

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

April 12th. 1940

TO ALL CONCERNED:

My new address will be:

1425 North Avenue,
Eau Claire, Ill.

Phone Ont. 5927

J. E. Simons
Division Superintendent.

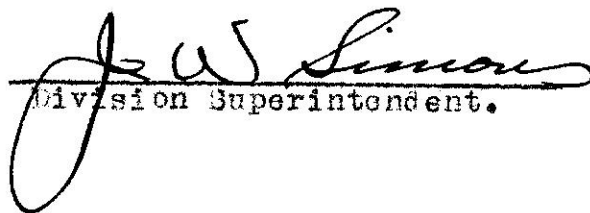
W.

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

April 19th. 1940

ALL OPERATORS:

Some operators using Ohmer Registers are leaving a space between each ticket sold. This should not be done, the only time you will leave a space between registrations is when you are changing directions and then you should leave 4 spaces.


Division Superintendent.

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

APRIL 30, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

A red light has been installed by the owner of the store on the Southwest corner of Washington and Butrick streets for the benefit of bus passengers during bad weather. If this light is on you will know there is someone waiting for the bus and you will pull up and stop. This will not, however, change in any way the regular operation, operators must be on the lookout for passengers regardless of the light, the light only gives advance notice that there is someone waiting at the store.


Division Superintendent.

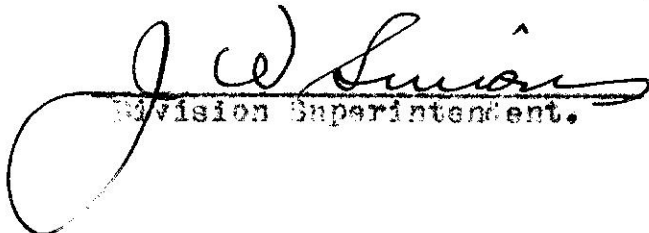
U.S. Sprague-Receiver for
Chicago North Shore and Milwaukee Railroad Company

April 25rd. 1940

ALL OPERATORS:

All extra men who have not driven 400 class Busses report
at Garage at 8.15AM., April 24th. 1940.

Safety meeting will be held at Barns on Wednesday April 24th
at 1.00 PM. and at 10th. St. Garage on Friday April 27th. at
1.00PM. All operators must attend either one of the meetings

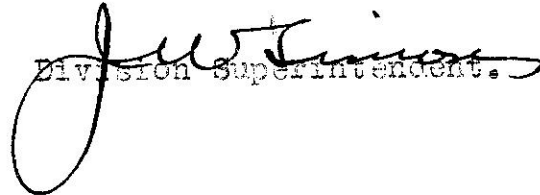

Division Superintendent.

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

APRIL 26, 1940.

TO ALL CONCERNED:

All Waukegan City Service and Interurban Motor Coach Service will be operated on Daylight Saving Time effective Sunday April 28, 1940 at 4:01 A.M. Operators will observe instructions as issued in bulletin No. 83 issued by the General Manager.

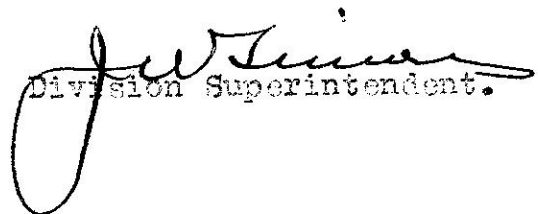

Division Superintendent.

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

April 26, 1940

NOTICE TO ALL
MOTOR COACH OPERATORS:

Operators when making out time slips will show the exact time worked on each particular assignment. In cases where there is a lapse of time of one hour or less, the lap time shall be charged to the last job worked.


Division Superintendent.

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

April 27, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Operators going to and from Garage to Camp Logan will use the following route and mileage:

West on 10th to Lewis, North on Lewis to end of road, 33rd St., East on 33rd St. about 300 feet, Northeast on this road to first street ^{EAST} of North Shore Line tracks, North on this street to First St., East on First St. to Sheridan Road, North on Sheridan Road to Camp Logan Road, East on Camp Logan Road to Camp Logan Rifle Range. Pull into drive leading to grounds, but do not cross bridge, you will swing as far as possible when pulling in so that when you back up you will not run over lawn or run off the highway. Only one bus can unload at a time.

MILEAGE

Garage	.0
Cash. & Lewis	1.0
Grand & Lewis	2.0
Zion Station	3.4
C.L. Road	10.4
Camp Logan	11.1

Garage	to Zion Station	3.4
Garage	to Camp Logan	11.1
Zion Station	" Camp Logan	3.7


Division Superintendent.

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

April 27, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

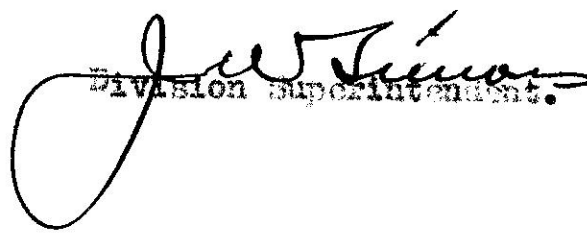
Operators going to and from Garage to Camp Logan will use the following route and mileage:

West on 10th to Lewis, North on Lewis to end of road, 33rd St., East on 33rd St. about 300 feet, Northeast on this road to first street EAST of North Shore line tracks, North on this street to 31st St., East on 31st St. to Sheridan Road, North on Sheridan Road to Camp Logan Road, East on Camp Logan Road to Camp Logan Rifle Range. Pull into drive leading to grounds, but do not cross bridge, you will swing as far as possible when pulling in so that when you back up you will not run over lawn or run off the highway. Only one bus can unload at a time.

MILEAGE

Garage	.0
Wash. & Lewis	1.9
Grand & Lewis	2.0
Xion Station	3.4
C.L. Road	10.4
Camp Logan	11.1

Garage	to Xion Station	3.4
Garage	to Camp Logan	11.1
Xion Station	" Camp Logan	3.7


Division Superintendent.

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

May 3, 1940.

NOTICE TO ALL
MOTOR COACH
OPERATORS:

Operators using the Ohmer fare register will keep both doors locked when using the machine. It will not be necessary to leave a space between North and South bound trips as in the past but it will be necessary to have the Directional lever set in the proper direction.

Division Superintendent.

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

MAY 3, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

There has been some confusion as to the route of the South bound busses in the morning when the service changes from 10 to 15 minute service. Busses should run as follows:

C-4	9:13AM	bus from W&G runs via McAlister and 10th.
C-1	9:38AM	" " " " Jackson and 10th.
C-8	9:38AM	" " " " McAlister and 10th. Pull in

Division Superintendent.

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

MAY 6, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

DURING THE TIME MELROSE AVENUE IS TORN UP ACCOUNT OF
CONSTRUCTION WORK, OPERATORS WILL STOP AND TURN AROUND AT GRETTE
AND LLOYD AVENUE.

DIVISION SUPERINTENDENT.

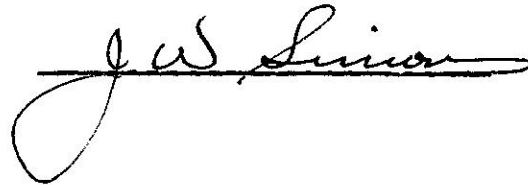
A.A.Sprague-Receiver For
Chicago North Shore and Milwaukee Railroad Company

May 10th. 1940

ALL OPERATORS:

Beginning Monday, May 13th. 1940 operators on Waukegan City Street Cars and Busses will not need count transfers & tickets each trip; but will count them for each part of run and trippers showing same on trip sheet and the total on the trip sheet should correspond with the ticket envelope.

You will however take fare box reading at each end of line.

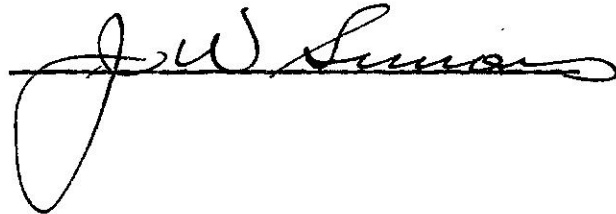


A.A.Sprague-Receiver For
Chicago North Shore and Milwaukee Railroad Co.

May 10th. 1940

ALL OPERATORS:

Operators working trippers between Naval Station and Washington & Genesee Streets and issuing transfers will put 2 punch marks in transfer so next north bound car will know where these passengers came from, the same as you do on Tannery Busses.



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

May 15th. 1940

ALL OPERATORS: *J*

Operators must not follow another car closer than 600 feet between Naval Station and Tenth Street; and not closer than 400 feet from Tenth Street north, except when approaching meeting points, heavy loading points or blockades; in which case you must operate with car under control, making a stop 50 feet in rear of car ahead before pulling closer.

J. W. Senior
Division Superintendent.

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

May 15th. 1940

ALL OPERATORS: *#3*

Subject: Transfer Passengers north on North Avenue
and east on Glen Flora Avenue

During 10 minute service on North Avenue, northbound cars must wait for eastbound cars and westbound cars must wait for southbound cars unless these cars are late so as to give passengers an opportunity to transfer north from eastbound cars and west from southbound cars.

J. W. Senior
Division Superintendent.

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

May 15th. 1940

ALL OPERATORS: *#4*

We have numerous occasions where Operators have dropped sand in switches; we also have had derailments caused by the sand getting under the switch points causing it to throw after a pair of wheels have run over it. Beginning at once, any Operator dropping sand on a switch should sweep it out before leaving it or running over it. An Operator finding sand in switch must sweep it out before passing over it.

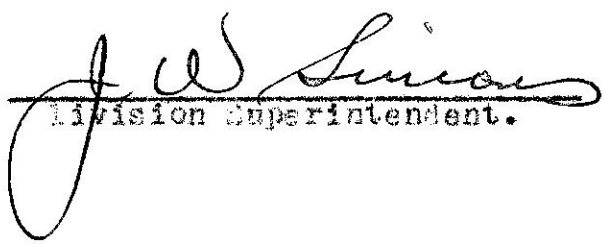
J. W. Senior
Division Superintendent.

A.S. Sprague-Receiver for
Chicago North Shore and Milwaukee Railroad Company

May 15th. 1940

ALL OPERATIONS: 5

South bound City Cars will come to a full stop at County and Water Sts. before pulling on to Water St. and be on the lookout for interurban trains coming out of the terminal.


Division Superintendent.

A.S. Sprague-Receiver for
Chicago North Shore and Milwaukee Railroad Company

May 15th. 1940

ALL OPERATIONS: #6

It will not be necessary to blank markers on front end of City Cars, as this will give protection on the city street in case of power failure or trolley comes off; also they will act as a guide to opposing motorist when operating in single track. This cancels all previous instructions.


Division Superintendent.

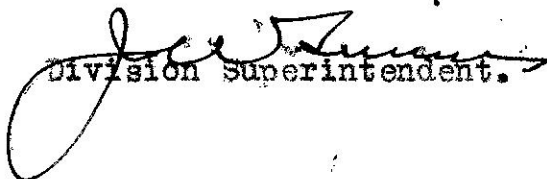
A.A. SPRAGUE RECEIVER FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

May 31, 1940

BULLETAN NO. 7

TO ALL MOTOR
MOTOR COACH
OPERATORS:

Effective at once, operators on the 10:05, 10:35 and 11:05 PM trips from Washington and Genesee to the T.B. Sanatorium and ~~from~~ the 10:18, 10:48 and 11:18 PM trips from the T.B. Sanatorium to Washington and Genesee will keep a traffic check on the number of passengers carried between these points. Operators will put number carried in the CAR MILES COLUMN of trip sheet and encircle figure.


Division Superintendent.

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

May 22nd. 1940

BULLETIN NO. 3
ALL OPERATIONS:

Effective May 23rd. AX2 will be discontinued untill further notice. This also cancels bulletin of April 22nd. regarding change ups for Week Days, change ups ~~will~~ will be as follows:

CHANGES UPS - A.M. - From Large to Small Cars

Change up	A-6	at	No.Chg. Jct.	at	8.12AM.	change up by	AX1
"	"	A-7	"	22nd. St.	"	8.31AM.	" " " "
"	"	A-3	"	22nd. St.	"	8.51AM.	" " " "
"	"	A-4	"	No.Chg. Jct.	"	9.03AM.	" " " "

CHANGES UPS - P.M. - From small to large cars

Change up	A-5	at	22nd. St.	at	2.16PM.	change up by	BX2
"	"	B-2	"	"	"	2.31PM.	" " " BX2
"	"	B-5	"	"	"	4.31PM.	" " " BX3

CHANGES UPS - P.M. - From large to small cars

Change up	B-4	at	22nd. St.	at	5.31PM.	change up by	BX3
"	"	B-5	"	"	"	5.41PM.	" " " BX2
"	"	B-2	"	"	"	6.01PM.	" " " BX3

Note: When 2 small cars are held in shops for inspection do not make change up on A-6 at 8.12A.M. (AX1) or change up on A-5 at 2.16PM. (BX2)


Division Superintendent.

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

May 24, 1940

Bulletin No. 9

TO ALL MOTOR
COACH OPERATORS:

Effective at once, when 15 minute service is being run on Washington Street, busses due to leave St. Theresa Hospital at 50 minutes past the hour will wait at Edison Court for the Southbound limited trains due at 58 minutes past the hour.

W. J. Simmons
Division Superintendent.

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

May 25th. 1940

BULLETIN NO.10
ALL OPERATORS:

Effective Monday, May 27th. 1940, all operators will go back to their regular runs as per last sign up effective April 4th. 1940. This change due to operator Thos. Leely returning to work the change will apply to the following runs.

Henderson will go back on A-1

Leely " " " " A-6

Stites " " " " B-3

Beaver " " " " C-3

Gunderson " " " " C-4

Cartley " " " " D-1

Wells " " " " D-3

Jordeau " " " " D-4

J. V. Simons

Div. Supt.

W.

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

MAY 25, 1940

BULLETAN NO. 10

TO ALL OPERATORS:

Operator Tom Deely will resume work Monday May 27, 1940.
Operators affected will return to their old runs same as previous
to May 6, 1940.

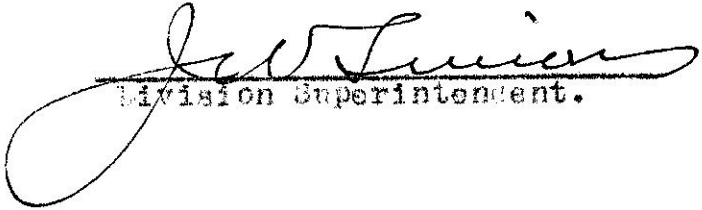
Division Superintendent

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

May 25th. 1940

BULLETIN NO. 11
ALL OPERATIONS:

Quite a number of 120 ride pass cards are being lost, mostly thru carelessness, unless there is an immediate improvement it may become necessary for Employees to buy transportation untill the pass is found.


Division Superintendent.

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

MAY 28, 1940.

Bulletin No. 12.

TO ALL OPERATORS:

Sunday Schedule will be operated on Decoration Day, Thursday
May 30, 1940.

Division Superintendent.

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

MAY 29, 1940

BULLETAN NO. 13

TO ALL OPERATORS:

Effective today, operators on Washington Street
busses will operate thru to Greenbay Road from 6:30 PM until 11:30 PM.

Division Superintendent.

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

June 7th. 1940

BULLETIN NO.14
ALL OPERATORS:

RUN LIST NO.1 TO TIMETABLE NO.37 Waukegan City Street Car
and Motor Coach Time Tables have been posted, effective June 16th.
1940. Operators will sign up as quickly as possible.

J.W.Simons
Division Superintendent.

W.

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

June 14, 1940

BULLETAN NO. 15.

TO ALL CONCERNED.

The new timetable and Run List Effective Sunday June 16, 1940
will be postponed until further notice.

Division Superintendent.

JWS/1e

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

JUNE 19, 1940.

Bulletan No. 16.

TO ALL CONCERNED:

The new timetable and Run List which was postponed from Sunday June 16, 1940 will go into effect Sunday June 23, 1940.

Public Time cards will be available for distribution on Friday afternoon or Saturday.

W. Simons
DIVISION SUPERINTENDENT.

A.A. SPRAGUE RECEIVER FOR

CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

JUNE 19, 1940.

Bulletin No. 17.

TO ALL CONCERNED:

Effective Sunday June 23, 1940, regular busses due out of the Sanitarium at 18 and 48 will leave the Sanatorium at 16 and 46 minutes after the hour while we are operating around over Grotta and Melrose. This will correspond with times shown on the public time cards.

J.W. Simons
Division Superintendent.

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

June 19, 1940

Bulletan No. 18

TO ALL CONCERNED:

Effective Monday June 24, 1940 and daily except Saturdays and Sundays thereafter, the driver on run W-3 after the 7:18 PM trip East, will lay up his bus at the Terminal. Driver on Extra 1 will make supper relief on W-3 with the same bus used previously until relieved by W-3. When through with supper reliefs Extra 1 will get bus left at Terminal by W-3 and deadhead same to Garage.

This is done in order to keep Whites in use on Washington Street as much as possible.

JW Simons
Division Superintendent.

June 23rd. 1940

RECEIVED 7-19

7-19-40

Effective June 23rd. 1940 change nps will be as follows.
for each day only; this cancels all previous instructions regarding
change nps.

2-1 - Change nps - 1.1% from large to small cars.

Change nps 1-1 at	Small Station at	8.0137.
" " 1-1 "	2734. 01.	" 8.0137.
" " 1-2 "	2231. 01.	" 8.0137.
" " 1-2 "	2234. 01.	" 8.0137.
" " 1-3 "	2231. 01.	" 8.0137.

2-2 Change nps - 1.1% from small to large cars.

Change nps 1-1 at	Small. 01.	" 8.4137.
" " 1-1 "	2234. 01.	" 8.4137.
" " 1-1 "	2234. 01.	" 8.4137.
" " 1-2 "	2234. 01.	" 8.4137.
" " 1-2 "	2234. 01.	" 8.4137.

2-1 Change nps - 1.1% from large to small cars.

Change nps 1-1 at	Small. 01.	" 8.0137.
" " 1-2 "	2234. 01.	" 8.0137.
" " 1-2 "	2234. 01.	" 8.0137.
" " 1-3 "	2234. 01.	" 8.0137.
" " 1-4 "	2234. 01.	" 8.0137.

C. J. HANCOCK
Division Superintendent.

CHICAGO CITY NEWS

June 26th. 1940

BULLETIN 11.20
ALL OPERATORS:

Safety Meetings will be held this week as follows:

North Chicago Burns June 26th. 1940 at 1 o'clock

10th. St. Garage June 28th. 1940 " 1 o'clock

All operators will please arrange to attend meeting
at either Burns or Garage.

A. J. Strong
Division Superintendent.

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

JUNE 26, 1940

NOTICE TO ALL
MOTOR COACH
OPERATORS:

DURING THE TIME THE ROAD TO THE SANITARIUM IS BLOCKADED
ACCOUNT OF OILING SAME, OPERATORS WILL TURN AROUND AT THE BARRICADE.
OUT .8 mile per round trip.

J.W. Simons.

Division Superintendent.

A.A. GERRARD - R.R. DIVISION FOR
CHICAGO NORTH AND WESTERN RAILROAD COMPANY
CHICAGO, ILL.

June 26th. 1940

BULLETIN NO. 22
ALL OPERATORS:

Operators working A-1 will be sure to make meet with
A-2 at Glen Flora Yye for transfer of westbound passengers at
7.08A.M.

J.N. Simons
Div. Supt.

W.S.

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

June 28, 1940

BULLETAN NO. 21.

TO ALL CONCERNED:

Operators will please make the following corrections
on your tripper list and timetable.

Extra 6 on trip leaving Sanitarium at 8:35AM, arrive Jackson at 8:53AM
and arrive 10th & Jackson at 8:56 AM.

Extra 8 on trip leaving Sanatorium at 6:05PM, arrive Jackson at 6:23PM
and arrive 10th & Jackson at 6:26 PM. Off 6:41 PM 3 1/2 hr.

J W Simons
Division Superintendent.

A.A. BERAGUN-RECEIVED FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY
AURORA CITY LINES

June 28th. 1940

BULLETIN NO. 23

ALL OPERATORS:

Effective June 28th. 1940 change ups for Saturdays Only
will be as follows, this cancels all previous instructions.

S-1 - Change ups - A.M. from small to large cars

Change up	S-1	at	22nd. St.	at	10.29AM.
"	"	A-3	" 22nd. St.	"	10.43AM.
"	"	A-4	" No.Chg.Jct."	"	11.00AM.
"	"	A-5	" 22nd. St.	"	11.15AM.
"	"	A-1	" 22nd. St.	"	11.29AM.

S-1 - Change ups - P.M. from large to small cars

Change up	S-4	at	22nd. St.	at	4.43PM.
"	"	B-2	" No.Chg.Jct."	"	5.00PM.
"	"	B-3	" 22nd. St.	"	5.13PM.
"	"	S-1	" 22nd. St.	"	5.31PM.
"	"	B-1	" 22nd. St.	"	5.43PM.

Note: If there is not enough small cars to make all
change ups put out 315 on B-4 change up at 4.43PM.

If you have to leave out a large car then skip
B-2 change up at 5.00PM.

J.W. Simons

Div. Supt.

W.