



total revenues from railway operation and other income for the year 1937, amounted to \$4,327,443.77, compared with \$4,269,646.03 in 1936, an increase of \$57,797.74, or 1.35%. Operating expenses taxes and other deductions for 1937 were \$4,384,643.17, compared with \$4,231,971.94 in 1936 - an increase of \$152,671.23, or 3.61%. The Receivers' operations for 1937, after including taxes, interest, other charges and adjustments applicable to prior years' operations and other non-operating income, shows a deficit of \$64,126.94, compared with a net income of \$37,647.09 in 1936.

Decreased
Net Income

Operating costs for the year included an increase of approximately \$122,000. in wages due to general increase in rates of pay; an increase of \$42,201 in Federal and State Unemployment Insurance and Federal Old-Age Benefits under the provisions of the Federal and State Social Security Acts.

Operating expense for 1937 included retirement reserves in the amount of \$221,065., compared with \$220,077. for 1936.

Injunction suits resulted in settlements of tax claims for the years 1932, 1935 and 1936, and tax liability was decreased \$145,601.

Tax
Claims

Total interurban passenger revenue for 1937 was \$2,587,465.90 compared with \$2,543,242.82 for 1936, an increase of \$44,223.08 or 1.74%.

The number of interurban passengers carried in 1937 was 8,390,955, compared with 8,340,814 in 1936, an increase of 50,141 or .6%

The low basic passenger rates were continued through 1937.

Freight and express revenue for the year 1937 was \$861,762.90, compared with \$831,867.49, an increase of \$29,895.41 or 3.59% for 1936.

The Receiver was authorized by the Court to install an automatic block signal system on the Skokie Valley Line between Dodge Avenue, Evanston, Illinois, and North Chicago Junction, Illinois, at an approximate cost of \$150,000. This work was started in 1937 and will be completed early in 1938.

Automatic
Block
Signals

Four highway and railroad grade separation projects and one underpass for pedestrians were completed during the year. The projects were financed principally through State and Federal Funds. These grade separations will reduce operating costs and eliminate existing accident hazards.

Grade
Separation

All of the Receiver's Certificates outstanding at the close of 1936, in the principal amount of \$115,000, fell due in 1937 and were paid at maturity. Receiver's Certificates in the principal amount of \$37,200, dated November 5, 1937, bearing interest at the rate of 2% per annum and maturing serially in six semi-annual installments, were issued as part payment in connection with the block signal installation referred to above.

Receiver's
Certificates
Paid

The Court, upon recommendation of the Receiver authorized the Receiver to meet rental payments for equipment covered by Equipment Trust Indentures, aggregating approximately 50% of the interest which matured during the year on the outstanding Equipment Trust Certificates.

Rental
payments
on Equipment

On December 16, 1937, the City National Bank and Trust Company of Chicago, Trustee

(by succession) under the Company's First and Re-funding Mortgage, with the consent of the Court in the receivership proceedings, filed in the same court its bill of complaint to foreclose the mortgage. The Trustee filing this bill to foreclose has also filed with it a petition asking the court to consolidate that proceeding with the present receivership proceeding and to extend the present receivership to the consolidated cause.

Motor buses were substituted for street cars in Washington Street in Waukegan. This resulted in more economical operation and more satisfactory service.

Waukegan
Buses

The Directors and Officers of the Chicago North Shore and Milwaukee Railroad Company, at December 31, 1937 were -

Directors
and
Officers at
December 31,
1937

Directors

Bernard J. Fallon	Joseph E. Otis
Addison L. Gardner	Charles C. Shedd
*George R. Jones	Charles E. Thompson
John R. Thompson, Jr.	

*Resigned

Officers

Addison L. Gardner	President
Charles E. Thompson	Vice President
William V. Griffin	Secretary and Treasurer
Lincoln C. Torrey	Assistant Secretary and Assistant Treasurer

The corporation "Chicago North Shore and Milwaukee Railroad" still retains its corporate existence. Its Directors and Officers are as follows:

Directors

Edgar L. Wood	Charles E. Thompson
Bernard J. Fallon	William V. Griffin
Lincoln C. Torrey	Charles R. Mahan
Addison L. Gardner	

Officers

Edgar L. Wood	President
Charles E. Thompson	Vice President
William V. Griffin	Secretary and Treasurer
Lincoln C. Torrey	Assistant Secretary and Assistant Treasurer

The Directors and Officers of the
Chicago & Milwaukee Electric Railway Company, as of
March, 1938, were -

Directors

Charles E. Thompson	Bernard J. Fallon
Edgar L. Wood	John R. Thompson, Jr.
William V. Griffin	

Officers

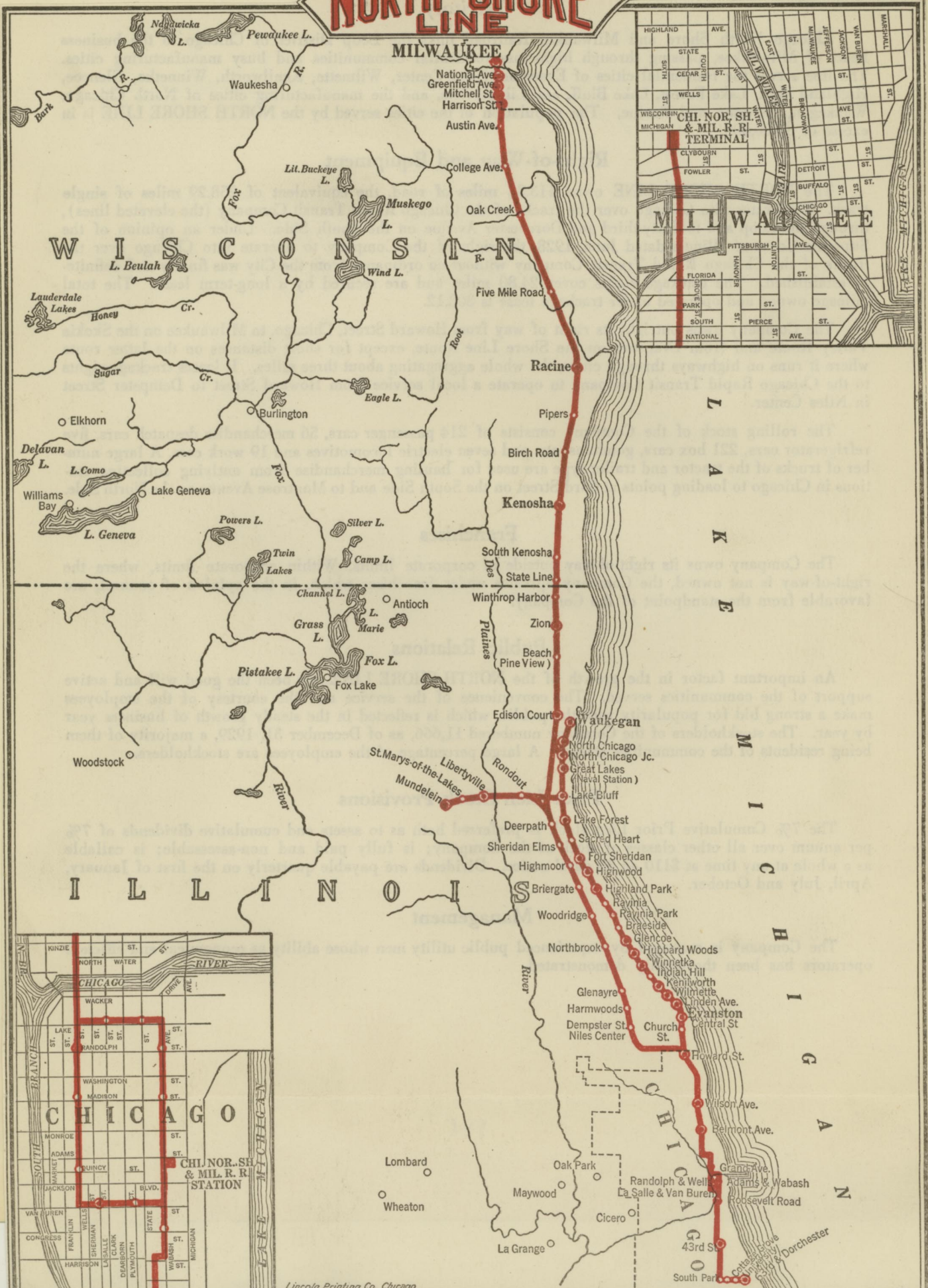
Edgar L. Wood	President
Charles E. Thompson	Vice President
B. J. Fallon	Vice President
William V. Griffin	Secretary and Treasurer
Lincoln C. Torrey	Assistant Secretary and Assistant Treasurer
William H. Burke	Assistant Secretary and Superintendent
William W. O'Toole	Auditor

Executive Committee

Edgar L. Wood	Chairman (ex-officio)
John R. Thompson, Jr.	
Charles E. Thompson	

Map showing route into City of Milwaukee
-1930-

NORTH SHORE LINE





The Executive offices of the Company are located
in the Commonwealth Edison Building, Chicago.