

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

July 6th. 1940

ALL EMPLOYEES:  
BULLETIN NO. 24

Please use extraordinary precaution when passing the Fire Mill private drive, also at the crosswalk at 12th. St. account of the Carnival which will be held at Fire Mill Field from July 8th to 14th. inclusive.

J.W. Simons  
Div. Supt.

W.

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

JULY 8, 1940

BULLETIN NO. 24.

TO ALL CONCERNED:

Effective Sunday July 8, 1940, Sanatorium busses will use  
Martin Avenue between Lloyd and Melrose Avenue until Gretta Avenue  
is repaired.

*JW Simons*  
Division Superintendent.

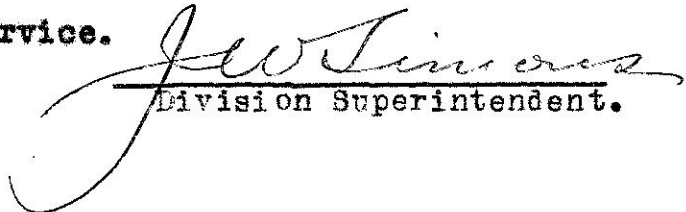
A.A. SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY  
WAUKEGAN CITY LINES

July 10th. 1940

BULLETIN NO.26  
ALL OPERATORS:

On Thursday evening, Waukegan will dedicate the new Beach House donated by Sears Roebuck & Co. at the Lake Front, in order that as many people as possible may attend we will operate a 15 minute service to the Lake Front, starting at Walgreen's corner at 6.05PM. and every 15 minutes untill 9.05PM. Busses will return immediately after discharging their load at the lake. When arriving at the lake front you will circle the water works building and return as this drive will be kept open. Returning you will go west on Washington to Utica south on Utica to Water, east on Water to County, north on County to Washington. Do not pull into Washington & Genesee untill 5 minutes before leaving time. Drivers not familiar with the drive should make a trip before starting out Thursday evening. A sign will be provided for the front end of bus reading to "Bathing Beach"

Three busses will be used for this service.

  
Division Superintendent.

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

July 19th. 1940

Bulletin No. 28

All Operators:

EX2 Will please note the following changes:

Call Time 3:30PM. Days 24hrs. *DESS.*  
Off " 5:45PM

312 Change ups - P.M. from Small to Large Cars:

Change up 3-1 at 22nd. St. at 3:44PM.  
" " 3-1 " " " " 4:15PM.  
" " 3-2 " " " " 4:41PM.

3-1 When necessary to leave out car 313 switch it from A-1  
to A-3 when making the morning change ups.  
The above changes effective Monday July 22nd. 1940.

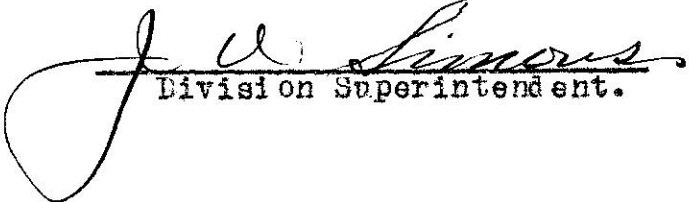
*J. W. Sullivan*  
Division Superintendent.

A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

July 23rd. 1940

BULLETIN NO.29  
ALL OPERATORS:

When operators on Motor Coaches are presented with form T-6 Main Line Transfer by passenger which covers an interstate fare, you will tell passenger the transfer was issued on an interstate fare and cannot be accepted on the busses as the busses do not operate under the interstate regulations.

  
Division Superintendent.

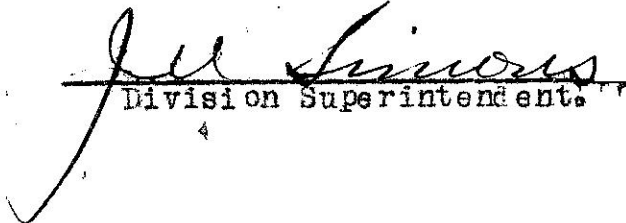
BULLETIN NO.30  
ALL OPERATORS:

Safety Meetings will be held at the following places this week.

Wednesday - July 24th. - North Chicago Barns - 1:30PM.

Friday - July 26th. - 10th. St. Garage - 1:30PM.

All operators will please arrange to attend either one of the meetings.

  
Division Superintendent.

A.A. BRIDGES-RECEIVED FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY  
WASHINGTON CITY LINES

July 27th. 1940

BULLETIN NO. 31  
ALL OPERATORS:

Please note the following change on AX1 SUNDAY ONLY effective  
Sunday July 28th. 1940.

AX1 - First Half

Call 9.45AM After making dinner relief as per run list  
Off 1.13PM. AX1 first half will make change ups as follows  
Pays 3½ hrs. from 11.56 to 12.58PM.

Change ups are as follows:

Change up	A-3	at	22nd. St.	at	12.16PM.	put out	359
"	"	A-1	"	"	"	12.36PM.	" " 360
"	"	A-2	"	"	"	12.58PM.	" " 313

AX1 - Second Half

Call 11.50AM. After making tripper as per run list AX1  
Off 4.53PM. Second half will make change ups as follows  
Pays 5 hrs. from 3.43 to 4.43PM.

Change ups are as follows:

Change up	A-3	at	No. Chg. Jct.	at	3.58PM	put out	small car
"	"	B-2	" 22nd. St.	"	4.13PM.	"	" " "
"	"	B-3	"	"	"	4.43PM.	" " " "

J.W. Simons

Division Superintendent.

W.

A.A.SERAGO & SONS INCORPORATED  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY  
WAUKESHA CITY LINES

July 29th. 1940

BULLETIN NO.32  
ALL OPERATORS:

Effective at once and untill further notice BX2-Daily except  
Saturday and Sunday will be changed as follows:

Call 3.30PM. Make change ups as per bulletin No.28  
Off 6.30PM.

*May 21st*

The Abbott Kipper is cancelled untill further notice.

J.W.Simons  
Div. Supt.

W.

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

August 2nd. 1940

BULLETIN NO. 34  
ALL OPERATORS

All operators will make sure they have the proper class car which has been assigned to their particular run by consulting the daily run list before pulling out of barns. This also applies to shop crew who get the cars ready before pulling out.

J. J. Simons  
Div. Supt.

W.



A.A. SPRAGUE-RECEIVED FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

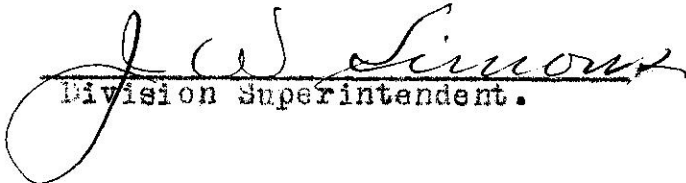
August 6th. 1940

BULLETIN NO. 35  
ALL OPERATORS:

All operators working BX2 will please note the following  
change:

Change up S-1 at Naval Station at 3.48PM. instead of 22nd.St.

When S-1 is not in sight when due at Naval Station then  
proceed and make change up on Main Line going north. Operator on BX2  
will take a fare box with him when making this change up in case he  
has to boot S-1 out of the Naval Station.

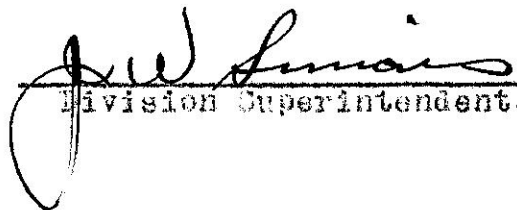
  
Division Superintendent.

A.A. SPRAGUE-RECEIVED FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 7th. 1940

BULLETIN NO. 36  
ALL OPERATORS:

It has ben called to my attention that some operators are not collecting half fares for childred between the ages of 5 and 12 years and do not collect full fare from children over 12 years of age.

  
Division Superintendent.


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

Aug. 9, 1940.

Bulletan No. 38.

To Waukegan City Operators:

When working trippers Extra 7 combined with CX-6, operators can, after making the 6:18 PM trip out of McAree Road, park bus at the Terminal parking lot, then make supper reliefs and bring the bus to the garage after the reliefs are made.

  
Division Superintendent.

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

Aug. 9, 1940.

Bulletan No. 39

TO WAUKEGAN CITY OPERATORS:

Operators on tripper CX-3 having passengers going to the Manville Plant will operate to the plant and then return to the Tannery for trips to the Southside. Add 1.2 miles per round trip.

  
Division Superintendent.

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

Aug. 9, 1940.

BULLETAN NO. 40.

TO WAUKEGAN CITY OPERATORS:

Operators on tripper CX-1 will wait at Water and Genesee Streets until 7:35 AM for connections with Shore Line train 513 due at Water St. at 7:34 AM. If train is not in sight by 7:35 AM pull out so that passengers going to the Tannery and Manville plants will not be delayed in getting to work on time.

  
Division Superintendent.

August 9th. 1940

RELATION NO. 44  
ALL OPERATORS:

Below is a copy of Rule No.25 of General Order No.183 of the Illinois Commerce Commission governing the hours of service of Motor Coach Employees (only).

"An act concerning Public Utilities provides that:  
It is unlawful for any common carrier operating any motor vehicle used for the carrying of more than seven persons to require, permit, allow or suffer any operator of said motor vehicles to be or remain on duty for a longer period than ten consecutive hours or ten hours in the aggregate in any sixteen hour period, and whenever any such operator shall have been continuously on duty for ten hours or ten hours in the aggregate in any sixteen hour period he shall be relieved and not required, permitted, allowed or suffered again to go on duty until he has had at least eight consecutive hours off duty. Any such common carrier violating any of the provisions of this section shall, upon conviction be fined a sum not less than \$100 and not more than \$500."

In order for us to carry out this order we want the cooperation of everyone and we must carry out the order. Therefore any man working a run on buses cannot be used on trippers or a man working a tripper cannot complete a full run. If you are called out for work after the office is closed and you cannot work it please notify the man calling you or if you have worked a night run and called for work early the next morning you cannot work it unless you have had eight hours off.

Operators working Charters will put in the column under "Remark" the following notation as per sample attached. Off duty from - to - to cover the layover period from the time you park the bus until you are again required to report back to pick it up again.

*E. W. Linn*

Form A-492 (2) 3M-11-39

COMPANY

MOTOR COACH OPERATORS DAILY TIME SLIP

RUN No.	COACH No.	TIME		SCHEDULE HOURS	EXTRA TIME HOURS	TOTAL STRAIGHT TIME	OVERTIME HOURS	REMARKS
		ON	OFF					
Charter #20	405	5.00AM	10.00PM.		17hrs.			Off duty 10.00AM to 5.00PM.

THE BEST SAFETY DEVICE IS A CAREFUL MAN

CORRECT:


OPERATOR:

A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RILAROAD COMPANY

August 9th. 1940

BULLETIN NO. ~~38~~ 112  
ALL OPERATORS:

The Operator on E-1 must make every effort to arrive at North Chicago Junction on time so as not to delay train 420, if the north bound car due to meet this south bound car at Ridgeland at 3.41PM. is late you will hold back and let the south bound take the block, the south bound must leave the end on time and not wait for the north bound if the block at Ridgeland is clear.

  
Division Superintendent.

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

August 9, 1940.

BULLETAN NO. 43.

TO ALL MOTOR COACH  
OPERATORS:

Owing to a picnic given by our company at Hinkston Park between McAree Road and the County Hospital, all Grand Avenue busses starting at noon and continuing until the picnic is over will operate to Hinkston Park. This is for Sunday August 11th only.

In conjunction with the above service we will operate a bus, making connections with the North and Southbound trains from Edison Court from noon until the picnic is over.

*J. W. Simonson*  
Division Superintendent,

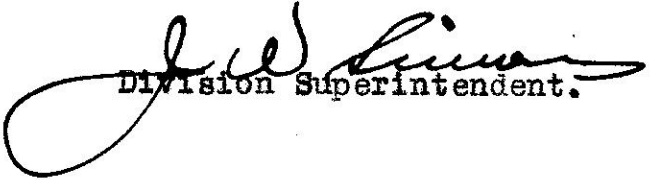
A.A. SPRAGUE RECEIVER FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 14, 1940.

BULLETAN NO. 44.

TO ALL MOTOR  
COACH OPERATORS:

While the drive at the Sanatorium is under repairs, operators will not pull into the drive.

  
Division Superintendent.

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

August 14, 1940.

BULLETAN NO. ~~44~~

TO ALL MOTOR  
COACH OPERATORS:

During the time Madison Street is blocked for repairs, Eastbound busses from the Sanatorium will run North to Clayton instead of Madison St.

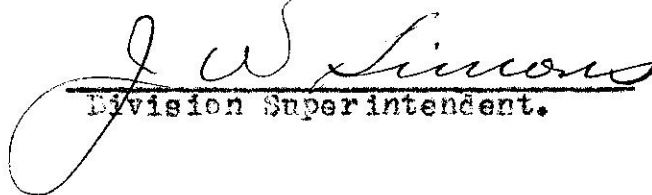
  
Division Superintendent.

A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 15th. 1940

BULLETIN NO.46  
ALL OPERATORS:

I understand that some operators are stopping to pick up sailors between Downey's & Great Lakes. This practice must be discontinued and passengers picked up at the regular stop.

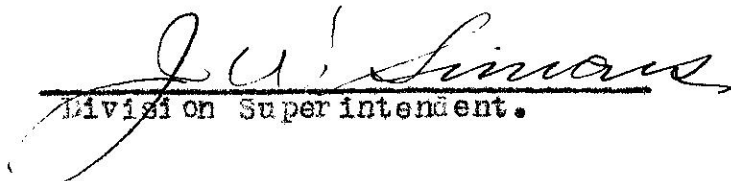
  
Division Superintendent.

A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 15th. 1940

BULLETIN NO.47  
ALL OPERATORS:

Operators putting a flat spot on the wheels of city cars must make a written report of same and state the reason for it. Operators getting a car from the barns or from another operator with a flat wheel will make a defect card on same. We are having entirely too many flat wheels for no apparent reason and it must be stopped.

  
Division Superintendent.



A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 17th. 1940

BULLETIN NO.48  
ALL OPERATORS:


Effective Monday, August 19th. 1940, BX2-Daily except Saturday and Sunday will be changed as follows:

Call 2.58PM. BX2 will make change ups as per Bulletin No.37  
Off 5.45PM. then make Abbott Tripper as follows:  
Days 2 $\frac{1}{2}$ hrs.

Take car out of Barns at 4.51, go to Abbotts  
pick up load and go as far as Clayton & County,  
then south to Barns.

(If train 551 leaves highwood by 4.35PM. follow  
it north, otherwise go out ahead of it.)

Call Highwood dispatcher and find out what time  
train 551 left Highwood.

  
Division Superintendent.

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

AUGUST 21, 1940.

BULLETAN NO. 49

TO ALL MOTOR COACH  
OPERATORS:

DURING THE TIME TENTH STREET IS BLOCKADED BECAUSE OF  
CONSTRUCTION WORK, OPERATORS WILL USE NINTH STREET IN GETTING TO  
AND FROM THE GARAGE.

OPERATORS WILL USE EXTREME CAUTION AT THE NINTH STREET  
CROSSING.

*J W Simons*  
DIVISION SUPERINTENDENT.

A.A. SPRAGUE-RECEIVED FOR  
CHICAGO NORTH WESTERN AND MILWAUKEE RAILROAD COMPANY

August 22nd. 1940

BULLETIN NO. 52  
ALL OPERATORS:

Operators having a passenger board a Greenwood Ave. car when said passenger wanted to go Glen Flora West will not issue a transfer untill you get to Glen Flora & North Ave, this is to prevent passengers using this as an excuse for a stop over. Operators on cars running as far as Clayton & Venessee will put two punch marks in north bound car space so the following operator will know whether to accept the transfer.

  
Division Superintendent.

A.A. SPRAGUE RECEIVER FOR

CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 22, 1940.

BULLETIN NO. 50

TO ALL CONCERNED:

Employees must discontinue parking cars along the outside East wall of the Garage.

  
Division Superintendent.

A.A. SPRAGUE RECEIVER FOR

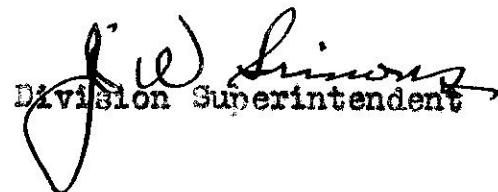
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 22, 1940.

BULLETIN NO. 51.

TO ALL CONCERNED:

When the Garage is left unattended such as on Sundays from 7:30 AM until 12:30 PM all doors must be securely locked.

  
Division Superintendent

A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 23rd. 1940

BULLETIN NO. 53  
ALL OPERATORS:

North and South bound cars due at Washington & Genesee at 3 minutes past the hour should wait untill 5 minutes past the hour if necessary for connections with east bound bus due at Washington and Genesee at 3 minutes past the hour.

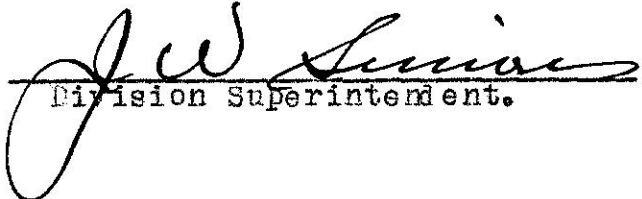
  
Division Superintendent.

A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 23rd. 1940

BULLETIN NO. 54  
ALL OPERATORS:

Passengers coming from the south side on busses or coming from the south side on street cars wishing to transfer south from one t to the other should be transferred at Belvidere & Genesee, transfers will not be honored north of Belvidere & Genesee Sts.

  
Division Superintendent.

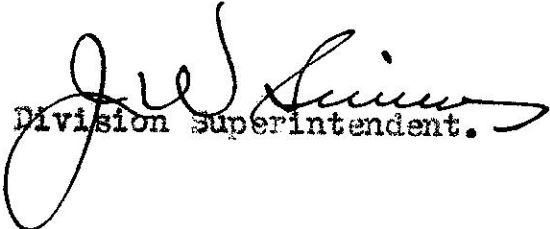
A.A. SPRAGUE RECEIVER FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 23, 1940

BULLETAN NO. 56.

TO ALL OPERATORS:

The drive into the Lake County Sanitorium may  
now be used by busses.

  
Division Superintendent.

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

August 24, 1940.

BULLETAN NO. 57.

TO ALL EMPLOYEES:

The regular August Safety meeting for Waukegan  
City Lines Employees will be held as follows:

At Waukegan Garage, Friday August 30, 1940. 1:30 PM

At North Chicago Barns. Wed. August 28, 1940. 1:30 PM

ALL operators should arrange to attend one of these meetings.

  
Division Superintendent.

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

AUGUST 26, 1940

BULLETAN NO. 58.

TO ALL MOTOR COACH  
OPERATORS:

Operators on Tripper 8 will hold back at 3:48 PM so  
as to enable the regular bus to pull into Washington and Genesee  
streets first.

Division Superintendent.

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

Aug. 30, 1940

BULLETIN NO. 63.

TO ALL MOTOR COACH  
OPERATORS:

Interurban operators picking up city transfers at Edison Court will announce County Street as the first stop, and will stop only to pick up passengers between Edison Court and County Street.

Division Superintendent.



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

Aug. 30, 1940.

BULLETIN NO. 64

TO ALL MOTOR COACH  
OPERATORS:

Effective Sunday September 1, 1940 and until further  
notice, Run M-1 will discontinue making the 11:05 AM trip to  
Washington and Genesee.

Division Superintendent.

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

Aug. 30, 1940

BULLETIN NO. 54

TO ALL MOTOR COACH  
OPERATORS:

Effective at once and until further notice, busses will not go into or use either drive at the Lake County Sanatorium. Operators will turn busses around at Dodge and Orchard Streets.

There will be no exceptions to this unless ordered from this office.

Division Superintendent.

A.A.SPRAGUS-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 31st. 1940

BULLETIN NO. ~~59~~ 60  
ALL OPERATORS:

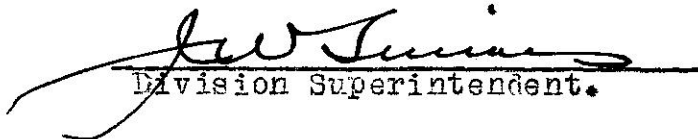
Please note the following change on AX1 - SUNDAY ONLY

Effective Sunday September 1st. 1940.

Hereafter AX1 - First Part from 946AM to 1.13PM. will be  
called AX1

Hereafter AX1 - Second Part from 11.50 to 4.53PM. will be  
called AX2

For further information regarding AX1 first and second part  
please refer to Bulletin No. 31.

  
Division Superintendent.

A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

August 31st. 1940

BULLETIN NO. 61  
ALL OPERATORS:

Effective Tuesday, September 3rd. 1940, BX2 DAILY except Saturday and Sunday will be changed as follows:

Call 2.15PM. BX2 - Will make change ups as follows:

Off 5.45PM.

Pays 3 $\frac{1}{2}$ hrs.

Change up S-1 at 22nd. St. at 2.29PM.

" " E-1 " " " 2.43PM.

" " B-1 " No.Chg.Jct. 3.00PM.

" " BX1 " 22nd. St. at 3.13PM.

" " B-2 " " " " 3.29PM.,


From 329 untill 4.51PM. work emergency at Barns,  
then run Abbott Tripper as follows:

ABBOTT TRIPPER:

Take car out of Barns at 4.51PM, then go to Abbotts  
pick up load and go as far as Clayton & County Sts.  
then south to Barns.

(If train 551 leaves Highwood by 4.35PM. follow it  
North, otherwise go out ahead of it.)

Call Highwood dispatcher and find out what time  
train 551 left Highwood.

  
Division Superintendent.

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

Sept. 3, 1940

TO ALL OPERATORS:

Operators on trippers 5, 6, 7, & 8 on weekdays and on Extra 9 on Saturday will keep a traffic check on the total number passengers carried between Washington and Genesee and the ends of line in each direction. This includes transfers, tickets, passes and regular fares. Enter the traffic check in the CAR MILES COLUMN.

Division Superintendent.

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

September 7, 1940

BULLETIN NO. 64

TO ALL MOTOR COACH  
EMPLOYEES:

During my absence for the next two weeks, Mr. William  
Ives will be in charge. Home Telephone No. Majestic 4784.

Division Superintendent.

A.S.M. QUALIFIERS FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

September 7th. 1940

BULLETIN NO. 65  
ALL OPERATORS:

Please note the following change on AX2 - Sunday Only,  
effective Sunday September 8th. 1940

AX2 - Sunday Only  
Call time 11.50AM.  
Off " 5.05PM.  
Pays 5 $\frac{1}{2}$ hrs.

J. W. Simons  
Div. Supt.

W.

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

Sept. 10, 1940

BULLETIN NO. 66

TO ALL WAUKEGAN  
CITY OPERATORS:

KNOW      A new sign will go into effect on Sunday September 22,  
1940. There will be no changes in the present schedules. Operators  
will please sign up at your turn.

*J W Simons*  
Division Superintendent.

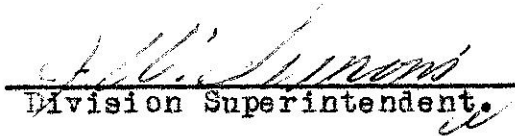


A.A.SPRAGUE-RECEIVOR FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

September 20th. 1940

Bulletin No. 67  
All Operators:

All operators will please discontinue parking there cars in  
fron/of Barns Office. There is ample space for parking in the rear of  
building or east of shop room.

  
Division Superintendent.

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

Sept. 24, 1940

BULLETIN NO. 68

TO ALL CONCERNED:

Until further notice busses will use 9th Street,  
Burnett Avenue and Tenth Street in going to and from the Garage.

Under no circumstances will busses run off the  
apron directly on to Tenth Street.

J.W. Simons.  
Division Superintendent.

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

Sept. 24, 1940

BULLETAN NO. 7069

TO ALL CONCERNED:

This bulletan cancels bulletan No. ~~68~~. 68

Tenth Street may now be used in going to and from Garage.

J.W. Simons.  
Division Superintendent.

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

Sept. 24, 1940

BULLETAN NO. ~~70~~69

TO ALL CONCERNED:

This bulletan cancels bulletan No. ~~68~~68

Tenth Street may now be used in going to and from Garage.

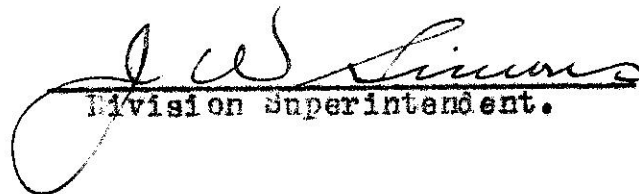
J.W. Simons.  
Division Superintendent.

A.A. SPRAGUE-RECEIVED FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY  
AUXILIARY CITY LINES

September 25th. 1940

BULLETIN NO.70  
ALL OPERATORS:

We have reached the season of the year when we can expect bad rail conditions on account of falling leaves and frost or both. It is therefore very important that all operators watch for these conditions where ever there are trees and so operate your car that you can stop without flatening the wheels and on all grades. if each operator will drop a little sand regardless whether you are making the stop it will help to keep the rail in better condition for a stop.

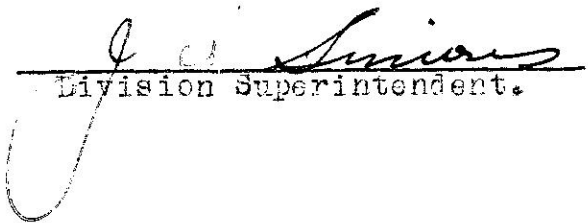
  
Division Superintendent.

A.A.SPRAGUE-RECEIVED FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY  
WAUKEGAN CITY LINES

September 26th. 1940

BULLETIN NO.71  
ALL OPERATORS:

We had a car stall on the road account of sand on both rails, which caused a fifty minute delay, this only happens with the small safety cars and when it does the car does not make contact with the rail. When a condition of this kind arises pull the trolley and take the switch iron and jab it between the wheel and rail this will make a ground to move car, after replacing the trolley, or if you have a broom with a steel point this can be used without pulling the trolley but do not get your face too close on account of the flash when the contact is made.

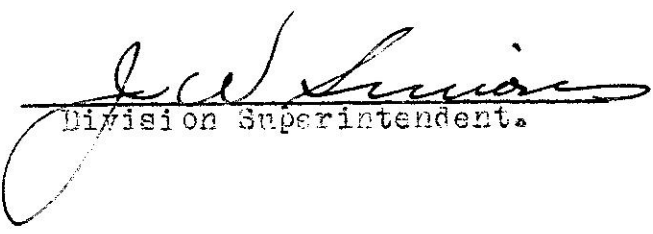
  
Division Superintendent.

A.A.SPRAGUE-RECEIVED FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY  
WAUKEGAN CITY LINES

September 26th. 1940

BULLETIN NO.72  
ALL OPERATORS:

Kindly stop at Cashiers office either at Barns or Garage and get your copy of "Employees Time Table No.48", effective 4.01A.M. Sunday September 29th. 1940.


  
Division Superintendent.

A.A. SPRAGUE-RECEIVED FOR  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY  
NAUTICAN CITY LINES

September 26th. 1940

<sup>73</sup>  
BULLETIN NO. ~~72~~  
ALL OPERATORS:

It has been called <sup>north bound</sup> to my attention that during the ten minute service on North Avenue cars are not waiting for East bound cars at North and Glen Flora Aves; and West bound cars are not waiting for South bound car at the same place. This is very important, not only for accomodation of the passengers but during foggy or stormy weather it gives the South bound operator some information as to his meet, for during this time it is a positive meet. When waiting for this meet you will pull across Glen Flora or around on Glen Flora as the case may be, while waiting or pulling around on Glen Flora be sure to pull around on straight track so as not to block East bound traffic.

  
Division Superintendent.