

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY

EXECUTIVE OFFICE

105 WEST MADISON STREET

CHICAGO 2, ILLINOIS

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CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY

CHRONOLOGICAL HISTORY

- 1894 - The original company (The Bluff City Electric Interurban Street Railway Company) was organized in 1894 to construct and operate an electric street railroad in the Townships of Waukegan and Shields in the County of Lake, and State of Illinois
- 1895 - Construction of the road was completed from Waukegan, Illinois to North Chicago Junction, Illinois.
- 1898 - In this year the name was changed to Chicago & Milwaukee Electric Railway Co., an Illinois corporation, and the line was completed to Highland Park.
- 1899 - In this year the line was extended to Evanston, Illinois.
- 1905 - The Libertyville Branch line was completed in 1905 from Lake Bluff to Mundelein, Illinois. In this same year, construction of the Wisconsin section of the road was begun.
- 1905 - U. S. Naval Training Station was established at Great Lakes, Illinois in 1906, and the road was completed to Racine, Wisconsin.

On January 30, 1906, the Chicago & Milwaukee Electric Railway Company was organized under the laws of the State of Wisconsin, and a franchise was obtained from the City of Milwaukee permitting the construction and operation of a street car line over certain of the city's streets.

- 1908 - In 1907 the road fell into financial difficulty, and Receivers were appointed in January, 1908. In this same year the line was completed to Milwaukee, operating trackage rights were obtained by the North Shore Line over the tracks of the street car company, and the final link with Milwaukee completed.
- 1916 - The Receivers continued to operate the property for the benefit of the bondholders until their discharge in 1916. In 1916, following judicial sale of the properties in the Receivership proceedings, a newly organized Illinois corporation, the Chicago North Shore and Milwaukee Railroad (a predecessor) took over operation of the property.
- 1917 - In 1917 arrangements were made to acquire property in the City of Milwaukee for terminal facilities.
- 1918 - Double-tracking of the road between Racine and Milwaukee was completed, except for a section about one-half mile in length located immediately south of Milwaukee's southerly city limits.
- 1919 - In 1919 the Chicago North Shore and Milwaukee Railroad and the Northwestern Elevated Railroad Company (now part of the Chicago Transit Authority) entered into separate agreements whereby the North Shore and the elevated lines obtained operating rights over a section of the Chicago, Milwaukee & St. Paul Railway's

CHRONOLOGICAL HISTORY (Continued)

- 1919 - Evanston division from Irving Park Blvd. in Chicago to Laurel Avenue in Wilmette. These arrangements also gave the North Shore trains the use of the elevated lines south of Irving Park Blvd., into and through the Chicago Loop business district and south to Roosevelt Road.
- 1920 - The new terminal station in Milwaukee at 6th and Michigan Streets was opened on September 20, 1920.
- 1921 - In this year operating rights over the elevated lines were extended as far south as 63rd Street and Stony Island Avenue in Chicago.
- 1923 - In 1923 a new Illinois corporation, Chicago North Shore and Milwaukee Railroad Company was formed and acquired all the assets of the Chicago North Shore and Milwaukee Railroad. In 1924 this new company and the Chicago North Shore and Northern Railroad were consolidated to form the predecessor Chicago North Shore and Milwaukee Railroad Company.
- 1926 - In this year the new Skokie Valley section of the line was placed in operation.
- 1932 - On September 30, 1932 Receivers were appointed for the Company.
- 1938 - In this year the operation over elevated lines south of Roosevelt Road to 63rd Street was discontinued.
- 1943 - On March 29, 1943, following a determination as to the proper statutory vehicle for reorganization, the District Court appointed Trustees who then took over possession of the property.
- 1946 - In 1946 the Railroad Company was reorganized as Chicago North Shore and Milwaukee Railway Company and the Trustees discharged.
- 1953 - In 1953 under a voluntary Plan of Financial Reorganization, a new parent company was formed and known as Chicago North Shore System, Inc., and a new railway operating corporation was formed known as Chicago North Shore and Milwaukee Railway as a subsidiary of the parent corporation.
- 1955 - Passenger service on Shore Line abandoned July 25, 1955.

DESCRIPTION OF PROPERTIES

The Chicago North Shore & Milwaukee Railway operates an electric railroad from Chicago, Illinois to Milwaukee, Wisconsin, with a branch from Lake Bluff, Ill., to Mundelein, Illinois and a branch from Highland Park, Illinois, to North Chicago Junction, Illinois (operated for freight and service purposes only), a total of 107.1 route miles operated, of which the 12.2 miles from Roosevelt Road to Howard Street, Chicago, is over tracks of the Chicago Transit Authority under an operating agreement and the balance of 94.9 route miles is over lines owned by the Railway or by a wholly-owned subsidiary (the Chicago & Milwaukee Electric Railway Company in Milwaukee).

Within the City of Chicago, although operation is on tracks of the Chicago Transit Authority and Train platforms and certain stations of the latter are used in common, the North Shore Line provides exclusive station facilities for its passengers at the principal Chicago Loop Station at 221-23 S. Wabash Ave., where a leased two-story and basement building provides commodious modern passenger facilities and at Howard St., Chicago, where it owns a large modern one-story station building with all passenger conveniences, except that the land on which it stands is a part of Chicago Transit Authority properties.

Uptown Station at Wilson Avenue, Chicago, leased by the North Shore Line and used also by the Chicago Transit Authority, houses in its 16,000 square feet not only complete passenger facilities but numerous small shops and services.

The Owned Line Consists Of:

1. The main line consisting of the Skokie Valley Line from Howard Street, Chicago, to North Chicago Junction, and the Milwaukee Division from North Chicago Junction to the terminal at Milwaukee, Wis., a total of 77.1 route miles. Passenger and freight service is operated over this line, with the exception that no freight service is performed between East Prairie Road to Howard Street, Chicago nor north of Harrison Street, Milwaukee, Wisconsin.
2. The Mundelein Branch from Lake Bluff, Illinois to Mundelein, Illinois, 8.4 route miles. Passenger and freight service is operated over this entire branch.
3. The Shore Line from Elm Place, Highland Park, Illinois to North Chicago Junction, Illinois, 9.4 route miles. No passenger service is operated over this line. It is used only for freight service and for the operation of deadhead cars to and from the main shops of the railway at Highwood, Illinois.
4. The Shore Line from Laurel Avenue, Wilmette to Elm Place, Highland Park, Ill., about 11.823 route miles. This is abandoned right-of-way only, operation having been discontinued in July, 1955.

1. MAIN LINE AND MILWAUKEE DIVISION

Commencing at the southerly limit of North Shore ownership at Howard Street, Chicago, a double track main line runs west 4 miles to Oakton Street in Skokie, Illinois. At Oakton Street the line turns north and follows the Skokie Valley for 19 miles to the junction with and crossing of the Mundelein Branch of the railway. For this distance the line is on a right-of-way 135 feet wide owned jointly with the Commonwealth Edison Company, the railway holding title to two continuous strips, one 33-1/2 feet wide, and the other 31-1/2 feet wide between strips owned and occupied by the power company with steel transmission line towers.

From the junction with and crossing of the Mundelein Branch of the railway at South Upton, the main line runs east and thence north three miles on right-of-way 100 feet to 158 feet wide to the junction with the Shore Line Route at North Chicago, and then another 1/4 mile to a freight line connection at Valley Junction, near 22nd Street, North Chicago. From Valley Junction, North Chicago, the route is generally north for 48 miles through the cities of North Chicago, Waukegan and Zion in Illinois, and Kenosha and Racine to Harrison Street on the south side of Milwaukee, Wisconsin. The line is on right-of-way from 100 to 200 feet in width and because of the rolling character of the country, much of it is in cut or on fill.

Track

The entire line over which passenger service is operated is double tracked except for 0.6 miles of single track from Austin to Oklahoma Avenue, near the southerly limits of Milwaukee and except for 0.6 miles of single track from Green Bay Junction to Lake Bluff at the east end of the Mundelein Branch. The entire remaining Shore Line is single track.

The section from Howard Street, Chicago to Oakton Street, Skokie, is laid with 100# rail. The Skokie Valley section is laid with 100# rail, and some recent renewals have been with 115# rail. From the junction with and crossing of the Mundelein Branch of the railway at South Upton to 22nd Street, North Chicago track, is laid with 80# 100# and 115# rail. From 22nd Street, North Chicago to Milwaukee track is laid with 100# rail.

All of this section is well graded and maintained. The rails are laid on creosoted red oak ties, fully tie plated and anchored, with a minimum of 12 inches of gravel or crushed stone ballast below the ties.

Stations

In addition to the Adams & Wabash Station, the Howard Street Station and the Wilson Avenue (Uptown) Station in Chicago, following is a brief description of the stations located along the remainder of the line to Milwaukee.

The Skokie Valley Line has ten modern brick or stucco passenger stations at intervals of about two miles, at each of which automobile parking facilities are provided, at some for as many as 200 cars.

In the section from the Junction with and crossing of the Mundelein Branch of the Railway at South Upton to 22nd Street, North Chicago, there are three stations, one at Lake Bluff with platforms and heated shelter, one at Downey's, Great Lakes, with macadamized platforms, shelter and a large frame station building with ticket, baggage, toilet waiting room and concession facilities, and one at North Chicago Junction where all station facilities are provided. At the North Chicago Junction and Lake Bluff stations passenger parking facilities are provided.

On the section of line from North Chicago Junction to Milwaukee, passenger stations, with waiting room, platform, baggage and automobile parking facilities are provided at Waukegan, Zion, Kenosha, Racine with concession and food services at the latter two stations. At 16 other local stops there are lighted platforms and shelters.

The terminal station in Milwaukee is at 6th and Michigan Streets and occupies a city block with large brick building, ticket, baggage, concession and toilet facilities, with covered platforms for loading from three tracks in addition to four storage tracks, one of which also has passenger loading facilities. Ample customer parking provisions are adjacent to the stations, the greater portion of the parking being on property owned by the parent corporation. (The Susquehanna Corporation).

NOTE: See Page 12 for construction description of station buildings, as well as other buildings on property.

CHICAGO & MILWAUKEE ELECTRIC RAILWAY COMPANY

The Chicago & Milwaukee Electric Railway Company is a wholly owned subsidiary of Chicago North Shore and Milwaukee Railway, which has not since August 12, 1951 had any operations of its own.

On August 21, 1923, 1,000 shares of capital stock with a par value of \$100.00 each of Chicago & Milwaukee Electric Railway Company was acquired by the Chicago North Shore and Milwaukee Railroad Company, a predecessor of the present Chicago North Shore and Milwaukee Railway.

The Chicago & Milwaukee Electric Railway Company holds an indeterminate permit from the City of Milwaukee, and the Chicago North Shore and Milwaukee Railway operated its trains over the tracks of the Chicago & Milwaukee Electric Railway Company from Harrison Street to the terminal of the railway located at 6th and Michigan Streets, Milwaukee, a distance of 2.8 miles.

2. MUNDELEIN BRANCH

The Mundelein Branch is double track (with the exception of 0.6 miles of single track from Green Bay Junction to Lake Bluff) running in an east-west direction from a connection with the Shore Line at Lake Bluff, crossing and connecting to the mainline at Green Bay Junction and at South Upton Junction west of Lake Bluff, and running through Rondout and Libertyville to the westerly terminus at Mundelein, Illinois.

This line is built on right of way 500 to 100 feet wide with easy curvatures and a maximum grade of 1.6%.

Track

Track is laid with 80 lb. and 100 lb. rail on creosoted red oak ties, about 50% tie plated and anchored, with a minimum of 6 inches of crushed rock, gravel and cinder ballast under the ties.

Stations

Large brick passenger stations with waiting room and other facilities are located at Libertyville and Mundelein and automobile parking lots are provided at both these locations. There are platform and shelter station facilities at ten other local stops on this line.

NOTE: See page 12 for construction description of station buildings, as well as other buildings on property.

3. SHORE LINE--NORTH CHICAGO JUNCTION TO ELM PLACE, HIGHLAND PARK, ILL.

The remaining portion of the Shore Line is single track extending from a connection with the main line at North Chicago Junction, connecting to the Mundelein Branch at Lake Bluff and with its southern terminus at Elm Place, Highland Park, Illinois. The right-of-way is 70 to 150 feet wide. As previously stated, this line is used for freight service and operation of deadhead cars to and from the main shops of the railway at Highwood, Illinois.

Track

Eighty pound or 100 pound rail is used on this line, on creosoted red oak ties, about 80% tie plated and anchored, and with a minimum of 12 inches of gravel, crushed rock or cinder ballast beneath ties.

Stations

The following stations on this section of the Shore Line Operations have been transferred to Miscellaneous Physical Property, and shown under that classification on Page 12.

Vine Avenue,	Highland Park, Illinois
Highwood Avenue,	Highwood, Illinois
Washington Avenue,	Highwood, Illinois
Deerpath Avenue,	Lake Forest (No fee title)
Main Gate - Naval Station - Great Lakes,	Illinois

4. SHORE LINE--LAUREL AVE., WILMETTE TO ELM PLACE, HIGHLAND PARK, ILL.

As stated above, this is abandoned right-of-way only, operation having been discontinued in July, 1955. (Not all in fee title).

Track

Track on private right-of-way in this section has been removed in salvage operations.

Stations

The following stations on this section of the former Shore Line Operations have been transferred to Miscellaneous Property, and are shown under the classification on Page 12.

Indian Hill, Winnetka, Illinois
Elm Street, Winnetka, Illinois
Roger Williams Avenue, Highland Park, Illinois

HIGHWOOD PROPERTIES

The highwood property located in Highwood, Illinois, near the south end of the Shore Line, comprising some 14 acres, is the operating headquarters of the railroad. At this location are 24 buildings, identified by number for insurance purposes, including a three-story brick office building and auxiliary office buildings, with some 20,000 square feet of floor space, the main car shops with some 40,000 square feet of floor space, together with storehouses, maintenance of way shops, garage, signal shops, and other facilities, and including a car storage yard.

The main car shops at Highwood, Illinois, comprise an inspection shop, paint and carpenter shop, an overhaul shop and a blacksmith shop together with other storage and servicing facilities such as oil house, sand driers, etc. A fire protection system throughout Highwood yard includes a fire pump, and a complete pipe and hydrant system and the main shop is completely sprinkled. Adequate pit room is provided in all shops to make the underside of the cars and trucks easily accessible for work.

The shops, storehouses, and office building are steam heated from a central heating plant.

NOTE: See page 13 for construction description of buildings.

HARRISON STREET, MILWAUKEE PROPERTY

In addition to the main car shop at Highwood, there is a one-story brick inspection shop at Harrison Street, Milwaukee with some 18,000 square feet of floor space for inspection and minor repairs of cars.

Other buildings at this location consist of a one-story building with part basement, occupied by a substation, a garage and storehouse, a large warehouse, a speeder shed, and a toolhouse.

NOTE: See page 15 for construction description of buildings on this property

TERMINAL SHOP FACILITIES AND STORAGE YARDS

Terminal shop facilities consisting of working and storage buildings together with water and fueling facilities are located at terminals at Roosevelt Road, Chicago, Mundelein and Edison Court, Waukegan.

Passenger car storage yards of varying sizes are provided at the Chicago terminal at Roosevelt Road on tracks of the Chicago Transit Authority, at Mundelein terminal, at Edison Court, Waukegan, at Harrison Street, Milwaukee, and at the Milwaukee Terminal.

EQUIPMENT

The rolling stock of the Railway includes 128 standard steel multiple-unit passenger cars (plus six additional which were retired in 1955 and are still on the property), two four unit articulated Electroliners, eight electric locomotives, 17 freight cars, and fifty-eight miscellaneous service and work cars and automotive equipment units, as shown on the attached Exhibit A.

The standard passenger cars are of all-steel construction with vestibules, are 56-1/2 feet in length and nine feet in width, weigh about 52 tons each and have a seating capacity of from 52 to 58 passengers per car. Six of the cars are combination baggage cars with one end of the car used as a baggage compartment and with from twenty-four to twenty-eight passenger seats in the other end.

Of the standard cars all except 13 are motor cars each with four 140 horsepower motors capable of accelerating at the rate of 1.45 miles per hour per second and with a free running speed of seventy-two miles per hour on level tangent track. The pneumatic braking system gives a deceleration rate of 1.6 miles per hour per second with service application and can stop a train from a speed of sixty miles per hour within 2,000 feet.

All cars are electric lighted, and most of them have toilets. Ten more cars are being converted to electric heat during 1958, so that by the Fall of 1958 all but 19 cars will be electrically heated, and with automatic temperature control maintaining a temperature of seventy degrees in cold weather. Sixty-five of these cars have automatic ventilation combined with the electric heating to insure an even temperature throughout all parts of the car.

The two streamlined Electroliners, each consisting of four articulated units mounted on five trucks, are 156 feet in length

and nine feet in width. Each train seats 144 passengers and is fully vestibuled to permit easy and protected passage from one end of the train to the other. One of the units in each train is a tavern car with bar and tables where light meals and liquid refreshments are served.

The Electroliners are fully airconditioned and automatically heated by electric heat so as to maintain an even temperature inside the train regardless of the outside temperature.

The electric locomotives include four fifty ton engines, each having four motors totalling 560 horsepower with a continuous tractive effort of 14,800 pounds, and two 100 ton engines, each having eight motors totalling 1,120 horsepower and with a continuous tractive effort of 22,800 pounds. There are two seventy ton engines, each with four motors, totalling 800 horsepower, which are equipped with storage batteries and can operate either from trolley wire or from batteries when there is no wire.

Service equipment includes units adequate to protect service under all conditions, as follows, and as shown on the attached Exhibit A, Page 23.

- 1 Russell double end side throw snowplow, capable of removing snow to a depth of 8 to 10 feet.
- 2 Smaller snowplows, adequate for depths of several feet.
- 2 Sleet trains, consisting of 2 motor cars each, permanently coupled together and equipped with sleet scrapers.
- 3 Tool and wreck cars for emergency use.
- 3 Tank cars with total capacity of 18,000 gallons, used for application of weed killer.

Other units are work cars, including line cars, derrick cars, flats, dump cars.

In addition to the rail equipment above, the railway owns and utilizes 24 automotive service vehicles, and 3 trailers, as follows, and as shown on attached Exhibit A, Page 24.

- 1 Line truck, equipped for work on poles and wire.
- 1 Telephone truck, equipped for maintenance of company-owned telephone lines.
- 1 Electrical maintenance truck, equipped for maintenance of lights, bells, etc.
- 1 Signal truck, equipped to handle crossing gates and signals.

The remainder of these vehicles are provided for use of car shops, the plumbing force, the carpenter force, and for the movement of personnel.

POWER

Power for train propulsion is collected as follows for the various sections of the railway:

1. From Howard Street, Chicago to Crawford Avenue power is collected from an 80 pound third rail mounted on insulated chairs fastened to 9 foot track ties. Third rails are connected by underground jumper cables and both running rails and third rails are bonded with 11 inch, 400,000 c.m. electric welded copper bonds.

2. From East Prairie Road to Oakton Street (there is an overlap between East Prairie Road and Crawford Avenue) the power distribution is by an overhead catenary system consisting of a 568,800 c.m. equivalent primary messenger cable, a 500,000 c.m. secondary messenger cable and 4/0 trolley wire supported on expanded steel truss bridges at 300 foot centers.

3. On the Skokie Valley Line from Oakton Street north to the junction with and crossing of the Mundelein Branch power is distributed by an overhead catenary system consisting of a 761,600 c.m. equivalent primary messenger cable, a 300,000 c.m. secondary messenger cable and a 4/0 trolley wire, a total of about 1,300,000 c.m. capacity for each track, supported on expanded steel structures at about 250 foot centers.

From the junction with and crossing of the Mundelein Branch to North Chicago Junction power is distributed by overhead catenary system the same as described for Skokie Valley section.

4. From 22nd Street, North Chicago to about the northerly city limit of Waukegan, power is distributed by an overhead catenary system similar to that described above for the Skokie Valley Line.

5. From the northerly city limit of Waukegan to Harrison Street, Milwaukee the distribution is by 4/0 trolley wire directly suspended from cross spans supported by wood poles at 100 foot centers with all poles back guyed, and paralleled by a minimum of 1,000,000 c.m. of copper feeder cable on crossarms attached to the wood poles.

6. From Harrison Street to 6th and Michigan Streets, Milwaukee, power is distributed from a simple trolley wire system carried on cross spans between steel poles set in concrete with feeder cable on crossarms.

7. On the Mundelein Branch power distribution is by 4/0 trolley wire suspended from cross spans between wood poles at 100 foot centers with all poles back guyed, and a minimum of 1,000,000 c.m. copper feeder cable capacity carried on crossarms attached to wood poles.

8. On the Shore Line from Elm Place, Highland Park to North Chicago Junction, power distribution is the same as that described above for the Mundelein Branch.

SUBSTATIONS

The railway, at present, owns nineteen converter substations with capacities from 500 to 2,000 kilowatts for the conversion of high tension alternating current to direct current used for train propulsion. Two of the stations are mercury arc rectifiers, and the others are rotary converters and all except one are automatically controlled. All conversion equipment is housed in brick buildings.

NOTE: See page 14 for construction description of substation buildings.

ILLINOIS SUBSTATIONS

Under agreements dated December 31, 1928, Chicago North Shore and Milwaukee Railroad Company (a predecessor of Railway) leased its 10 Illinois substation facilities and transmission lines to Public Service Company of Northern Illinois for a period of 30 years and said electric company obligated itself to furnish direct current service to the railroad for its electric railroad operations for the same period of time.

Said lease, which expires December 31, 1958, provides, subject to certain conditions, for the vesting of title to the leased land and facili-

ties in the electric company at the expiration of the term thereof.

On February 27, 1957, Railway entered into an agreement with Commonwealth Edison Company (successor to Public Service Company of Northern Illinois) providing for the grant of easements to Edison to install and maintain facilities useful in the conduct of its electric operations on Railway rights-of-way, conveyance of title by Railway to Edison of substation sites and facilities, leasing of substation facilities by Edison to Railway together with conveyance of other facilities in order to permit of conversion from alternating to direct current by Railway for its railroad operations, a new electric service agreement for the supply of alternating current by Edison and various related agreements.

The new arrangements are for a term extending to and including December 31, 2008 with an option to renew for an additional 10 years and subject to various rights of terminations and options to purchase.

WISCONSIN SUBSTATIONS

In Wisconsin the Railway owns, maintains and operates its nine substations used for the conversion of alternating current to direct current for the electric operations of its trains.

The nine substations in Wisconsin are spaced $3\frac{1}{2}$ to 4 miles apart and vary in capacity from 500 to 2,000 kilowatts. Eight of the stations are automatic in operation, with the ninth at Harrison Street, Milwaukee, being manually operated by load despatchers who are situated at the station. Three of the stations are equipped with 25-cycle conversion equipment, and six with 60-cycle conversion equipment. One station at Nechuta is the mercury arc rectifier type (new in 1947), and the balance of the stations have rotary and associated equipment which has been in service for varying periods of time.

Power in Wisconsin for operations is obtained from the Wisconsin Electric Power Company, and is covered by contract.

GENERAL

BRIDGES AND TRESTLES

On the entire system there are 39 steel bridges with reinforced concrete or masonry abutments and wing walls and 9 rigid frame reinforced concrete bridges varying in length from 30 to 820 feet, all designed for Cooper's E-40 or E-50 loading. In addition there are 10 double track pile supported trestles from 42 to 168 feet long constructed of treated piles and timber.

INTERLOCKING PLANTS

There are a total of five grade crossings with other railways, all protected by modern interlocking plants. All interlocking plants are equipped with track circuits, color light signals and electric, relay and mechanical locking features. Heated towers and other buildings are provided at each plant to house the towermen, equipment and signalmen's repair facilities.

BLOCK SIGNALS

The entire owned main line on private right-of-way from Howard Street, Chicago to Harrison Street, Milwaukee, Wisconsin, except for a few hundred feet through North Chicago Junction, is protected by

block signals. From Howard Street, Chicago, to Kenosha, Wisconsin, and from Ryan to Harrison Street, Milwaukee, a total of 106.2 single track miles, this protection is afforded by three position automatic color light block signals. For the 21 route miles between Kenosha and Ryan protection is afforded by a manual block system operated from three continuously manned block stations in the interlocking towers at Kenosha, Racine and Ryan over a telephone communication circuit reserved exclusively for this use. Automatic color light signals also protect train movements at the Mundelein Terminal.

TELEPHONE SYSTEM

A privately owned telephone system supplemented by circuits leased from the Bell Telephone Companies extends the entire length of the railroad from Chicago to Milwaukee and Mundelein.

TRANSMISSION LINES

In addition to the power facilities for train propulsion the railway owns switching, transformer and single phase transmission line facilities for the supply of alternating current purchased at various locations to signals, crossing gates, buildings and shops.

CROSSING PROTECTION

The North Shore Railway lies in a heavily populated area with frequent street and highway grade crossings carrying a substantial amount of automobile traffic and the demands for crossing protection have been heavy and expensive. There are a total of 128 highway grade crossings of the main line tracks on private right-of-way of which 109 or 85.15% are protected by gates, flashers, autoflags or other type of crossing protection device. This is probably a higher percentage of mechanically protected grade crossings than on any other railroad in the United States.

MISCELLANEOUS REAL PROPERTY

The Railway owns a large number of pieces of real estate, much of which is available for sale. Some is improved and some vacant. It is zoned variously for industrial, commercial and residential use. Some is adjacent to or near the right-of-way and some is not. It consists of many hundreds of parcels which constitute approximately 64 locations, largely in the following communities:

Wilmette	Lake Bluff	Northbrook
Kenilworth	Mundelein	Waukegan
Winnetka	Libertyville	Winthrop Harbor
Glencoe	North Chicago	Kenosha
Highland Park	Skokie	Racine
Lake Forest	Northfield	Milwaukee, etc.

Inquiries with respect to the properties may be directed to the Company's executive offices at 105 West Madison Street, Chicago 2, Illinois

PHYSICAL DESCRIPTION OF BUILDINGS

STATIONS

Harmswood, Glenview, Northfield, Northbrook, Woodridge, Briergate, Highmoor, Sheridan Elms, Deerpath.

These 9 stations structures along the right of way of the Skokie Valley Line are owned and occupied by the Railway as a passenger station in the front section of the building and a dwelling, occupied by an employee, in the major portion of the rear of the building.

These buildings were constructed from the same set of architect plans and are of stuccoed frame construction (approximately 1,500 square feet in area) one story in height with varying basement areas, having a tile roof on frame supports. These stations are as shown above.

Dempster Street, Mundelein, Zion and Kenosha

The above four stations located along the right-of-way are of standard brick construction, and mainly of similar design. The buildings are one story in height with varying partial basements used for storage and heating equipment. The structures are of 8 and 12 inch wall construction with floors mainly of reinforced concrete on steel members, and roof of approved composition materials supported on ordinary joisted roof.

Downeys, Great Lakes, North Chicago Junction, Edison Court-Waukegan, and Racine.

The above four stations located along the right-of-way are of one story frame construction, without basement, having an approved composition roof covering. These buildings are of varying design and area, ranging from 200 to 2,500 sq. ft.

Libertyville

This station is of standard brick construction, and of somewhat similar design as the stations at Dempster, Mundelein, Zion and Kenosha, with reinforced concrete floor. This station, however, is a two-story structure with apartment dwellings on the second floor.

Milwaukee-6th & Michigan

This station consists of waiting room, toilets, restaurant, barber shop, baggage room, train sheds and track pits.

1 story and basement walls of pressed brick on 2 sides with pilasters and cast stone trimming on concrete foundation. Roof: J. M. asbestos roofing, 1" sheeting, 2 x 8 rafters on steel trusses, 2 x 6 ceiling joists, self decorating plastered ceiling with fir plaster beam. Floor of waiting room is quarry tile, and restaurant and concessions of asbestone material. Basement and concourse concrete. Platforms: Wood on steel posts. Asbestos roof on 1 x 6 M&D & CB sheeting. Concrete track pits and 2 toilet rooms.

Modern plumbing and "Dunham" system of steam heating.

The Railway owns seven passenger stations on its line between Howard Street, Chicago and Dempster Street, Skokie. These were used exclusively by the Chicago Rapid Transit Company (Now Chicago Transit Authority) from 1925 until 1948 when their rail operation was discontinued on this line. The buildings are all of brick, concrete and approved roof construction. At the present time five are rented for local business purposes.

INTERLOCKING TOWERS

The three major installations are of brick reinforced construction, one or two stories in height with reinforced concrete floors on the second supported by unprotected steel with incombustible roofs supported on members and covered with approved composition. The other two structures are two stories in height with frame walls and roof of approved composition on wood members.

HIGHWOOD YARDS

Car Inspection and Repair Shop Building

The walls are of 12 inch construction with the side walls pilastered to 16 inches on 17 foot centers. Roof is of two inch boards

supported on metal purlins and trussing carried on pilaster heads with roof covered by approved composition. The floors are concrete. Four pits extend the full length of the north section having concrete sides and floor with wood steps and tracks carried on wood bolsters and posts. Buildings Nos. 21 and 22 are protected by an automatic dry pipe sprinkling system, controlled by valves.

Main Office Building

The Main Office Building is a part two and three story structure of brick construction. The walls are 12 inches in thickness supporting an ordinary joisted roof covered with approved composition. The floors are of ordinary joisted wood construction with stairwells from basement to third floor.

Storeroom Buildings

Two storeroom buildings, known as Nos. 18 and 19, are of brick construction with ordinary wood roof, one and two stories in height, with a skeleton, iron-clad one story addition. These buildings are protected by an automatic dry pipe sprinkler system. There is also a one-story Butler steel building for storage.

Storage Shed and Blacksmith Shop.

These buildings known as Building Nos. 23 and 24, are of hollow concrete block wall construction having incombustible 2 inch concrete tile on unprotected steel beam roof over the Blacksmith Shop, Building No. 24, and ordinary joisted wood constructed roof over the remainder of the storage Shed, Building No. 23.

Office Building (Housing Transportation, Freight Accounting, and Mechanical

These buildings, Office (No. 13) and (No. 14) are one story frame structures. This building also has a one-story brick fireproof addition thereto housing the despatch and telephone equipment.

Electric and Tin Shop, Speeder Shop, and Blacksmith Shop

These buildings, Nos. 7, 8 and 9, are all in one large concrete block and frame structure.

Garage Building

This building, No. 10, is of steel on steel construction having a metal roof on metal supports, and having an earth and concrete floor. This building houses automotive vehicles and provides space for repairing and greasing operations.

Signal Maintenance Shop - No. 1	Lumber Storage - No. 4
Freight Car Repair Shop - No. 2	Carpenter Shop - No. 5
Paint Shop - No. 3	Old Commissary - No. 11
Storage - No. 11A	

These buildings are all one-story frame buildings and vary in dimension.

PETTIBONE YARD

Freight Car Shop

This building is a one-story frame structure of approximately 5,400 sq.ft. area, having an ordinary wood roof with approved composition covering. The floor is of mainly cinders with small Shop and Office Room of wood plank on ground.

SUBSTATIONS

Illinois

These buildings are of similar fireproof construction, having walls of 12 inch brick with 8 inch brick panels supporting roof of 4 inch reinforced concrete on unprotected steel beams.

Wisconsin

McKeown Road, Taylor Avenue, and Carrollville Substations.

These three are large combination structures which originally provided dwelling area for the attendant. The walls are of 12 inch brick with 20 inch pilasters on 28 foot centers, having plater on wood lath finish in the dwelling area. The roofs are of ordinary joisted construction; however, the ceiling in the station area is covered with 4 inches of reinforced concrete, suspended from unprotected steel beams. The floors are of concrete on unprotected metal supports in the station section and of ordinary wood construction in the dwelling section.

The remaining 6 standard substation buildings are of brick construction. They are of 12 inch brick wall construction, having a roof of monolithic concrete supported on unprotected steel beams. The floors in all structures are of concrete on ground.

MILWAUKEE

Harrison Street Yard

The Harrison Street Shop building is a one-story brick having an area of approximately 16,000 square feet with walls of 12 inch brick, pilastered, with roof of approved composition on 2 inch boards on 6x8 inch joists carried on steel trussing supported by pilaster heads. The roof is pierced by five, heavy, plain and wired-glass skylights mounted in metal frames. Two pits extend practically the full length of the building, constructed of reinforced concrete. There are four tracks in the building, two of which have pits which extend practically the full length of the building.

New fireproof additions were constructed at the north end of the shop building. The one story with part basement is occupied as a substation. The walls are of 12 inch brick pilastered construction, having a roof of reinforced concrete carried on unprotected beams and trusses. The floor is of concrete and unprotected steel having open stairway to the basement.

There is a one-story concrete-block building used as a garage and storehouse.

Other structures at this location consist of a large steel on steel warehouse building, and a speeder shed and toolhouse which are of frame construction.

SERVICES PERFORMED BY RAILWAY

The foregoing is a physical description of the properties of the railway, as well as a description of where it operates. The following is a description of the services it performs.

CLASSES OF PASSENGER SERVICE

1. Chicago-Milwaukee Limited Service over the 89.3 miles between the Chicago terminal and the Milwaukee terminal. Service is operated on hourly intervals (with a single exception) with departures throughout 18 hours each day. On each weekday a total of 38 trains are operated

in this service, 19 in each direction. On Saturdays a total of 40 such trains are operated, 19 southbound and 21 northbound, and on Sundays 41 such trains are operated of which 20 are southbound and 21 northbound.

2. Chicago-Mundelein Express service operates over the 41.6 miles between Roosevelt Road, Chicago and Mundelein. Twenty-seven trains of this class are operated on each weekday, 14 southbound and 13 northbound, 19 on Saturday of which 9 are southbound and 10 northbound, and 11 on Sunday, 5 southbound and 6 northbound.

3. Chicago-Waukegan Express service operates over the 41 miles between the Chicago Terminal and Waukegan. There are 18 trains of this class operated on each weekday, 11 southbound and 8 northbound, 4 such trains on Saturday, 3 southbound and 1 northbound, and no trains of this class operated on Sundays.

4. Lake Bluff-Mundelein local service is operated for the 8 miles between those points only during peak hours with 5 trains in each direction on weekdays and Saturday, and no trains on Sundays.

5. Local service for the 48 miles between Waukegan and Milwaukee operates only 4 such trains on each weekday, 2 in each direction, only 2 on Saturdays, 1 in each direction, and none on Sundays.

RATES OF FARE

The various classes of passenger fares on the North Shore Railway are constructed on the following basis:

ONE WAY FARES: Basic fare 4¢ per mile with a maximum fare of \$2.34 subject to the following exceptions:

3.31¢ per mile from and to Milwaukee, Wisconsin.

3.15¢ per mile from or to Stations Roosevelt Road to Chicago Avenue, inclusive and stations Great Lakes, Illinois and north thereof on the main line or stations C&NW Crossing, Illinois and west thereof on the Mundelein branch line.

Minimum fare 35¢.

ROUND TRIP FARES: 180% of the one way fares, subject to minimum round trip fare of \$1.25.

10-RIDE YEARLY TICKETS: Five times the round trip fare between any station.

25-RIDE YEARLY TICKETS: Eleven and one-half times the round trip fares.

COMMUTATION TICKETS: Illinois Commutation fares are based on formula prescribed by the Illinois Commerce Commission in Docket 40429 of Feb. 18, 1953, which provided for unrestricted monthly fares on the following basis:

\$8.00 for distances less than 6 miles, \$9, \$10, \$11, \$12, and \$13 for distances of 6, 7, 8, 9 and 10 miles respectively; an upward graduation of 80 cents over the 10 mile fare for each mileage block 11 to 15 inclusive; an upward graduation of 60 cents over the 15 mile fare for each mileage block 16-20 inclusive; and an upward graduation of 40 cents for each mileage block beyond 20.

42-Ride monthly and 12-Ride weekly fares are constructed on the basis of 90 percent and 25 percent respectively of the unrestricted monthly ticket fares.

COMMUTATION FARES IN WISCONSIN: Weekly 10 and 12 ride individual tickets are the only type of commutation tickets sold in Wisconsin, and are constructed on the basis of 2.5¢ per mile.

50-Ride Individual Monthly Tickets are also sold between any two stations on our line at the rate of 2.65¢ per mile subject to a minimum charge of \$12.50 for 50 rides.

50-Ride Commutation Fares for school children with a limit of one year are sold intrastate in Illinois and Wisconsin. The Illinois rates are on a scale prescribed by the Illinois Commerce Commission which was increased 20% effective March 20, 1957. The Wisconsin fares are based on 2.3¢ per mile. Both of these tickets are subject to a minimum of \$8.60 for 50 rides.

As stated in the foregoing the North Shore Railway lies in a heavily populated area, and it may be of interest here to give the population of the various cities and villages along the line, as follows:

Evanston	-	76,400	Lake Bluff	-	3,100
Skokie	-	43,980	North Chicago	-	16,800 *
Glenview	-	13,576	Waukegan	-	50,000
Northfield	-	3,500	Libertyville	-	7,200
Northbrook	-	10,000	Mundelein	-	7,100
Deerfield	-	8,000	Zion	-	10,900
Highwood	-	4,121	Kenosha	-	60,000
Highland Park	-	23,500	Racine	-	82,000
Lake Forest	-	9,000	Milwaukee	-	753,490

* Includes 2,000 permanent personnel at Great Lakes, Ill.

NOTE: These population figures are as furnished by the Municipal Authorities of the Cities, Towns and Villages as of March 1, 1958.

From this territory the North Shore Railway is now carrying from all the passenger services enumerated, an average of 14,000 passengers per day.

A timetable setting forth all of the passenger schedules of the Railway, and a table comparing the Railway's through schedules between Milwaukee and Chicago to those of competitive rail carriers are set forth on the following pages.

Freight Service

As to freight service, there are five locations on the North Shore Railway, at which carload freight can be interchanged with steam railroads, as follows:

1. At Skokie, Illinois, there is a carload interchange with the C.&NW Rwy.
2. At Rondout, Illinois, (Mundelein Branch) is a carload interchange with the C.J. & E. Railway and the C.M.St.P. & P.
3. At Great Lakes is a carload interchange with the C. & N.W. Railway.
4. At Mundelein there is an interchange with the Soo Line.
5. At Racine, Wisconsin, there is an interchange with the C.M.St.P.&P.

On the North Shore Railway there are 29.66 miles of sidings, turnouts and team tracks which are available as industrial loading tracks for use by industries served by the Railway, and at the present time there are about 110 industries being served, a few of which are served at more than one location.

MISCELLANEOUS SERVICES

In addition to the passenger and freight services performed by the Railway, as described in the foregoing, the Railway performs or operates the following miscellaneous services.

Concessions:

The Railway operates concessions in its stations at Downeys, North Chicago Junction, Kenosha, Racine, Milwaukee, Edison Court, Libertyville, Mundelein. In five of these stations, namely Downeys, North Chicago Junction, Kenosha, Racine and Milwaukee the railway operates food serving concessions in addition to the sale of newspapers, periodicals, cigars, cigarettes, etc. These concessions are operated by railway employees who are represented by the Brotherhood of Railway Clerks. In the three stations, at Edison Court, Libertyville, and Mundelein there are no food serving concessions, but simply the sale of newspapers, magazines, cigarettes, etc.

In Chicago the concessions at the Adams & Wabash Avenue, Wilson Avenue, and Howard Street stations are leased to the Interstate Company by lease expiring June 30, 1962. These three locations are food serving concessions in addition to the sale of periodicals, newspapers, cigars, cigarettes, etc.

Interline Ticket Selling

The Railway also performs interline ticket selling services at the following stations, for persons originating their travel on the North Shore railway with destination on other foreign roads in the United States:

Adams & Wabash, Chicago	North Chicago Junction	Kenosha, Wisc.
Wilson Ave., Chicago	Chicago Hotel Ticket Office	Racine, Wisc.
Howard St., Chicago	in Great Lakes	Milwaukee, Wisc.
Dempster St., Skokie, Ill.	Edison Court, Waukegan, Ill.	Libertyville, Ill.
Downeys, Great Lakes	Zion, Illinois	Mundelein, Ill.

Milw.
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COMPETITIVE SERVICE - MILWAUKEE TO CHICAGO - DAILY EX. SATURDAY & SUNDAY

	Lv. Milwaukee	Lv. Racine	Lv. Kenosha	Lv. Waukegan	Ar. Glenview	Ar. Chicago
Milw.	3:35 AM				4:37 AM	5:15 AM
C&NW	4:00 AM	4:25 AM	4:38 AM	5:00 AM		6:10 AM
CNS&M	5:00 AM	5:42 AM	5:56 AM	6:15 AM	6:52 AM	7:32 AM
C&NW	5:10 AM	5:40 AM	5:55 AM	6:13 AM		7:15 AM
C&NW	5:50 AM	6:15 AM	6:28 AM			8:00 AM
CNS&M	6:00 AM	6:33 AM	6:44 AM	7:00 AM		8:06 AM
Milw.	6:10 AM				7:12 AM	7:45 AM
CNS&M	7:00 AM	7:33 AM	7:43 AM	7:58 AM		9:05 AM
C&NW	7:45 AM	8:08 AM	8:19 AM	8:32 AM		9:10 AM
Milw.	7:45 AM					9:05 AM
CNS&M	8:00 AM	8:32 AM	8:41 AM	8:54 AM		9:50 AM
CNS&M	B 9:00 AM	9:33 AM	9:43 AM	9:58 AM		11:01 AM
C&NW	9:30 AM	9:54 AM	10:05 AM	10:19 AM		11:00 AM
Milw.	9:45 AM					11:05 AM
CNS&M	10:00 AM	10:33 AM	10:43 AM	10:58 AM		12:01 PM
CNS&M	11:00 AM	11:32 AM	11:41 AM	12:01 PM		12:53 PM
C&NW	11:30 AM	11:50 AM	12:00 N'N	12:13 PM		12:50 PM
CNS&M	12:00 N'N	12:33 PM	12:43 PM	12:58 PM		2:00 PM
C&NW	12:45 PM	1:10 PM	1:22 PM			2:15 PM
CNS&M	B 1:00 PM	1:33 PM	1:44 PM	1:59 PM		3:01 PM
Milw.	1:35 PM					2:55 PM
CNS&M	2:00 PM	2:32 PM	2:41 PM	2:56 PM		3:53 PM
CNS&M	3:00 PM	3:33 PM	3:43 PM	3:58 PM		5:02 PM
CNS&M	B 4:00 PM	4:33 PM	4:43 PM	4:58 PM		6:02 PM
C&NW	4:00 PM	4:22 PM	4:33 PM	4:47 PM		5:35 PM
Milw.	4:00 PM				4:58 PM	5:25 PM
CNS&M	4:50 PM	5:22 PM	5:31 PM	5:46 PM		6:43 PM
CNS&M	5:05 PM	5:38 PM	5:48 PM	6:03 PM	6:35 PM	7:11 PM
C&NW	5:39 PM	6:01 PM				7:00 PM
C&NW	5:45 PM	6:15 PM	6:30 PM	6:55 PM		8:10 PM
Milw.	5:50 PM				6:46 PM	7:15 PM
CNS&M	6:05 PM	6:38 PM	6:48 PM	7:03 PM		8:05 PM
CNS&M	B 7:00 PM	7:33 PM	7:43 PM	7:58 PM		9:00 PM
C&NW	7:40 PM	8:05 PM	8:18 PM	8:33 PM		9:20 PM
CNS&M	8:00 PM	8:33 PM	8:43 PM	8:58 PM		10:02 PM
Milw.	8:10 PM				9:10 PM	9:40 PM
C&NW	8:15 PM	8:45 PM	9:05 PM	9:30 PM		10:30 PM
CNS&M	B 9:00 PM	9:33 PM	9:43 PM	9:58 PM		11:04 PM
CNS&M	10:30 PM	11:03 PM	11:13 PM	11:28 PM		12:33 AM
CNS&M	11:59 PM	12:33 AM	12:43 AM	12:58 AM	1:24 AM	2:04 AM

Emergency Baggage and Express:

The Railway also operates an Emergency Baggage and Express service between any two stations on the railway, carrying newspapers, milk, express packages, an important piece of mail, and even blood in some instances. In an emergency or when there is a hurry to get some article to its destination it is carried on a front end of one of our passenger trains instead of the baggage car (except on the Electroliners), and when the article or package arrives at its destination our baggageman or station attendant calls the party for who the article is intended and advises it is at the station, whether it is C.O.D., etc.

EMPLOYES

The North Shore Railway at the present time has 823 persons in its employ. Of this number, 86 employees are non-contract and the remaining 737 employees are covered under 6 labor contracts, as follows:

1. Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America who represent 224 employees in the shop crafts in the Mechanical and Maintenance of Way Departments.
2. Brotherhood of Locomotive Firemen and Enginemen and the Brotherhood of Railroad Trainmen who Represent 206 operating employees.
3. The Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees who represent 171 clerical employees, storehouse employees, concession clerks, porters and matrons.
4. The Joint Council, Dining Car Employees, Hotel and Restaurant Employees and Bartenders International Union who represent 10 waiters and chefs on the dining and tavern cars.
5. The International Brotherhood of Electrical Workers who represent 51 line, substation and signal employees.
6. The Order of Railroad Telegraphers who represent 75 ticket agents, certain freight agents and the towermen.

An organization chart, which also indicates the approximate number of employees in each department is attached as an exhibit hereto.

FINANCIAL

Attached is a statement showing the income or loss before taxes on income for the years 1948 to 1957 inclusive, as well as a statement showing the number of passengers carried during these same years.

Included also is a statement showing the various changes in operations that occurred during these years that would have an effect on the income.

As shown by the Income Statement the North Shore Railway is preponderately a passenger carrying railroad, and shown below are the percentages of Operating Revenues derived from passenger, freight and other business:

(Percentages of Operating Revenues on following page)

	Passenger	Freight	Other
1948	77.67%	18.82%	3.51%
1949	78.21%	16.56%	5.23%
1950	73.44%	21.60%	4.96%
1951	75.20%	19.47%	5.33%
1952	78.30%	15.82%	5.88%
1953	77.79%	16.41%	5.80%
1954	79.25%	14.76%	5.99%
1955	77.26%	16.44%	6.30%
1956	74.27%	19.21%	6.52%
1957	76.25%	16.95%	6.80%

LIENS

The only liens on the property are the Special Assessment of the Village of Winnetka for the Winnetka Grade Separation, on which there is a balance owing of \$144,474.00 as of December 31, 1957.

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY and

CHICAGO & MILWAUKEE ELECTRIC RAILWAY COMPANY STATEMENT OF CHANGES IN OPERATIONS EFFECTING INCOME 1948

1. Includes Motor Coach Operations from January 1 to March 26, inclusive upon resumption of service, after strike, on June 29, 1948 same was taken over by the Waukegan North Chicago Transit Company.
2. No Railway operations from March 27 to June 29, inclusive, due to strike of employees.
3. Chicago Transit Authority discontinued operation of their trains between Howard Street, Chicago, and Dempster Street, Skokie, upon resumption of service, after strike, on June 29, 1948.

1949

Dining Car service was discontinued on June 4, 1949.

1950

1951

Chicago & Milwaukee Electric Railway (City street car operation suspended), on August 12, 1951.

1952

1953

1. Effective July 1, 1953, Skokie Valley Trains operated south of Howard Street, Chicago with North Shore crews.
2. New company took over operation on December 1, 1953.

1954

Effective February 1, 1954, Shore Line trains were operated south of Howard Street, Chicago, with North Shore Crews.

1955

1. Passenger service on Shore Line abandoned 7/25/55.
2. Non-Operating Income includes gain on insurance recoveries on property in the amount of \$144,598.00.

GENERAL AUDITOR'S OFFICE

March 19, 1958

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY

PASSENGER EQUIPMENT

<u>Description</u>	<u>Car Numbers</u>	<u>No. of Cars</u>	<u>Construction</u>	<u>Motors Per Car</u>	<u>Horsepower Per Car</u>	<u>Year Built</u>
Pass. Cars	150 to 152, 154	4	Steel Motor	4	560	1915
Pass. Cars	156 to 164*	9	Steel Motor	4	560	1915
Pass. Cars	165 to 169	5	Steel Motor	4	560	1917
Pass. Cars	170 to 184	15	Steel Motor	4	560	1920
Pass. Cars	185 to 187, 191 to 195, 197	9	Steel Trlr.			1920
Comb. Cars	250 to 256**	7	Steel Motor	4	560	1917
Pass. Cars	409	1	Steel Motor	4	560	1923
Pass. Cars	410 to 413	4	Steel Motor	2	280	1924
Dining Cars	415, 417*	2	Steel Trlr.			1926
Dining Cars	418, 419*	2	Steel Trlr.			1928
Pass. Cars	420	1	Steel Motor	2	280	1928
Pass. Cars	700 to 713	14	Steel Motor	4	560	1923
Pass. Cars	714 to 733	20	Steel Motor	4	560	1926
Pass. Cars	734 to 736	3	Steel Motor	4	560	1926
Pass. Cars	737 to 740	4	Steel Motor	4	560	1930
Pass. Cars	741 to 744	4	Steel Motor	4	560	1928
Pass. Cars	746 to 751	6	Steel Motor	4	560	1928
Pass. Cars	752 to 764	13	Steel Motorq	4	560	1930
Pass. Cars	766 to 776	11	Steel Motor	4	560	1930
Total Pass. & Dining Cars		134				
				<u>Motors Per Train</u>		
Electroliners (Articulated)	801-802, 803-804	8	Steel	8	1,000	1941
Total Passenger Equipment		142				

SILVERLINERS

Cars 251, 409, 415, 737, 738, 739, 740, 742, 746, 750, 753, 754, 755, 756, 757, 758, 759, 760, 761,
762, 764, 766, 767, 769, 770, 771, 773, 774, 775, 776. Total 30 cars.

CARS FULLY ELECTRICALLY HEATED

Cars 159, 160, 164, 165, 167, 174, 178, 179, 181, 182, 183, 184, 250, 251, 252, 253, 254, 255, 256,
409 to 413, incl., 415, 417, 420, 700 to 744, incl., 746 to 764, incl., 766 to 776, incl.
Total 111 cars.

NOTE: ** Car Seats Removed - Straight Baggage.

* Cars 164, 187, 192, 195, 417, 418, 419 Retired as of Dec. 31, 1955 - Still on our property.

NOTE: ** Car Seats Removed - Straight Baggage.
 * Cars 164, 187, 192, 195, 417, 418, 419 Retired as of Dec. 31, 1955 - Still on our property.

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY

FREIGHT EQUIPMENT

Description	Car Numbers	No. of Cars	Construction	Year Built
Caboose	1002 to 1006	5	Wood - Trlr.	1927
Flat	1414	1	Wood - Trlr.	1907
Flat	1418	1	Wood - Trlr.	1926
Flat	2012, 2018	2	Wood - Trlr.	1925
Flat	1501, 1502	2	Steel - Trlr.	1926
Flat	5002 to 5005,	4	Steel - Trlr.	1923
Flat	5009, 5014	2	Steel - Trlr.	1923
		17		

LOCOMOTIVE EQUIPMENT

Electric	452, 453	2	Steel	4 Motor - 560 H. P.	1918
Electric	454	1	Steel	4 Motor - 560 H. P.	1923
Elec. & Storage Bat.	455, 456	2	Steel	4 Motor - 560 H. P.	1928
Electric	457 (purchased used)	1	Steel	4 Motor - 560 H. P.	1942
Electric	458, 459	2	Steel	8 Motor - 1120 H. P.	1941
		8			

MISCELLANEOUS SERVICE EQUIPMENT

Service Cars	215, 219	2	Wood - Trlr.		1922
Service Cars	217, 218, 220, 228	4	Wood	2 Motor - 280 H. P.	1922
Service Cars	229	1	Wood	4 Motor - 560 H. P.	1922
Service Cars	235, 237, 239	3	Wood	4 Motor - 560 H. P.	1924
Tool	216	1	Wood	2 Motor - 280 H. P.	1922
Tool	232, 234	2	Wood	4 Motor - 560 H. P.	1924
Snow Plow	231, 238	2	Wood	4 Motor - 560 H. P.	1924
Snow Plow	605	1	Wood - Trlr.		1921
Line car	604	1	Wood	4 Motor - 300 H. P.	1914
Line Car	606	1	Wood	4 Motor - 560 H. P.	1922
Derrick	1420	1	Wood - Trlr.		1927
Flat	609	1	Steel - Trlr.		1924
Flat	1410	1	Wood - Trlr.		1907
Side Dump	1265	1	Wood - Trlr.	with Weed Killer Tank	1907
Side Dump	1266 to 1273	8	Wood - Trlr.		1907
Box	3019	1	Wood - Trlr.		1917
Tank	4000	1	Steel - Trlr.	8000 Gal. capacity	1922
Tank	4001	1	Steel - Trlr.	10,000 Gal. capacity	1927

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY

AUTOMOTIVE EQUIPMENT

<u>YEAR</u>	<u>TRADE NAME</u>	<u>MODEL</u>	<u>SERIAL NO.</u>	<u>MOTOR NO.</u>
1940	International	3-T. Dump	D40-16886	FAB25922313 AP
1941	International	3-T. Dump	K-7-259-5812	FAC-259-11026
1947	International	3 to 5-T. Dump	3358	RED-361-12606
1947	International	3/4 to 1-T. Pick-up	GRD214	167444
1951	International	1/2-T. Telephone Truck	45667	106390
1951	Chevrolet	1-T. Panel	21JSE-2831	AJCA-651395
1951	Plymouth	Station Wagon	18141673	P23-116411
1953	Chevrolet	1-T. Panel	L53J006432	ALCE171481
1954	Chevrolet	1-T. Panel	C54J-007004	0195210F54
1954	International	3 to 5-T. Dump Body	9696	BD269-82024
1955	Plymouth	Station Wagon	13881364	P26-67031
1954	International	1-1/2-T. Dump	8857	SD220-286098
1954	International	1/2-T. Utility Body	33071	SD220-243021
1955	Plymouth	4-Dr. Station Wagon	14087619	P26-342087
1955	Pontiac	4-Dr. Sedan	P755S26231	P755S26231
1955	International	1/2-T. Pick-up	21425	302855ASD220
1955	International	3/4-T. Pick-up	R112-5845	SD220-308878
1955	Plymouth	2-Dr. Station Wagon	13927110	P26-128130
1955	International	1-1/2-T. Express Body	S-13080	333302
1956	Chevrolet	2-Dr. Sedan	A56J093140	0239707F56Z
1956	International	Line Truck	S52019	BD308-101513
1957	International	1/2-T. Aristocrat Body	A-112-SA 1951	BD 240-457019
1957	Chevrolet	2-Dr. Station Wagon	288687	F828A
		AP-30 Pole Trailer	76065	
		4-wheel Trailer	-	
		2-wheel Trailer	-	
1957	Ford	640 Tractor	124907	
TOTAL - 27 Units				

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY
CHICAGO & MILWAUKEE ELECTRIC RAILWAY COMPANY

CONSOLIDATED BALANCE SHEET
(in 000's)

ASSETS	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948
Current Assets:										
Cash	\$ 649	\$ 787	\$ 880	\$ 702	\$ 605	\$ 602	\$ 1,072	\$ 850	\$ 897	\$ 1,406
Special Deposits	70	78	72	71	72	81	74	95	98	54
United States Obligations - At Cost	--	300	200	200	400	350	451	150	--	--
Accounts Receivable	367	334	319	314	355	405	572	1,167	276	466
Inventories - At lower than cost or market	540	517	510	586	672	775	710	633	556	673
Prepaid Expenses	14	20	43	38	41	40	44	39	38	32
Other	--	1	1	--	--	2	1	1	1	8
Interest Receivable	--	6	1	3	18	28	18	--	--	--
Due from Affiliated Companies	14	17	78	34	14	2	2	2	6	12
	<u>\$ 1,654</u>	<u>\$ 2,060</u>	<u>\$ 2,104</u>	<u>\$ 1,948</u>	<u>\$ 2,177</u>	<u>\$ 2,285</u>	<u>\$ 2,944</u>	<u>\$ 2,937</u>	<u>\$ 1,872</u>	<u>\$ 2,651</u>
Deferred Assets:										
Depreciation Funds										
Cash	\$ 3	\$ 3	\$ 3	\$ 3	\$ 3	\$ 3	\$ 19	\$ 42	\$ 8	\$ 11
United States Obligations-At Cost	30	30	30	30	30	505	480	400	500	500
Received on Property Sales	--	--	--	--	--	1,119	1,021	935	682	61
	<u>\$ 33</u>	<u>\$ 33</u>	<u>\$ 33</u>	<u>\$ 33</u>	<u>\$ 33</u>	<u>\$ 1,627</u>	<u>\$ 1,520</u>	<u>\$ 1,377</u>	<u>\$ 1,190</u>	<u>\$ 572</u>
Investments:										
Other Investments	--	--	--	--	\$ 1	\$ 1	\$ 9	\$ 3	\$ --	\$ --
Investment in Affiliated Companies	--	--	--	--	--	2,239	2,239	2,346	2,283	2,283
Advance to Affiliated Companies	--	--	--	--	--	42	50	--	--	--
	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>\$ 1</u>	<u>\$ 2,282</u>	<u>\$ 2,298</u>	<u>\$ 2,349</u>	<u>\$ 2,283</u>	<u>\$ 2,283</u>
Tangible Property - At carrying value to predecessor company or at cost:										
Operating Properties	\$31,511	\$31,518	\$32,430	\$36,773	\$36,790	\$37,304	\$37,158	\$37,310	\$37,733	\$37,865
Less - Acquisition Adjustment	--	--	--	--	--	17,111	15,552	15,336	15,477	15,673
Donations and grants	27	27	25	68	3	30	29	3	--	--
Investment in Operating Properties	\$31,484	\$31,491	\$32,405	\$36,705	\$36,787	\$20,163	\$21,577	\$21,971	\$22,256	\$22,192
Less - Depreciation and Amortization	7,229	7,029	7,436	8,150	7,901	7,630	9,107	8,908	8,698	8,372
	<u>\$24,255</u>	<u>\$24,462</u>	<u>\$24,969</u>	<u>\$28,555</u>	<u>\$28,886</u>	<u>\$12,533</u>	<u>\$12,470</u>	<u>\$13,063</u>	<u>\$13,558</u>	<u>\$13,820</u>
Miscellaneous Physical Property	\$ 3,205	\$ 3,211	\$ 3,250	\$ 1,902	\$ 1,848	\$ 2,299	\$ 2,362	\$ 2,586	\$ 2,752	\$ 3,019
Less - Allowance for depreciation	1,508	1,456	1,443	1,356	1,307	1,258	1,208	1,309	1,259	1,209
	<u>\$ 1,697</u>	<u>\$ 1,755</u>	<u>\$ 1,807</u>	<u>\$ 546</u>	<u>\$ 541</u>	<u>\$ 1,041</u>	<u>\$ 1,154</u>	<u>\$ 1,277</u>	<u>\$ 1,493</u>	<u>\$ 1,810</u>
Unadjusted Debits	\$ 114	\$ 83	\$ 196	\$ 78	\$ 70	\$ 57	\$ 56	\$ 53	\$ 99	\$ 136
	<u>\$27,753</u>	<u>\$28,393</u>	<u>\$29,109</u>	<u>\$31,160</u>	<u>\$31,708</u>	<u>\$19,825</u>	<u>\$20,442</u>	<u>\$21,056</u>	<u>\$20,495</u>	<u>\$21,272</u>

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY
CHICAGO & MILWAUKEE ELECTRIC RAILWAY COMPANY

CONSOLIDATED BALANCE SHEET
(in 000's)

<u>LIABILITIES</u>	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948
Current Liabilities										
Accounts Payable	\$ 398	\$ 387	\$ 394	\$ 419	\$ 711	\$ 694	\$ 622	\$ 535	\$ 448	\$ 648
Interline Balances	504	503	519	370	277	352	537	935	344	494
Accrued Liabilities:										
Salaries and Wages	139	132	123	156	--	--	--	--	--	--
Taxes	123	111	101	94)	96)	302)	218)	267)	249)	146
Interest	7	--	7)))))))
Other	--	7	--	--	--	--	--	--	--	--
Other	14	60	66	12	10	17	10	14	15	19
Due to affiliated companies	4	9	39	2	3	--	1	1	2	15
Payable for unexchanged bonds of										
Predecessor	--	--	--	164	193	214	145	170	205	239
Less - Cash deposited therefor	--	--	--	(164)	(193)	(214)	(145)	(170)	(205)	(239)
	<u>\$ 1,189</u>	<u>\$ 1,209</u>	<u>\$ 1,249</u>	<u>\$ 1,053</u>	<u>\$ 1,097</u>	<u>\$ 1,365</u>	<u>\$ 1,388</u>	<u>\$ 1,752</u>	<u>\$ 1,058</u>	<u>\$ 1,322</u>
Long Term Indebtedness:										
Special Assessment - due \$13,134 annually - last due January 1, 1962	\$ 131	\$ 144	\$ 158	\$ 171	\$ 184	\$ 197	\$ 210	\$ 224	\$ 238	\$ 251
Notes Payable-Affiliated Companies	200	400	500	500	500	--	--	--	--	--
	<u>\$ 331</u>	<u>\$ 544</u>	<u>\$ 658</u>	<u>\$ 671</u>	<u>\$ 684</u>	<u>\$ 197</u>	<u>\$ 210</u>	<u>\$ 224</u>	<u>\$ 238</u>	<u>\$ 251</u>
Deferred Liabilities:										
Refundable Deposits	\$ --	\$ --	\$ --	\$ 39	\$ 37	\$ 32	\$ 33	\$ 17	\$ 16	\$ 20
Unadjusted Credits										
Allowance-Amortization of Franchise	--	--	--	--	--	--	--	--	5	4
Injury and Damages	276	257	214	158	158	219	191	162	161	173
Other	96	42	45	69	72	105	37	44	33	46
Provision for Transportation Refunds	--	--	--	--	--	41	44	39	46	58
	<u>\$ 372</u>	<u>\$ 299</u>	<u>\$ 259</u>	<u>\$ 227</u>	<u>\$ 230</u>	<u>\$ 365</u>	<u>\$ 272</u>	<u>\$ 245</u>	<u>\$ 245</u>	<u>\$ 281</u>
Capital Stock and Surplus:										
Capital Stock:										
500,000 shares at \$10.00 par.										
Issued and outstanding	<u>\$ 5,000</u>	<u>\$ 5,000</u>	<u>\$ 5,000</u>	<u>\$ 5,000</u>	<u>\$ 5,000</u>	<u>\$20,000</u>	<u>\$20,000</u>	<u>\$20,000</u>	<u>\$20,000</u>	<u>\$20,000</u>
Capital Surplus:										
Arising from Reorganization	\$22,236	\$22,297	\$22,562	\$24,414	\$24,480	\$ --	\$ --	\$ --	\$ --	\$ --
Arising from Consolidation of										
Subsidiary Companies	230	230	230	230	230	--	--	347	347	347
	<u>\$22,466</u>	<u>\$22,527</u>	<u>\$22,792</u>	<u>\$24,644</u>	<u>\$24,710</u>	<u>\$ --</u>	<u>\$ --</u>	<u>\$ 347</u>	<u>\$ 347</u>	<u>\$ 347</u>
Earned Surplus	<u>(\$ 1,605)</u>	<u>\$ 1,186</u>	<u>(\$ 849)</u>	<u>(\$ 474)</u>	<u>(\$ 50)</u>	<u>\$ 2,134</u>	<u>(\$ 1,461)</u>	<u>(\$ 1,529)</u>	<u>(\$ 1,409)</u>	<u>(\$ 949)</u>
Stockholders Equity	<u>\$25,861</u>	<u>\$26,341</u>	<u>\$26,943</u>	<u>\$29,170</u>	<u>\$29,660</u>	<u>\$17,866</u>	<u>\$18,539</u>	<u>\$18,817</u>	<u>\$18,938</u>	<u>\$19,398</u>
	<u>\$27,753</u>	<u>\$28,393</u>	<u>\$29,109</u>	<u>\$31,160</u>	<u>\$31,708</u>	<u>\$19,825</u>	<u>\$20,442</u>	<u>\$21,056</u>	<u>\$20,495</u>	<u>\$21,272</u>

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY
and
CHICAGO & MILWAUKEE ELECTRIC RAILWAY COMPANY

Consolidated Income Statement for years 1948 through 1957

<u>OPERATING REVENUES</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>
Passenger	3,991,738.86	4,576,146.52	4,485,514.32	5,159,630.08
Freight, Express, Switching	967,542.28	969,039.59	1,319,334.22	1,336,023.81
Other	180,231.40	305,785.30	303,066.14	365,666.94
	<u>5,139,512.54</u>	<u>5,850,971.41</u>	<u>6,107,914.68</u>	<u>6,861,320.83</u>
<u>OPERATING EXPENSES:</u>				
Way and Structures	569,936.24	695,141.51	704,746.68	865,957.20
Equipment	494,337.28	604,332.20	612,609.30	732,755.30
Power	635,549.70	614,763.74	618,849.35	646,229.07
Depreciation on Operating Properties	431,482.16	390,278.35	387,353.35	383,333.54
Transportation	2,270,119.36	2,479,799.64	2,362,174.76	2,769,228.27
Traffic	169,333.23	167,766.53	158,349.79	176,488.91
General and Administrative	1,291,869.42	1,275,818.56	1,223,055.16	1,279,096.55
Operating Taxes	286,918.70	291,033.93	296,017.35	307,317.19
	<u>6,149,546.09</u>	<u>6,518,934.46</u>	<u>6,363,155.74</u>	<u>7,160,406.03</u>
Income (loss) from Transportation Operations	(1,010,033.55)	(667,963.05)	(255,241.06)	(299,085.20)
<u>AUXILIARY OPERATIONS</u> <u>(Station Concessions)</u>				
Revenues	352,495.17	403,831.03	383,909.05	443,729.39
Expenses	320,429.91	357,027.55	336,796.54	388,990.73
Net Revenue from Auxiliary Operations	32,065.26	46,803.48	47,112.51	54,738.66
Income (loss) from All Operations	(977,968.29)	(621,159.57)	(208,128.55)	(244,346.54)
Net Non-Operating Income	196,512.37	188,825.89	201,001.39	204,273.69
	<u>(781,455.92)</u>	<u>(432,333.68)</u>	<u>(7,127.16)</u>	<u>(40,072.85)</u>
Debits (Credits) to Income Net	20,635.10	27,844.15	13,645.45	5,576.83
Income (loss) before taxes on Income	(802,091.02)	(460,177.83)	(20,772.61)	(45,649.68)

GENERAL AUDITOR'S OFFICE
March 19, 1958

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY
and
CHICAGO & MILWAUKEE ELECTRIC RAILWAY COMPANY

1952	1953	1954	1955	1956	1957
4,955,953.39	4,731,566.43	4,628,793.59	4,250,650.00	4,036,433.00	4,310,336.10
1,001,107.55	998,159.01	862,056.32	904,567.00	1,044,266.00	958,419.12
372,255.73	352,987.56	349,855.06	346,863.00	354,389.00	384,222.46
<u>6,329,316.67</u>	<u>6,082,713.00</u>	<u>5,840,704.97</u>	<u>5,502,080.00</u>	<u>5,435,088.00</u>	<u>5,652,977.68</u>
787,608.80	721,435.24	658,393.18	610,776.00	613,248.00	692,348.46
716,532.03	647,891.62	582,420.48	590,578.00	588,457.00	689,689.94
635,366.90	594,894.21	582,249.23	561,633.00	534,414.00	557,962.42
325,356.89	315,746.41	311,263.13	297,305.00	289,392.00	283,998.06
2,871,848.77	2,707,563.25	2,551,193.35	2,349,247.00	2,185,501.00	2,265,950.81
175,204.29	168,209.05	162,247.70	162,471.00	164,556.00	172,690.94
1,434,931.98	1,342,521.91	1,344,032.69	1,315,136.00	1,273,582.00	1,259,577.92
321,402.54	308,536.71	315,671.04	314,012.00	329,474.00	359,140.95
<u>7,268,252.20</u>	<u>6,806,798.40</u>	<u>6,507,470.80</u>	<u>6,201,158.00</u>	<u>5,978,624.00</u>	<u>6,281,359.50</u>
(938,935.53)	(724,085.40)	(666,765.83)	(699,078.00)	(543,536.00)	(628,381.82)
440,598.88	412,079.57	386,210.35	334,300.00	273,398.00	272,009.75
404,496.67	379,761.01	355,209.02	302,860.00	250,693.00	252,804.51
36,102.21	32,318.56	31,001.33	31,440.00	22,705.00	19,205.24
(902,833.32)	(691,766.84)	(635,764.50)	(667,638.00)	(520,831.00)	(609,176.58)
230,061.69	200,795.40	170,035.07	321,538.00	189,125.00	201,266.02
(672,771.63)	(490,971.44)	(465,729.43)	(346,100.00)	(331,706.00)	(407,910.56)
---	6,964.59	(41,426.14)	28,144.00	6,566.00	10,532.87
(672,771.63)	(497,936.03)	(424,303.29)	(374,244.00)	(338,272.00)	(418,443.43)

GENERAL AUDITOR'S OFFICE
March 31, 1958

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY
and
CHICAGO & MILWAUKEE ELECTRIC RAILWAY COMPANY

Passenger and Car Mile Statistics for the years 1948 through 1957

<u>C.N.S.&M. RY.</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>
<u>PASSENGERS CARRIED</u>	(See Note)			
Chicago-Milwaukee	2,905,339	3,407,870	3,446,613	4,038,431
Chicago-Mundelein	415,755	547,597	604,415	697,611
Chicago-Waukegan (Shore Line)	4,266,028	4,716,422	4,458,752	4,510,752
Lake Bluff-Mundelein	109,050	80,563	41,312	41,167
TOTAL REVENUE PASSENGERS	7,696,172	8,752,452	8,551,092	9,287,961
Non-Revenue Passengers	419,034	492,641	448,758	446,240
GRAND TOTAL PASSENGERS CARRIED - CNS&MRY.	8,115,206	9,245,093	8,999,850	9,734,201
TOTAL PASSENGERS CARRIED C&ME RY.	702,276	1,086,578	596,257	256,275

C.N.S.&M. RY.

CAR MILES OPERATED

Chicago-Milwaukee	3,748,297.30	4,452,603.63	4,330,649.01	4,906,302.53
Chicago-Mundelein	379,532.48	519,083.55	578,610.94	626,230.47
Chicago-Waukegan (Shore Line)	2,025,865.41	2,170,010.99	1,959,730.25	2,025,289.99
Lake Bluff-Mundelein	66,071.90	55,014.72	29,861.40	29,908.50
TOTAL REVENUE PASSGR. CAR MILES	6,219,767.09	7,196,712.89	6,898,851.60	7,587,731.49
Non-Revenue Passgr. Car Miles	20,697.66	1,967.77	---	---
TOTAL PASSENGER CAR MILES	6,240,464.75	7,198,680.66	6,898,851.60	7,587,731.49
Frt., Work & Line Car Miles	1,069,587.20	1,018,885.13	1,242,315.67	1,315,578.69
TOTAL MILES OPERATED-CNS&MRY.	7,310,051.95	8,217,565.79	8,141,167.27	8,903,310.18
TOTAL MILES OPERATED-C&ME RY.	199,626.78	266,670.03	232,012.18	113,946.03

NOTE: No operation 3/27/48 to 6/29/48 a/c strike.
Passenger service on Shore Line abandoned 7/25/55.

GENERAL AUDITOR'S OFFICE
March 31, 1958

<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>
			(See Note)		
3,816,352	3,436,404	3,396,184	3,625,745	3,862,345	3,718,337
752,030	751,947	860,029	1,069,217	1,325,142	1,372,345
4,282,146	3,863,055	3,857,389	2,055,434	---	---
36,596	37,457	37,402	29,129	23,560	20,076
8,887,124	8,088,863	8,151,004	6,779,525	5,211,047	5,110,758
438,180	386,151	379,713	314,293	229,796	229,874
9,325,304	8,475,014	8,530,717	7,093,818	5,440,843	5,340,632

Chicago & Milwaukee Railway Operations suspended August 12, 1951.

4,686,675.25	4,309,616.94	4,208,668.75	4,405,702.31	4,593,337.32	4,482,832.00
697,619.57	694,531.52	773,081.66	930,486.98	1,125,221.01	1,175,081.09
1,962,464.48	1,740,565.13	1,703,766.44	934,016.00	---	---
30,044.81	29,964.63	26,313.20	24,099.50	24,099.50	24,099.50
7,376,804.11	6,774,678.22	6,711,830.05	6,294,304.79	5,742,657.83	5,682,012.59
---	---	---	11,876.61	26,945.23	31,135.39
7,376,804.11	6,774,678.22	6,711,830.05	6,306,181.40	5,769,603.06	5,713,147.98
1,022,568.51	936,567.13	821,263.20	936,836.14	936,362.67	755,165.86
8,399,372.62	7,711,245.35	7,533,093.25	7,243,017.54	6,705,965.73	6,468,313.84

Chicago & Milwaukee Railway operations suspended August 12, 1951.