

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 5, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Lewis Ave West?

Starting Sunday Jan. 7, 1940 and until further notice, operators will keep a traffic check on the number of passengers carried to and from the Tuberculosis Sanitorium. The number should be put on the trip sheet in the column headed "CAR MILES" opposite the leaving time shown for each trip.

J Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 8, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Effective today, and until further notice, operators will use the mileage that was in effect before Jan. 1, 1940.

Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 8, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

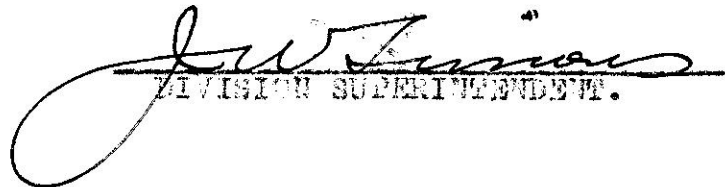
Effective today, and until further notice, operators will use the mileage that was in effect before Jan. 1, 1940.

Division Superintendent.

January 9th. 1940

ALL OPERATORS:

Operators must watch their time points and not leave ahead of time except on heavy trips from Great Lakes where it will be permissible to leave 2 min ahead to pick up a load, but under no circumstances must you leave Washington & Genesee or Washington and County ahead of time, south bound cars should keep a watch for east bound busses due in at .08-.28-48 min past the hour.


DIVISION SUPERINTENDENT.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 13, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Starting Sunday Jan. 14, 1940 and until further notice, all operators will keep a traffic check on passengers riding between Washington and Genesee Street and the Sanitorium. The number carried should be put in the ~~AAAAA~~ column headed CAR MILES opposite the leaving time shown on trip sheet for both East and Westbound trips.

The check on passengers carried to and from the Sanitorium may be discontinued effective with the start of above check.

Division Superintendent.

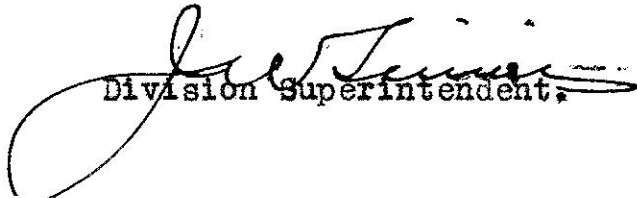
A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 17, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

We are having difficulty in keeping the batteries up due to the long hours of darkness and the extra load put on the batteries by heaters and fans.

Operators can assist considerably by turning off lights as soon as it gets daylight and while laying over at ends of line use only enough light to protect the front and rear of the bus and to throttle the motor up so that the ampmeter will show a charge of about 10 amperes. In case of bus motor dying, before starting, turn off all lights that are not use to protect bus and depress clutch before trying to start motor again.


Division Superintendent.

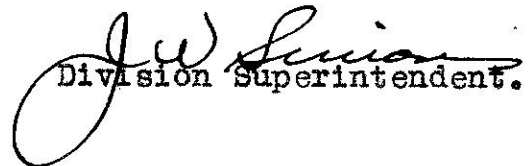
A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 20, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

In order to make starting easier and to avoid excessive drain on the batteries, the carburetors on the Yellow Coaches should be flooded before attempting to start the motors.

Before taking any bus from Garage operators must see to it that the motor has been warmed up. This may be done by running the motor slightly above idling speed.


Division Superintendent.

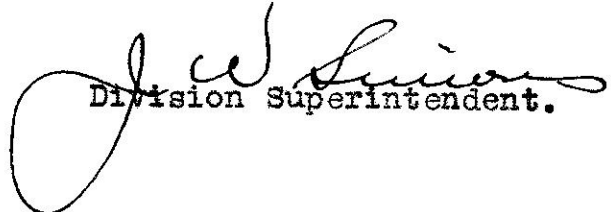
A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 20, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

When taking busses in and out of the Garage, operators will make every effort not to leave the doors open any longer than absolutely necessary.

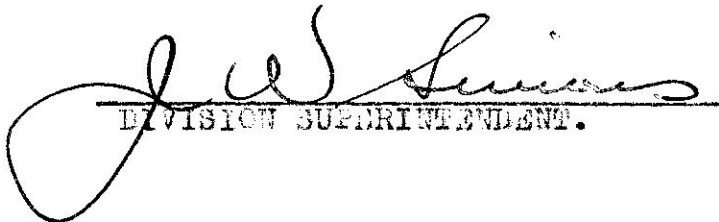
Drivers will also use discretion in opening any of the windows in the rooms in the balcony of this garage. Very often the windows have been found wide open with the radiators turned on fully.


Division Superintendent.

January 25th. 1940

NOTICE TO ALL BUS OPERATORS:

SEVERAL NOTICES HAVE BEEN POSTED REGARDING TO PULLING INTO THE CURB WHEREVER POSSIBLE TO LOAD AND UNLOAD PASSENGERS. THIS IS NOT BEING DONE AND NO MORE NOTICES WILL BE ISSUED, BUT OTHER METHODS WILL BE USED TO SEE THAT IT IS LIVED UP TO. EVEN IF THERE ARE NO PASSENGERS IN SIGHT EAST BOUND BUSES ON WASHINGTON ST. WILL PULL INTO THE CURB AT BUTRICK ST. EDISON COURT (BOTH DIRECTIONS) JACKSON ST., AS THESE ARE BUSY CORNERS AND PEOPLE WAIT IN THE STORE AND STATION FOR THE BUS DURING COLD AND STORMY WEATHER.

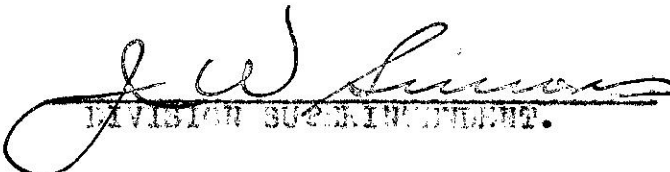

DIVISION SUPERINTENDENT.

BULLETIN

January 25th. 1940

NOTICE TO ALL OPERATORS:

MORE CAR MUST BE USED IN ISSUING TRANSFERS? ONLY ONE TRANSFER SHOULD BE GIVEN FOR EACH FARE PAID. SOME OPERATORS ARE IN THE HABIT OF GIVING MORE THAN ARE PAID FOR AND THE TRANSFERS SHOULD BE GIVEN AT THE FARE IS PAID.

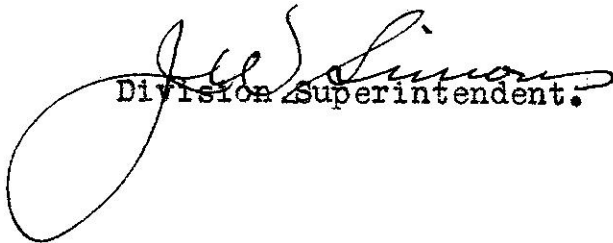

DIVISION SUPERINTENDENT.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 25, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

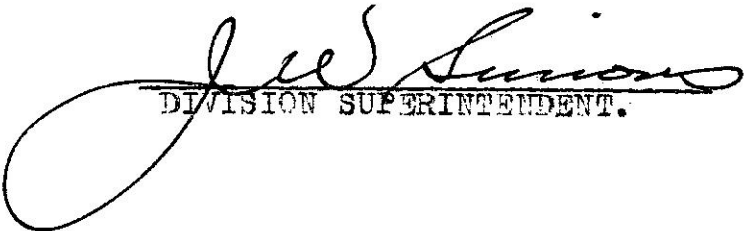
We are having considerable ~~clutch~~ trouble on the Yellow Coaches, some of which is caused by operators riding the clutch or not using the lower gears in starting and slipping the clutch to keep from stalling the engine. When handling standing loads, more time should be used in the lower gears so as to gain more ~~momentum~~ before shifting to higher gears.


Division Superintendent.

January 25th. 1940

NOTICE TO OPERATORS:

THE OPERATOR ON B-4 DUE TO LEAVE GREAT LAKES AT 11.05P.M.
WILL WAIT AT LEAST 5 MIN. FOR CONVECTION WITH TRAIN 435
DUE AT NORTH CHICAGO JUNCTION 11.04P.M. THIS TRAIN IS
GENERALLY A LITTLE LATE, SO YOU WILL MAKE SURE THE TRAIN
IS IN BEFORE LEAVING.

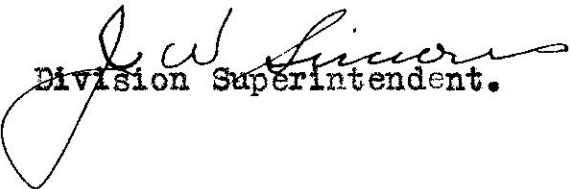

DIVISION SUPERINTENDENT.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Jan. 26, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

When ~~fewer~~ two busses pull up to a stop, one behind the other,
the second bus will pull up and make the regular stop as soon as the first
bus leaves. This is very important at Washington and Genesee Streets
Westbound.

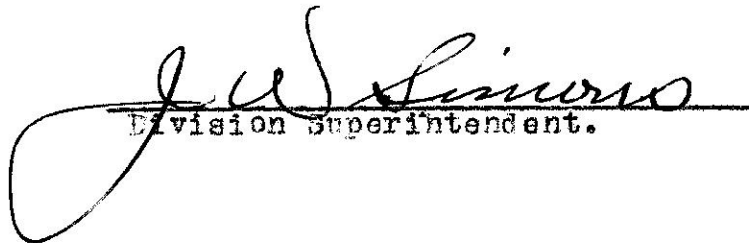

Division Superintendent.

BULLETIN

January 29th. 1940

ALL OPERATORS:

On several occasions the city car due to leave Greenwood Ave. at 7.05am. has delayed main line train No.36 due to leave Terminal at 7.26am. and North Chicago Jct. 7.37am., Downeys at 7.38am., it is very important that this train runs on time if not it delays trains out of Highwood, North bound cars meeting this car at Franklin St. and Glen Flora Wye must be on time so as to avoid delay to this car and if you cannot make your meet on time you will lay back and let this car thru on time. If this city car which is due to leave W.B.C. at 7.18am. cannot get out at 7.20am. sharp it must wait and follow train 36 out of terminal, north bound city car due at W.B.C. at 7.28am. must clear the Water St. switch by 7.26am. or wait for train 36 out of terminal at 7.26am.


Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Feb. 7, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Effective at once, tripper CX-2 will leave Washington and Genesee at 7:48AM, after making connections with Northbound street car, as far as Washington and Jackson and thence to Garage. Operators on this tripper will not pull into Washington and Genesee ahead of the 7:43 Lewis Avenue bus.

Tripper CX-3 will operate as follows after leaving Manville at 4:33 PM. Tannery 4:36, Wash. & Gen. 4:48, St. Theresa 5:00 PM, Wash. & Gen. 5:15 to St. Theresa and thence to Garage via back way.

Please change your tripper lists accordingly.

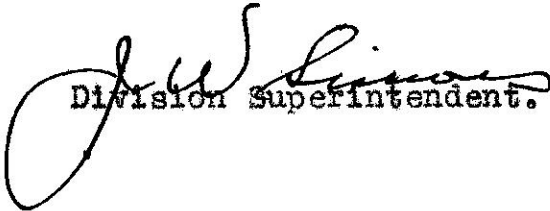

Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Feb. 9, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

When driver of bus on run M-1 catches up with driver on MX-1 bus on the 8:28 AM southbound trip out of Winthrop Harbor, both drivers will alternate their stops so that both busses will arrive Waukegan on time.



Division Superintendent.

FEB 20 1940

ALL OPERATORS:

Your attention has been called to the number of error letters issued to Tuskegee City Operators. A good deal of these could be avoided if a little more care was used in figuring up your daily remittances and taking off your readings. Also error in addition and subtraction are uncalled for.

Please understand all error letters when presented to you for payment must be taken care of at once, or you will be relieved from your duties until they are.


Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

Feb. 23, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

All motor coach operators must have 1940 Chauffeurs License
by March 1, 1940 or evidence of sending for same.

J. W. Simons
Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 4, 1940

NOTICE TO ALL
OPERATORS:

Operators will please retain for further use the present
Interurban run list and Sunday run list for city runs as there are
no changes in the times shown. The following changes in run numbers
should be made so as to correspond with the new run list for weekdays.

Old number	C-3	should be changed to	C-4	SUNDAY RUN LIST ONLY
"	"	C-8	"	DO
"	"	C-9	"	DO
"	"	C-10	"	DO
"	"	W-1	"	DO
"	"	W-2	"	DO

J. W. Simon
Division Superintendent.

ALL CAPTAINS:

Will you kindly make the following corrections on your copy of run list.

Run B-1 change to read:

Leaving Greenwood at 3.45, instead of Glen Flora

Run BX2 change to read:

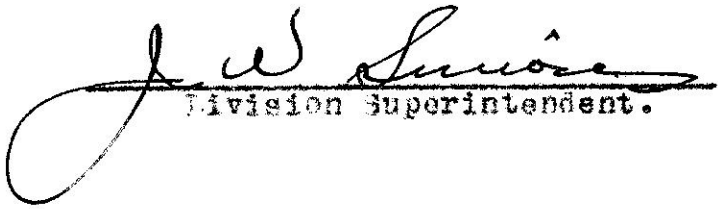
Relieved at Burns at 8.31, instead of Naval Station

Run B-4 change to read:

Call time 4.11PM

Off " 1.21AM

Days 9 1/2 hrs.



Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 13, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

The Grand Avenue bus due to leave Washington and Genesee
at 5:13 P.M. will wait at Washington and Genesee for the Northbound
City Car due there at 5:18 P.M. *Extra 3 Daily except Sat & Sundays.*

J.W. Simmons
Division Superintendent.

JWS/1c

BULLETIN

March 13th. 1940

ALL OPERATORS:

Please make the following changes on your copy of run list.

CHANGE UPS DAILY EXCEPT SATURDAY & SUNDAY

Put out small cars and take in large

By AX-1 Change up A-6 at 22nd. St. if you can - at 8.16 am.
or N.Chg. Jct. 8.12

" " A-7 at 22nd. St. - - - - - at 8.31am.

" " A-3 at 22nd. St. - - - - - at 8.51am.
W.Chg. Jet.

" " A-4 at 22nd xxx. - - - - - At 9.03am.

By BX-2 Put out large cars and take in small

Change up A-3 at 22nd. St. at 2.16PM.

" " A-4 " " " at 2.31 PM.

Put out small cars and take in large

Change up B-4 at 22nd. St. at 5.31PM.

" " B-2 at 22nd. St. at 6.01PM.
(B-2 will pull car in barns)

Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 14, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Starting Friday March 15, 1940 the 6:03 AM trip on Run C-4 will operate to the County Hospital, arriving there at 6:26 AM and leaving there at 6:28 A.M. 848

Starting on Friday March 15, 1940 the 6:23 trip on Extra 1 will operate to McAree Road only. 280

Please change your run ~~lists~~ accordingly.

W. Simons
Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

MARCH 14, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

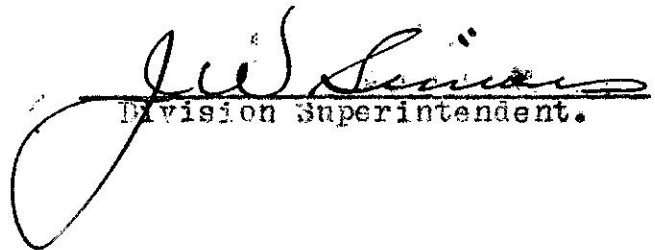
Run W-2 will pay $9\frac{1}{2}$ hours instead of $9\frac{1}{4}$ hours. Relieved at Washington and Genesee at 2:15 PM, deadhead to 10th & Jackson on 2:33 PM bus from Wash & Gen., Arrive 10th & Jackson 2:43 PM. Off 2:58PM

W. Simons
Division Superintendent.

March 15th. 1940

SAFETY BULLETIN

Trainmen switching cars at North Chicago Barns must move slowly to make sure you can stop in case another car is pulling in or pulling out, and when pulling a car out to place it on another track you must in all cases pull thru all the switches before starting back, as you may have left a switch open and by pulling all the way thru you will never split a switch. The same is true in taking a crossover, pull far enough by the switch point so you can see the whole switch point from inside the car before pulling into it. I also want to remind you of the necessity of going into facing point tongue switches at a very slow speed to avoid a serious accident in case the rear wheels or truck would split the switch.


Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 18, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

When reporting trouble by phone from Edison Court Station,
operators will use the pay phone. A refund will be made at Garage
for the call.

Division Superintendent.

JWS/1e

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 18, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Operators on Washington Street busses when stopping at
Edison Court to get tokens, will stop on Westbound trips only.

Division Superintendent.

JWS/1e

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A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 20, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Effective Monday March 25, 1940, Tripper Extra 1 now shown leaving 10th & Jackson at 5:33 AM and Washington and Genesee at 5:43 AM for the ~~Sanatorium~~, will discontinue making the trip to Washington and Genesee. Instead bus will leave 10th & Jackson ~~at~~ at 5:48 AM and will operate direct to the Sanatorium via Belvedere and Kellar Avenue and will leave the Sanatorium Eastbound at 5:58 AM. 36.2


Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 20, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Effective Saturday March 23, 1940, Tripper CX-6 making the 6:05 trip from 10th & Jackson to the Tannery will be discontinued. Tripper CX-5 will run 5 minutes later on the first trip to the Tannery. Operators will please notify riders to this effect.


Division Superintendent.


A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY.

March 20, 1940.

NOTICE TO ALL
CITY LINE
EMPLOYEES:

Safety meetings will be resumed again for all City Line employees. At the car barns these meetings will be held on the fourth Wednesday of every month starting on Wednesday March 20, 1940. At the Waukegan Garage the meetings will be held on the fourth Friday of every month starting Friday March 22, 1940.

The meetings will be held at both locations at 1:00P.M. and 3:00 P.M. All men should make every effort to attend the meetings.


Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 23, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Effective Monday March 25, 1940 tripper Extra 1 will change as follows: On Time 5:30 AM. Lv. 10th & Jackson 5:48 AM via Jackson Belvedere and Kellar Avenue to the Sanatorium. Lv. Sanatorium Eastbound at 5:58 AM as scheduled. Time $4\frac{1}{2}$ hr. 36.2 miles.

Please change your run list accordingly.


Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 26, 1940.

NOTICE TO ALL
MOTOR COACH OPERATORS
CITY CAR OPERATORS:

Effective Wednesday March 27, 1940, Trippers Extra 1 and Extra 2 will be combined to form Run No. C-3 which will be as follows:

C-3 Daily except Sundays and Holidays On 5:30 AM Off 9:58AM $4\frac{1}{2}$ hr.
Work tripper Extra 1 as shown on run list.

Daily except Sundays and Holidays On 1:50 PM Off 6:33PM $5\frac{1}{2}$ hr.
Work tripper Extra 2 as shown on run list.

Total 10 hr.

WILL NOT RUN SUNDAYS AND HOLIDAYS

Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 26, 1940.

NOTICE TO ALL
MOTOR COACH OPERATORS
CITY CAR OPERATORS:

Due to the combining of Trippers Extra 1 and 2 into run C-3 a new sign up will be necessary. This sign up will go into effect Sunday April 7, 1940. Operators will please sign up as quickly as possible.

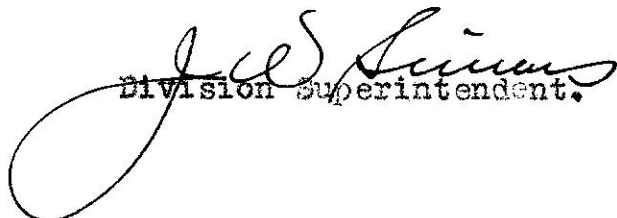
Division Superintendent.

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 26, 1940.

NOTICE TO ALL
MOTOR COACH OPERATORS
CITY CAR OPERATORS:

Due to the combining of Trippers Extra 1 and 2 into run C-8
a new sign up will be neccessary. This sign up will go into effect
Sunday April 7, 1940. Operators will please sign up as quickly as
possible.

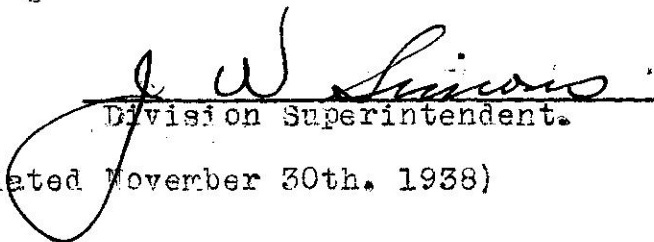

Division Superintendent.

A.I. Sprague - Receiver For
Chicago North Shore and Milwaukee Railroad Company

March 27th. 1940

NOTICE TO:
WAUKESHA CITY TRAINMEN
MOTOR COACH OPERATORS

In order to relieve traffic congestion on Genesee Street north of Washington, northbound street cars will allow north bound busses to go ahead. If the northbound bus is still loading when the light changes, the street car may go ahead and the bus will wait for the next change of light.


Division Superintendent.

(Reissue of Bulletin dated November 30th. 1938)

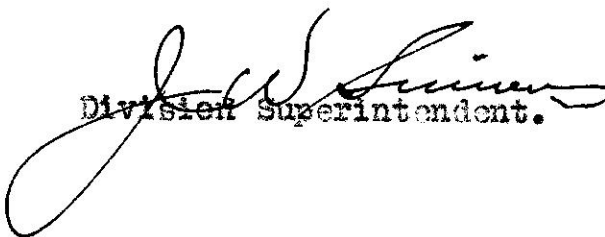
A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 28, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Bulletans were issued Dec. 20, 1937 and Oct. 28th 1939 concerning the parking of drivers cars in the garage. These bulletans definitely stated that no more than FOUR cars should be parked inside.

Absolutely no more than four cars may be parked inside the Garage under any circumstances, any more than this number will be moved outside.


Division Superintendent.

JWS/le

A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

March 29, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

A shuttle service will be operated Saturday March 30th between North Avenue and Western Avenue on Glen Flora Avenue. Cars will leave North Avenue at 7:00 PM, 7:30PM 8:00 PM and 8:30 PM westbound. Eastbound cars will leave Western Avenue at 7:05, 7:35 and 8:05 PM. This will give a 15 minute service between North Avenue and Western Avenue on Glen Flora.

J.W. Simons.
Division Superintendent.