



o increase facilities for handling the steadily growing business at Howard Street, the north city limits of Chicago, the Company built a new passenger station, which was opened to the public in January 1930. It has five display windows on Howard Street and contains soda fountain, lunch room, magazine stands telephone booths and other public conveniences.

Howard
Street
Station



North Shore Line station at Howard Street. The station is located on the north side of street, directly across from the "L" station. Rapidly increasing business at this point made it necessary to provide separate quarters for North Shore Line passengers. The above picture shows the entrance to the station.

A new stop was established on the Loop at Clark and Lake Streets for the convenience of customers boarding trains on the north side of the Loop. Considerable and increasing traffic had been developed at this station. Customers may board trains on the Loop at four convenient points.

"Loop"
Stops

Revenue from railway operation was \$6,672,508.37 compared with \$8,020,762.28 for the year 1929, a decrease of \$1,348,253.91. Operating expenses were \$5,638,471.20 compared with \$5,913,692.01 last year, a reduction of \$275,220.81. Net revenue from railway operation was \$1,034,037.17 compared with \$2,107,070.27 in 1929, a decrease of \$1,073,033.10. Gross Income available for return on the investment was \$2,173,885.87 an increase of \$5,562.37.

Increased
Gross Income

The decrease in revenue from railway operation was due to the general business depression during the year which affected the rail carriers as well as other branches of industry. The decrease in revenue was partially compensated for by a reduction in the operating expenses.

General
Business
Depression

The Company disposed of its Skokie Valley Realty Association holdings at a substantial profit. With certain investments which were sold, a profit of \$901,162.16 was realized.

Skokie
Valley
Realty
Ass'n.



An aerial view of one of the many suburban residential communities along the North Shore Line. It shows the growing Community of Niles Center, which has developed

Niles Center

rapidly since the Skokie Valley Route was placed in service. The straight line running from the lower right to the upper left of the picture is the "North Shore Line" right-of-way. Dempster Street Station which also is a terminal point for the Rapid Transit Lines and the Marigold Motor Coach Lines, is located in the heart of this new suburban residential area.

Surplus at the end of 1930, was \$1,033,326.93 as compared with \$1,018,981.02 December 31, 1929.

Surplus
1930

On February 23, 1930, a serious grade crossing wreck occurred at our Washington Road crossing Kenosha, Wisconsin. The accident was caused by a motorist, who disregarding crossing signals, drove directly in the path of a passenger train.

Kenosha
Accident

While the Company was not responsible for the accident, and was exonerated by a Coroner's jury, it was decided to make settlements to avoid costly litigation.

To provide for refunding the \$2,500,000 three-year 6% Gold Notes maturing February 1, 1930, the Company sold \$2,500,000 short term 6% Gold Notes maturing January 1, 1931.

\$2,500,000
Short Term
Notes Issue

Equipment Trust Certificates Series "G" in the amount of \$700,000 were sold during 1930 to help finance the purchase of twenty-five new steel motor cars.

\$700,000
Equipment
Trust
Note Issue

An issue of \$2,500,000 Twenty-Five year Income Debentures dated December 31, 1930, was sold to provide funds to pay the \$2,500,000 short term 6% Gold Notes, maturing January 1, 1931.

To gain the utmost speed consistent with safety and comfort, a still faster service was started between Chicago and Milwaukee. Four "flyers" operating over the Skokie Valley Route now cover the distance between the Loop district of Chicago and the business district of Milwaukee in 1 hour and 50 minutes. These trains are composed of new all-steel cars with most improved facilities for comfort and safety. Three "flyers" carry parlor-observation cars,

High Speed

A new station was established during the latter part of 1930 at Kinzie and Wells Street, Chicago.

Kinzie-
Wells St.
Station



Comfortable City Cars in use in Waukegan and Milwaukee