

CHAPTER XIII



uring the period covered by the first annual report from July 23, 1916 to December 31, 1917,

there was considerable expense for new cars, electric locomotives, substations, power equipment, rails, ties, ballast, right of way, bridges, stations, crossing gates, warning signal bells and for a general rehabilitation of the system to bring the property to a higher standard of operating efficiency and safety, and to provide for the growing passenger and merchandise business of the Company. The total amount so expended was \$1,146,996.28, to provide which, the Company issued -

\$940,000, par value of its First Mortgage
5% Bonds

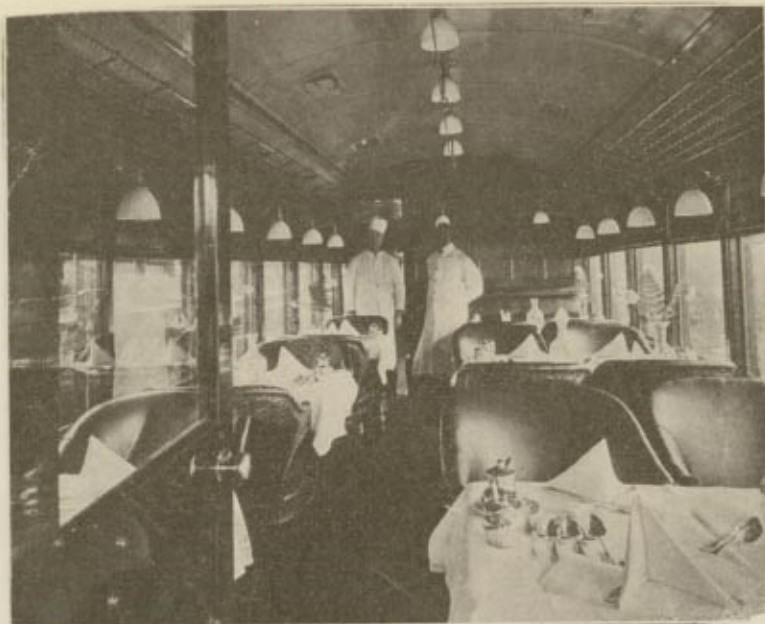
\$170,000. of its 6% Equipment Notes

Bonds and
Equipment
Notes

in addition to the earnings resulting from operation of the property. Because of market conditions created by the war, it was found impossible to sell long term bonds on a reasonable interest basis and consequently the Company issued its One, Two and Three-Year Six Per Cent Serial Notes, amounting to \$885,000 divided as follows -

\$180,000 due July 1, 1918-without collateral
\$345,000 due July 1, 1919-with \$460,000 First
Mortgage Bonds as collateral
\$360,000 due July 1, 1920-with \$480,000 First
Mortgage Bonds as collateral

During the year, 10%, or \$17,000. of the Equipment Notes were paid and canceled. The remaining notes matured at the rate of \$8,500 every six months.



Interior of ~~new~~ Dining Cars - 1917



Interior of Parlor Car - 1917

Arrangements were made, in 1917, to acquire property for terminal facilities in Milwaukee. Until money conditions would improve, the Company found it necessary to advance funds for this terminal.

Milwaukee
Terminal

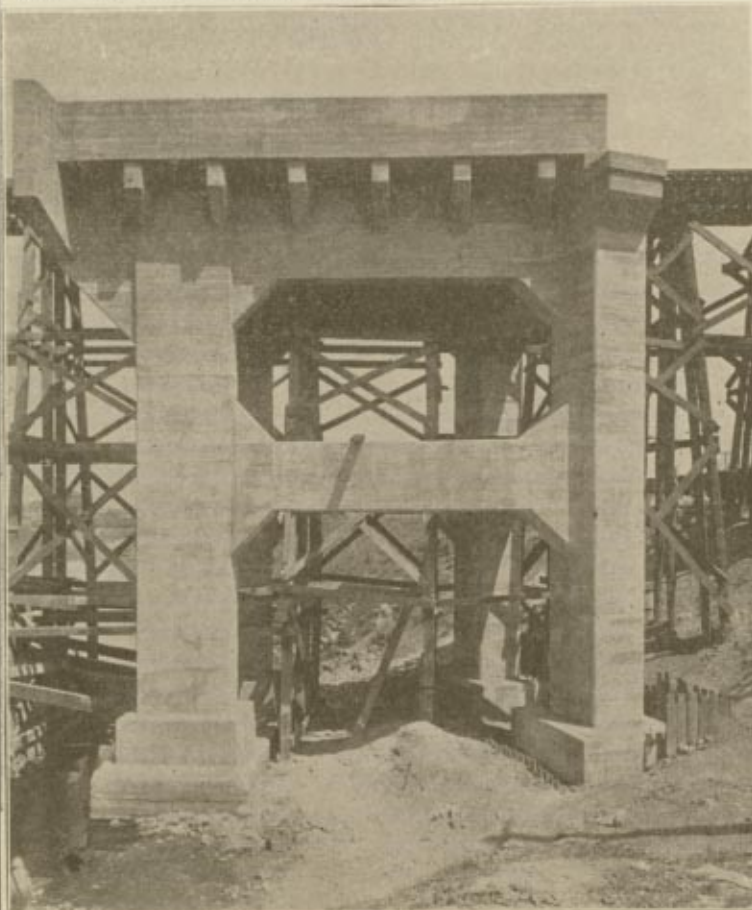
The Waukegan City Lines were largely rebuilt and new tracks laid on North Avenue and Glen Flora Avenue from Sheridan Road to West Line tracks.

Waukegan
City
Lines

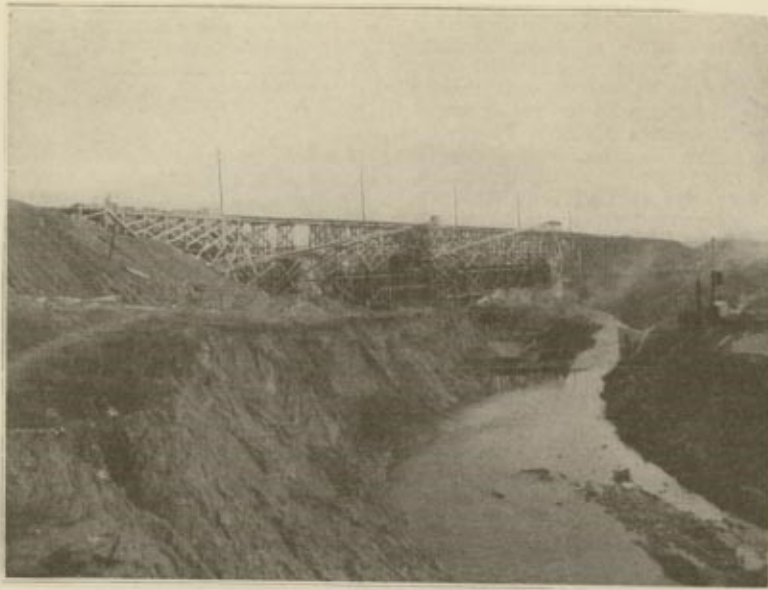
The office building, at Highwood, was thoroughly overhauled, repainted, an employees lunch-room installed in the basement, and a commissary for use in connection with the dining car service.

Highwood
Office

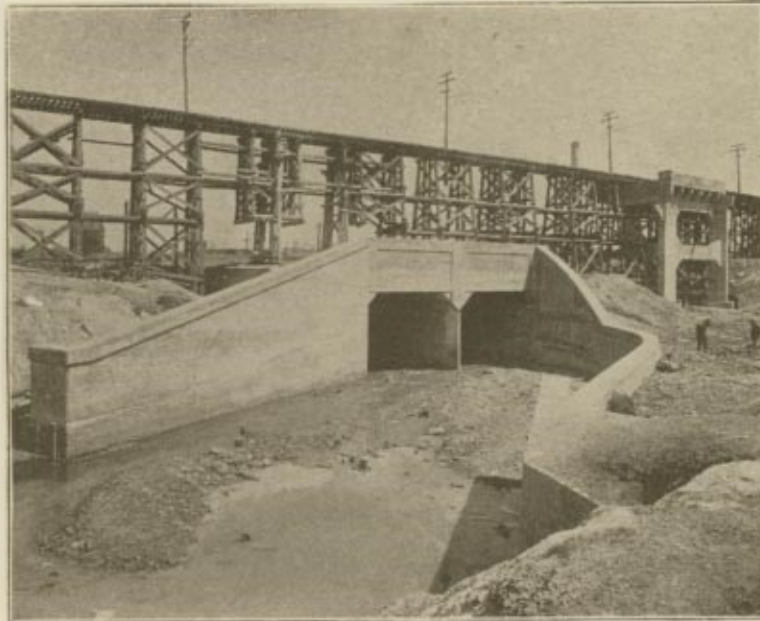
The car shops, at Highwood and North Chicago, were modernized; new concrete and steel bridges built (1) over the crossing of the St. Francis cut-off tracks of the Chicago and North Western Railway just south of Milwaukee (2) on the north side at the Madison Division crossing of the Chicago and North Western Railway (3) over Kinnikinnic River south of Milwaukee .



Bridge abut-
ment, 65 feet
high, over
North Western
RR tracks.



Starting excavation for culvert at
Kinnickinnick River over Madison Division
of the Chicago and Northwestern Railway
tracks.



Completed Reinforced Concrete Culvert
over Kinnickinnic River.

In the change from receivership operation to private operation, a large expenditure of money was required to bring the Road to the standard of maintenance and operation expected and demanded by the public and by Government Authorities.

A Safety Bureau was organized and many changes made to safeguard the public and the Company's employees.

Safety
Bureau

The Road serves the United States Naval Training Station at Great Lakes, as well as the United States Army Post, at Fort Sheridan. The war had caused the traffic to and from the Great Lakes Station to be very heavy. Approximately 25,000 men were stationed at those two locations.

War
Activities
Traffic



Bathing Beach at Ft. Sheridan



Entrance
to
Great Lakes
Naval Train-
ing Station



Administration Building, Great Lakes

Sailors Being
Reviewed by
Secretary of
the Navy
Wilbur



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Arrangements were made for a close connection at Central Street, Evanston, between the trains of this Company and those of the Northwestern Elevated Railroad Company, by which passengers are carried into the center of the business district of Chicago, where transfers may be made to all parts of the city.

Connection
with
Northwestern
El RR at
Evanston

In Waukegan a new franchise was obtained, running for thirty years from May 11, 1917. As this franchise provides for the operation of city cars, it was necessary for the Company to acquire and surrender to the City of Waukegan the franchise formerly held by the Waukegan, Fox Lake and Western Railway Company, under which franchise a small part of the city lines was formerly operated.

Waukegan
Franchise

Waukegan
Fox Lake &
Western RR

The merchandise despatch service commenced operation August 1, 1917.

Merchandise
Despatch

On September 8, 1917, the Public Utilities Commission of Illinois granted permission to the Company to increase the rate of fare in Illinois to two cents per mile, which is the same rate authorized in Wisconsin by the Railroad Commission of Wisconsin and also by the Interstate Commerce Commission.

Fares

[illegible]



A southbound merchandise despatch train of five cars of the regulation type devoted to this service. These cars are of steel and wood construction, are 51 feet over all, weigh about 75,000 pounds each, are equipped with two motors having a total capacity of 280 horse power; are heated and ventilated; are fitted with M. C. B. standard radial automatic couplers, and having a loading capacity of 40,000 pounds. Trains of these cars are run as "extras" as often as the demands of the service require, and are equipped for multiple unit control.

The "M. D." North and South Poles



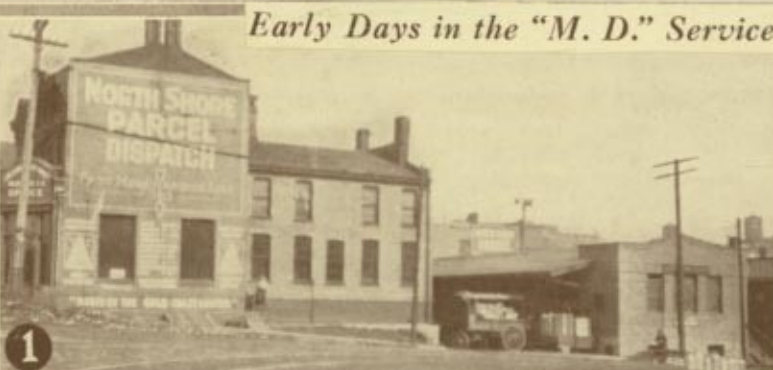
Warehouse at Sixth and Clybourn, Milwaukee-the northern terminal of this high-speed merchandise delivery service. The large number of trucks backed up at the loading platform prove that business is rushing at the "North Pole".



This picture shows the loading platform at the "South Pole" - 63rd and Calumet, Chicago

Old Parcel Despatch station in Milwaukee. There is some difference of opinion as to whether pictures number two and three show the early P.D. Station at Racine or Waukegan.

Early Days in the "M. D." Service



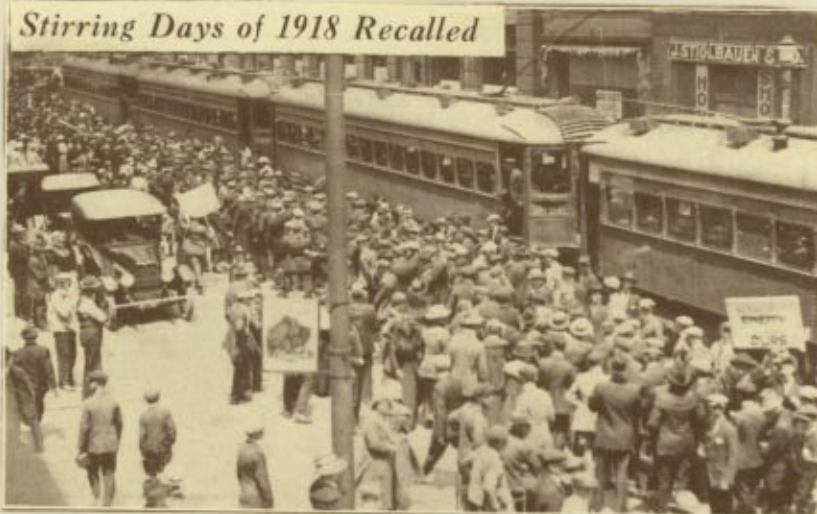


The Merchandise despatch station at Kenosha, Wisconsin
erected in 1919

"Join the Navy's fighting fleet!" "We have met the enemy and he is ours!"

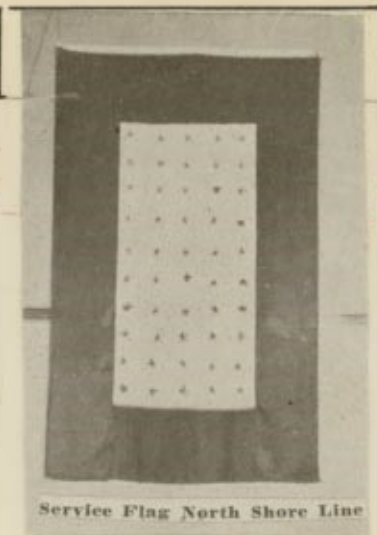
Do you remember these and other stirring slogans carried on placards by enthusiastic recruits as they flocked to Great Lakes Naval Training Station to "join up" in 1918? Almost every member of the North Shore Line family recalls the excitement, tenseness and fervid patriotism of the time, when war news was eagerly awaited, and the Naval Station at Great Lakes was a huge canvas city, housing at one time about 40,000 sailors.

Stirring Days of 1918 Recalled



On July 2, 1918, volunteers for the Navy from Milwaukee and Wisconsin communities, boarding one of the many special trains operated by the North Shore Line to Great Lakes Station. Over 500 of Wisconsin's "finest" enlisted on that day. Milwaukee gave them a tremendous "send-off."

Sixty-five
employees of the
North Shore
served under
the colors



The service
flag holds sixty-
five stars

Following are the names on the honor roll:

Transportation Dept.

| | | |
|----------------|---------------|-------------------|
| E. Haugebrauck | C. Berrong | H. Clow |
| V. Nelson | H. Augustine | E. Williams |
| C. Gillard | F. Okey | H. Riley |
| A. Nugent | J. Schmidt | W. Buderun |
| L. Delong | Geo. Ehleiter | A. Bourkland |
| J. Helton | E. Anderson | *Gilbert O. Evans |
| A. Rhyner | T. Bacon | G. Watkins |
| M. C. Sanborn | W.H. Burke | G. Theobald |

Maintenance of Way Dept.

| | | |
|-----------------|--------------|-----------|
| L. N. White | T. Berg | W. Stupey |
| F. Kramer | James Corse | E. Mundy |
| George Laurentz | G. P. Root | |
| F. Kellner | F. Llewellyn | |

Electrical Dept.

| | | |
|-----------------|-----------------|--------------|
| J. E. Brady | Clarence Smith | H. Anderson |
| Carl Redding | H. Amsden | Leslie Smith |
| E. J. Brown | And. Alschlager | E. V. Kaplan |
| William Rettig | John Lawther | P. Gerharz |
| William Skinner | Lloyd Horton | E. Anderson |
| James Lund | G. Smith | H. Thomas |

Mechanical Dept.

| | |
|-------------|---------------|
| H. V. Scott | Frank Rozales |
| K. Melville | E. Meyers |
| H. Dowden | H. Williams |
| R. Betts | |

Auditing Dept.

| | | |
|--------------|--------------|-----------------|
| John H. Page | F. N. Neal | H. Miltimore |
| N. J. Filitz | O. H. Holmes | Leslie K. Grant |

* Died in France