Original Blackhall Report on No Clyo-Waukegan Buses

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

WAUKEGAN CITY LINES

PROPOSED SERVICE REVISIONS

1932

Novem'

WAUKEGAN CITY LINES

PROPOSED SERVICE REVISIONS

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WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

GENERAL SUMMARY

The application of gas buses is recommended to replace the existing car lines and to improve and extend the present gas bus system. This offers the best means of providing an efficient modern transportation system. Extensive track reconstruction is in prospect on the rail lines which can hardly be justified. Also, modern rolling stock is highly desirable to assure a service that will be more attractive to patrons.

Gas buses can be operated at a much lower cost than the street cars, also a good many savings can be effected in comparison with the present operation due to the elimination of track maintenance, overhead maintenance, and the car house and shop at North Chicago, higher schedule speeds and a better and more flexible layout of the transportation system. The improved service should prove more attractive to patrons and offer an excellent opportunity to increase annual net income. It is estimated with 5% increase in passengers carried and operating economies effected, an estimated net income can be realized of approximately $6,332 as against a loss of $43,213 in 1933. See Exhibit "N".

A total of ten new gas buses and ten of the buses now in use on the present bus system will be required to serve the routes indicated on attached Map Exhibit "B". A 20 passenger vehicle is recommended as best suited for the service. The investment required for the ten new buses is $50,000. The investment required for spare parts etc., is estimated at $5,000, making a total investment of $55,000.

The present garage and shop facilities at Tenth Street are ample to adequately house and service the equipment required for the proposed bus system. O.K.

In connection with the revision of the city line operation the revision of the interurban operation is being considered due to the fact that the City of Waukegan and the Highway Department of the State of Illinois have plans for the reconstruction of the storm and sanitary sewer system, and the repaving of South Genesee Street from 10th Street to Belvidere Street. This work has been deferred for the past two years at the request of the railroad. It is estimated that the cost of rehabilitation of the track structure involved would range between $121,895 and $163,059 depending on the method of carrying out the improvement. See Exhibit "S".

If and when these improvements are made it may be advisable to abandon interurban operation over the east line from North Chicago Junction to County Street Terminal and operate over the west line to Edison Court. This change would involve the closing of County Street Terminal and the station at North Chicago Junction.

Additional tracks and facilities would be required at Edison Court to take care of the increased service in and out of this station and the transfer of passengers from the Shore Line to the Chicago-Milwaukee (Skokie) trains. Station and platform facilities will be provided at 22nd Street, West Line for the accommodation of North Chicago passengers. The estimated cost of these facilities is $20,000. Economies effected by the closing of the County Street terminal would approximate $7,300 annually.

There are several industries on the East Line between North Chicago Junction and Tenth Street now receiving freight service. This business however has not been considered profitable. The number of cars and revenue is shown on Exhibit "P".

If the proposed revisions of service are not made and the present methods of operation are continued, the railroad is faced with an expenditure in the near future of between $121,895 and $163,059 for track rehabilitation and the replacement of at least ten of its present city cars at $14,000 or $140,000, making a total expenditure of approximately $275,000. Whereas for an expenditure of $55,000 for ten new buses and necessary accessories, etc., and $20,000 for additional facilities for the interurban operation over the west line, or a total expenditure of $75,000, economies can be made and improved service provided to effect an estimated net income of $6,333 annually on the city line operation and an estimated saving of $7,300 annually on the interurban operation.

WAUKEGAN CITY LINES

PROPOSED SERVICE REVISIONS

PROPOSED ROUTES

Maps of the present and proposed routes are attached to this report as exhibits "A" and "B". It is proposed to completely abandon rail operation in Waukegan and North Chicago and substitute three bus routes described as follows:

RED LINE

The Red Line will start from Morrow and Kristan Avenue, thence on Kristan Avenue to Twenty-second Street to State Street to Genesee Street to Franklin Street to North Avenue to Greenwood Avenue to Jackson Street. Return will be on Jackson Street to Glen Flora Avenue to North Avenue and thence to Morrow and Kristan Avenues on the northbound route. Headway is to be fifteen minutes base with seven and one-half minute service in the peak hours. Four buses will take care of off peak service and eight will be needed for the rush hours. Running time, including lay over time, for the round trip of 11.8 miles will be 60 minutes.

YELLOW LINE

The Yellow Line will operate over the same route as the present Grand Avenue Line, with the same headways but with a faster running time. It is proposed to use three buses on a forty-five minute running time for the round trip and alternate these on the Brown Line to the Saint Therese Hospital as is being done on the present Sunday schedule on this line. The round trip distance is 9.9 miles.

BROWN LINE

The proposed Brown Line will have a round trip mileage of 7.8 miles. A description of the route is as follows:

From Tenth and Jackson Streets on Jackson Street to Belvidere Street to Sheridan Road to Washington Street to Saint Therese Hospital. Return on Washington Street to County Street to Madison Street to Genesee Street to Belvidere Street to McAllister Avenue to Tenth Street to Jackson Street.

It is proposed to use a thirty minute headway with forty-five minute running time, alternating buses between this line and the Yellow Line. In addition it is proposed to run service on Washington Street between Sheridan Road and Lewis Avenue on a fifteen minute base headway with ten minutes during rush hours which will require one bus during off peak and two during peak hours.

The present tripper service to the Tannery and the Johns Manville plants is to be continued. This is shown in green on Exhibit "B".

WAUKEGAN CITY LINES

PROPOSED SERVICE REVISIONS

PRESENT OPERATION

The present city service in Waukegan and North Chicago is given by two rail lines and two motor coach routes.

NORTH AVENUE LINE

The North Avenue street car line has a one-way length of 5.06 miles. The route is as follows:

Greenwood Avenue and North Avenue on North Avenue

to Franklin Street to County Street to Water Street

to South Genesee Street to North Chicago Junction.

Return on South Genesee Street to Clayton Street

to County Street and then over the same route.

Alternate cars are operated over Glen Flora Avenue from North Avenue to Western Avenue and are part of the same route. During the morning and evening peak hours cars are operated south to Downeys Crossing over the Shore Line Route - a distance of 0.59 miles.

The headway over the North Avenue line is fifteen minutes from 5:05 a.m. to 5:35 a.m., and ten minutes from 5:35 a.m. to 8:35 a.m. 7 cars are required and the running time is 31 minutes to and from Downeys. From 8:35 a.m. to 3:35 p.m. the headway is fifteen minutes with a running time of 25 minutes northbound from North Chicago Junction and 27 minutes southbound to North Chicago Junction. Service is provided by four cars. From 3:35 p.m. to 6:05 p.m. a ten minute headway is provided with the same running time and number of cars as in the morning peak. After 6:05 p.m. until 11:05 p.m. a fifteen minute headway with 4 cars and the same running time as the daytime off peak period. From 11:05 p.m. to 12:05 a.m. twenty minute service is provided with 3 cars. The last car leaves North Chicago Junction, northbound, at 12:35 a.m. and pulls in at 1:25 a.m. On Sunday a twenty minute service is provided until 1:05 p.m. and fifteen minute service thereafter with the last trip the same as on week days. On Saturdays the morning service is the same as on week days, but the fifteen minute headway is continued through the afternoon.

The portion of the line from North Chicago Junction to Tenth Street, Waukegan is double track open type construction.

WASHINGTON STREET LINE

The Washington Street car line has a one-way length of 1.35 miles. Operation is over Washington Street between Sheridan Road and Lewis Avenue. A ten minute service is provided from 5:50 a.m. to 7:30 p.m. with two cars and a round trip running time of twenty minutes. From 7:30 p.m. to 12:50 a.m. the headway is increased to twenty minutes, and one car is operated. On Sundays a twenty minute service is operated all day.

GRAND AVENUE LINE - BUS OPERATION

The Grand Avenue bus line has a round trip length of 9.9 miles. The route is as follows:

From Tenth Street and Jackson, on Tenth Street to McAllister Avenue to Belvidere Street to Genesee Street to Grand Avenue to the County Hospital with alternate buses stopping at McAree Road. Returning over same route to Belvidere Street and McAllister Avenue, thence on Belvidere Street to Jackson Street to Tenth Street.

The headway is thirty minutes from 5:30 a.m. to 11:00 p.m. with a thirty minute running time in each direction. Two buses are used. From 7:00 a.m. to 8:00 a.m. and from 4:00 p.m. to 6:00 p.m. a tripper is operated between Washington Street and Genesee Street and McAree Road providing a fifteen minute headway between those points. On Sundays a thirty minute service is operated all day with a 45 minute running time for the round trip. 3 buses are used alternating between the Grand Avenue and the Saint Therese Hospital lines.

SAINT THERESE HOSPITAL LINE - BUS OPERATION

The Saint Therese bus line has a round trip length of 9.0 miles. The route extends from Tenth Street and Jackson Street as follows:

On Jackson Street to Belvidere Street to Sheridan Road to Washington Street to Glen Rock Avenue to Butrick Street to Lloyd Street to Lewis Avenue to Washington Street to Saint Therese Hospital. Returning over same route to Washington and County Streets thence on County Street to Madison Street to Washington Street to Belvidere Street to McAllister Avenue to Tenth Street to Jackson Street.

A thirty minute headway is provided from 5:46 a.m. to 10:15 p.m. Two buses are operated on a running time of one hour for the round trip. From 8:46 a.m. to 3:46 p.m. and after 6:46 p.m. one bus operates only between Tenth Street and Jackson Street and Washington Street and Genesee Street, laying over at the County Street Interurban Terminal for thirty minutes. On Sundays hourly service is maintained with a running time of forty-five minutes for the round trip. The Sunday service is operated in conjunction with the Grand Avenue line with three buses alternating between the two lines. Morning and evening service is operated from Washington Street and Genesee Street on Genesee Street to Franklin Street to North Avenue to Greenwood Avenue to the Johns Manville plant and return, and also from Washington Street and Genesee Street on Washington Street to Spring Street to Clayton Street to Sand Street to Greenwood Avenue and return.

UNDER AN AGREEMENT DATED JULY 20, 1931, the Metropolitan Motor Coach Company leased to the Chicago North Shore and Milwaukee Railroad Company the following routes:

Waukegan-Kenosha
Ill.C.C.Case No. 12498

From Waukegan on Sheridan Road, north through Zion and Winthrop Harbor to Kenosha.

Waukegan-Gurnee
Ill.C.C.Case No.12868

From Waukegan over Grand Avenue to Gurnee.

North Chicago-Waukegan
Ill.C.C.Case No. 14031

Stewart Avenue and 22nd Street, North Chicago, on 22nd Street to Commonwealth Avenue; thence northerly on Commonwealth Avenue to 18th Street; thence easterly on 18th Street to Victoria Street; thence northerly on Victoria Street to 10th Street and across the city limits of North Chicago into the City of Waukegan, said 10th Street separating the cities of Waukegan and North Chicago, thence easterly on 10th Street to McAllister Avenue; thence northerly on McAllister Avenue to Belvidere Street; thence northeasterly and easterly on Belvidere Street to Genesee Street; thence northerly on Genesee Street to Washington Street, all in the State of Illinois; also on Sheridan Road from the end of the street car line on Glen Flora Avenue in Waukegan, Illinois, to Greenwood Avenue as supplemental to its present operation over this operation of Sheridan Road, now included in its Waukegan-Kenosha route; thence east on Greenwood Avenue to Sand Street or to the plant of the Johns-Manville Company, all in the State of Illinois.

City of Waukegan
Ill.C.C.Case No. 16156

From Grand Avenue and Genesee Street, south on Genesee Street to Belvidere Street, thence westerly on Belvidere Street to Jackson Street, thence south on Jackson Street to 10th Street and return, all in the City of Waukegan.

Waukegan-State Line
Ill.C.C.Case No. 17585

From the intersection of Washington Street, Waukegan, and State Route No.42A, sometimes referred to as Waukegan Road or Greenbay Road, northerly to the state line between the states of Illinois and Wisconsin,and return.

WAUKEGAN CITY LINE
PROPOSED SERVICE REVISIONS

FRANCHISES AND CERTIFICATES

The present Street Car Service in Waukegan and North Chicago is operating under the following ordinances and franchises:

On February 14, 1917 the City of Waukegan passed an ordinance granting permission to the Chicago North Shore and Milwaukee Railroad to construct, maintain,and operate a railroad through the City of Waukegan, for a period of 30 years, over and on the following streets:

On Genesee Street from Tenth to Clayton
On Clayton Street from Genesee to County
On County Street from Clayton to Franklin
On Franklin Street from County to North Avenue
On North Avenue from Franklin to Glen Flora
On Glen Flora from Sheridan Road to the main line of the C.N.S.&M.R.R.
On Washington Street from Sheridan Road to Lewis Avenue

and provided for the reconstruction of the then existing tracks in accordance with provisions in the ordinance.

On February 13, 1928, the City of Waukegan passed an ordinance granting permission to the Chicago North Shore and Milwaukee Railroad to construct, maintain, and operate a railroad, for a period of 30 years, in, upon and along Belvidere, Utica, Water and North Avenue.

On February 13, 1928, the City of Waukegan passed an ordinance to the North Shore and Waukegan Railway, to construct, maintain, and operate a railway, for a period of 20 years, in, upon and along County Street from Water Street to Clayton Street. This line was leased to the Chicago North Shore and Milwaukee Railroad Company.

On November 15, 1902, the City of North Chicago passed an ordinance granting the Chicago and Milwaukee Electric Railroad Company permission to lay down, maintain,and operate a railroad in State Street in said Village.

On October 25, 1904, the City of North Chicago passed an ordinance permitting the railroad to remove its tracks in State Street from the intersection of Broadway and State and the North Limits of said Village and operate on private right of way.

WAUKEGAN CITY LINE
PROPOSED SERVICE REVISIONS

TRACK CONSTRUCTION

The track in pavement built under the 1917 Franchise in the City of Waukegan is constructed with 91# Rail on International Steel ties on concrete ballast paved with brick.

The track in pavement built under the 1928 Franchise in the City of Waukegan is constructed with 102# Rail on Dayton Resilient ties on concrete ballast paved with concrete.

The open track in operation from North Chicago Junction to Tenth Street, Waukegan, was relaid with second hand 80# A.S.C.E. rail in 1924 and surfaced with cinders. It is well tied and maintained.

The track and roadway, as a whole, has been fairly well maintained, and would not require reconstruction for at least ten years, except possibly that portion used jointly with the interurban lines on Genesee Street from Tenth Street to Water Street.

However, the City of Waukegan has had under consideration the repaving of Genesee Street from Tenth Street to Belvidere Street for some time,and also the reconstruction of the storm and sanitary sewers in this area if State Aid is available. If and when this work is done, the railroad will undoubtedly be called upon to reconstruct its track. Agitation has been on from time to time to repave Genesee Street from Belvidere to Clayton and to reconstruct the storm and sanitary sewers in this area. If and when this is done, the railroad will undoubtedly be called upon to reconstruct its tracks.

An estimate of the cost to maintain the existing tracks for the next ten years is shown on Exhibit Q.

WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

PRESENT EQUIPMENT

There are 24 cars available for the Waukegan-North Chicago City Service, the class and character being shown in Exhibit K-1. Gradual increase in maintenance expense due to increasing repairs required to keep up old equipment is reflected in the estimated maintenance cost as shown in Exhibit Q.

It is the recommendation of the Mechanical Department that cars 500 to 509, which are 23 years old, should be retired as soon as possible on account of

Excess weight of equipment
Obsolete motors
High steps
Rattan Seats
Necessity for 2 man operation

Cars 316 to 325 are 14 years old, and are not attractive to passengers on account of their poor riding qualities and slat seats.

Cars 313 to 315 are one-man double truck cars with maximum traction trucks and are 16 years old. These cars are but little better than the 316 to 325 class.

Cars 359 and 360 are good equipment of modern type and are the only modern equipment in Waukegan City Service.

Modern equipment to replace the present equipment now in service would cost approximately $14,000 per unit.

The present bus equipment, shown on Exhibit K-2, now available for the city service is five to eleven years old, and is hard riding, slow acceleration, slow deceleration, slow speed equipment, unattractive to the public on account of loose vibrating bodies and old type bus seats, should be retired as soon as possible. Modern equipment to replace the most active of the present equipment would cost approximately $5,000 per unit.

WAUKEGAN CITY LINE
PROPOSED SERVICE REVISIONS

RETIREMENT AND SALVAGE

If the proposed revision of service is put into effect and if it involves the abandonment of the interurban operation from North Chicago Junction to Tenth Street, it is planned to salvage all the track material in the open track and sidings and remove all stations, shelters, platforms, crossings and crosswalks. It is estimated that approximately 500 gross ton of rail and special work is in track which would net about $8.00 a ton on cars - or $4,000. The stations, and shelters can be wrecked by company forces and the material salvaged and placed in stock would offset the cost of retirement.

If authority can be obtained it is proposed to leave the track in pavement undisturbed and surface the track zone where there is brick pavement and the flangeway where there is concrete pavement with an asphaltic type paving material at an estimated cost of $8,000.

The amount that it is possible to realize on the sale of the right of way from North Chicago Junction to Tenth Street has not been determined.

The possibility of the sale of the land, car house and shop at North Chicago has not been determined.

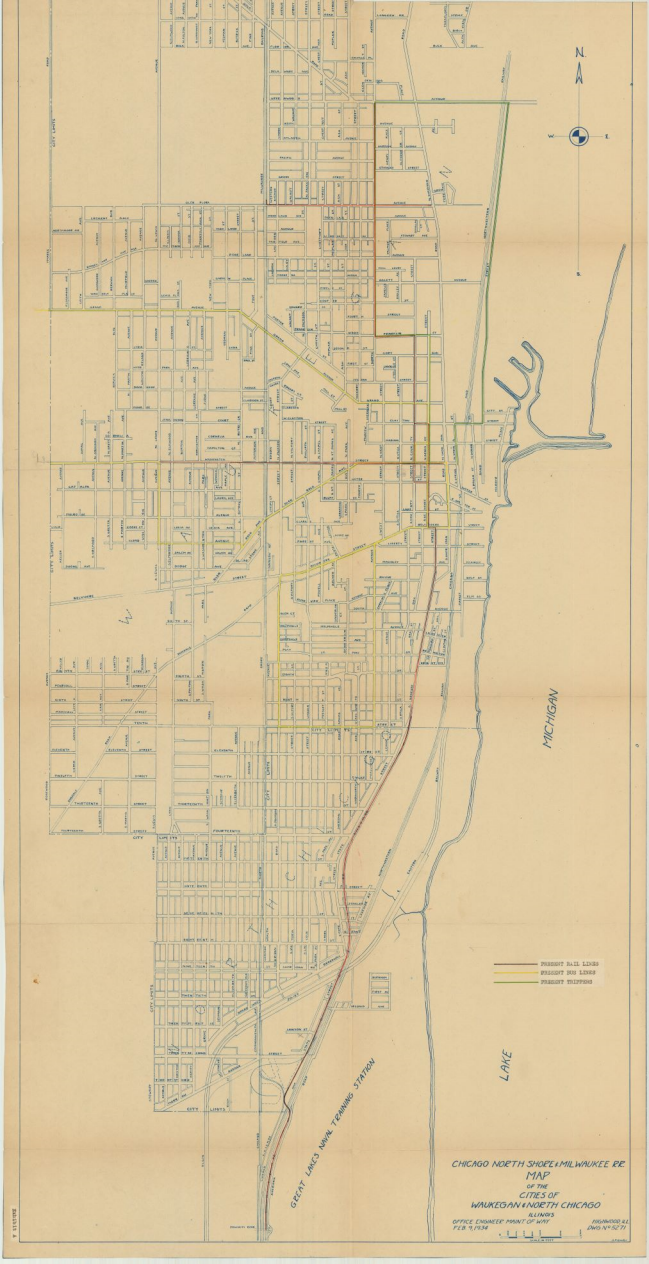
The net salvage value of the equipment is $6,325 as shown on Exhibit T.

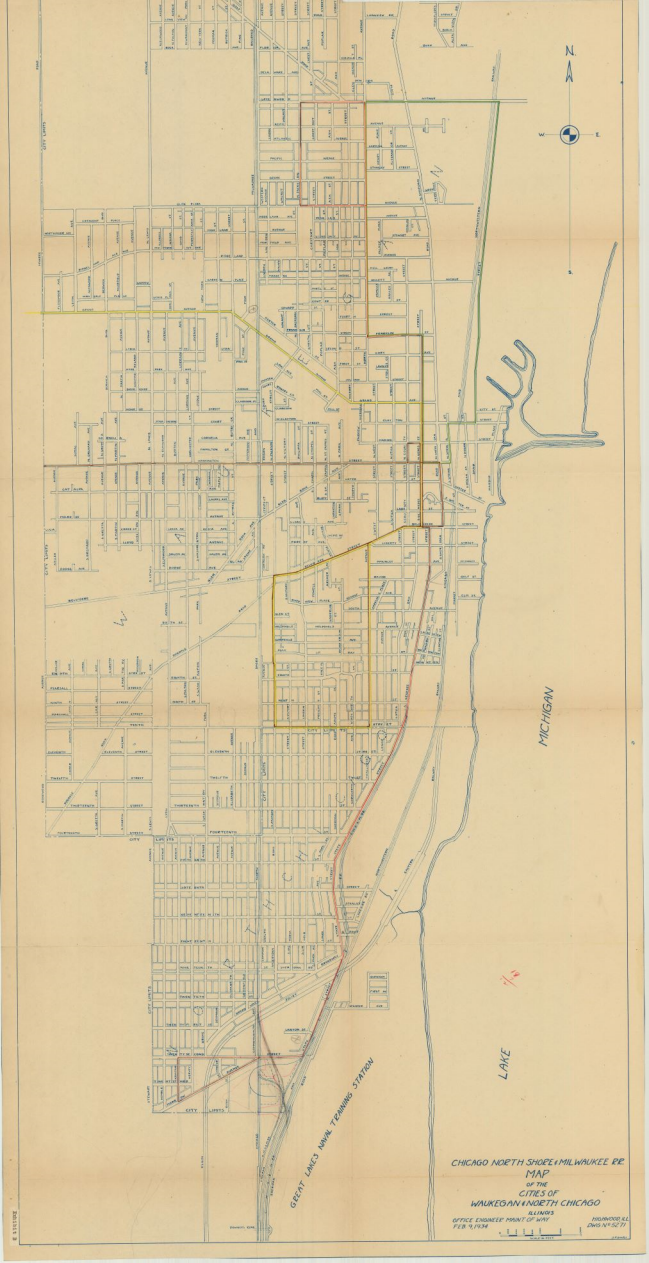
The line material as estimated has a salvage value of $5,142. The cost of removing and returning this material, including poles, fixtures, and all overhead wires is estimated at $8,372 - About $611 worth of slow moving material could be placed into stock and about $200 could be realized from the sale of our interest in jointly used poles.

Cost of Retirement		$ 8,372.00
Salvage junk value		4,531.60
		$ 3,840.40
Credit for material taken into stock	$ 611.00	
Sale of Pole Interest	200.00	$ 811.00
Net Cost of Retirement		$ 3,029.40

Recapitulation of Salvage

Road Material		$ 4,000.00
Right of Way, Car Houses and Land - undetermined		
Equipment		6,325.00
		$10,325.00
Cost of Surfacing Track	$8,000.00	
Net cost of Line and Overhead	3,029.40	$11,029.40
Net Cost Effecting Retirement		$ 704.40


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S
MICHIGAN
LAKE
GREAT LAKES NAVAL TRAINING STATION
FREIGHT RAIL LINES
FREIGHT BUS LINES
FREIGHT SHIPPING
CHICAGO NORTH SHORE & MILWAUKEE RR
MAP
OF THE
CITIES OF
WAUKEGAN & NORTH CHICAGO
ILLINOIS
OFFICE ENGINEER MAINT OF WAY
FEB 9 1934
DRAWING #1
DWG N° C-271


N.
W.
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S.
MICHIGAN
LAKE
GREAT LAKES NAVAL TRAINING STATION
CHICAGO NORTH SHORE & MILWAUKEE RR.
MAP
OF THE
CITIES OF
WAUKEGAN & NORTH CHICAGO
ILLINOIS
OFFICE ENGINEER MAINT OF WAY
FEB 9 1924
HIGHWOOD ILL.
OWG N°-5271

N.

W E

S

MICHIGAN

LAKE

GREAT LAKES NAVAL TRAINING STATION

LEGEND

Zoning for Commercial

Zoning for Industrial

Designates R. Persons

CHICAGO NORTH SHORE & MILWAUKEE RR.

MAP

OF THE

CITIES OF

WAUKEGAN AND NORTH CHICAGO

ILLINOIS

OFFICE ENGINEER MAINT. OF WAY

FEB 9 1928

HIGHWOOD ILL.

DWG NO. 5271

D - Denotes Downeys
N - Denotes North Chicago Junction

NORTH AVENUE LINE - NORTHBOUND
WEDNESDAY, MARCH 21, 1934

Exhibit D-1

| | | |

Exhibit D-2

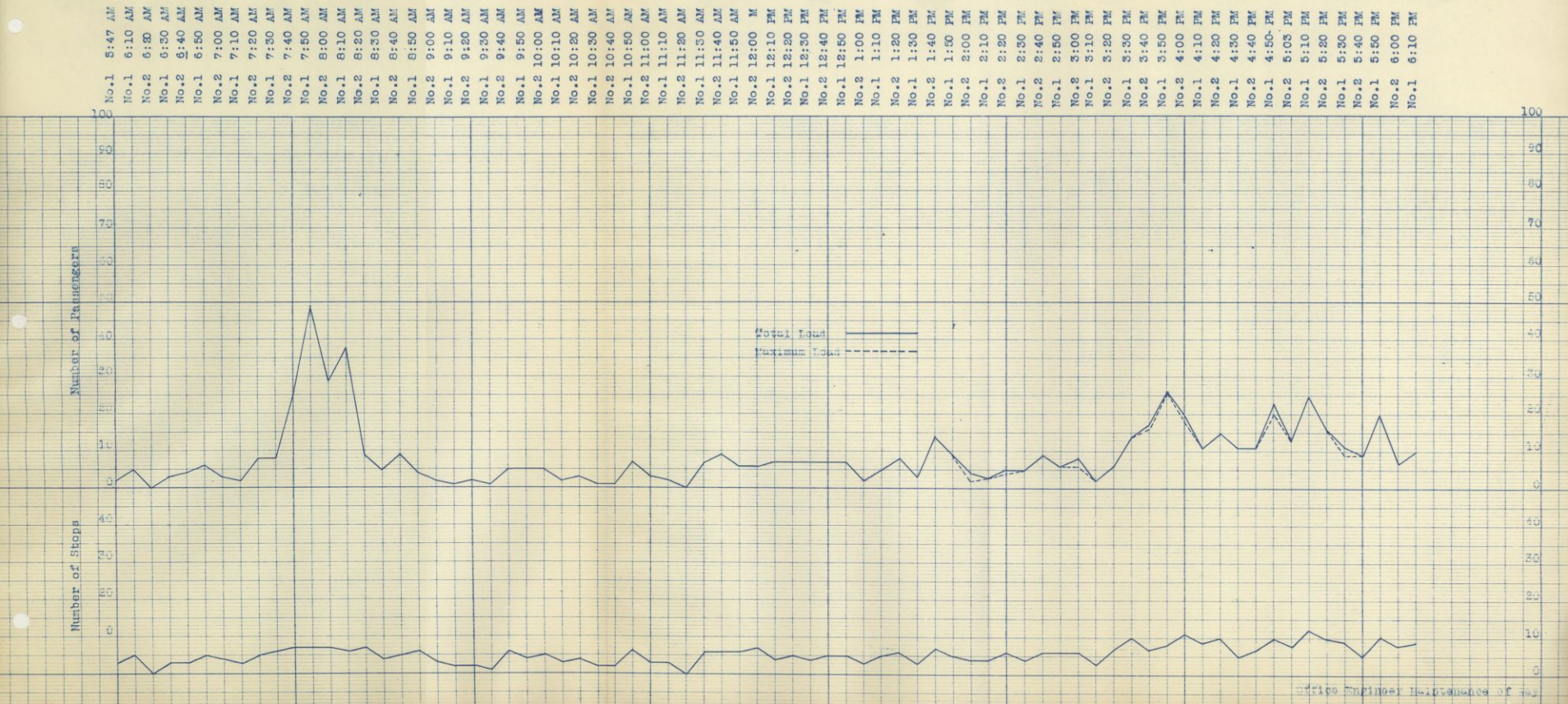
G - Denotes Greenwood Avenue
W - Denotes Western Avenue

NORTH AVENUE LINE - SOUTHBOUND
WEDNESDAY, MARCH 21, 1934

| | | |

Exhibit D-3

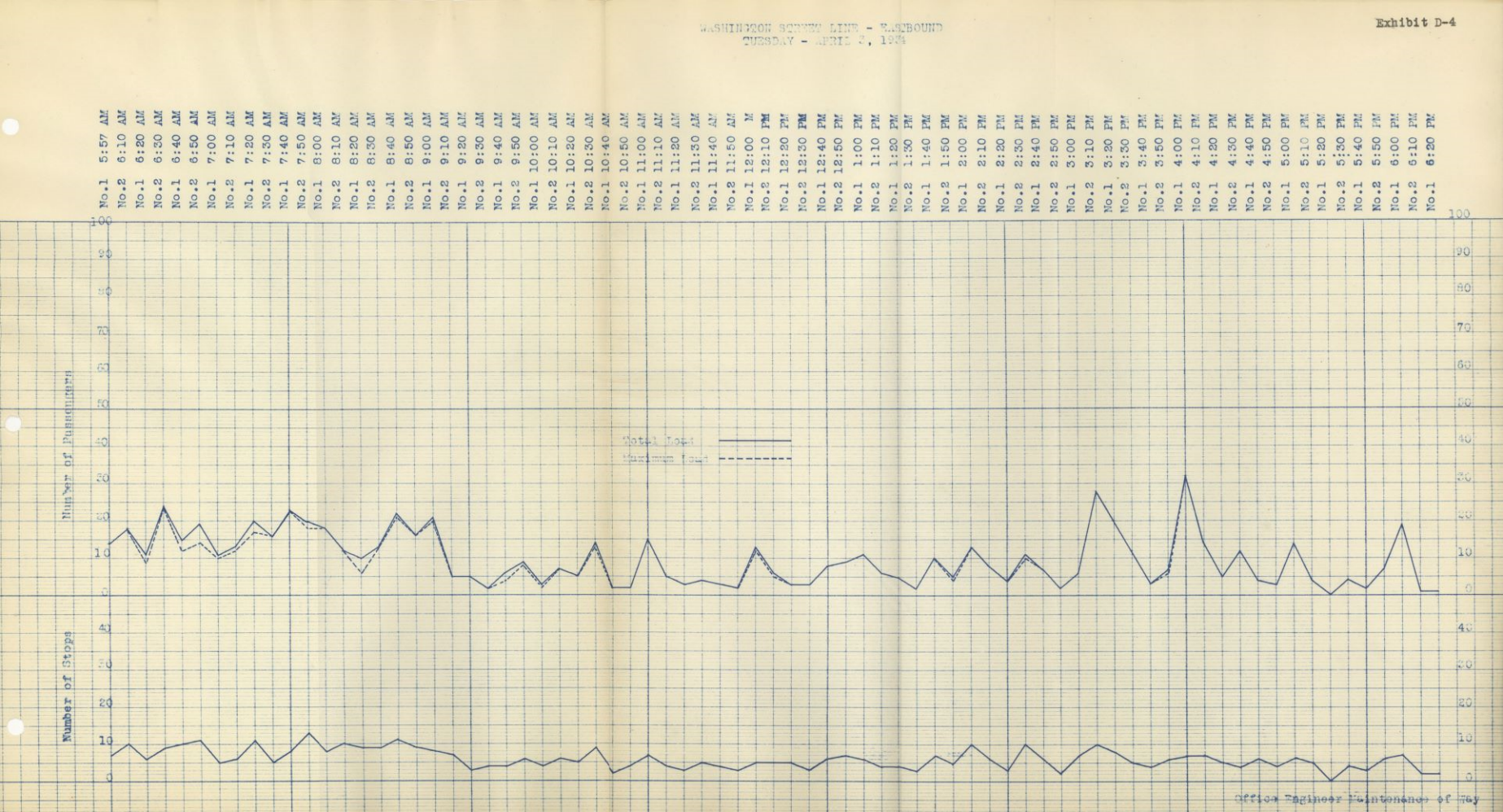
WASHINGTON STREET LINE - WESTBOUND
TUESDAY - APRIL 3, 1934



Office Engineer Maintenance of Way

Exhibit D-4

WASHINGTON SQUARE LINE - EASTBOUND
TUESDAY - APRIL 2, 1934



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

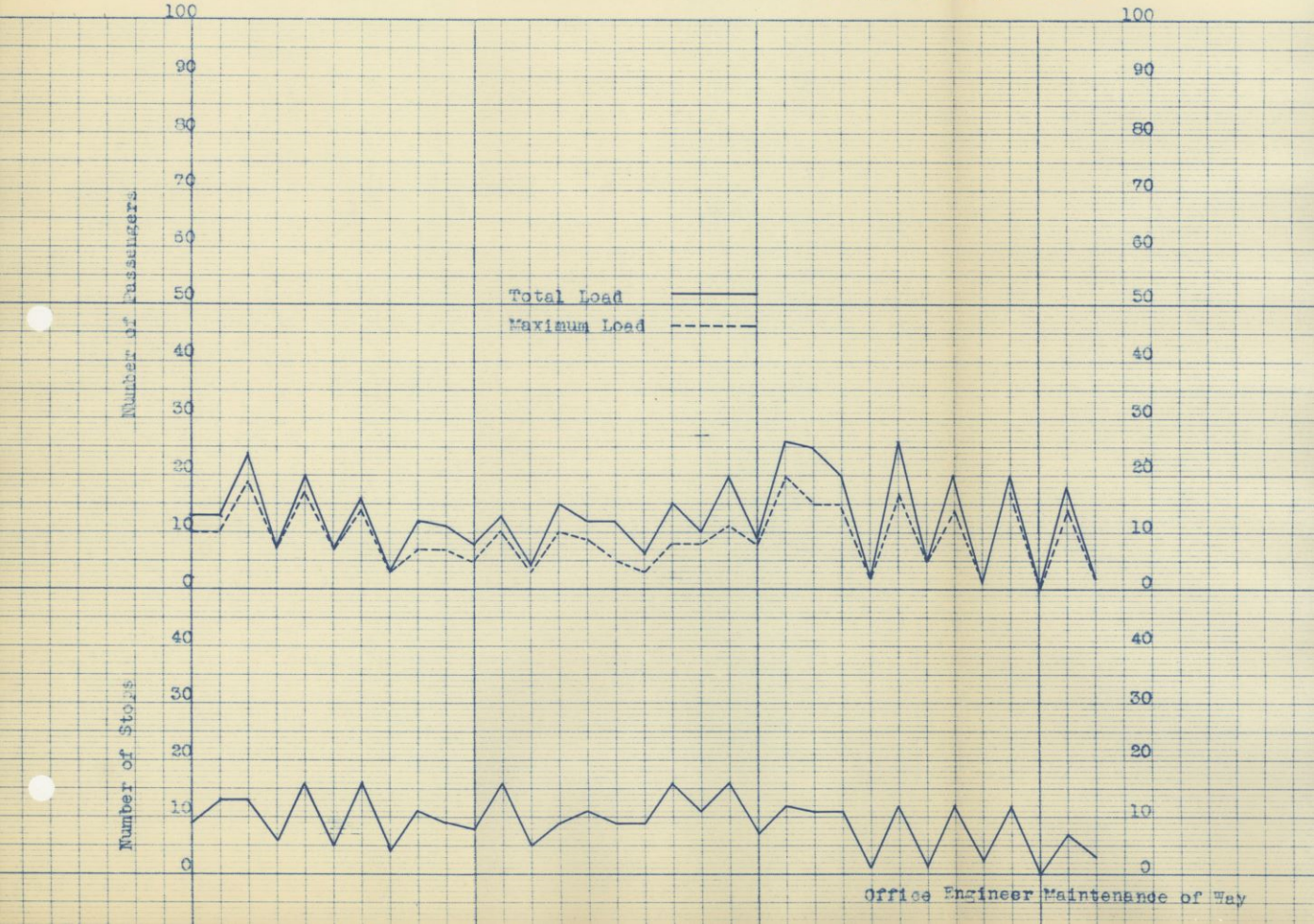
H-Terminates At Co.Hosp.
M-Terminates at McAree Rd.
No.5-Runs between Water & Genesee and McArée Rd.

| | | |

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

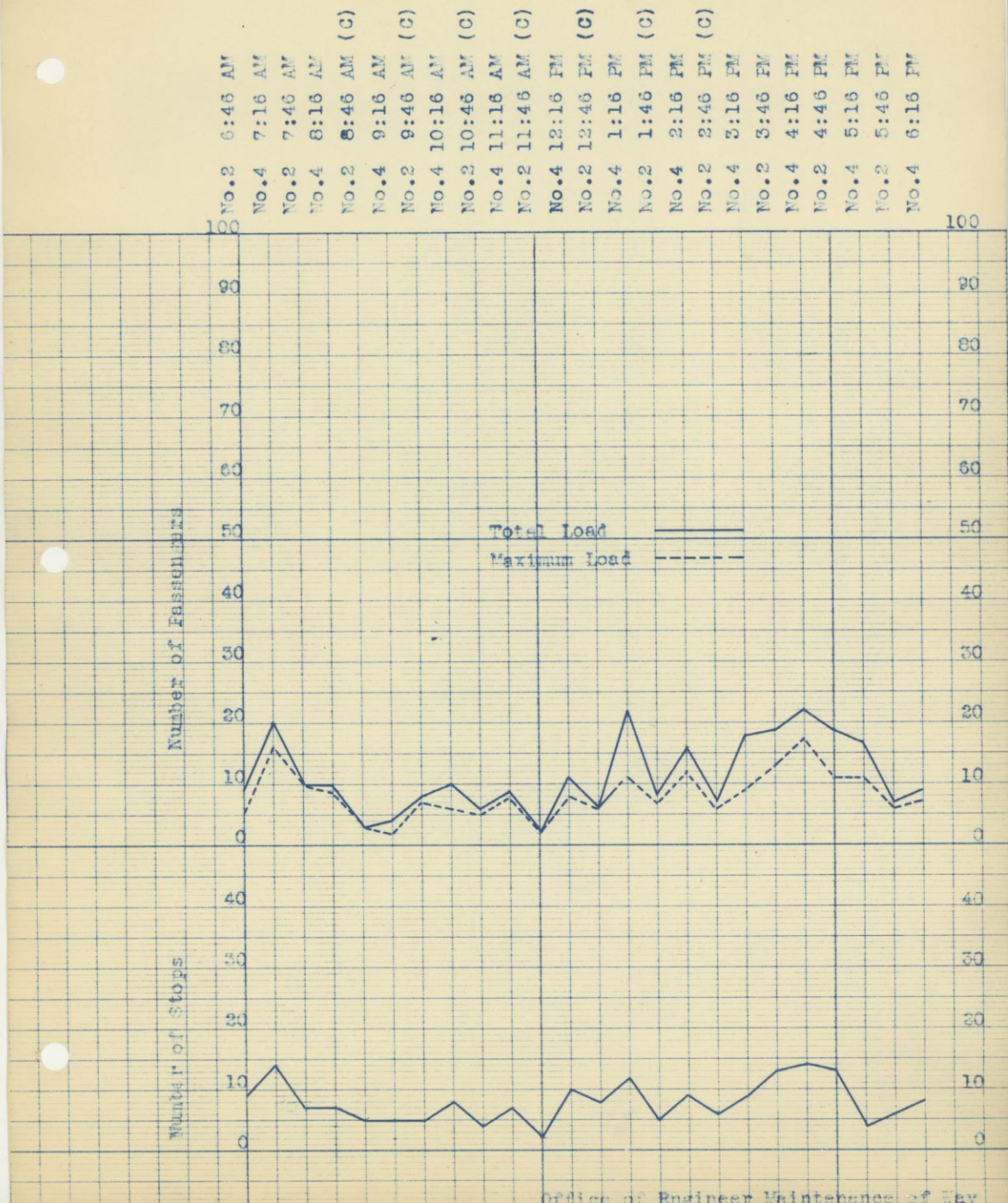
No.1	No.3	No.1	No.5	No.3	No.5	No.1	No.5	No.3	No.1	No.3	No.1	No.3	No.1	No.3	No.1	No.3	No.1	No.3	No.1	No.5	No.3	No.5	No.1	No.5
6:05 AM (M)	6:32 AM (H)	7:05 AM (M)	7:18 AM (M)	7:32 AM (H)	7:48 AM (M)	8:05 AM (M)	8:18 AM (M)	8:32 AM (H)	9:05 AM (M)	9:32 AM (H)	10:05 AM (M)	10:32 AM (H)	11:05 AM (M)	11:32 AM (H)	12:05 PM (M)	12:32 PM (H)	1:05 PM (M)	1:32 PM (H)	2:05 PM (M)	2:32 PM (H)	3:05 PM (M)	3:32 PM (H)	4:05 PM (M)	4:18 PM (M)	4:32 PM (H)	4:48 PM (M)	5:05 PM (M)	5:18 PM (M)	5:32 PM (H)	5:49 PM (M)	6:05 PM (M)	6:18 PM (M)



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

Exhibit D-7

(C) Terminates at Washington & County



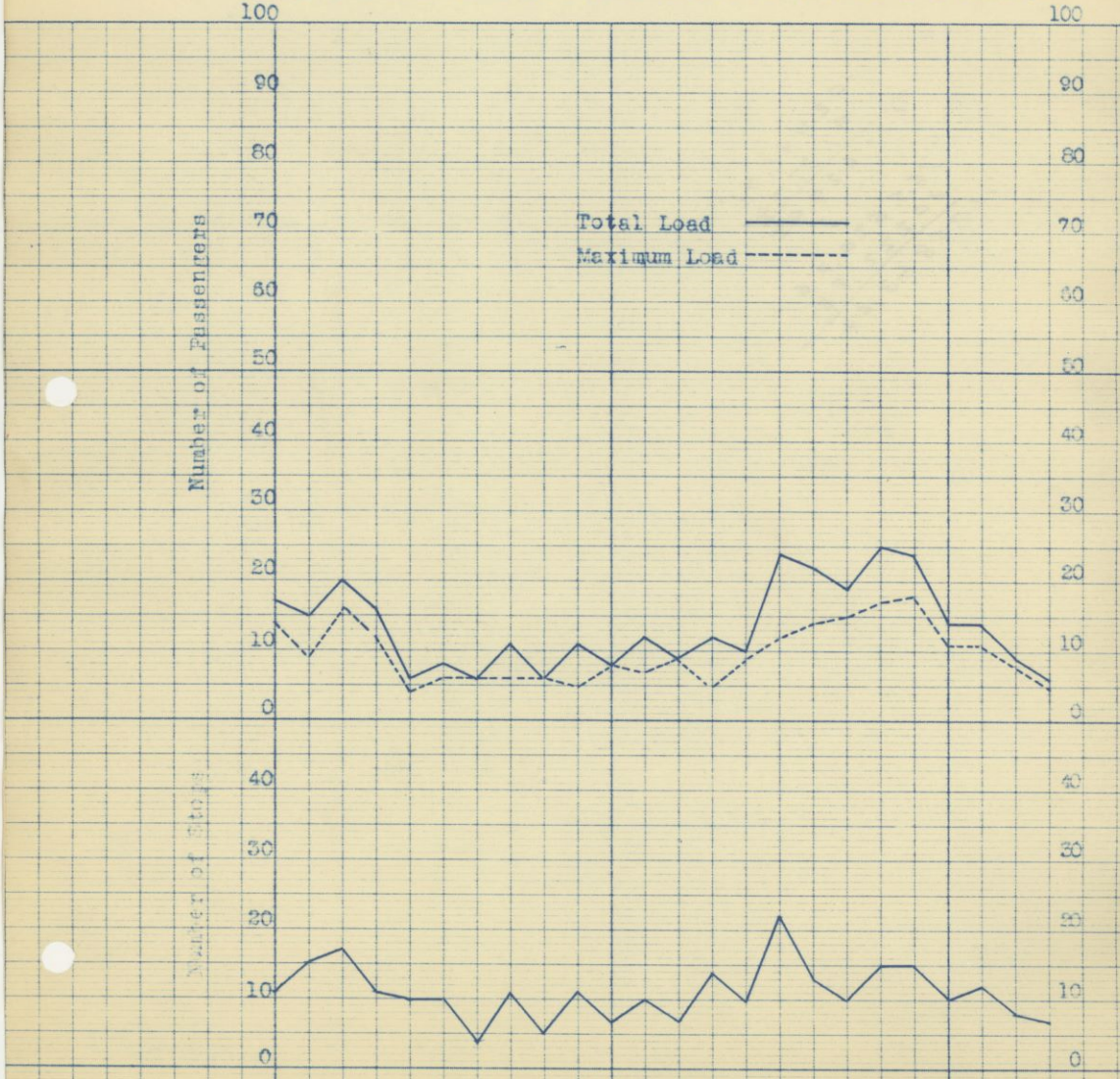
Office of Engineer Maintenance of Way

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

Exhibit D-8

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

No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4	No.2	No.4
6:18 AM (S)	6:46 AM (S)	7:18 AM (S)	7:48 AM (S)	8:18 AM (S)	8:48 AM (S)	9:30 AM (C)	9:48 AM (S)	10:30 AM (C)	10:48 AM (S)	11:30 AM (C)	11:48 AM (S)	12:30 PM (C)	12:48 PM (S)	1:30 PM (C)	1:48 PM (S)	2:30 PM (T)	2:48 PM (S)	3:50 PM (T)	3:48 PM (S)	4:18 PM (S)	4:48 PM (S)	5:18 PM (S)	5:48 PM (S)



Office of Engineer Maintenance of Way

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
OPERATING REVENUE							
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	180.30		
Total Operating Revenue	$209,090.18	$208,113.91	$213,136.54	$180,818.98	$152,706.00	$108,676.28	$ 87,120.14
OPERATING EXPENSES							
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	24,184.77	18,826.74	15,526.57	13,982.57
Conducting Transportation	81,421.15	84,046.11	84,986.88	79,223.40	73,600.44	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	$165,620.76	$178,060.27	$180,670.31	$173,297.48	$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
OTHER CHARGES							
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
CAR MILES							
Washington Street Lines	102,125.07	100,583.24	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	566,133.76	581,969.47	573,035.11	569,736.50	459,803.86	410,736.35
PASSENGERS CARRIED							
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
STATISTICS							
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	$	$
Equipment		5,671.44	5,909.52	5,909.52	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

WAUKEGAN CITY LINES EXHIBIT F

PROPOSED SERVICE REVISIONS

INCOME STATEMENT WAUKEGAN CITY MOTOR COACH

	1932	1933
OPERATING REVENUE		
Passenger	$ 39,200.04	$ 32,321.64
Newspaper		
Advertising	349.94	260.17
Rent of Equipment		
Total Motor Coach Revenue	$ 39,549.98	$ 32,581.81
OPERATING EXPENSES		
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
	$ 42,214.12	$ 34,685.94
GROSS INCOME	$ 2,664.14	$ 2,104.13
OTHER CHARGES		
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	$ 15,557.58	$ 16,600.09
NET INCOME OR LOSS	$ 18,221.72	$ 18,704.22
STATISTICS		
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 - 350.00 per mo
Split To City - 2 to city
Rent for Land Rental
in Revenue Basis

WAUKEGAN CITY LINES EXHIBIT G

PROPOSED SERVICE REVISIONS

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

	PERIOD ENDING DEC. 31, 1932	PERIOD ENDING DEC. 31, 1933
OPERATING REVENUE:		
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	$ 148,226.26	$ 119,701.95
OPERATING EXPENSES:		
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	$ 170,101.89	$ 144,517.62
NET OPERATING REVENUE	$ 21,875.63	24,815.67
OTHER CHARGES:		
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	$ 19,795.82	$ 18,397.86
NET INCOME OR LOSS	$ 41,671.45	$ 43,213.53
MILEAGE:		
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	670,650.46	607,320.66
PASSENGERS CARRIED:		
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	2,652,542	2,263,817
STATISTICS:		
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

		1927	1928	1929	1930	1931	1932	1933
1934								
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

	1932	1933	1934
Ways & Structures	$0.0017	$0.0012	0.0005
Equipment	0.0441	0.0285	0.0335
Power	0.0218	0.0167	0.0184
Conducting Transportation	0.1159	0.1140	0.1136
General & Miscellaneous	0.0167	0.0160	0.0166
Taxes & Licenses	0.0086	0.0139	0.0128
Rent for leased routes	0.0302	0.0332	0.0337
Depreciation	0.0349	0.0373	0.0309
Total Operating Expense	$0.2739	$0.2608	0.2600

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 Fares	Tokens	Tickets	Total Cash	Passes	City Motor Coach Transfers	City Car Transfers	Inter-urban Transfers	Total	Revenue	Total
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.	149.52	96.76	1.30	247.58	206	119	172	157	654	3,899	4,553
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

EXHIBIT J-2

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

	Cash Taken In				Passes and Transfers					Passengers	
Day	Cash Fares	Tokens	Tickets	Total Cash	Passes	City Motor Coach Transfers	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	962	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

Car No.	No.of Cars	Weight in Pounds	Date Purchased	No.of Seats	Builder	Type of Control	No. and Type of Motors	Gear Ratio	Wheel Diameter	Remarks
#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

Type of Bus	No. of Buses	Date Built	No. of Seats	Remarks		
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

	North Avenue Line - No. Chicago Jct. to Greenwood Ave	North Ave. Line - Downeys to Greenwood Avenue	Wash-ington Street Line	Grand Ave. Bus Line	St. Therese Hospital Bus Line	Tripper
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

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

	Red Line	Yellow Line	Brown Line Tenth and Jackson To St.Therese	Brown Line Sheridan Road to Lewis Avenue	Trippers
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	7½	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
OPERATING REVENUE				
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
OPERATING EXPENSES				
Way & Structures	3.12	$ 366.30	.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	2.93	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
OTHER CHARGES				
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	17.99	$ 31,647.35
NET INCOME		$ 6,332.52		43,213.53

MILEAGE			
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

STATISTICS			
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%

WAUKEGAN CITY LINES EXHIBIT O

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 EXHIBIT P

PROPOSED SERVICE REVISIONS

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	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

Year	Equipment	Way & Structures
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.& Miscl.	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	0.1484	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.	Retirement	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
			$155,059	$135,824	$ 10,308	$ 16,927	$100,758	$ 37,070
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

EXHIBIT T

WAUKEGAN CITY LINES
PROPOSED SERVICE REVISIONS

WAUKEGAN CITY CAR SALVAGE DATA

Car No.	Book Value	Depreciation Accrued 12-31-34	Depreciated Book Value 12-31-34	Est. Value of Parts on Hand	Salvage Cars & Parts	Labor to Salvage	Net Salvage Value
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	5,360.00	5,304.72	55.28		50.00	75.00	Cr. 25.00
	$204,185.00	$107,770.08	$ 96,414.92	$ 670.00	$8,200.00	$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 Jct. on East Line	523	662	***44	***50	-	-	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	1	**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.