee service are of steel construction.

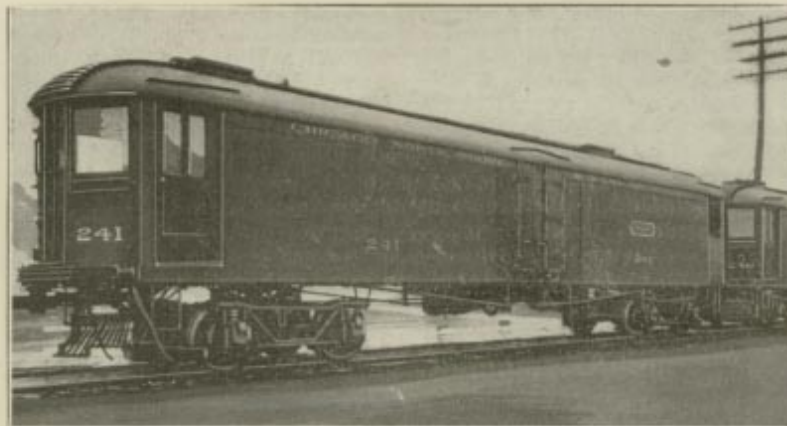
Rolling  
Stock

To provide for the growing traffic, 20 additional passenger cars and 3 more diners were ordered at a cost of \$800,000.

New Cars

Five merchandise despatch refrigerator cars were placed in merchandise despatch service in 1925. These carried fresh meat, vegetables and other perishables to North Shore communities.

Refrigerator  
Cars



Refrigerator Cars, North Shore Line - 1925

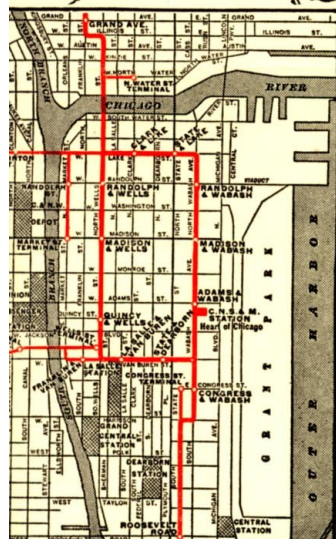
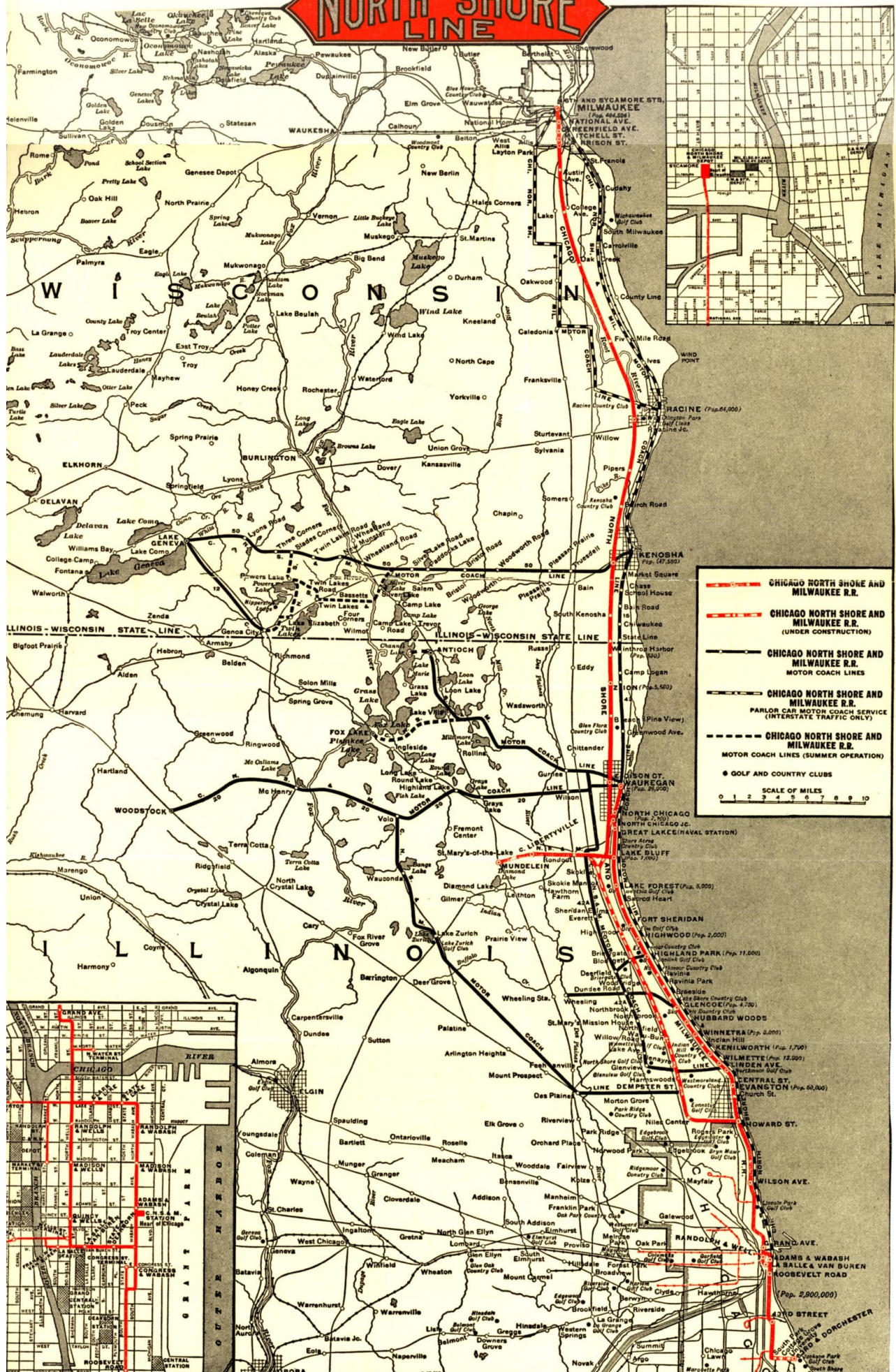
The Company's motor coach business showed a constant increase. The Company had 68 motor coaches of improved type, operating upon eleven regular routes and providing a much needed auxiliary service to residents of the countryside. In addition to the regular routes, the Company's chartered coach business increased.

Motor  
Coach  
Buses

The stockholders of the North Shore Line at December 31, 1925, numbered 8,250, the majority of these being residents of the communities served. The larger percentage of the Company's employes were stockholders, at December 31, 1925.



# NORTH SHORE LINE



**CHICAGO NORTH SHORE AND MILWAUKEE R.R.**

**CHICAGO NORTH SHORE AND MILWAUKEE R.R. (UNDER CONSTRUCTION)**

**CHICAGO NORTH SHORE AND MILWAUKEE R.R. MOTOR COACH LINES**

**CHICAGO NORTH SHORE AND MILWAUKEE R.R. PARLOR CAR MOTOR COACH SERVICE (INTERSTATE TRAFFIC ONLY)**

**CHICAGO NORTH SHORE AND MILWAUKEE R.R. MOTOR COACH LINES (SUMMER OPERATION)**

● GOLF AND COUNTRY CLUBS

SCALE OF MILES  
0 1 2 3 4 5 6 7 8 9 10