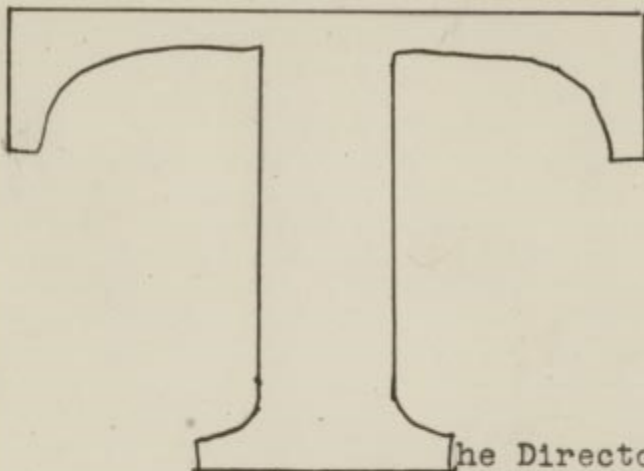


CHAPTER XXI



The Directors, Executive Committee and Officers at December 31, 1926, were -

Directors
Executive
Committee
Officers

Directors

Samuel Insull	R. Floyd Clinch	John R. Thompson, Jr.
Britton I. Budd	Joseph E. Otis	Charles C. Shedd
	H. S. Osler	

Executive Committee

Samuel Insull	R. Floyd Clinch
John R. Thompson, Jr.	

Officers

Samuel Insull	Chairman
Britton I. Budd	President
R. Floyd Clinch	Vice President
Bernard J. Fallon	" "
Charles E. Thompson	" "
William V. Griffin	" "
Hal M. Lytle	" "
John F. Egolf	General Manager
Lincoln C. Torrey	Secretary and Treasurer
Florence M. O'Donnell	Assistant Secretary and Assistant Treasurer
Arthur E. Kullas	Assistant Secretary
John W. Evers, Jr.	" "
George Apfel	" Treasurer
Charles R. Mahan	Comptroller
William W. O'Toole	Auditor
Ralph R. Bradley	General Counsel

In the year 1926, the Company carried a total of 19,461,426 passengers on its rail and motor coach lines, an increase of 1,232,266 over the year 1925. Of that number 10,714,458 passengers were carried on the main line, an increase of 899,864 over 1925. The Milwaukee city lines carried 3,012,776 passengers, an increase for the year of 225,034, and the Waukegan city lines, including the auxiliary motor coach service supplied in that city, carried 4,845,284 passengers, an increase over 1925 of 181,963. Including Waukegan city service the motor coach lines of the Company carried 1,821,603 passengers during the year.

The merchandise despatch and freight business of the Company for 1926 mounted to 656,754 tons, an increase of 120,659 tons over the business of 1925.

Operating revenue of the Railroad for the year amounted to \$7,568,362. an increase of \$717,197. over the year 1925. The gross income after deducting operating expenses and taxes was \$1,814,290., an increase of \$200,699. over 1925. The net income was \$731,427., a decrease of \$49,203. from 1925, due to the increased fixed charges resulting from the heavy capital expenditures for additions to the physical property.

Construction of the Skokie Valley Route increased materially the fixed charges of the Company, and while the line greatly improved the Chicago-Milwaukee passenger service by reducing the running time of trains, and was a necessity because of the contemplated grade separation through the communities on the Shore Line Route, the territory would need time for development to make this line self-supporting.

During the year the Company sold \$2,750,000. par value of First and Refunding Mortgage 5½% Gold Bonds to reimburse its treasury for capital expenditures for additions and betterments, including construction expenditures on the Skokie Valley Line; and \$730,000. Equipment Trust Certificates for the purchase of 20 steel passenger cars, 3 dining cars and 5 refrigerator cars.

Net Income
Decrease

Fixed
Charges

First and
Refunding
Mortgage
5½% Gold
Bonds

Equipment
Trust
Certificate

An additional issue of \$1,000,000. of 7% Cumulative Prior Lien Stock was authorized. Cash sales of Prior Lien Stock during 1926 totaled \$2,085,200.

Issue of
7% Prior
Lien Stock

Improved passenger service was installed upon the opening of the Skokie Valley Route on June 5, 1926. Nearly all of the through Chicago-Milwaukee trains were routed over the Skokie Valley Line, reducing the running time about twenty minutes and a direct hourly service began between Chicago and Libertyville and Mundelein. A new half-hourly limited service was started between Chicago and Waukegan over the Shore Line Route and a half-hourly express service between Chicago and North Chicago Junction.

Improved
Passenger
Service

Trains, in the various classes of service enumerated, were operated in and out of the Loop, which is the heart of Chicago's business and shopping center. There were five trains an hour then being operated between Chicago, North Chicago and Mundelein to Milwaukee and to Mundelein - a total of six trains every hour.

The Company maintained a convenient local service between Evanston and Milwaukee, with frequent trains.

An important feature of the construction work in 1926, and indicative of the growth of the Company's business, is the number of sidings and switch tracks installed that year for the convenience of industrial concerns locating their business on the railroad. A total of 30,570 lineal feet or nearly six miles of such sidings and tracks were completed in the year at twenty locations.

Construction
Work

Of the industrial trackage 25,255 feet were laid on Skokie Valley Line and 5,315 feet at locations in Waukegan, Kenosha and Racine.

A connection with the tracks of The Milwaukee Electric Railway and Light Company for the interchange of merchandise despatch cars was made at the Milwaukee Terminal. Upward of 8,800 square yards of paving were laid in 1926. The new passenger station at Ravinia necessitated a realignment of both tracks.

The Milwaukee
Electric Rail
way & Light
Company

Ravinia
Station

bringing them to final line and grade and involving a considerable amount of excavation and grading. The old shelters and platforms were removed and the right of way at both ends of the new station was graded, providing 1,000 square yards of parking space.

Work was completed during 1926 on the installation of automatic block signals on eleven miles of double track, extending from 22nd Street, North Chicago, to Winthrop Harbor at the Wisconsin State Line.

Automatic
Block
Signals

The mechanical Interlocking plant of 24 levers at South Upton on the Skokie Valley Line was changed to electric interlocking of 55 levers and made to control three wyes in addition to protecting the Chicago and Northwestern crossing at that point.

South Upton
Interlocking



Upton "Y"
Skokie
Valley
Route

At the Skokie Junction the mechanical interlocking plant was changed to an electric plant of 31 levers and a mechanical plant of 24 levers at Dempster Street, Niles Center, was completed during the year.

Skokie Jct.
Interlocking
Plant

An extensive building program was carried out during 1926, thirteen new passenger stations, including those on the Skokie Valley Line, having been added to the physical property of the Company.

Stations

The nine Skokie Valley Stations, are of Spanish architecture, and harmonize with the type of homes built in the valleys. Our landscaped right of way gives these stations a strikingly attractive appearance. The stations provide living rooms for the station agents as well as convenience for the public.

A new terminal station was built at Mundelein, and placed in service July 11, 1926, the style of architecture following the standard type adopted for North Shore Line passenger stations. This station is a valuable contribution to the growth and development of Mundelein. There is ample parking space at the station for the convenience of passengers.

Mundelein
Terminal



Mundelein Station opened to the public
July 11, 1926.



Mayor Robert F. Rouse of Mundelein (with shovel) breaking ground for the new station at Mundelein. To the right is Bert W. Arnold, Asst. General Manager, and to the left A. U. Gerber, Architect.

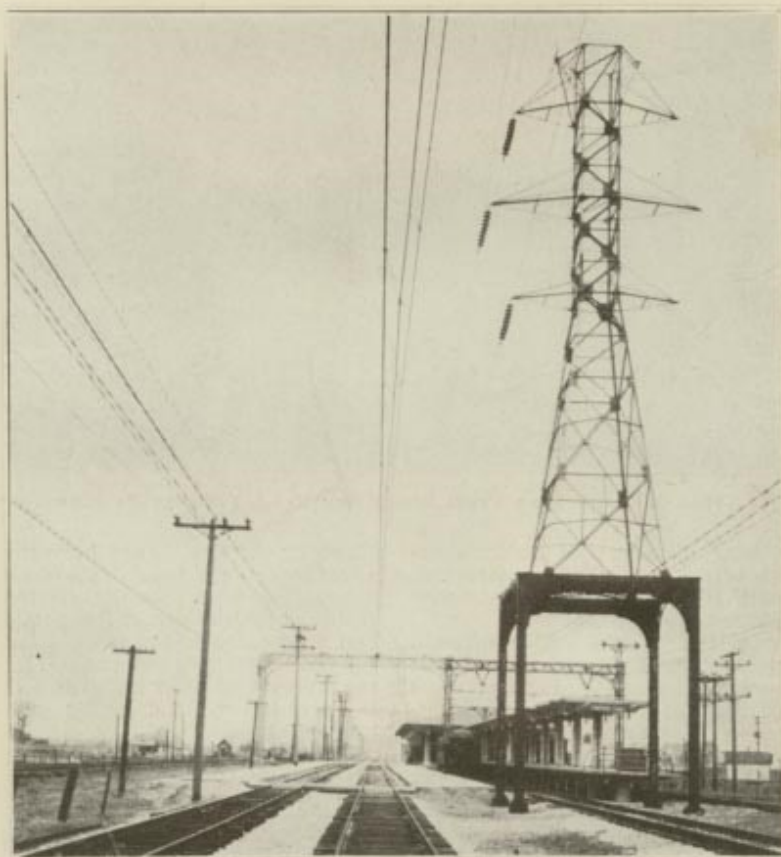


Artistic
bridge, Saint
Mary of the
Lake, Mundelein

Group of
Buildings, Saint
Mary of the Lake,
Mundelein



Saint Mary of the Lake, the great Catholic Seminary at Mundelein, where the Eucharistic Congress, was held. This institution which has been built at a cost of about \$10,000,000 is said to be unequalled by any educational institution of the kind in the world. Mundelein is on the North Shore Line, trains being operated to the entrance gate of the Seminary.



Dempster Street, Niles Center, showing
transmission tower of Public Service
Company raised to let Rapid Transit
Trains into Terminal.

An attractive new passenger station was built at Winnetka, the English architecture conforms in style to the surrounding homes.

Winnetka
Station



Winnetka
Station

Increasing demand for additional facilities in the Loop was met by the opening of a new passenger station, with greatly increased passenger accommodations, at 223 South Wabash Avenue. It occupies the entire basement, first floor and part of the mezzanine and second floors of the building. The waiting room on the second floor is connected by a bridge over the sidewalk to the platform of the Adams and Wabash Station of the Chicago Rapid Transit Lines. This station is known as "Adams and Wabash Station". It was ultra modern in arrangement and decoration, and the lounge especially for women and children on the mezzanine floor is a popular feature with women shoppers.



View of
rear first
floor and
Restaurant
"Adams &
Wabash"
Station



Exterior View
showing Bridge
Connection with
Train Platform
"Adams & Wabash"
Station



View of Second Floor Waiting Room
"Adams & Wabash" Station

Among other buildings erected during 1926 are 5 substations, 7 section houses. A large motor coach garage was built at 10th Street, Waukegan. The latter is a two story fireproof structure 107 x 172 feet, with concrete floors and composition roof supported by steel trusses. The first floor, containing 18,400 square feet of space, provides repair pits, tire repair shop, paint shop and stock room. The second floor provides office room for the motor coach department, lock^{er} rooms and showers for the motor coach operators and similar accommodations for shop mechanics. Two 5,000 gallon underground tanks are provided for the storage of gasoline.

Substations
Section
Houses -
Waukegan
Garage



Motor Coach
Garage at
10th Street
Waukegan

Interior of
motor coach
garage at
Waukegan



Concessions operated by the Company in 1926 in various stations were increased during the year by the addition of new concessions in the Mundelein, Libertyville, Briergate, Northfield, Glenayre and Ravinia stations. New concession furniture and fixtures were installed at the Winnetka station and the downtown Chicago Terminal at 223 South Wabash Avenue. A gross business of \$545,453 was done in the various concessions, an increase of 18% over 1925. The net income was \$69,516. These concessions and restaurants are maintained principally for the convenience of our customers.

Concessions



①



②



③



④

Glimpses of the special trip made on June 4, 1926 over the Skokie Valley Route by 300 invited guests of Samuel Insull and President Britton I. Budd. Picture No.1 shows the party inspecting one of the St. Mary of the Lake Seminary buildings during ~~xxxx~~ motor coach trip through the grounds. Picture No.2 was taken while the five-car special train-the first to operate over the Skokie Valley Route-stopped at Northbrook Station. Picture No.3 shows members of the party inspecting Northbrook Station. Picture No. 4 was taken just before the special train departed from Mundelein on the return trip.

With a view to increasing the business of the Company and to enlist the active interest and support of all employees in this work, a "Better Business Campaign" was started in January 1926. An organization was formed among the employees and cash prizes were provided for the employees doing the most meritorious work.

Better
Business
Campaign

A total of 7,714 "tips" were turned in by 647 employees during 1926. These tips were followed up by agents from the Traffic Department and a considerable amount of new business was secured.

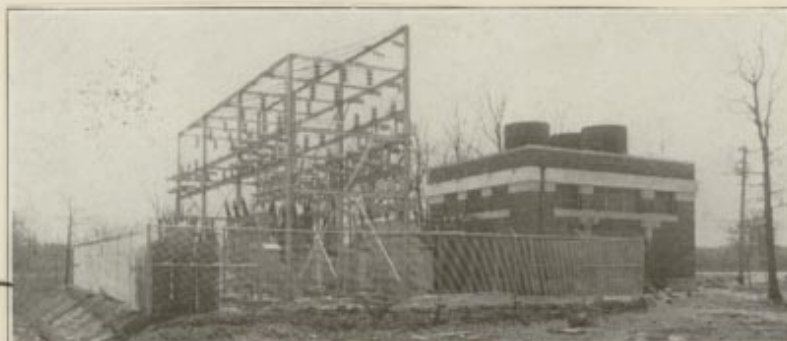
Skokie
Valley
Line

The opening of the new Skokie Valley Line over its entire length on June 5, 1926, marked the greatest forward step in the history of the Road as well as the most important development in the villages. The Skokie Valley Line set a record for rapid railroad construction and has every modern feature known to electrical and railroad engineering science. It is an outstanding example of the modern electrically-operated railroad.

Skokie Valley
Line

The line extends as a double-track railroad from Howard Street, at the northern limits of the city of Chicago, to a connection with the old line at North Chicago Junction.

The first section from Howard Street to Dempster Street in Niles Center was opened to traffic on March 28, 1925. For the first $1\frac{1}{4}$ miles from Howard Street, the tracks are laid in an open cut running under intersecting streets; the next $1\frac{1}{2}$ miles are built on a solid fill embankment and steel structure, the balance of the road being built at grade. This section was built in 11 months after work was started. ~~The Chicago Rapid Transit Company operates a local service over the line to Dempster Street. This section is 5 miles in length.~~



Type of Automatic Substation, Skokie Valley Line

Construction of the second section running from Dempster Street north through the Skokie Valley to a junction with the Libertyville Branch, a distance of about nineteen miles, was started on June 1, 1925, and with the necessary connections to the Libertyville Branch and to the Main Line, was placed in service for through trains on June 5, 1926. The tracks on this section equal 44 miles of single track, exclusive of yards and industrial track sidings.

The new line was built for safety and high speed. For miles the road is a straight line and where curves were necessary they were laid on a wide radius making high speed safe around them.

That the construction engineers did their work well was proved 19 days after the new line was opened to traffic when one of the greatest feats in mass transportation in the history of the world was performed. The closing exercises of the International Eucharistic Congress were held at Mundelein, on June 24, 1926, and the burden of transporting the multitudes fell upon the North Shore Line in conjunction with the Chicago Rapid Transit Company.

Skokie
Valley Line
Cont'd

International
Eucharistic
Congress at
Mundelein



Scene at Uptown Station, Wilson and Broadway, on morning of June 24, 1926, Thousands crowded the station and sidewalks eager to get trains for Mundelein.

before
Never in history was a new railroad subjected to so severe a test. The distance from Chicago to Mundelein is forty miles and from day break until midnight a constant stream of trains kept running over the new line in both directions. That part of the service was operated by Chicago Rapid Transit Company equipment, leased for the occasion. Trains of the North Shore Line carried pilgrims from Evanston and intermediate towns north to Lake Bluff and from Milwaukee and other cities south to the same point, where they were transferred to trains on the Libertyville Branch, on which a shuttle service was operated throughout the day between Lake Bluff and Mundelein.

"Miracle of
Transportati

It was estimated that by 10 o' clock on the morning of June 24, 1926 a total of 125,000 passengers for the Congress had been discharged from North Shore trains at the gates of St. Mary of the Lake, at Mundelein. Still the stream of humanity continued to pour in. The homeward movement had started long before the outbound movement stopped.



Scene at Adams and Wabash Station of Chicago Rapid Transit Lines on morning of June 24th, 1926. Trains for Mundelein were being sent out two minutes apart.

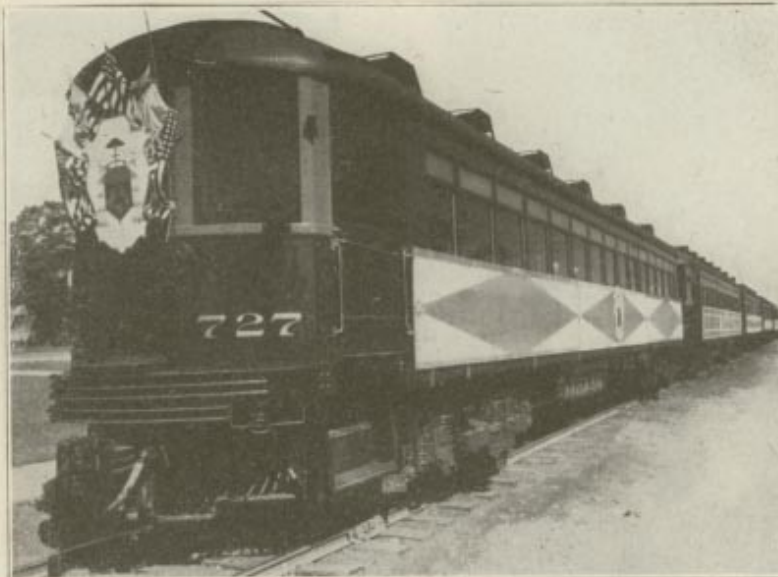


Scene at Mundelein Station of the North Shore Line on closing day of International Eucharistic Congress, June 24, 1926.

That day a total of 820 trains of 5,216 cars were operated in and out of the Mundelein terminal. It was an exceptional accomplishment in railroading. About 200,000 persons were carried forty miles and back in 18 hours. This was done without injury to any passenger in transit and without a wheel leaving the rail. Public officials and newspapers pronounced it "A Miracle in Transportation."

On June 23, 1926, the day before the closing exercises, the North Shore Line ran the "Cardinals' Special" decorated with the papal colors, from its station at Wilson Avenue to Mundelein, carrying the Papal Legate and the assisting Cardinals.

"Cardinals'
Special"

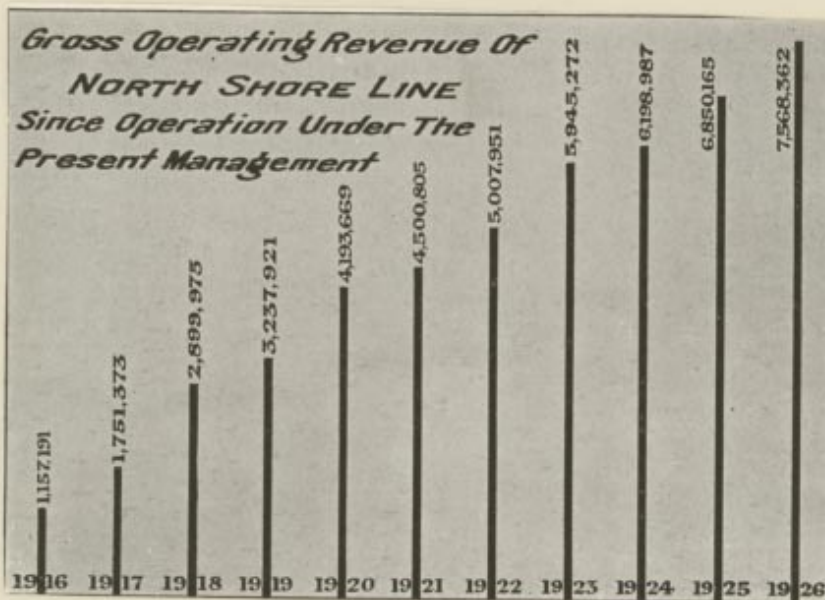


Front
end
view
of
"Cardi-
nals
Special"
on
North
Shore
Line

These movements during the International Eucharistic Congress were, for months before, planned by the operating officials. The hearty cooperation of the employees of the North Shore Line and the Rapid Transit Company, hundreds of whom remained at their posts of duty, without relief, until the great pilgrimage had ended and the last pilgrim had left, made this "Miracle of Transportation" possible. High church dignitaries said the services rendered by the North Shore Line were an important factor in the success of the Eucharistic Congress.

The Skokie Valley Line opened for residential development probably the choicest section in the Chicago Metropolitan area. Beautifully situated home sites which had been largely inaccessible because of the lack of transportation were brought within a few minutes ride of the downtown district of Chicago.

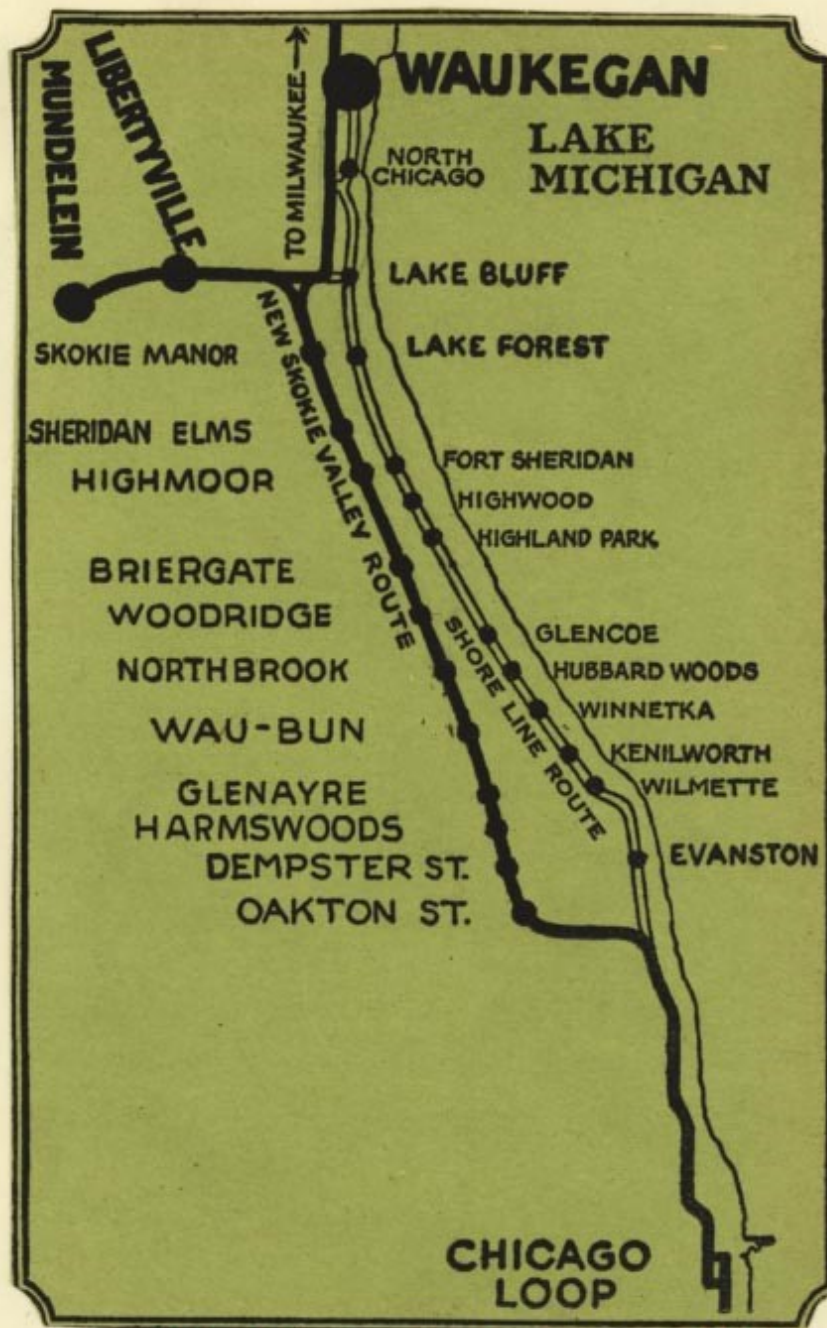
The business for 1926 was the largest in volume in the history of the Railroad, as shown below;



The gross operating revenue of \$7,829,592 compares with \$7,568,361. for the year 1925, an increase of \$261,231.

Largest
Volume of
Business in
the History
of the Rail-
road

Increased
Revenue



Skokie Valley Route Stations - 1926

NORTH SHORE LINE

