

A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY
Passenger Traffic Department

BULLETIN NO. 36
TO ALL TICKET AGENTS:

Chicago, Illinois,
November 6, 1942.

SUBJECT: Tickets for Special Attractions.

On account of the increased work in all
Departments involved, we can no longer secure special
attraction tickets for our patrons.

This order will remain in effect for the
duration, and you will be advised when we can again offer
this service.

HRE:DEH

J. M. MICHAELS,
General Passenger Agent.

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A.A. Sprague - Bernard J. Fallon, Receivers
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

November 12, 1942.

To Departments Heads
and Supervisors...

SUBJECT: WAR-SERVICE PUBLICITY CAMPAIGN

In all suburban newspapers published in communities from Evanston to Waukegan, including the Skokie Valley, Libertyville and Mundelein, there will appear beginning today, Thursday, November 12, the first of a series of 8 or more weekly advertisements directing attention of the public to war-time transportation situations on the North Shore Line.

Generally speaking, these messages will feature the following:

1. Maintenance of peacetime frequency of service.
2. Necessity for handling greatly increased numbers of military personnel, war-workers and automobile restricted commuters.
3. Inability to buy new cars because vital materials are needed for tanks, planes, guns and ships.
4. Rush-hour traffic problems.
5. Heavy Saturday and Sunday night military traffic.
6. Problems created through failure of passengers to purchase tickets before boarding trains.
7. Shoppers riding during rush hour periods.
8. Necessity for discontinuance of some local stops.
9. New schedules effective December 1, 1942.

Every ad will also feature "Cooperation NOW is a war-time necessity," and point out specific things that customers can do to "help us to serve the Army and Navy better and provide comfortable, prompt transportation for civilian riders."

It is desired that all of these messages reach all of our customers, including those who might probably have missed the story each week in their local papers. To do this we are preparing the following:

1. Car-card reproduction of all ads which should be posted in all interurban cars, Thursday of each week following the date the ad appeared in the newspapers.
2. Large-size "blowups" of each ad, on cardboard which should be hung in prominent locations in all stations. Ads to be posted each week simultaneously with the appearance of messages in cars as above.

3. Printed folders which will carry a reproduction of the entire series of ads. These to be distributed upon receipt to customers on trains, through ticket offices and as mail enclosures,

To facilitate prompt posting and distribution of this material and to insure that no part of the campaign will lag because of failure to comply with posting schedule, the following arrangements have been completed:-

1. All car cards, as they are printed each week, will be forwarded by the printer to the Congress Street Baggage Room in Chicago, Tuesday of each week, in time to be forwarded in baggage car on Train 551 leaving Roosevelt Road at 3.26 P. M. (Earlier delivery will be made if possible.) These cards will be addressed to John J. Moran at Highwood who will arrange prompt distribution in accordance with instructions from Master Mechanic H. C. Cordell.
2. "Blowups" of ads for distribution in all stations outside Chicago, will be forwarded on the same train addressed to J. J. Moran at Highwood, who will arrange prompt posting in accordance with instructions from Ticket & Baggage Agent P. F. Mc Call.
3. "Blowups" for posting at stations in Chicago will be delivered direct by the printer to Superintendent F. M. Golden, 223 So. Wabash Ave., who will arrange for distribution in accordance with schedule as outlined.
4. "Blowups" will also be forwarded to Gen'l. Supt. of Transportation, J. J. Dee, who will arrange for posting in trainmen's rooms, etc., located at all points on the railroad.
5. J. J. Moran will also arrange for posting of these "blowups" in general and departmental offices at all locations on the railroad; also in shops, maintenance of way, electrical departments, etc.
6. Supply of printed leaflets will be forwarded direct to agents, superintendents, supervisors, etc. for prompt distribution to the public and to employees.

It is important that all phases of the campaign be carried out as outlined - and on schedule. If additional supplies are required or should further information be desired, please communicate with the Advertising Department.

Edw. Thorne
Asst. Public Relations Officer.

A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

November 20, 1942

BULLETIN NO. 278

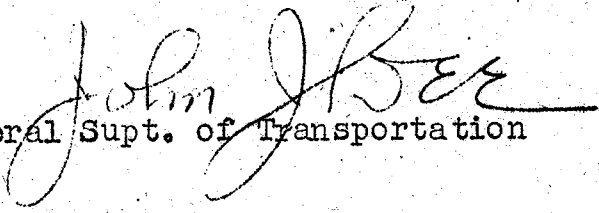
TO TRAINMEN
TICKET AGENTS
TOWERMEN

SUBJECT: Thanksgiving Service

Wednesday, November 25, 1942 standard equipment will be operated on train 807. Electroliner normally operated on No. 807 will be operated as second 807 leaving Chicago at 5:50 P.M.. Second 807 will accept passengers at all Chicago stations for Kenosha, Racine and Milwaukee only.

Thursday, November 26, 1942 Electroliners operating on schedules of trains 801 and 803 will accept passengers at all Chicago stations for Kenosha, Racine and Milwaukee only. Sections of trains 801 and 803 will be operated from Chicago immediately behind the first sections and will make all scheduled stops.

Electroliner normally operated on No. 806 will operate as second 422 as on Sundays, and will accept passengers at Milwaukee, Racine and Kenosha for Chicago stations only, leaving Milwaukee at about 4:55 p.m. Standard equipment will be operated on schedule of train 806.


General Supt. of Transportation

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A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

November 20, 1942

BULLETIN NO. 279

TO TRAINMEN

SUBJECT: New Employees

As you know, we have employed a number of new
trainmen.

Conductors working trains to which new employees are
assigned must see that the new men know which cars they are to
work and give them any other information regarding train which
the conductor feels is necessary.

General Supt. of Transportation

BUY WAR BONDS AND STAMPS

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A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

November 27, 1942

BULLETIN NO. 283

TO TRAINMEN

Effective December 1, 1942, Trains Nos. 417 and 434
will stop at Ryan Tower to discharge and pick up towerman daily.

General Supt. of Transportation

BUY WAR BONDS AND STAMPS

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A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

November 30, 1942

BULLETIN NO. 285

TO TRAINMEN
TICKET AGENTS

SUBJECT: Time Table No. 52

Please make following corrections in Time Table No. 52,
effective Tuesday, December 1, 1942.

27th Street, Zion will be discontinued as a local stop effective December 1, 1942.

29th Street, Zion will be continued as a local stop the same as heretofore.

Trains No. 512 and 514 will stop at Beech Street,
Highland Park.

Train No. 30 will stop at Vine Avenue and Beech Street,
Highland Park and Green Bay Road, Glencoe.

Train No. 31 will stop at Beech Street, Highland Park.

John J. Bee
General Supt. of Transportation

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