



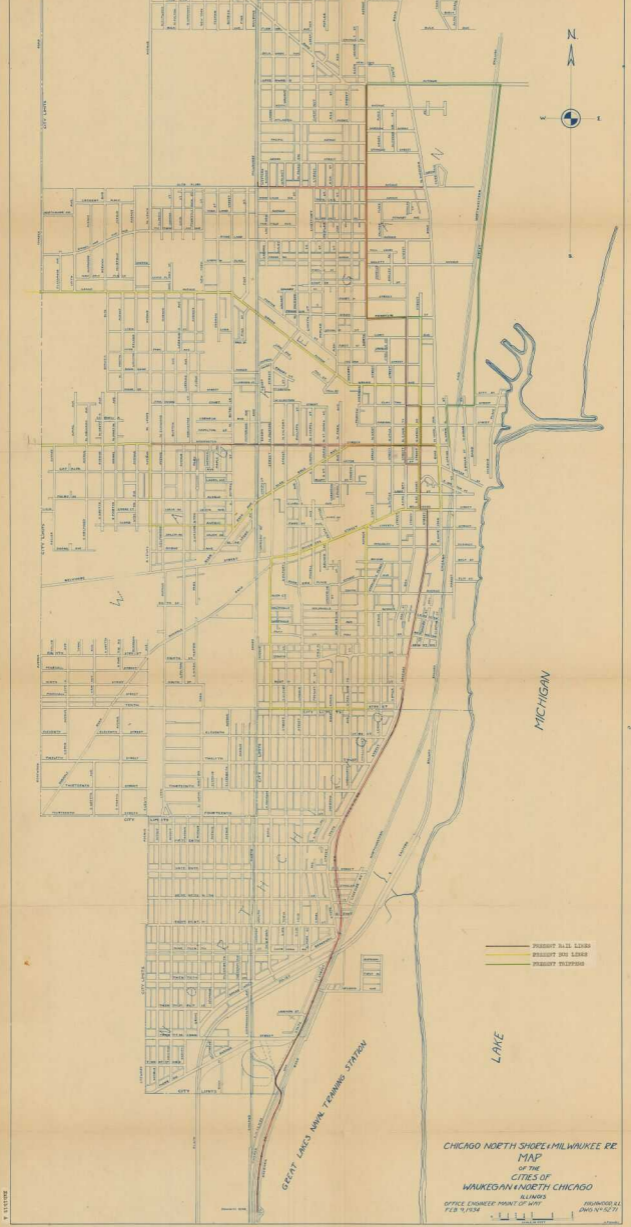
- PNEUMATIC TUB LINES
- PNEUMATIC TUB LINES
- PNEUMATIC TUB LINES

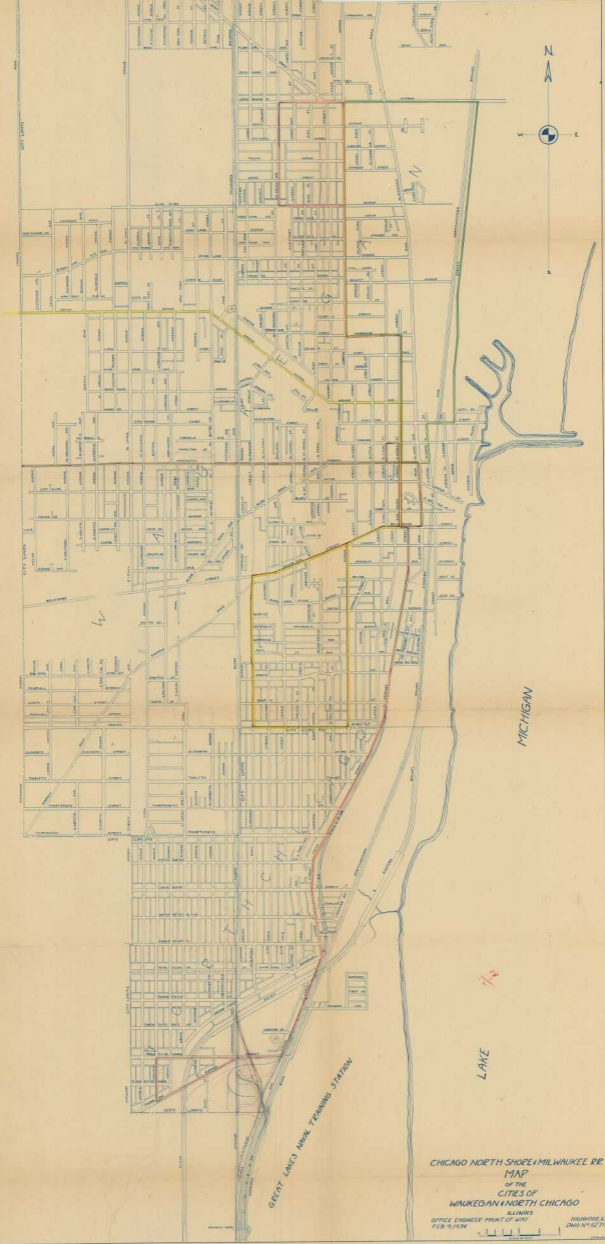
CHICAGO NORTH SHORE MILWAUKEE RE
MAP
OF THE
CITIES OF
WAUKEGAN & NORTH CHICAGO
ILLINOIS
OFFICE ENGINEER PLANT OF NWS
FEB 9, 1934
PLANS NO. 22
DWG. NO. 5271

GREAT LAKES NAVAL TERMINAL STATION

LAKE

MICHIGAN





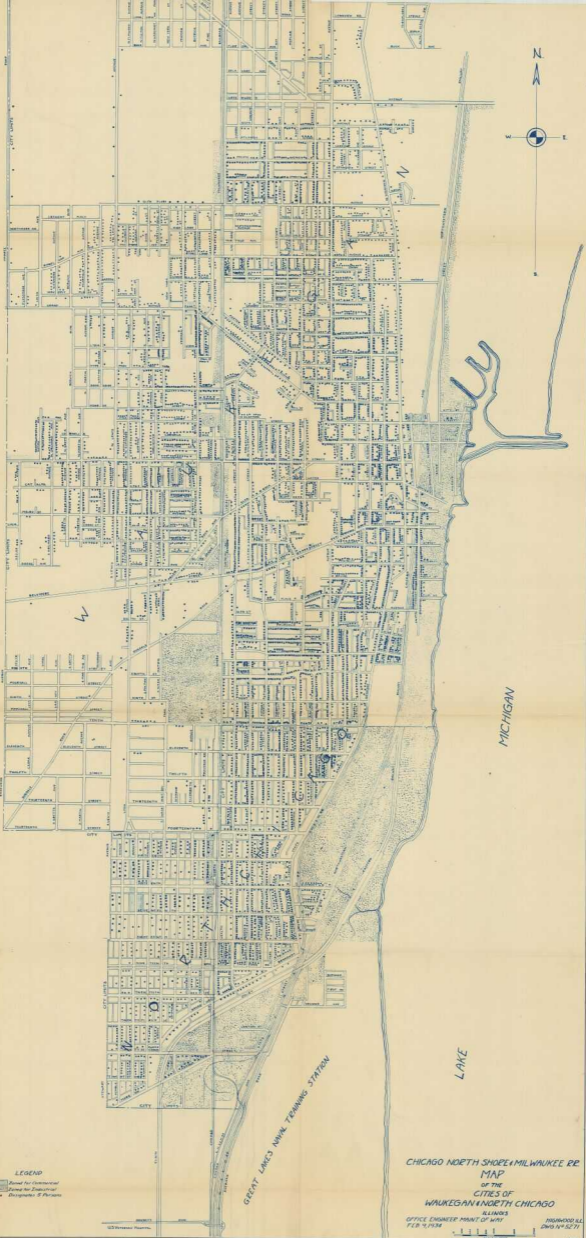
MICHIGAN

LAKE

GREAT LAKES NAVAL TRAINING STATION

CHICAGO NORTH SHORE MILWAUKEE RR
MAP
OF THE
CITIES OF
WAUKEGAN AND NORTH CHICAGO
BLANKS
OFFICE ENGINEER POINT OF WAY
FEB 9, 1934

INDIANWOOD ILL
DWG. NO. 5271



MICHIGAN

LAKE

GREAT LAKES NAVAL TRAINING STATION

CHICAGO NORTH SHORE & MILWAUKEE RR
MAP
OF THE
CITIES OF
WAUKEGAN & NORTH CHICAGO

ILLINOIS
OFFICE ENGINEER HUNT OF WAY
FEB 9, 1934
DESIGNED BY
DRAWN BY
DWG. NO. 5271

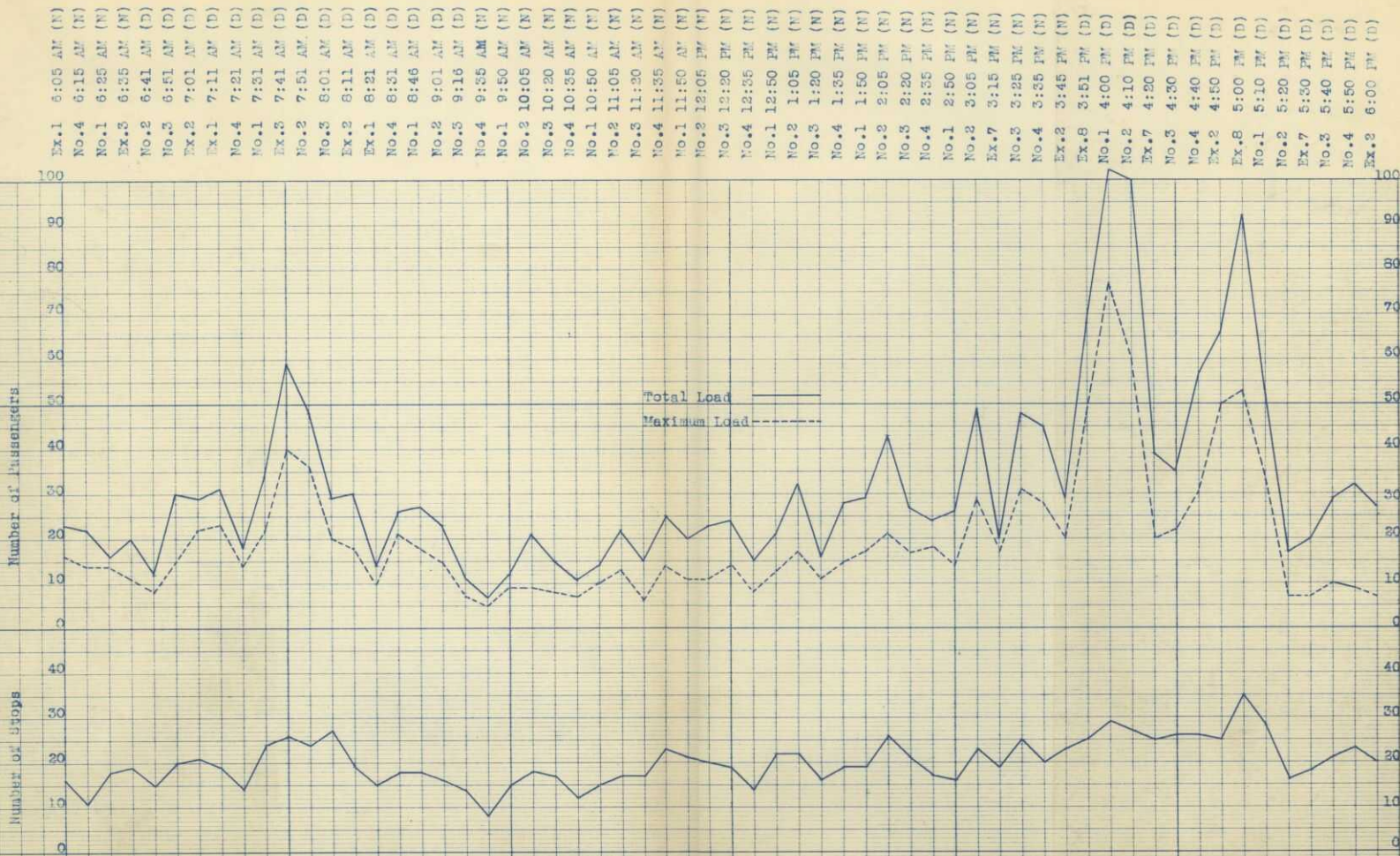
LEGEND

- Railroad
- Street
- Lot

D - Denotes Downeys
 N - Denotes North Chicago Junction

NORTH AVENUE LINE - NORTHBOUND
 WEDNESDAY, MARCH 21, 1934

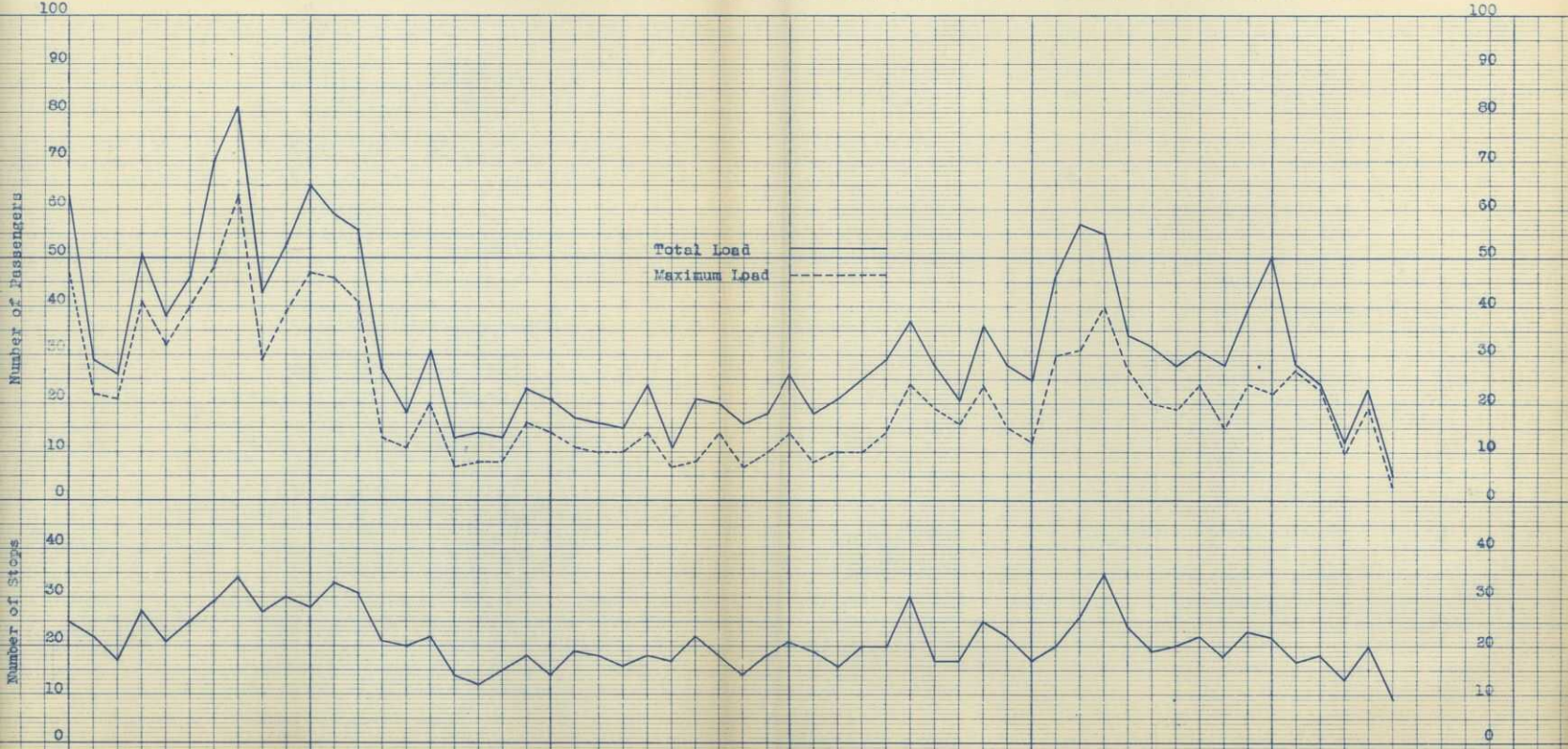
Exhibit D-1



G - Denotes Greenwood Avenue
 W - Denotes Western Avenue

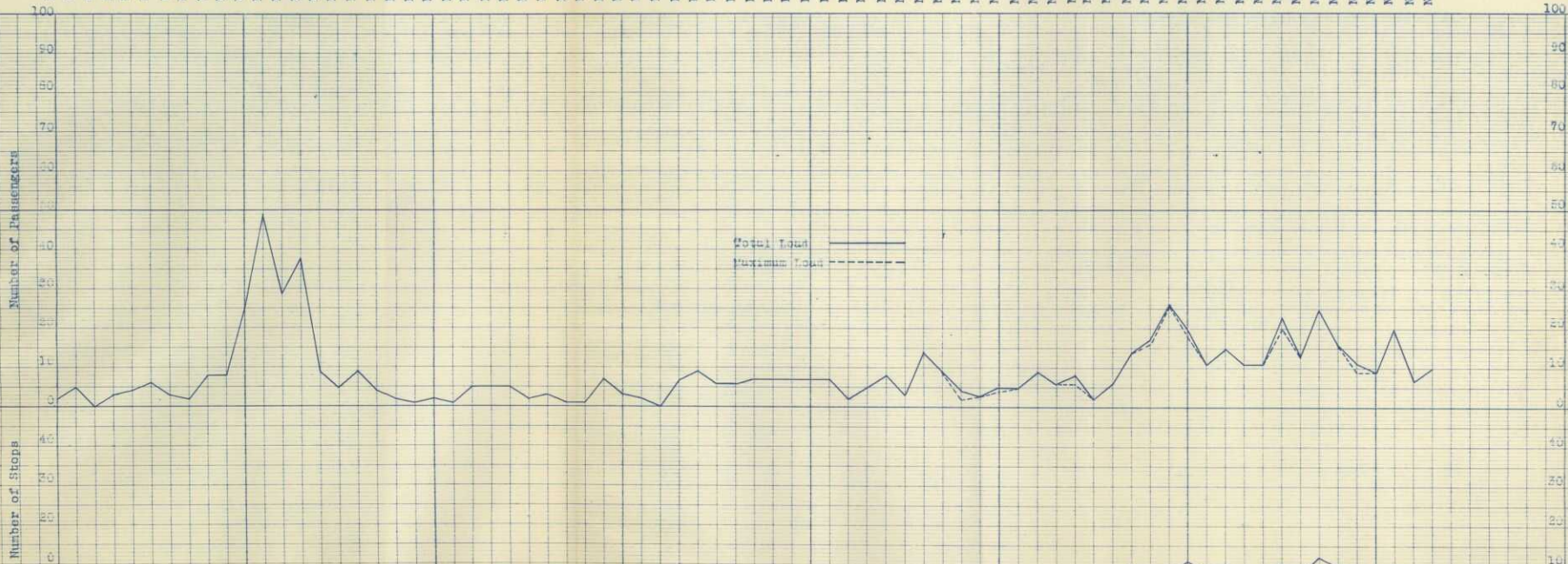
NORTH AVENUE LINE - SOUTHBOUND
 WEDNESDAY, MARCH 21, 1934

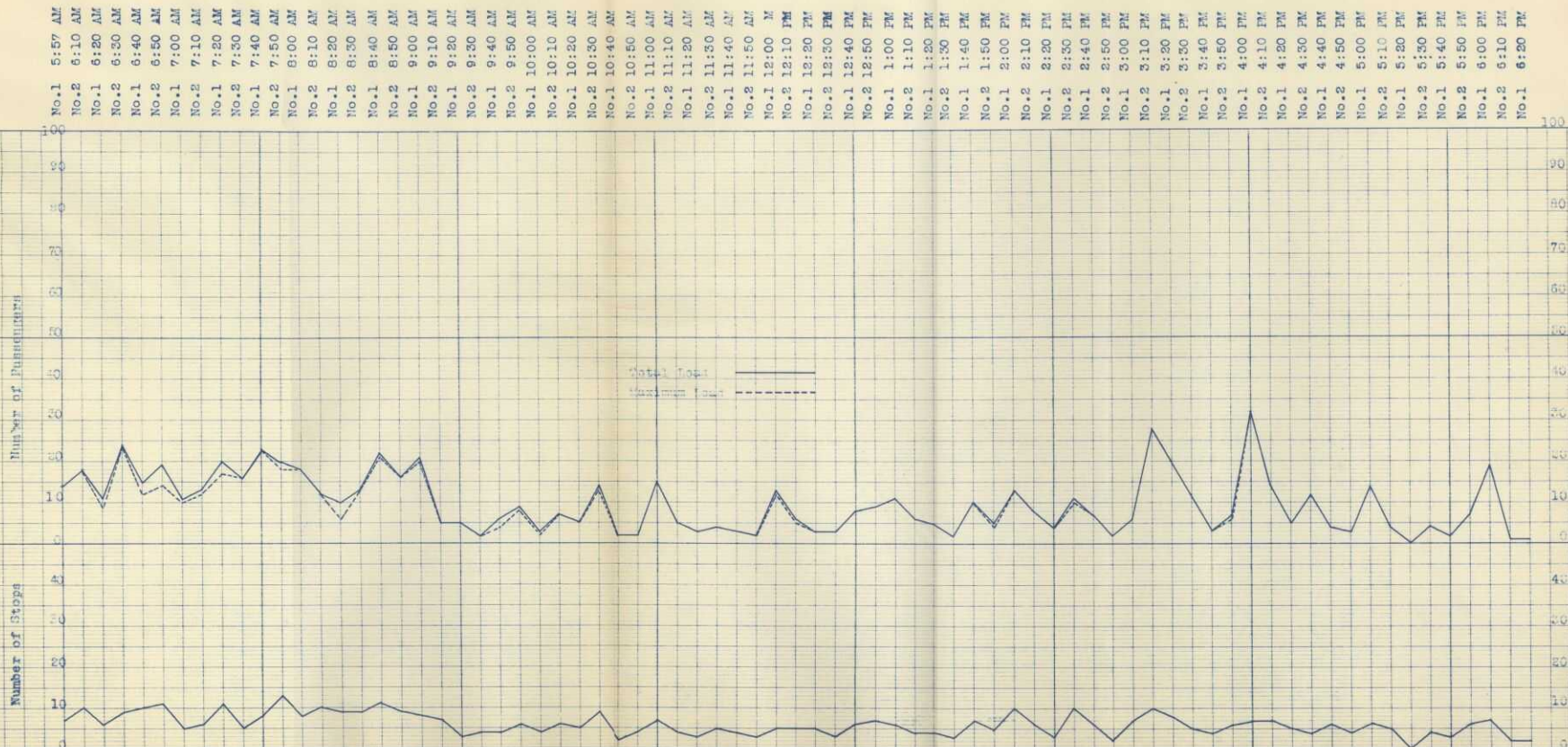
No. 2	6:07 AM	(G)
No. 3	6:17 AM	(W)
Ex. 2	6:27 AM	(G)
Ex. 1	6:37 AM	(W)
No. 4	6:47 AM	(G)
No. 1	6:57 AM	(W)
Ex. 3	7:07 AM	(G)
No. 2	7:17 AM	(W)
No. 3	7:27 AM	(G)
Ex. 2	7:37 AM	(W)
Ex. 1	7:47 AM	(G)
No. 4	7:57 AM	(W)
No. 1	8:07 AM	(G)
Ex. 3	8:17 AM	(W)
No. 2	8:27 AM	(G)
No. 3	8:37 AM	(W)
Ex. 2	8:47 AM	(G)
Ex. 1	8:57 AM	(W)
No. 4	9:06 AM	(G)
No. 1	9:21 AM	(W)
No. 2	9:36 AM	(G)
No. 3	9:51 AM	(W)
No. 4	10:06 AM	(G)
No. 1	10:21 AM	(W)
No. 2	10:36 AM	(G)
No. 3	10:51 AM	(W)
No. 4	11:06 AM	(G)
No. 1	11:21 AM	(W)
No. 2	11:36 AM	(G)
No. 3	11:51 AM	(W)
No. 4	12:06 PM	(G)
No. 1	12:21 PM	(W)
No. 2	12:36 PM	(G)
No. 3	12:51 PM	(W)
No. 4	1:06 PM	(G)
No. 1	1:21 PM	(W)
No. 2	1:36 PM	(G)
No. 3	1:51 PM	(W)
No. 4	2:06 PM	(G)
No. 1	2:21 PM	(W)
No. 2	2:36 PM	(G)
No. 3	2:51 PM	(W)
No. 4	3:06 PM	(G)
No. 1	3:21 PM	(W)
No. 2	3:37 PM	(G)
Ex. 7	3:47 PM	(W)
No. 3	3:57 PM	(G)
No. 4	4:07 PM	(W)
Ex. 2	4:17 PM	(G)
Ex. 6	4:27 PM	(W)
No. 1	4:37 PM	(G)
No. 2	4:47 PM	(W)
Ex. 7	4:57 PM	(G)
No. 3	5:07 PM	(W)
No. 4	5:17 PM	(G)
Ex. 2	5:27 PM	(W)



WASHINGTON SCHEDULE LINE - WESTBOUND
TUESDAY - APRIL 3, 1934

No.1	5:47 AM
No.1	6:10 AM
No.2	6:30 AM
No.1	6:50 AM
No.2	5:40 AM
No.1	6:50 AM
No.2	7:00 AM
No.1	7:10 AM
No.2	7:20 AM
No.1	7:30 AM
No.2	7:40 AM
No.1	7:50 AM
No.2	8:00 AM
No.1	8:10 AM
No.2	8:20 AM
No.1	8:30 AM
No.2	8:40 AM
No.1	8:50 AM
No.2	9:00 AM
No.1	9:10 AM
No.2	9:20 AM
No.1	9:30 AM
No.2	9:40 AM
No.1	9:50 AM
No.2	10:00 AM
No.1	10:10 AM
No.2	10:20 AM
No.1	10:30 AM
No.2	10:40 AM
No.1	10:50 AM
No.2	11:00 AM
No.1	11:10 AM
No.2	11:20 AM
No.1	11:30 AM
No.2	11:40 AM
No.1	11:50 AM
No.2	12:00 M
No.1	12:10 PM
No.2	12:20 PM
No.1	12:30 PM
No.2	12:40 PM
No.1	12:50 PM
No.2	1:00 PM
No.1	1:10 PM
No.2	1:20 PM
No.1	1:30 PM
No.2	1:40 PM
No.1	1:50 PM
No.2	2:00 PM
No.1	2:10 PM
No.2	2:20 PM
No.1	2:30 PM
No.2	2:40 PM
No.1	2:50 PM
No.2	3:00 PM
No.1	3:10 PM
No.2	3:20 PM
No.1	3:30 PM
No.2	3:40 PM
No.1	3:50 PM
No.2	4:00 PM
No.1	4:10 PM
No.2	4:20 PM
No.1	4:30 PM
No.2	4:40 PM
No.1	4:50 PM
No.2	5:03 PM
No.1	5:10 PM
No.2	5:20 PM
No.1	5:30 PM
No.2	5:40 PM
No.1	5:50 PM
No.2	6:00 PM
No.1	6:10 PM





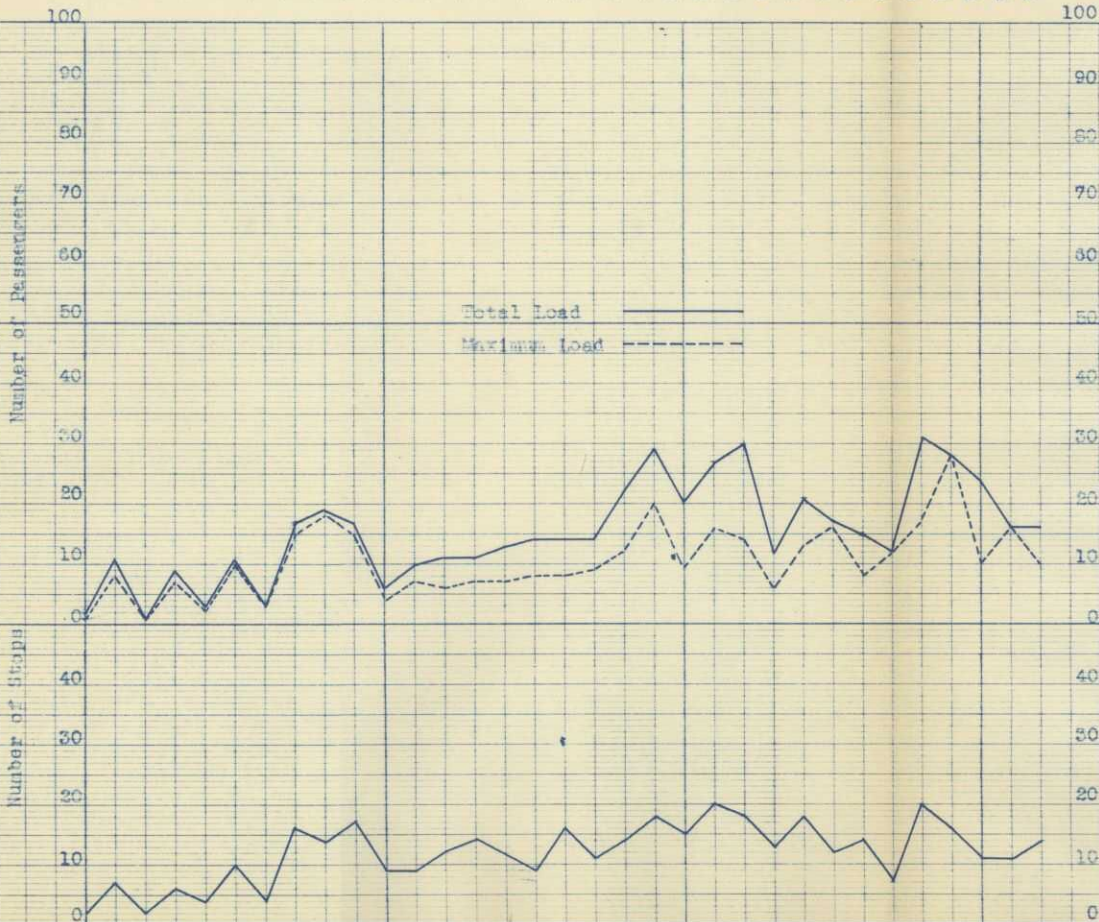
GRAND AVENUE BUS LINE - NORTHBOUND

WEDNESDAY, APRIL 4, 1934

3-2 21122

H-Terminates At Co.Hosp.
 M-Terminates at McAree Rd.
 No. 5-Runs between Water &
 Genesee and McAree Rd.

No. 3	6:01 AM	(H)
No. 1	6:31 AM	(M)
No. 5	7:03 AM	(M)
No. 3	7:01 AM	(H)
No. 5	7:33 AM	(M)
No. 1	7:31 AM	(M)
No. 5	8:03 AM	(M)
No. 3	8:01 AM	(H)
No. 1	8:31 AM	(M)
No. 3	9:01 AM	(H)
No. 1	9:31 AM	(M)
No. 3	10:01 AM	(H)
No. 1	10:31 AM	(M)
No. 3	11:01 AM	(H)
No. 1	11:31 AM	(M)
No. 3	12:01 PM	(H)
No. 1	12:31 PM	(M)
No. 3	1:01 PM	(H)
No. 1	1:31 PM	(M)
No. 3	2:01 PM	(H)
No. 1	2:31 PM	(M)
No. 3	3:01 PM	(H)
No. 1	3:31 PM	(M)
No. 5	3:50 PM	(M)
No. 3	4:01 PM	(H)
No. 5	4:33 PM	(M)
No. 1	4:41 PM	(M)
No. 5	5:03 PM	(M)
No. 3	5:01 PM	(H)
No. 5	5:33 PM	(M)
No. 1	5:31 PM	(M)
No. 5	6:03 PM	(M)
No. 3	6:01 PM	(H)

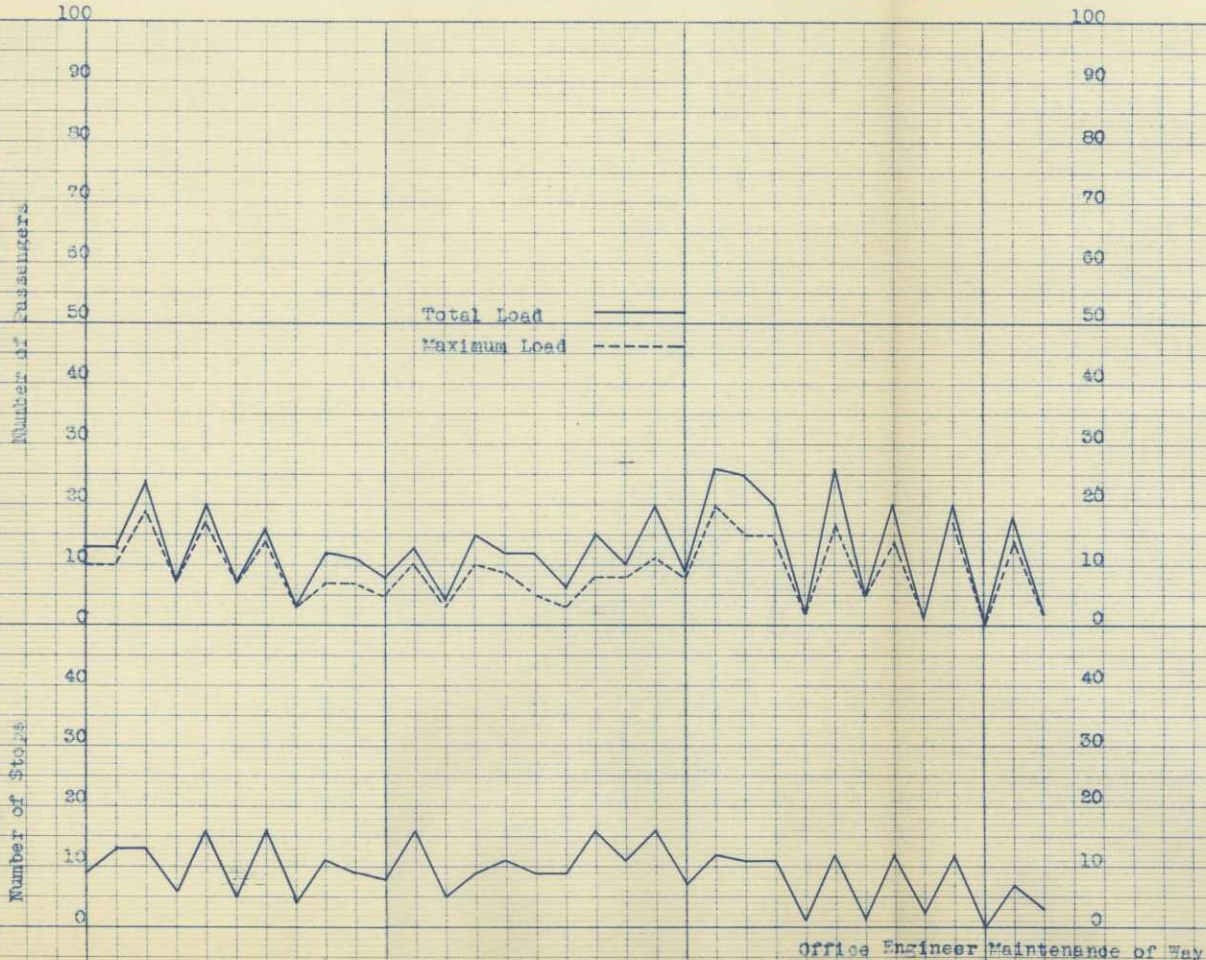


H - Denotes County Hosp.
 M - Denotes McAree Rd.
 No. 5 From McAree Rd. to
 Washington & County

GRAND AVENUE BUS LINE - SOUTHBOUND
 WEDNESDAY - APRIL 4, 1934

9-4-34

Bus No.	Time	Stop
No. 1	6:05 AM	(M)
No. 3	6:32 AM	(H)
No. 1	7:05 AM	(M)
No. 5	7:18 AM	(M)
No. 3	7:32 AM	(H)
No. 5	7:48 AM	(M)
No. 1	8:05 AM	(M)
No. 5	8:18 AM	(M)
No. 3	8:32 AM	(H)
No. 1	9:05 AM	(M)
No. 3	9:32 AM	(H)
No. 1	10:05 AM	(M)
No. 3	10:32 AM	(H)
No. 1	11:05 AM	(M)
No. 3	11:32 AM	(H)
No. 1	12:05 PM	(M)
No. 3	12:32 PM	(H)
No. 1	1:05 PM	(M)
No. 3	1:32 PM	(H)
No. 1	2:05 PM	(M)
No. 3	2:32 PM	(H)
No. 1	3:05 PM	(M)
No. 3	3:32 PM	(H)
No. 1	4:05 PM	(M)
No. 5	4:18 PM	(M)
No. 3	4:32 PM	(H)
No. 5	4:48 PM	(M)
No. 1	5:05 PM	(M)
No. 3	5:18 PM	(M)
No. 5	5:32 PM	(H)
No. 5	5:48 PM	(M)
No. 1	6:05 PM	(M)
No. 5	6:18 PM	(M)

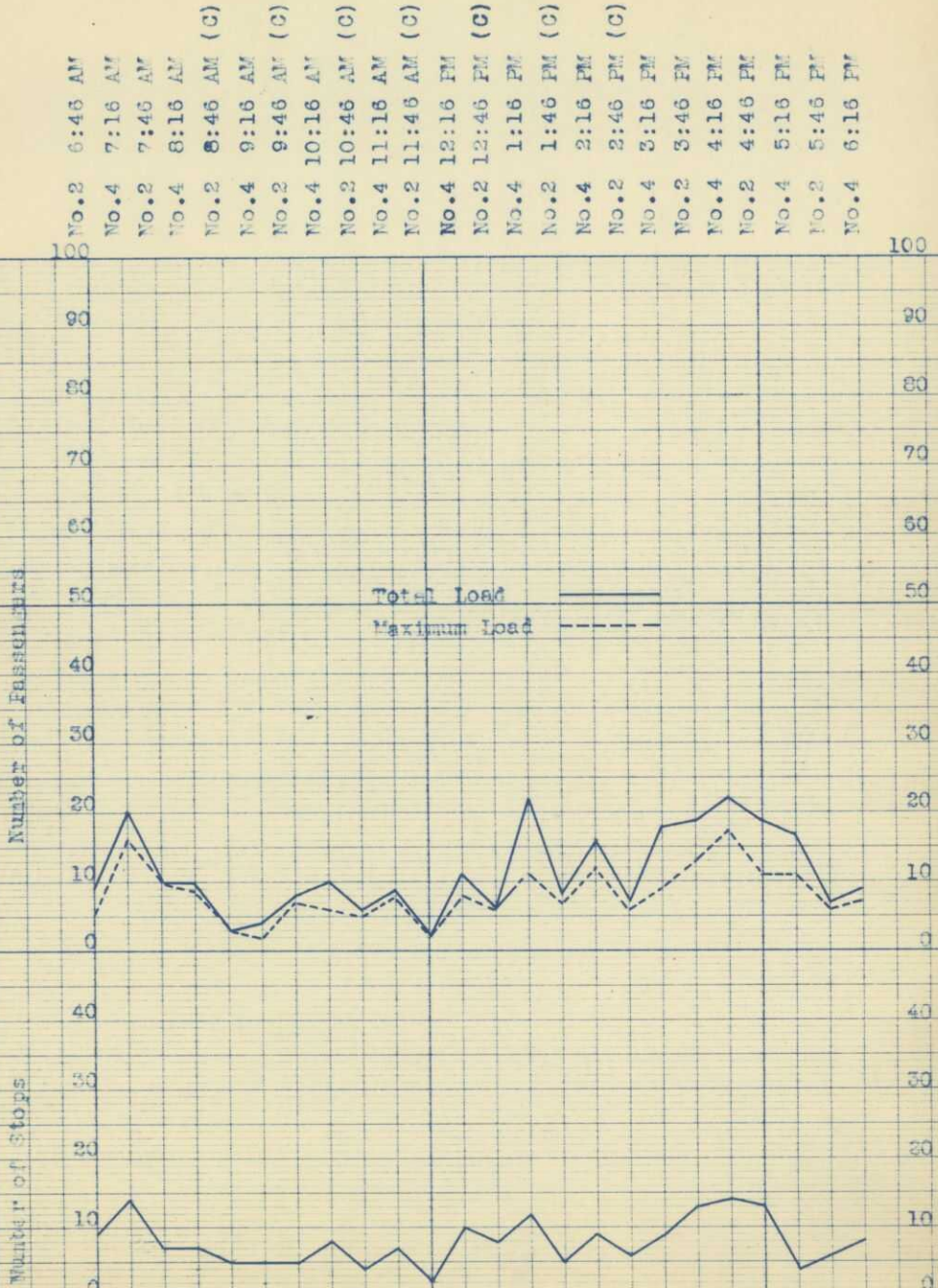


Office Engineer Maintenance of Way

WASHINGTON STREET BUS LINE - NORTHBOUND
 WEDNESDAY - JUNE 13, 1934

Exhibit D-7

(C) Terminates at Washington & County

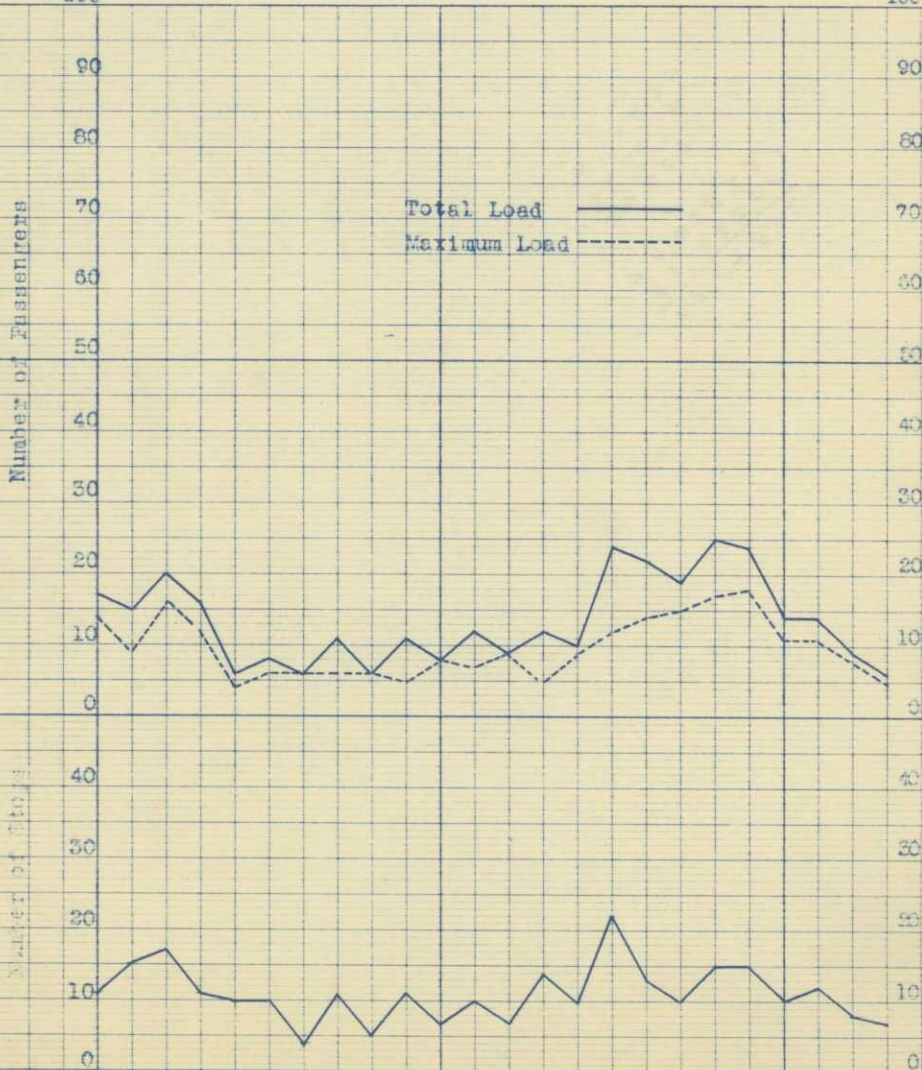


WASHINGTON STREET BUS LINE - SOUTHBOUND
 WEDNESDAY - JUNE 13, 1934

Exhibit D-8

S-St. Therese Hospital
 C-County St. Terminal
 T-Tannery

No.	Time	Origin
No. 2	6:18 AM	(S)
No. 4	6:48 AM	(S)
No. 2	7:18 AM	(S)
No. 4	7:48 AM	(S)
No. 2	8:18 AM	(S)
No. 4	8:48 AM	(S)
No. 2	9:30 AM	(C)
No. 4	9:48 AM	(S)
No. 2	10:30 AM	(C)
No. 4	10:48 AM	(S)
No. 2	11:30 AM	(C)
No. 4	11:48 AM	(S)
No. 2	12:30 PM	(C)
No. 4	12:48 PM	(S)
No. 2	1:30 PM	(C)
No. 4	1:48 PM	(S)
No. 2	2:30 PM	(T)
No. 4	2:48 PM	(S)
No. 2	3:30 PM	(T)
No. 4	3:48 PM	(S)
No. 2	4:18 PM	(S)
No. 4	4:48 PM	(S)
No. 2	5:18 PM	(S)
No. 4	5:48 PM	(S)



A. A. SPRAGUE AND BRITTON I. BUDD, RECEIVERS FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

EXHIBIT E

INCOME STATEMENT - WAUKEGAN CITY LINE (St. Cars only)

	1927	1928	1929	1930	1931	1932	1933
<u>OPERATING REVENUE</u>							
Washington Street - North Avenue	\$207,995.18	\$207,045.77	\$212,127.82	\$179,966.60	\$152,286.30	\$108,076.28	\$ 86,520.14
Advertising	1,095.00	1,098.00	1,095.00	1,095.00	600.00	600.00	600.00
Rail & Motor Coach Interchange		29.86	86.28	242.62	180.50		
Total Operating Revenue	\$209,090.18	\$208,113.91	\$213,136.54	\$180,818.98	\$152,706.00	\$108,676.28	\$ 87,120.14
<u>OPERATING EXPENSES</u>							
Way and Structures	\$ 37,674.30	\$ 29,369.76	\$ 30,998.62	\$ 36,590.42	\$ 42,370.29	\$ 16,941.74	\$ 15,524.42
Equipment	18,619.21	19,985.98	18,913.63	15,395.15	16,334.22	14,121.54	13,955.66
Power	15,519.38	15,234.89	25,034.61	24,164.77	18,826.74	15,526.57	13,982.57
Conducting Transportation	81,421.15	84,046.11	84,986.88	79,223.40	73,620.44	54,985.35	46,526.24
General and Miscellaneous	17,529.23	16,984.02	18,126.53	25,276.57	22,165.79	18,943.82	12,502.82
Total Operating Expenses	\$170,763.27	\$166,620.76	\$178,060.27	\$180,670.31	\$173,297.46	\$120,519.02	\$102,491.71
NET OPERATING REVENUE	\$ 38,326.91	\$ 42,493.15	\$ 35,076.27	\$ 148.67	\$ 20,591.48	\$ 11,842.74	\$ 15,371.57
<u>OTHER CHARGES</u>							
Taxes	\$ 13,146.64	\$ 10,222.88	\$ 9,979.86	\$ 7,847.54	\$ 8,686.50	\$ 9,813.47	\$ 7,344.22
Rent for Leased Roads						1,793.52	1,793.52
Total Other Charges	\$ 13,146.64	\$ 10,222.88	\$ 9,979.86	\$ 7,847.54	\$ 8,686.50	\$ 11,606.99	\$ 9,137.74
NET INCOME OR LOSS	\$ 25,180.27	\$ 32,270.27	\$ 25,096.41	7,698.89	29,277.98	23,449.73	24,509.31
<u>CAR MILES</u>							
Washington Street Lines	102,125.07	100,563.24	100,056.31	100,305.10	100,084.18	96,822.10	87,526.93
North Avenue Lines	481,182.88	465,550.52	481,913.16	472,730.01	469,652.32	362,981.76	323,209.43
Total Car Miles	583,307.95	566,113.76	581,969.47	573,035.11	569,736.50	459,803.86	410,736.35
<u>PASSENGERS CARRIED</u>							
Revenue	3,631,346	3,613,575	3,691,018	3,095,960	2,237,106	1,552,494	1,290,320
Transfer	547,523	560,303	617,280	516,513	410,236	337,760	312,573
Non Revenue	161,086	168,262	167,637	151,583	137,473	121,978	109,511
Total Passengers Carried	4,339,955	4,342,140	4,375,935	3,764,056	2,784,815	2,012,232	1,712,404
PASSENGERS CARRIED PER CAR MILE	7.440	7.669	7.691	6.568	4.887	4.376	4.169
<u>STATISTICS</u>							
Operating Revenue per Car Mile	\$0.3585	\$0.3676	\$0.3662	\$0.3155	\$0.2689	\$0.2364	\$0.2121
Operating Expense per Car Mile	0.3153	0.3106	0.3231	0.3288	0.3194	0.2874	0.2718
Net Income or Loss per Car Mile	0.0432	0.0570	0.0431	0.0063	0.0514	0.0510	0.0597
Ratio of Operating Expenses and Taxes to Gross Revenue	87.96%	84.49%	88.23%	101.98%	119.17%	121.58%	128.13%
Depreciation included in above figures as follows -							
Way and Structures	\$ 11,686.80	\$ 11,686.80	\$ 24,031.92	\$ 19,530.48	\$ 5,909.52	\$ 5,909.52	\$ 5,909.52
Equipment	5,671.44	5,909.52	5,909.52	5,909.52			
Power	1,442.76	1,442.76					
Total	\$ 18,801.00	\$ 19,039.08	\$ 29,941.44	\$ 25,440.00	\$ 5,909.52	\$ 5,909.52	\$ 5,909.52

WAUKEGAN CITY LINES

EXHIBIT F

PROPOSED SERVICE REVISIONS

INCOME STATEMENT WAUKEGAN CITY MOTOR COACH

	<u>1932</u>	<u>1933</u>
<u>OPERATING REVENUE</u>		
Passenger	\$ 39,200.04	\$ 32,321.64
Newspaper Advertising	349.94	260.17
Rent of Equipment		
Total Motor Coach Revenue	<u>\$ 39,549.98</u>	<u>\$ 32,581.81</u>
<u>OPERATING EXPENSES</u>		
Way and Structures	350.60	241.24
Equipment	9,302.61	5,602.11
Power	4,613.95	3,291.83
Conducting Transportation		
Bus Operators	19,511.49	18,344.57
Other Expense	4,916.02	4,059.70
Traffic	9.16	4.74
General and Miscellaneous	3,510.26	3,141.75
	<u>\$ 42,214.12</u>	<u>\$ 34,685.94</u>
GROSS INCOME	\$ 2,664.14	\$ 2,104.13
<u>OTHER CHARGES</u>		
Rent for Leased Routes	6,379.16	6,531.94
Depreciation	7,368.75	7,339.97
Licenses and Taxes	1,809.67	2,728.18
Total Other Charges	<u>\$ 15,557.58</u>	<u>\$ 16,600.09</u>
NET INCOME OR LOSS	\$ 18,221.72	\$ 18,704.22
<u>STATISTICS</u>		
Motor Coach Miles	210,846.60	196,584.30
Revenue Passengers Carried	552,613	469,708
Operating Revenue Per Mile	.1876	.1657
Operating Expenses & Other Charges per Mile	.2739	.2608
Net Income or Loss Per Mile	.0864	.0951
Miles Per Gallon of Gas	5.38	5.38
Tire Renewal Cost Per Mile	.0087	.0085
Lubrication Cost Per Mile	.0034	.0027
Ratio of Operating Expenses and Other Charges to Gross Revenue	146.07%	157.41%

*Apr 1, 1935 - Rent for leased Routes
 \$350.00 per month
 Applied to City - 20% on Revenue Basis.*

PROPOSED SERVICE REVISIONS

COMPARATIVE INCOME STATEMENT (Including Motor Coach) FOR PERIOD
JANUARY 1 TO DECEMBER 31, 1933 AND JANUARY 1 TO DECEMBER 31, 1932.

	<u>PERIOD ENDING DEC. 31, 1932</u>	<u>PERIOD ENDING DEC. 31, 1933</u>
<u>OPERATING REVENUE:</u>		
Passenger Revenue		
Washington Street-North Avenue	\$ 108,076.28	\$ 86,520.14
Motor Coach	39,200.04	32,321.64
Advertising	949.94	860.17
TOTAL OPERATING REVENUE	<u>\$ 148,226.26</u>	<u>\$ 119,701.95</u>
<u>OPERATING EXPENSES:</u>		
Way and Structures	\$ 17,292.34	\$ 15,765.66
Equipment	30,792.90	26,897.74
Power	20,140.52	17,274.40
Conducting Transportation	79,412.86	68,930.51
Traffic	9.19	4.74
General Miscellaneous	22,454.08	15,644.57
TOTAL OPERATING EXPENSES	<u>\$ 170,101.89</u>	<u>\$ 144,517.62</u>
NET OPERATING REVENUE	<u>\$ 21,875.63</u>	<u>\$ 24,815.67</u>
<u>OTHER CHARGES:</u>		
Taxes and Licenses	\$ 11,623.14	\$ 10,072.40
Rent for Leased Roads	1,793.52	1,793.52
Rent for Leased Routes	6,379.16	6,531.94
TOTAL OTHER CHARGES	<u>\$ 19,795.82</u>	<u>\$ 18,397.86</u>
NET INCOME OR LOSS	<u>\$ 41,671.45</u>	<u>\$ 43,213.53</u>
<u>MILEAGE:</u>		
Washington Street	96,822.10	87,526.93
North Avenue	362,981.76	323,209.43
Motor Coach	210,846.60	196,584.30
TOTAL MILEAGE	<u>670,650.46</u>	<u>607,320.66</u>
<u>PASSENGERS CARRIED:</u>		
Revenue		
Railroad	1,552,494	1,290,320
Motor Coach	552,613	469,708
Transfer		
Railroad	337,760	312,573
Motor Coach	66,132	60,905
Non-Revenue		
Railroad	121,978	109,511
Motor Coach	21,565	20,800
TOTAL PASSENGERS CARRIED	<u>2,652,542</u>	<u>2,263,817</u>
<u>STATISTICS:</u>		
Operating Revenue per Car Mile	.2210	.1971
" Exp. & Other Charges per Car Mile	.2831	.2683
Net Income or Loss per Car Mile	.0621	.0712
RATIO OF OPERATING EXPENSES AND OTHER CHARGES TO TOTAL OPERATING REVENUE	128.11%	136.10%

WAUKEGAN CITY LINES

EXHIBIT H

PROPOSED SERVICE REVISIONS

PRESENT RAIL OPERATION

OPERATING COSTS IN CENTS PER CAR MILE

		<u>1927</u>	<u>1928</u>	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>	<u>1933</u>
<u>1934</u> 0.0342	Ways & Structures	\$0.0646	0.0519	0.0532	0.0638	0.0743	0.0369	0.0378
0.0326	Equipment	0.0319	0.0353	0.0325	0.0268	0.0286	0.0307	0.0340
0.0338	Power	0.0266	0.0269	0.0430	0.0422	0.0331	0.0338	0.0340
0.1090	Conducting Transp.	0.1396	0.1484	0.1461	0.1382	0.1292	0.1195	0.1133
0.0276	General & Misc.	0.0300	0.0300	0.0311	0.0441	0.0389	0.0412	0.0304
0.0182	Taxes & Rent for Leased Roads	0.0226	0.0181	0.0172	0.0137	0.0153	0.0253	0.0223
0.0145	*Depreciation		0.0332	0.0327	0.0522	0.0446	0.0128	0.0144
0.2554	TOTAL OPERATING EXP.	\$0.3153	0.3106	0.3231	0.3288	0.3194	0.2874	0.2718

*Depreciation shown
in above figures as
follows:

—	Ways & Structures	\$	0.0206	0.0201	0.0419	0.0343		
0.0145	Equipment		0.0100	0.0101	0.0103	0.0103	0.0128	0.0144
—	Power		0.0025	0.0025				
0.0145	TOTAL	\$	0.0332	0.0327	0.0522	0.0446	0.0128	0.0144

WAUKEGAN CITY LINES
 PROPOSED SERVICE REVISIONS

EXHIBIT I

PRESENT BUS OPERATION

OPERATING COSTS IN CENTS PER BUS MILE

	<u>1932</u>	<u>1933</u>	<u>1934</u>
Ways & Structures	\$0.0017	\$0.0012	0,0 005
Equipment	0.0441	0.0285	0,0 335
Power	0.0218	0.0167	0,0 184
Conducting Transportation	0.1159	0.1140	0,1 136
General & Miscellaneous	0.0167	0.0160	0,0 166
Taxes & Licenses	0.0086	0.0139	0,0 128
Rent for leased routes	0.0302	0.0332	0,0 337
Depreciation	<u>0.0349</u>	<u>0.0373</u>	<u>0,0 309</u>
Total Operating Expense	\$0.2739	\$0.2608	0,2 600

WAUKEGAN CITY LINES

EXHIBIT J-1

PROPOSED SERVICE REVISIONS

PASSENGERS CARRIED BY FARE CLASSES - WEEK OF MARCH 18-24, 1934

	Cash Taken In			Passes and Transfers					Passengers		
	Cash	Tokens	Tickets	Total	City	City	Inter-	Total	Revenue	Total	
	Fares			Cash	Motor	Car	urban				
				Passes	Coach	Transfers	Transfers	Transfers			
Sun.	\$ 69.67	\$ 39.98	\$0.65	\$ 110.30	94	76	114	119	403	1,724	2,127
Mon.	101.88	108.31	1.52	211.71	169	199	334	211	913	3,421	4,334
Tues.	93.20	109.71	1.82	204.73	181	184	295	193	853	3,338	4,191
Wed.	106.16	110.27	1.42	217.85	220	198	336	214	968	3,524	4,492
Thurs.	115.09	116.48	1.47	233.04	173	198	357	193	921	3,763	4,684
Fri.	109.23	108.71	2.12	220.06	202	192	374	189	957	3,552	4,509
Sat.	<u>149.52</u>	<u>96.76</u>	<u>1.30</u>	<u>247.58</u>	<u>206</u>	<u>119</u>	<u>172</u>	<u>157</u>	<u>654</u>	<u>3,899</u>	<u>4,553</u>
TOTAL	\$ 744.75	\$ 690.22	\$10.30	\$1445.27	1245	1166	1982	1276	5669	23,221	28,890

REMARKS -

Does not include passengers riding to terminal and Edison Court on interurban tickets. Should be assumed as equalling number of interurban transfers received.

EXHIBIT J-1

WAUKEGAN CITY LINES
 PROPOSED SERVICE REVISIONS
 WASHINGTON STREET LINE
 PASSENGERS CARRIED BY FARE CLASSES
 WEEK OF APRIL 1-7, 1934

EXHIBIT J-2

Day	Cash Taken In			Total Cash	PASSES AND TRANSFERS				Total	PASSENGERS	
	Cash Fares	Tokens	Tickets		City Motor Coach	City Car Transfers	Inter- urban Transfers	Total		Revenue	Total
Sun.	\$23.55	\$ 11.16	-	\$ 34.71	85	37	94	178	394	536	930
Mon.	28.73	23.89	\$0.77	53.39	145	51	202	178	576	854	1,430
Tues.	35.40	27.50	0.60	63.50	150	106	311	157	724	1,011	1,735
Wed.	33.55	26.54	0.80	60.89	150	70	265	196	681	971	1,652
Thurs.	33.61	27.54	0.60	61.75	128	52	197	152	529	986	1,515
Fri.	37.50	23.33	0.45	61.28	157	55	241	193	646	982	1,608
Sat.	49.61	23.66	0.15	73.42	181	33	117	216	547	1,135	1,682
Total	\$241.95	\$163.62	\$3.37	\$408.94	996	404	1,427	1,270	4,097	6,455	10,552

Remarks: Does not include passengers riding to Terminal and Edison Court on Interurban tickets.
 Should be assumed as equal to number of interurban transfers received.

EXHIBIT J-2

WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

EXHIBIT K-1

ACTIVE PASSENGER ROLLING STOCK

<u>Car No.</u>	<u>No.of Cars</u>	<u>Weight in Pounds</u>	<u>Date Purchased</u>	<u>No.of Seats</u>	<u>Builder</u>	<u>Type of Control</u>	<u>No. and Type of Motors</u>	<u>Gear Ratio</u>	<u>Wheel Diameter</u>	<u>Remarks</u>
#313-315	2	35,200	1918	42	St.Louis Car Co.	2-K-63-J	2-G-200T	14:67	34"	One man
316-325	10	17,000	1920	32	Cincinnati Car Co.	2-K-63	2-G-264	13:74	26"	Single truck Safety Car
359-360	2	46,000	1927	56	St.Louis Car Co.	2-K-36	4-G-265	14:69	26"	One-Two man
500-509	10	58,500	1909	50	St.Louis Car Co.	2-K-28-F	4-6-216A	15:71	34"	

(#) Rebuilt by Chicago North Shore and Milwaukee Railroad in 1920.

EXHIBIT K-1

WAUKEGAN CITY LINES

EXHIBIT K-2

PROPOSED SERVICE REVISIONS

ACTIVE BUS EQUIPMENT

<u>Type of Bus</u>	<u>No. of Buses</u>	<u>Date Built</u>	<u>No. of Seats</u>	<u>Remarks</u>
City 101-110 Incl.	10	1924	29	Gross Weight* 15375 Yellow
Inter City 301-305	5	1930	21	Gross Weight 14200 A.C.F.
Inter City Parlor Car 405-406	2	1927	29	Gross Weight 15700 Fageol
Inter City Parlor Car 506	1	1927	29	Gross Weight 18150 A.C.F.
City 618	1	1923	25	Gross Weight 14270 White

Note *passengers estimated at 150 lbs. each.

WAUKEGAN CITY LINES

EXHIBIT L

PROPOSED SERVICE REVISIONS

OPERATING DATA - EXISTING LINES

	<u>North Avenue Line - No. Chicago Jct. to Greenwood Ave</u>	<u>North Ave. Line - Downeys to Greenwood Avenue</u>	<u>Wash- ington Street Line</u>	<u>Grand Ave. Bus Line</u>	<u>St. Therese Hospital Bus Line</u>	<u>Tripper</u>
Miles of Route (R.T.)	10.1	11.28	2.38	9.9	9.0	
Total Time in Min. per R.T. - Peak		70	20	60	60	
Total Time in Min. Per R.T. - Off Peak	60		20	60	60	
Running Time in Min. - Peak		62	16	52	54	
Running Time in Min. - Off Peak	52		16	52	54	
Layover Time in Min. - Peak		8	4	8	6	
Layover Time in Min. - Off Peak	8		4	8	6	
Headway in Min. - Peak		10	20	15	30	
Headway in Min. - Off Peak	*15 & 20		**20	30	30	
Number of Vehicles - Peak		7	2	3	2	4
Number of Vehicles - Off Peak	* 3 & 4		** 1	2	2	
Average Stops - Peak		27	8	13	13	
Average Stops - Off Peak	17		5	7	10	

EXHIBIT L

EXHIBIT L (Continued)

Annual Mileage - 1933

North Avenue Line	323,209
Washington St. Line	87,527
Motor Coach Lines	196,584

* 8:35 a.m. to 3:05 p.m., daily except Saturday and Sunday, 15 minute headway. Saturday, 15 minute headway after 8:35 a.m. Sunday, 20 minute headway to 1:05 p.m. and 15 minute headway thereafter.

** Sundays, holidays, and after 7:30 p.m. Weekdays, 20 minute headway.

WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

EXHIBIT M

OPERATING DATE - PROPOSED LINES

	<u>Red Line</u>	<u>Yellow Line</u>	<u>Brown Line Tenth and Jackson To St. Therese</u>	<u>Brown Line Sheridan Road to Lewis Avenue</u>	<u>Trippers</u>
Miles of Route (Round Trip)	11.8	9.9	7.8	2.8	
Total Time Per R.T.-Peak (Min.)	60	45	45	20	
" " " " -Off Peak "	60	45	45	30	
Running Time Per R.T.-Peak "	54	44	44	15	
" " " " -Off Peak "	54	44	44	15	
Layover Time Per R.T.-Peak "	6	1	1	5	
" " " " -Off Peak "	6	1	1	15	
Headway-Week Days -Peak	7 $\frac{1}{2}$	15	30	10	
" " " -Off Peak	15	30	30	15	
" -Saturdays -Peak	10	15	30	10	
" " " -Off Peak	15	30	30	15	
" -Sundays -Peak	20	30	30	15	
" " " -Off Peak	20	30	30	15	
Number of Vehicles -Peak	8	3	1	2	4
" " " -Off Peak	4	2	1	1	-
Average Stops -Peak					
" " -Off Peak					
Mileage - Weekdays	1156.5	428.7	275	156.2	120
" - Saturdays	1104.5	428.7	275	156.2	32.5
" - Sundays	608.0	379.6	275	105.6	-
Annual Mileage	390,900	153,920	100,375	54,385	33,010
Total Annual Mileage -	732,590 Miles.				

WAUKEGAN CITY LINES

EXHIBIT N

Proposed Service Revisions

Comparative Income Statement for year 1933 and 1 year of Proposed Operation.

	Average from Exh. R, Per Bus Mi.	Proposed	Per Bus Mi.	1933
<u>OPERATING REVENUE</u>				
Passenger Revenue		\$130,000.00		\$118,841.78
Interurban Transfers		7,355.00		
Advertising		800.00		860.17
TOTAL OPERATING REVENUE		\$138,155.00		\$119,701.95
<u>OPERATING EXPENSES</u>				
Way & Structures	3.12	\$ 366.30	1.05¢	\$ 15,765.66
Equipment		21,977.70	3.00¢	13,648.25
Power	1.85	13,552.92	1.85¢	17,274.40
Conducting Transportation	7.75	59,486.31	8.10¢	68,930.51
Traffic	0.11	73.26	0.01¢	4.74
General & Miscellaneous	2.43	12,160.99	1.66¢	15,644.57
TOTAL OPERATING EXPENSES		\$107,617.48		\$131,268.13
NET OPERATING REVENUE		\$ 30,537.52		11,566.18
<u>OTHER CHARGES</u>				
Taxes and Licenses	1.83	\$ 8,205.00	1.12¢	\$ 10,072.40
Depreciation	2.90	10,000.00	1.36¢	13,249.49
Interest and Rentals	(0.82)	6,000.00	0.82¢	8,325.46
TOTAL OTHER CHARGES	20.81	\$ 24,205.00	17.97	\$ 31,647.35
NET INCOME		\$ 6,332.52		43,213.53
<u>MILEAGE</u>				
Red Line	390900	North Avenue		323209.43
Yellow Line	153920	Washington		87526.93
Brown Line	154760	Motor Coach		196584.30
Trippers	33010			
TOTAL MILEAGE	732590			607320.66
<u>STATISTICS</u>				
Operating Revenue per bus mile		0.1885		0.1971
Operating Expense & Other charges per bus mile		0.1799		0.2683
Net income or loss per bus mile		0.0086		0.0712
RATIO OF OPERATING EXPENSES AND OTHER CHARGES TO TOTAL OPERATING REVENUE			95.42%	136.10%

PROPOSED SERVICE REVISIONS

WAUKEGAN CITY LINES FROM NORTH CHICAGO JUNCTION

SUMMARY OF ROAD AND EQUIPMENT AS OF - DECEMBER 31, 1932

501 - Engineering and Superintendence	\$	25,184.68
502 - Right of way		116,814.24
503 - Other Land in Elec. Ry. Opern.		3,258.08
504 - Grading		57,375.27
505 - Ballast		55,520.85
506 - Ties		54,259.23
507 - Rails, Fastenings and Joints		111,886.49
508 - Special work		42,247.79
510 - Track and Roadway Labor		53,868.87
511 - Paving		225,814.98
512 - Road Machinery & Tools		
515 - Bridges, Trestles and Culverts		20,379.86
516 - Crossings, Fences and Signs		11,869.94
517 - Signals & Interlocking Apparatus		296.75
518 - Telephone & Telegraph Lines		1,127.63
519 - Poles and Fixtures		26,862.49
520 - Underground Conduits		
521 - Distribution System		33,157.74
522 - General Office Building		
523 - Shops and Car Houses		29,948.92
524 - Stations, Misc. Bldgs. & Structures		29,939.60
	TOTAL WAY & STRUCTURES	\$ 899,783.91
530 - Passenger & Combination Cars		136,657.00
531 - Freight, Express & Mail Cars		
532 - Service Equipment		2,268.00
533 - Electric Equipment of Cars		65,260.00
534 - Locomotives		
536 - Shop Equipment		1,860.00
537 - Furniture		3,341.06
538 - Miscellaneous Equipment		37,803.88
	TOTAL EQUIPMENT	\$ 247,189.94
540 - Substation Buildings		
543 - Substation Equipment		
544 - Transmission System		
	TOTAL POWER	
545 - Franchises	\$	68,289.33
546 - Law Expenditures		19,223.13
547 - Interest During Construction		105,589.48
548 - Injuries and Damages		6,432.92
549 - Taxes		14,658.58
550 - Miscellaneous		52,546.94
	TOTAL GENERAL & MISCELLANEOUS	\$ 266,740.38
	GRAND TOTAL	\$1,413,714.23

WAUKEGAN CITY LINES
 PROPOSED SERVICE REVISIONS

EXHIBIT P

STATEMENT OF CARS OF FREIGHT DELIVERED AND
 TAKEN AND REVENUE EARNED ON INDUSTRIAL AND TEAM
 TRACKS, EAST LINE, NO. CHICAGO TO 10TH STREET

	1932		1933		9 Months 1934	
	No. of Cars	Revenue	No. of Cars	Revenue	No. of Cars	Revenue
Killian Building	9	\$ 214.20	10	\$ 232.29	22	\$ 397.76
Abbott Laboratories	84	3,257.90	86	3,324.88	67	2,550.10
Cities Service Oil Company	9	1,139.13	2	26.44	14	179.95
10th Street, East Line, Team Track	5	82.20	4	57.27	2	28.76

Revenue indicated is North Shore proportion of gross revenue.

WAUKEGAN CITY LINES

EXHIBIT Q

PROPOSED SERVICE REVISIONS

ESTIMATED COST OF MAINTENANCE OF WAY AND STRUCTURES AND EQUIPMENT

1934 to 1943, inclusive

<u>Year</u>	<u>Equipment</u>	<u>Way & Structures</u>
1934	\$15,000	\$17,575
1935	12,000	17,725
1936	12,000	18,025
1937	13,000	18,175
1938	13,000	18,425
1939	13,000	18,575
1940	14,000	18,825
1941	14,000	18,975
1942	14,000	19,275
1943	15,000	19,425

WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

EXHIBIT R

COMPARISON OF BUS OPERATING COSTS WITH OTHER PROPERTIES IN CENTS PER BUS MILE

Property	Miles	Way & Struc. & Equip.	Power	Cond. Transp.	Traffic	Gen'l. & Misc.	Total	Depre- cia- tion	Taxes & Lic.	Rent for Leased Routes	GRAND TOTAL
C.N.S.&M.incl. inter.(1933)	371,647	\$0.0296	\$0.0163	\$0.0923	\$0.0000	\$0.0176	\$0.1558	\$0.0369	\$0.0173	\$0.0274	\$0.2374
9 mos.1934	255,633	0.0318	0.0196	0.0967	0.0001	0.0166	0.1648	0.0353	0.0132	0.0299	0.2432
C.N.S.&M.City only (1933)	196,584	0.0297	0.0167	0.1140	0.0000	0.0160	0.1764	0.0373	0.0139	0.0332	0.2608
9 mos.1934	163,665	0.0318	0.0196	0.1142	-	0.0166	0.1822	0.0355	0.0129	0.0337	0.2643
Seattle Muni. (1933)	2,281,316	0.0410	0.0293	0.0820	-	0.0188	0.1711	0.0186	-	-	0.1897
T.M.E.R.&L. City (1932)	1,253,498	0.0345	0.0186	0.0860	0.0003	0.0192	0.1586	0.0608	0.0562	-	0.2756
T.M.E.R.&L Inter.(1932)		0.0424	0.0125	0.0668	0.0132	0.0065	0.1414	0.0302	0.0090	-	0.1806
Kansas City (1934)	732,124	0.0193	0.0156	0.0680	0.0008	0.0276	0.1313	0.0250	-	-	0.1563
A.T.A. 144('33)	631,521	0.0350	0.0215	0.0911	0.0000	0.0405	0.1881	0.0352	0.0214	-	0.2447
149 "	724,874	0.0278	0.0150	0.0569	0.0000	0.0191	0.1188	-	0.0205	-	0.1393
153 "	641,368	0.0547	0.0178	0.1175	-	0.0442	0.2342	0.0200	0.0114	-	0.2656
154 "	749,283	0.0318	0.0186	0.0665	0.0002	0.0161	0.1332	0.0140	0.0234	-	0.1706
155 "	788,733	0.0269	0.0158	0.0648	0.0001	0.0181	0.1258	-	-	-	0.1258
156 "	979,124	0.0195	0.0115	0.0570	0.0001	0.0164	0.1045	0.0181	0.0156	-	0.1382
157 "	845,697	0.0263	0.0163	0.0718	0.0018	0.0227	0.1389	0.0494	0.0025	-	0.1908
158 "	480,634	0.0290	0.0092	0.0748	-	0.0469	0.1599	0.0103	0.0199	-	0.1901
159 "	641,838	0.0289	0.0336	0.0637	0.0042	0.0180	0.1464	0.0251	0.0035	-	0.1770
Averages		.0312	.0185	.0775	.0011	.0243		.0290	.0183		

EXHIBIT R

WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

EXHIBIT S

ESTIMATED COSTS FOR PROPOSED RECONSTRUCTION - WAUKEGAN

Plan	Location	Total Cost	Capital	Operating	Effect. Retire.	Retire- ment	Net to Investment
1 ✓	Genesee-10th to Belvidere -4833'D.T.	\$ 93,088	\$ 77,616	\$ 6,000	\$ 9,472	\$ 56,747	\$ 20,869
2	Genesee-Belvidere to Water-1000'D.T.	27,096	22,837	1,604	2,655	15,184	7,653
3	Genesee-Water to Clayton -1500'S.T.	25,913	20,913	1,600	3,400	20,947	34
4	Washington -Sheridan to Genesee - 335'S.T.	3,987	3,487	100	400	2,430	1,057
5 ✓	Belvidere Curves - 310'D.T.	12,975	10,971	1,004	1,000	5,450	7,525
		<u>\$155,059</u>	<u>\$135,824</u>	<u>\$ 10,308</u>	<u>\$ 16,927</u>	<u>\$100,758</u>	<u>\$ 37,070</u>
6	Genesee-10th to Belvidere -4833'D.T.	\$130,311	\$111,459	\$ 6,000	\$ 12,852	\$ 82,807	\$ 28,652.
7	Genesee-10th to Belvidere -4833'D.T.	\$ 51,924	\$ 40,744	\$ 5,568	\$ 5,612	\$ 36,730	\$ 4,014
8	Belvidere - Utica Line -1950'D.T.	\$ 63,765	\$ 63,765				\$ 63,765

1. Renew rail on present ties and ballast. Raise grade 3" and place new ties between present ones. Repave with concrete.
2. Completely renew ballast, ties, rail, and pavement, from end of curve to switch at Water Street.
3. Completely renew ballast, ties, rail, and pavement, from switch at Water Street to curve at Clayton Street, except wye and crossing at Washington Street. Replace passing track with single track Washington to Clayton Street.
4. Completely renew ballast, ties, rail, and pavement, from Sheridan Road to switch east of Genesee Street.
5. Completely renew ballast, ties, rail, and pavement, through Belvidere Curves.
6. Completely renew ballast, ties, rail, and pavement, from 10th Street to the curve at Belvidere Street.
7. Renew paving from 10th Street to Belvidere Street. Shim up existing rail. Make necessary repairs to existing ties and ballast. Thermit weld joints.
8. Build double track line on Belvidere from Genesee Street west to Utica Street and north on Utica Street to present track on Water Street.

Note: Plans 6 and 7 are alternate estimates that can be used in Plan 1 and cover different construction schemes.

EXHIBIT
S

WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

EXHIBIT T

WAUKEGAN CITY CAR SALVAGE DATA

<u>Car No.</u>	<u>Book Value</u>	<u>Depreciation Accrued 12-31-34</u>	<u>Depreciated Book Value 12-31-34</u>	<u>Est. Value of Parts on Hand</u>	<u>Salvage Cars & Parts</u>	<u>Labor to Salvage</u>	<u>Net Salvage Value</u>
313	\$ 5,551.00	\$ 2,672.82	\$ 2,878.18	\$ 85.00	\$ 175.00	\$ 75.00	\$ 100.00
315	5,551.00	2,672.82	2,878.18	85.00	175.00	75.00	100.00
316-325	68,380.00	29,174.00	39,206.00		3,000.00	750.00	2,250.00
359 & 360	36,370.00	7,176.02	29,193.98		4,000.00	150.00	3,850.00
500-509	82,973.00	60,769.70	22,203.30	500.00	800.00	750.00	50.00
3-Sweeper	<u>5,360.00</u>	<u>5,304.72</u>	<u>55.28</u>		<u>50.00</u>	<u>75.00</u>	<u>Cr. 25.00</u>
	\$204,185.00	\$107,770.08	\$ 96,414.92	\$ 670.00	\$3,200.00	\$1,875.00	\$ 6,325.00

Cars 313-315 have no parts of equipment in common with cars used in Milwaukee City service. They should be scrapped or disposed of as a whole.

Cars 316-325 are similar to cars in Milwaukee Service and wheels, motors, and controllers can be used as spare parts as well as certain body parts. The scrapping and salvaging of these cars would net us higher than outright sale.

Cars 359 & 360 are very good cars and identical to Milwaukee City cars of same series. We should not dispose of these cars.

Cars 500-509 consist of motors and controls of obsolete design. No parts of same can be used as spare parts. They should be scrapped. They have no market value as serviceable equipment elsewhere.

Car 3-Sweeper would no longer be needed if rail operation in Waukegan was discontinued. This car could be used on the Shore Line or for Milwaukee City Service.

EXHIBIT T

A. A. SPRAGUE AND BRITTON I. BUDD, RECEIVERS FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

TRAFFIC CHECK AT NORTH CHICAGO JUNCTION - FROM 6:00 A.M., TO 11:25 P. M.

Wednesday - November 21, 1934 - Rain all day
Thursday - November 22, 1934 - Showers until noon.

	NORTHBOUND									
	SHORE LINE		SKOKIE LINE		*WEST LINE		CITY LINE		TOTAL	
	WED	THUR	WED	THUR	WED	THUR	WED	THUR	WED	THUR
Passengers off at Junction	155	183	132	172	47	63	-	-	334	418
Transferred to Shore Line	-	-	2	12	6	1	-	-	8	13
Transferred to Skokie Line	55	96	-	-	1	-	3	11	92	107
Transferred to West Line	33	35	-	-	-	-	-	6	33	41
Transferred to City Cars	2	10	65	83	31	41	-	-	98	134
Passengers on at Junction	16	17	106	156	53	57	244	***276	419	506
Transferred from Shore Line	-	-	88	96	33	35	2	10	123	141
Transferred from Skokie Line	2	12	-	-	-	-	65	83	67	95
Transferred from West Line	6	1	1	-	-	-	31	41	38	42
Transferred from City Cars	-	-	3	11	-	6	-	-	3	17
Carried North of Junction on East Line	541	700	**71	**68	-	-	244	276	856	1044

* West Line trains are Shore Line Trains terminating at points on the Milwaukee Division.

** Two rear cars on train #405 operate over East Line to County Street Terminal.

*** Passengers from Naval Station included.

	SOUTHBOUND									
	SHORE LINE		SKOKIE LINE		*WEST LINE		CITY LINE		TOTAL	
	WED	THUR	WED	THUR	WED	THUR	WED	THUR	WED	THUR
Number from north of Jet. on East Line	523	662	***44	***60	-	-	285	251	852	963
Passengers off at Junction	17	8	175	177	24	14	285	***251	501	450
Transferred to Shore Line	-	-	154	155	19	10	18	14	191	179
Transferred to Skokie Line	4	3	7	-	-	-	54	64	65	67
Transferred to West Line	1	-	1	1	-	-	4	6	6	7
Transferred to City Cars - No.Bd.	-	-	2	4	1	1	-	-	3	5
Passengers on at Junction	233	234	137	175	15	20	-	-	385	4 29
Transferred from Shore Line	-	-	4	3	1	-	-	-	5	3
Transferred from Skokie Line	159	155	7	-	1	2	**2	**4	164	160
Transferred from West Line	19	10	-	-	-	-	**1	**1	20	11
Transferred from City Cars	18	14	54	64	4	6	-	-	76	84

*West Line trains are Shore Line Trains originating on the Milwaukee Division.

**To City Car - Northbound.

***Train #206 originates at County Street Terminal.

****Passengers on City Cars bound for Naval Station included.