

A. A. SPRAGUE AND BERNARD J. FALLON, RECEIVERS FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

A N N U A L R E P O R T

1942

Office of Engineer, Maintenance of Way
Highwood, Illinois
January 8, 1943

A. A. SPRAGUE AND BERNARD J. FALLON, RECEIVERS FOR
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

MAINTENANCE OF WAY DEPARTMENT

ANNUAL REPORT

FOR THE YEAR 1942

Office of Engineer, Maintenance of Way
Highwood, Illinois
January 7, 1943

F O R E W O R D

This Annual Report of the work accomplished by the Maintenance of Way Department in 1942 includes all work done under A. F. E. and extraordinary maintenance, and also provides such information and statistics relating to regular maintenance work, which are of interest at this time and would be of value in the future for record and reference purposes.

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TRACK AND ROADWAY DIVISION

ADDITIONS AND BETTERMENTS

INSTALLATION OF MECHANICAL SWITCHMAN AT OAKTON STREET -
A.F.E. 4359

185

A Pettibone Mulliken Corporation Model "B" Mechanical Switchman was installed on the Northbound Switch of the crossover North of Oakton Street, Skokie. This installation replaces the spring connecting rod. All switch plates and braces were renewed and the switch was lined and surfaced.

BALLAST ON HOWARD-DEMPSTER LINE - A.F.E. 4251

315

A total of 4 cars of cinders was unloaded and placed between Oakton Street and Main Street.

RAIL RENEWAL ON SKOKIE VALLEY LINE - A.F.E. 4330

79,875

A total of 33,273 track feet of 80# A. S. C. E. rail was relaid with new 100# R. E. rail on the Skokie Valley Line. 7,641 track feet were installed on the Southbound track between Indian Creek and the North end of Northfield curve and 25,632 track feet were installed on the Northbound track from Kotz Road to a point 2,300 feet North of West Park Avenue. Track was lined and surfaced, ties were spaced and 6 rail anchors installed on each rail. The Southbound track is now laid with 100# rail from Howard Street to Kotz Road and the Northbound from Howard Street to 2300 feet North of West Park Avenue.

EXTENSION OF TAIL TRACK - HARRISON STREET, SKOKIE VALLEY LINE
A.F.E. 4374

1745

The tail track South of Harrison Street, Skokie Valley Line, was extended south 500 feet. Track was built of 65# relayer rail on new ties and laid on gravel ballast taken from our right of way South of Dempster Street and hauled to the site by a contractor.

TRACK AND ROADWAY DIVISION

ADDITIONS AND BETTERMENTS - CONTINUED

IMPROVEMENTS TO DRIVEWAY - LAKE AVENUE, SKOKIE VALLEY LINE - A.F.E. 4376

3005

The driveway serving the team track at Lake Avenue, Skokie Valley Line, was widened and improved by contract. Gravel was hauled by truck from our right of way South of Dempster Street. 536 cubic yards of binder material was purchased and spread for a wearing surface. The team track was moved East to give clearance from the high tension lines.

CONSTRUCTION OF TRACK AND PLATFORMS AT DOWNEYS, SKOKIE VALLEY LINE - A.F.E. 4351

21,080

A loading track 869 feet long was built on the West side of the main line at Downeys Station, Skokie Valley Line. This track takes off from a siding leading to Camp Dewey and serves an elevated loading platform. A storage track 848.5 feet long was built South of the loading track. A facing point crossover was installed in the main line to serve this layout. All rail and special work installed is 80# A. S. C. E.

RAIL RENEWAL - PETTIBONE YARD - A.F.E. 4355

1525

760 feet of track in the Pettibone Yard lead were relaid with 80# relayer rail, replacing 65# rail.

RAIL RENEWAL ON LIBERTYVILLE LINE - A.F.E. 4307 and 4368

2912 (100)
22715 (100)
25130

A total of 14,230 track feet of 65# rail was relaid with 80# A. S. C. E. relayer rail on the Libertyville Line. 7,480 feet were installed on the Southbound from the gravel pit to 1,200 feet West of Garfield Avenue; 4,279 feet were relaid on the Northbound from the gravel pit to Stewart Avenue; 2,471 feet were relaid on the Northbound between Lake Bluff and Green Bay Road. The positive type guard rail in the curve under the C&NW was renewed with new 80# material. The asphaltic crossing at Milwaukee Avenue was renewed. 350 feet of 6" vitrified tile and 2 catch basins were installed between

TRACK AND ROADWAY DIVISION

ADDITIONS AND BETTERMENTS - CONTINUED

tracks at Libertyville Station. Track was raised, lined and surfaced using 22 cars of cinders and 3 cars of stone.

RETIREMENT OF TRACK AT LAKE BLUFF - A.F.E. 4357

430

10,000 feet of track was retired from the South end of the Southbound track at Lake Bluff on the Libertyville Line. The turnout from single track to double track was moved North to the new end of double track. The single track was shifted West for better alignment, lined and surfaced.

RENEWAL OF CURVE, GREENLEAF AVENUE, WILMETTE - A.F.E. 4310

5050

498.5 feet of 127# grooved rail was installed in the West end of the curve at the East end of Greenleaf Avenue, Wilmette, replacing 95# rail. All ties were renewed and all joints thermit welded. 40 cubic yards of stone ballast were installed. The brick pavement was replaced on a concrete base and 50 feet of 6 inch tile installed for drainage.

RAIL RENEWAL AT SACRED HEART - A.F.E. 4344

2525
See also
Grade Sep
at back
of book

321 track feet of 100# R. E. rail and 1351 track feet of 80# A. S. C. E. relay rail were installed replacing 65# rail in both tracks South of Sacred Heart Station. This rail was furnished by the Railroad and installed by the contractor doing the track work on the Grade Separation.

TIE PLATES IN ILLINOIS - A.F.E. 4333

5465 SL
710
4755 Bal

11,465 80#-100# tie plates and 7,300 100# tie plates were installed on ties renewed at the following locations in Illinois:

	<u>Tie Plates</u>	
	<u>80#-100#</u>	<u>100#</u>
1 - Winnetka	186	--
3 - Highwood	1114	--
4 - Lake Forest	1312	--
5 - Libertyville	2450	94

TRACK AND ROADWAY DIVISION
ADDITIONS AND BETTERMENTS - CONTINUED

<u>Section</u>	<u>Tie Plates</u>	
	<u>80#-100#</u>	<u>100#</u>
7 - Edison Court	--	2180
8 - Beach	931	1718
16 - Niles Center	35	--
17 - Glenayre	1225	982
18 - Briergate	946	526
20 - Deerpath	2186	1800
21 - South Upton	1080	--
<hr/>		<hr/>
Total	11465	7300

TIE PLATES IN WISCONSIN - A.F.E. 4334

4,791 80#-100# tie plates and 2,398 100# tie plates were installed on ties renewed at the following locations in Wisconsin:-

<u>Section</u>	<u>Tie Plates</u>	
	<u>80#-100#</u>	<u>100#</u>
9 - McKeon Road	--	552
10 - Kenosha	78	816
11 - Racine	1330	690
12 - 4 Mile Road	1001	--
13 - Carrollville	594	--
14 - Grange Avenue	1556	312
15 - Milwaukee	232	28
<hr/>		<hr/>
Total	4791	2398

TRACK AND ROADWAY DIVISION

JOB ORDERS

CONSTRUCTION OF TRACK FOR PETROGALAR COMPANY - J.O. 326 *No Chg*

A double-end passing track 622 feet long was built for the Petrogalar Company at Skokie. This track lies on the South side of the original track and is connected at the East end by a #6-80# turnout and at the West by a #10-65# turnout. Track was built of 65# relay rail on cinder ballast and side track ties. Grading for this job was done by a contractor.

CONSTRUCTION OF SIDE TRACKS AT GREAT LAKES - J.O. 291 *No Chg*

The following track work was done by the railroad forces for the U. S. Navy at Downeys, Skokie Valley Line:- 245.8 lineal feet of track, including 1-#10 main line turnout, installed for Camp Perry.

917.5 lineal feet of track, including 1-#10 main line turnout, installed for South end of Camp Dewey.

552.5 lineal feet of track, including 1-#10 main line turnout, installed for North end of Camp Dewey.

113.6 lineal feet of track, including 1-#10 turnout from the Pettibone Yard lead track, installed for Camp Lawrence.

All tracks were built of 80# relayer rail and special work on treated ties and gravel ballast.

CONSTRUCTION OF FIRE CROSSINGS AT GREAT LAKES - J.O. 310 *No Chg*

The railroad forces installed 24 foot plank and screenings crossings over the Shore Line and Skokie Valley tracks at Downeys crossing. These crossings were ordered and paid for by the Navy and are to be used for emergency use by fire apparatus.

TRACK AND ROADWAY DIVISION

JOB ORDERS

EXTENSION OF SIDING AT 10th STREET, WAUKEGAN - J.O. 312

The siding serving the Phillips Petroleum Company, the North Shore Foundry and the Cities Service Company was extended North about 370 feet into the building and property of the Economy Coal Company South of 10th Street, Waukegan, West Line. All work was done at the expense of the Economy Coal Company, who also furnished most of the material.

EXTENSION OF SIDING FOR SNAP-ON-TOOLS, KENOSHA - J.O. 72

The track serving the Snap-On-Tool Company at Kenosha was extended South 264 feet at their expense. Track is built of 80# relayer rail on side track ties and cinder ballast.

RECONSTRUCTION OF NASH CROSSINGS - J.O. 328

The Nash-Kelvinator Company renewed their 2 asphaltic crossings with sectional type gumwood crossings and paved the approaches and devil strips with concrete. The railroad forces renewed all ties, thermit welded 4 joints, lined and surfaced the track and unloaded 2 cars of stone ballast.

TRACK AND ROADWAY DIVISION

MAINTENANCE WORK

In addition to the routine work of maintaining the track and right of way, the following work was done on operating accounts:-

Renewed 462 feet of 80# rail in the high rail of the Northbound track of the Linden Avenue curve. Renewed ties, regaged and surfaced both tracks. 450

Repaired 20 square yards of brick paving and thermit welded 36 rail joints on Greenleaf Avenue, Wilmette.

Installed a drainage system at Elmwood Avenue, Wilmette, in cooperation with the Village. The railroad furnished the material which was installed by the Village forces.

Renewed 80 feet of 91# rail at Kenilworth, welded 11 joints and replaced 50 square yards of brick pavement.

Repaired 90 square yards of brick paving in Highland Park and thermit welded 1 joint.

Skeletonized and raised on cinders the North end of siding on upper level at Great Lakes.

Unloaded 33 cars of cinders for shoulder between Gross Point Road and Glenayre.

Track was lined and surfaced from Indian Creek to Northfield on the Southbound and from Kotz Road to Highmoor on the Northbound. 12 cars of stone were unloaded between Clavey Road and Briergate. Northbound curves between Woodridge and West Park Avenue were adjusted for 100 M.P.H.

The plank crossing at Westleigh Road, Skokie Valley Line, was renewed. All new planks, ties and tie plates were used.

The plank crossing at Clarkson Street, Waukegan, was rebuilt. All ties were renewed and tie plates and new crossing planks installed.

TRACK AND ROADWAY DIVISION

MAINTENANCE WORK

Cinder shoulder was built on the Southbound track from 18th Street, Zion, to Mile Post 45, a distance of 1800 feet. 3 cars of cinders were used.

Track was surfaced in Wisconsin from Oakwood Road to E. Nicholson Road, from Howell Road to a point 4500 feet North and from Austin Avenue to Oklahoma Avenue.

7 cars of cinders were unloaded on Section 13 for shoulder and 25 cars on Section 14 for ballast between Howell Road and College Avenue curve.

The track and pavement on South 5th Street, Milwaukee, was repaired from Mitchell Street to Greenfield. 1200 feet of 102# rail was installed at the South end and 480 feet on the North end replacing old 95# rail. The balance of the track was relaid with old 95# rail salvaged from this and previous jobs in Milwaukee. Track was raised on wood shims and steel plates placed on the old ties. All joints were welded except for a half block South of Lapham Street, where angle bars were used. Installed track drains and tie rods and replaced brick pavement on a ready-mixed concrete base.

17,280

The crossing with the Transport Company on Greenfield Avenue was raised and repaved. All broken joints were thermit welded and the flangeways built up by the electric arc.

All broken rails between Harrison Street and Lincoln Avenue were repaired. A total of 36 thermit welds were made.

About 50 feet of the Northbound track North of Grant Street was raised to grade and repaved with concrete. This track had settled due to being washed out by a leaking water main.

The Northbound track in pavement from Greenfield Avenue to the open track North of Madison Street was lined and surfaced. Tie rods were installed, joints welded and 152 feet of 102# rail renewed. The brick paving was replaced on a concrete base.

TRACK AND ROADWAY DIVISION

MAINTENANCE WORK

The crossing at 5th and Wisconsin was raised and repaired.

17 expansion rails were renewed on the 6th Street viaduct. These rails were cut and drilled by the Transport Company from longer 128# expansion rails from our stock. Joints were thermit welded and the pavement replaced with concrete. All other expansion rails in the approach spans were shimmed and rebolted to the ties.

500 square yards of brick paving were repaired in Waukegan.

TIES RENEWED

<u>SECTION</u>	<u>TIES</u>		
	<u>MAIN LINE</u>	<u>SIDE TRACK</u>	<u>SWITCH</u>
1 - Winnetka	98	--	--
3 - Highwood	832	205	54
4 - Lake Forest	824	134	--
5 - Libertyville	1184	449	12
6 - Waukegan East	42	20	16
7 - Waukegan West	1127	116	1
8 - Beach Road	904	--	4
9 - McKeon Road	410	--	--
10 - Kenosha	541	--	--
11 - Racine	653	27	--
12 - Four Mile Road	378	--	58
13 - Carrollville	484	--	--
14 - Grange	753	--	--
15 - Milwaukee	147	132	2
16 - Howard-Dempster	310	36	--
17 - Glenayre	1014	705	3
18 - Briergate	3857	--	6
20 - Deerpath	1531	--	14
21 - South Upton	993	41	8
	16,082	1865	178

All ties are creosoted Red Oak.

BRIDGE AND BUILDING DIVISION

ADDITIONS AND BETTERMENTS

LAMP ROOM AT 63rd STREET, CHICAGO - A.F.E. 4389

755

The Rapid Transit Company built a frame lamp room 8'-9" x 12'-9" at 63rd Street, Chicago. This building is equipped with work table, lockers and headlight racks.

SHELTERS AT KENILWORTH - A.F.E. 4364

525

A standard 16 foot open shelter was built on the Northbound platform at Kenilworth. The Southbound shelter was moved to a new location farther South. Work remaining to be done includes the construction of a concrete floor in the new shelter, additional concrete platforms on the Southbound track and planting of shrubbery.

CONSTRUCTION OF WINDBREAKS AND CANOPIES ON WINNETKA GRADE SEPARATION - A.F.E. 4230

6600

Canopies on both platforms at Willow Road, Elm Street, Eldorado Street and Harbor Street were extended 16 feet. The backs and ends of all canopies were closed in to form windbreaks. At Hubbard Woods the backs and ends of the existing canopies and the space under the stairs were closed in for windbreaks. A 5 foot crosswalk was built at the North end of the Hubbard Woods platforms. Porcelain enameled station and direction signs were installed at all stations on the Winnetka Grade Separation job.

IMPROVED WASHROOM FACILITIES - HIGHWOOD BARN - A.F.E. 4317

3600

New wash stands and toilets were installed in the first floor washroom in the Highwood Barn and the floor was surfaced with "plastic rock". The floor of the room above was reinforced and surfaced with "plastic rock" and new wash stands installed. The alley from the South door of the building to the repair shop steps was paved with concrete. Both washrooms and the locker room were painted and the stairs rebuilt. The locker room floor was surfaced in 1941.

BRIDGE AND BUILDING DIVISION

ADDITIONS AND BETTERMENTS - CONTINUED

ADDITION TO ANNEX BUILDING, HIGHWOOD OFFICE - A.F.E. 4354

A frame addition 20' x 30' x 10' high was built on the South side of the Highwood Annex Building. The building is divided into 3 offices for the Transportation Department. Steam heat, electric lights and telephones were installed.

ADDITION TO HIGHWOOD OFFICE BUILDING - A.F.E. 4382

Work was started on a one-story brick addition to the Highwood Office Building. This building is 52' x 43' located on the East side of the main office at the South end. Work is being done by contract. At the end of the year the brick work was completed.

CONSTRUCTION OF STATION AT GREAT LAKES - A.F.E. 4362

A one-story frame building, 30 x 66' and storeroom 10' x 40', concrete foundations with a 4 foot canopy on track side and 16 foot enclosed canopies on both ends was built at Great Lakes, Shore Line. This station was built by contract and is complete with toilets, concession, ticket booth, heating and electric lights. The contractor extended the Northbound fill platform North 80 feet and constructed a canopy 10' x 18' and 2 ticket booths for City Car patrons. The railroad forces extended the Southbound platform North 32 feet, built 2 double ticket booths at the South end, built a high fill platform with concrete cribbing 320 feet long along the West side of the West sidetrack and built a low fill platform 160 feet long South of the high platform.

SIGNAL SHOP AT DEMPSTER TOWER - A.F.E. 4358

A frame building, 10 x 16, lined with celotex and covered with roll roofing, was installed at Dempster Tower. This building was originally erected at Kostner Avenue to

BRIDGE AND BUILDING DIVISION

ADDITIONS AND BETTERMENTS - CONTINUED

serve as an office for the trailer loading operations and was moved by truck to its new location.

CONSTRUCTION OF HIGH PLATFORM AT DOWNEYS - A.F.E. 4351

See TR

A high wood platform 397 feet long by 10 feet wide with a 21 foot ramp on the North end was built on the West side of the Skokie Valley tracks South of Downeys subway.

CONSTRUCTION OF STATION AT DOWNEYS - A.F.E. 4363

45385

A one-story frame building 40 x 66 on concrete piers, with 8 foot canopy on track side and 16 foot enclosed canopies at both ends, together with a 20 x 24 baggage room adjacent to high loading platform, was built South of Downeys subway, Skokie Valley Line. The station was built by contract and is complete with toilets, concession, ticket office, heating and electric lights. A basement 24 x 24 was built under the North end of the building and a 12 foot concrete stair way built leading down to Downeys Road. The railroad forces built a 12' x 300' low fill platform on the Northbound track and a 12' x 300' low, fill, asphalt surfaced platform on the Southbound. The asphalt was applied by contract. The standard 32 foot open shelter formerly located at Great Lakes, Southbound, was relocated at Downeys, Northbound. The original low platforms North of the subway were retired.

ADDITIONAL FACILITIES AT NORTH CHICAGO JUNCTION - A.F.E 4346 and 4387

1475

A frame ticket booth 6' x 8' was built on a 14 x 18 wood platform at the Northwest corner of the ticket office. The Northbound Shore Line platform was extended 64 feet North with a curb on the track side only. The Southbound Shore Line platform was extended North 90 feet with no curb, gravel and cinders being placed to base of rail only. Vitrified pipe was laid under both platforms for their full length. A wood floor 12 x 14 was built on the East side of the Northbound Shore Line platform for the storage of baggage trucks. A non-standard 32 foot open shelter originally installed at Great Lakes was erected on the Northbound Shore Line platform.

BRIDGE AND BUILDING DIVISION

ADDITIONS AND BETTERMENTS - CONTINUED

NEW FREIGHT OFFICE AND SCALE HOUSE AT RONDOUT - A.F.E 4381

A frame freight office 12 x 16 was built on the South side of the right of way at Attridge crossing. A 4 x 10 frame house, built of salvaged lumber, was erected over the weigh beam of the track scale. These facilities replace the old scale house which was seriously damaged by a freight car derailment.

CONSTRUCTION OF STORE ROOM AT MILWAUKEE BARN - A.F.E. 4312

The balcony of the store room built in 1941 was enclosed with wire mesh. 37 - 3 foot sections of wood shelving were built in the shop and installed in this store room.

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

BRIDGES AND TRESTLES

Renewed 10 piles, 10 caps, 35 stringers and 27 braces on the trestle at Great Lakes Naval Station.

Renewed 12 pieces of guard rail and 65 ties on Northbound track of South bridge at Zion. The ties on the Southbound bridge were replaced with salvaged ties. Both tracks were tie plated throughout.

Renewed and tie plated all ties on both tracks of North bridge at Zion. 130 ties and 260 tie plates were used.

Renewed and tie plated 102 ties and 9 pieces of guard rail on Southbound track at Bethlehem Avenue.

Renewed 3 piles, 4 caps, 26 stringers, 73 ties and 8 pieces of guard rail at Hawthorne Drive, Racine.

Renewed 1 sill at Oak Creek.

Renewed 1 cap at South Milwaukee Road.

Rebuilt Southwest wing wall at C.M.St.P.&P. Bridge, Milwaukee, and repaired the concrete piers and abutments. This work was done by contract.

Renewed 15 stringers and 6 guard rails at Highmoor.

Renewed planking in track zone on drawbridges of 6th Street viaduct. The City Bridge Department repaired the trolley arch columns of the South drawbridge.

2500
800
800
800
2500

Danny
6825
1000

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

BUILDINGS AND PLATFORMS

In addition to making minor repairs to all buildings and platforms on the system the following major work was done:-

At Elm Street, Winnetka, the windows on the stairs were changed to open outward. The sashes in alternate panels of the level passageway were removed and the openings closed with solid sheathing.

The old section house at Pine Street, Winnetka, was wrecked and the lumber salvaged.

Timbers were renewed in the car repair pits at Highwood and Milwaukee Barns.

The oil burner at Lake Forest Station was removed and the boiler converted to coal burning.

A new ticket booth was built at Downeys, East Line.

The open shelters at Great Lakes were improved by installing 6 feet of sash at both ends of the front side.

Storm doors and windows were made for the North and West sides of all Skokie Valley Line stations.

Cinder platforms, to base of rail height, were constructed on both tracks between Scranton and Mawman Avenues, Lake Bluff, Skokie Valley Line.

A second repair pit at Waukegan Garage was rebuilt to accommodate new busses.

At Milwaukee Terminal the false front East of the station was torn down and a low brick fence built. The stucco panels in the East wall were removed and face brick substituted. Parapet walls on West, North, and East sides of building were rebuilt, using hard burned brick throughout. Fridge wall gasket was installed under all copings. All exterior brick work was pointed. A 2-ply built-up roof was laid over the entire building. The sidewalk on South 6th Street was repaired. All work was done by contract.

4385

Danischetsky

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

BUILDINGS AND PLATFORMS - CONTINUED

Brick walls on Milwaukee freight house, 6th and Clybourn were repaired and pointed by contract. *Don't do it*

The track side loading platform at the 6th and Clybourn freight house was repaired and timbers were bolted to the edge to facilitate loading of military trains. A wood stairway and fences were built at the North end.

The concrete platform on the Southbound track at Libertyville station was rebuilt by contract.

The first and second floors at Adams and Wabash station were relaid with an asphaltic type of flooring. Work was done by contract.

At Wilson Avenue station the roof was recoated and flashings renewed. Considerable terrazzo flooring was renewed. All work was done by contract.

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

BUILDINGS PAINTED AND DECORATED

LOCATION

Church Street Station	Painted Inside
Linden Avenue	Painted Inside
Highwood Office	Painted Inside
Highwood Annex	Painted Inside
Lake Forest Section House	Painted Inside
	& Outside
Downeys	Painted Shelter
Great Lakes	Painted 2 Shelters
22nd Street - East Line	Painted Shelter
18th Street - East Line	Painted Shelter
14th Street - East Line	Painted 2 Shelters
12th Street - East Line	Painted Shelter
Cyclone - East Line	Painted Shelter
	& Flag Shanty
10th Street - East Line	Painted Shelter
Waukegan Trainmen's Room	Painted Outside
Waukegan Terminal	Painted Outside
	& Washed Inside
Northbrook Station	Painted Living
	Quarters
Woodridge Station	Painted Living
	Quarters
Briergate Station	Painted Living
	Quarters
Deerpath Station	Painted Living
	Quarters
Pettibone Yard Office	Painted Inside
	& Outside
Pettibone Repair Shop	Painted Outside
North Chicago Freight House	Painted Outside
22nd Street - West Line	Painted Shelter
	& Gate Tower
18th Street - West Line	Painted Shelter
	& Flag Shanty
16th Street - West Line	Painted Flag
	Shanty
14th Street - West Line	Painted Shelter
10th Street - West Line	Painted Shelter
9th Street - West Line	Painted Tool House
8th Street - West Line	Painted Shelter

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

BUILDINGS PAINTED AND DECORATED - CONTINUED

Edison Court Station	Painted Outside
Edison Court Freight House	Painted Outside
Grand Avenue, Waukegan	Painted Shelter
Ridgeland Avenue, Waukegan	Painted Shelter & Shanty
Glen Flora	Painted Shelter
Holdridge	Painted Shelter
Beach Road	Painted Shelter, Section House & Tool House
33rd Street, Zion	Painted Shelter
27th Street, Zion	Painted Shelter
21st Street, Zion	Painted Shelter
18th Street, Zion	Painted Shelter
Winthrop Harbor	Painted Shelter
State Line	Painted 2 Shelters
Tobin Road	Painted Shelter
McKeon Road	Painted Substation & Tool House
South Kenosha	Painted Shelter
75th Street, Kenosha	Painted Section House & Tool Shed
Kenosha Freight House	Painted Inside & Outside
Kenosha Station	Washed Inside, Painted Kitchen, Gate Tower
Kenosha Interlocking Plant	Painted Tower & Signal Shop
Kenosha Substation	Painted Outside Woodwork
Burlington Road	Painted 2 Shelters
Birch Road	Painted Shelter
Bose Road Substation	Painted Outside Woodwork
Berryville Road	Painted Shelter
Pike Creek	Painted Shelter
Pipers Road	Painted Shelter & Scale House
Klinkert Road	Painted Shelter
Racine Station	Painted Inside
Milwaukee Terminal	Washed Inside, Painted Washrooms & Trainmen's Room
Libertyville Station	Painted Inside

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

COMPANY HOUSES DECORATED

LOCATION

1904 Jenks Street, Evanston	Paint & Paper Interior
1327 Central Street, Evanston	Paint & Paper Interior
2720 Eastwood Avenue, Evanston	Paint & Paper Interior
2722 Eastwood Avenue, Evanston	Wash 1 Ceiling
2724 Woodbine Avenue, Evanston	Paint Kitchen, Pantry, Cellar way, Refinish all floors
2727 Woodbine Avenue, Evanston	Paint & Paper Interior
2728 Woodbine Avenue, Evanston	Paint Basement, Refinish Floors
2737 Woodbine Avenue, Evanston	Paint Interior
2738 Woodbine Avenue, Evanston	Paint & Paper Interior
408 Railroad Avenue, Wilmette	Paint Interior
1055 Linden Avenue, Wilmette	Paint & Paper Interior
1062 Linden Avenue, Wilmette	Paint & Paper Interior
1064 Linden Avenue, Wilmette	Paint & Paper Interior
1145 Greenleaf Avenue, Wilmette	Paint Interior of Store
15th and Sheridan Road, No. Chi.	Paint Interior of Filling Station
6505 28th Avenue, Kenosha	Paint Interior
6513 28th Avenue, Kenosha	Paint & Paper Interior

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

MACHINE SHOP

Overhauled 7 section motor cars, 4 signal speeders and 6 push cars and made running repairs to all speeders and push cars. Rebuilt 3 Veerax section motor cars and installed new Northwestern gasoline motors.

Overhauled 2 small air compressors.

Installed new boiler in American ditcher.

Installed hand operated hoist on Holt tractor for use in laying rail. This machine has tripled the output of the rail gang.

Repaired 16 frogs and 23 switch points.

Maintained all Way Department tools and work equipment.

Maintained oil burners in Lake Forest and Winnetka stations.

Made and repaired parts for crossing gates.

Built up crossings at 5th and Mitchell, 5th and Greenfield, and 5th and Wisconsin and special work at 6th and Clybourn.

Cut bars and pins and welded parts for Mechanical Department.

TIN SHOP

Made water coolers, copper flush tanks, water supply tanks, card holders, toilet chutes, destination box panels, car heater magazines, roof flanges, roof jacks, ventilators and other work requested by the Mechanical Department for repairs to cars.

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

TIN SHOP - CONTINUED

Did necessary sheet metal work required by repairs to buildings and heating plants.

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

MISCELLANEOUS

A temporary ramp was built at Kostner Avenue for loading trucks and trailers during the suspension of service to Chicago. Ramp was built of bridge timbers and led to a flat car stationed at the end of the side track. A frame office 10 x 16 was built and later moved to Dempster Tower.

Parking lots at Dempster and Glenayre were extended by contract. Gravel, excavated from the right of way opposite Dempster Tower, was used for fill and surfacing.

In order to serve a contractor set up in Pettibone Yard 300 feet of 2" water line was installed in a frost-proof box.

A 50 ton coal bin was built West of the tool sheds at Harrison Street, Milwaukee.

Bicycle racks were built in the shop and installed at Northfield, Northbrook, Briergate, Sheridan Elms, Deerpath, Indian Hill, Glencoe, Braeside, Lake Forest, Lake Bluff and Zion.

At Indian Hill the area in front of the station was graded and a black top walk installed from sidewalk to station. This work was done by contract. The railroad forces installed a wire fence along the sidewalk in front of the station and along the East right of way line. They also cut down a number of trees in the area South of the station and leveled the ground.

Right of way fencing was rebuilt on both sides from 18th Street, Zion, to Winthrop Harbor substation, on the East side from McKeon Road to South Kenosha and on the West side for 3500 feet North from Bonnie Brook. 3750

Stations maintained in Chicago included Adams and Wabash, Wilson Avenue and Howard Street passenger stations, Montrose freight station and Congress Street baggage room.

Operated steam heating plants at Wilson Avenue station, Highwood office, North Chicago barn, Waukegan garage and Milwaukee barn.

BRIDGE AND BUILDING DIVISION

MAINTENANCE WORK

MISCELLANEOUS - CONTINUED

Repaired asphalt crossings.

Operated the weed killer over the system.

Operated the American ditcher as required. This equipment was used in unloading new rail, picking up and unloading released rail, loading scrap and unloading cinders, stone and coal.

Made repairs to Company houses as requested by real estate department. Extensive repairs were made to houses in Waukegan and Racine.

SIGNAL AND INTERLOCKING DIVISION

ADDITIONS AND BETTERMENTS

SEP 1941
T&R

INSTALLATION OF AUTOMATIC GATES AND FLASHERS AT CHURCH STREET, HARRISON STREET, LAKE AVENUE AND COUNTY LINE ROAD, S.V.L. - A.F.E. 4275, 4274, 4273, and 4267

These A.F.E.'s provide for installation of precast concrete crossings, automatic gates and flashing light signals at each crossing, the retirement of existing crossings and crossing protection and the necessary adjustment and relocation of block signals and track cuts. All crossings and concrete bases were installed in 1941. At the end of this year the following additional work had been done:-

CHURCH STREET. Flashing light signals installed and operating. Autoflag, jointly operated with C. and N.W. Ry. has been retired. Block Signal 142 moved to South side of street.

HARRISON STREET. Flashing light signals installed and operating and crossbuck signs removed. Block Signal 152 moved to South Side of Street.

LAKE AVENUE. Automatic gates installed and operating. Job closed.

COUNTY LINE ROAD. Automatic gate and flashing light signal installed and operating. These facilities are inter-connected with similar automatic protection on the Chicago and North Western Railway. Job closed.

INSTALLATION OF UNDERGROUND CABLE AT SOUTH UPTON - A.F.E. 4306

1425

Underground cable was installed on the Libertyville Branch from South Upton Tower West to the Eastbound home signal, a distance of 635 feet. The existing aerial cable was retired between these points.

3715

SIGNAL AND INTERLOCKING DIVISION
ADDITIONS AND BETTERMENTS - CONTINUED

INSTALLATION OF AUTOMATIC GATES AT 10th STREET, WAUKEGAN,
WEST LINE - A.F.E. 4257

Two Model A automatic gates were installed at this crossing replacing a track circuit controlled autoflag. Northbound block signal No. 365 with its track cut was moved to the North side of the street.

CHANGES TO CHICAGO AND NORTH WESTERN RAILWAY FACILITIES AT
RYAN INTERLOCKING PLANT - A.F.E. 4238

See 1940

This job was completed by the removal of all main line derrails on the North Western tracks. Changes in signals and circuits were made in 1940 and 1941.

CHANGES TO CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD FAC-
ILITIES AT RYAN INTERLOCKING PLANT - A.F.E. 4280

26,910

Color light home, dwarf and distant signals were installed replacing semaphore signals. All derrails and detector bars were removed and trap circuits installed between home and back-up signals on both tracks. Underground line cable was installed from Oakwood Road to the Northbound home signal. Work to be done in 1943 includes relocation of distant signals and annunciators and installation of underground cable and track circuits from home signals to distant signals.

SIGNAL AND INTERLOCKING DIVISION

MAINTENANCE WORK

In addition to the routine work of maintaining interlocking plants, block signals and crossing protection devices, the following major items of maintenance work were done:-

One complete automatic gate was renewed at Crawford Avenue, and one at Niles Center Road. The old gates were overhauled in the shop.

At Dempster Street, the gate cut-out for Northbound operation was moved to the North side of the street.

The gates and gate tower at 22nd Street, West Line, were moved back due to widening of the street.

The Southwest automatic gate at Belvedere Street was replaced and taken to the shop for overhaul.

A manual control switch was installed at Edison Court to operate the gates at Belvedere Street during switching operations on the Southbound track.

Dwarf signals at Kenosha were repaired after being broken off by dragging equipment on September 29.

The Northbound semaphore type home signal at Kenosha was replaced by a color light signal after being broken off by dragging equipment on December 18;

A new 55 cell storage battery was installed at Ryan Tower replacing one worn out in service.

The smash gates at Highwood were connected to the Southbound facing point switch signal.

At South Upton 1370 feet of aerial cable from Eastbound home signal R-50 East to Southbound home signal L-50 at Green Bay Junction was taken down and installed in trunking.

One automatic gate pedestal was changed out at Milwaukee Avenue, Libertyville.

SIGNAL AND INTERLOCKING DIVISION

MAINTENANCE WORK - CONTINUED

CROSSING GATE OPERATION

57 automatic gate locations, including Middle
Road Barrier

	<u>1942</u>	<u>1941</u>
Gates broken by automobiles	149	149
Other interruptions*	259	280

20 manually operated crossing gate locations

Gates broken by automobiles	38	35
Other interruptions*	82	70

*Includes interruptions due to power failures,
blown fuses, mechanical failures, frosted contacts, line
trouble, track circuit trouble, sleet, etc.

CROSSING GATES AND SIGNALS MAINTAINED

Automatic gates	54	53
Automatic gates and flashers	3	1
Manual gates	20	20
Flasher signals	4	4
Autoflags - track circuit	17	19
Autoflags - manual control	3	3
Block signals - S.T. miles	84.1	84.1
Switch protection signals	7	7
Interlocking plants	5	5
Smash gates	3	3

EQUIPMENT

PURCHASE OF SPEEDERS - A.F.E. 4348

1320
2 one-man gasoline-powered Fairmont speeders were bought for the Signal Division and 2 Buda section cars for the Track and Roadway forces.

RETIREMENT OF SPEEDERS AND HAND CARS - A.F.E. 4367-C

2 Mudge speeders, 3 hand cars and 1 track velocipede were retired.

SACRED HEART GRADE SEPARATION

The State of Illinois completed a bridge to carry the railroad across relocated Westleigh Road at the Sacred Heart Academy. Railroad traffic, which had been diverted to temporary runaround tracks in September, 1941, was restored to normal in August, 1942. Permanent platforms were completed and all track work is done except final dressing.

2125
See 9/50
T&R-AGE
434a
this year

SUMMARY

TRACK CONSTRUCTION - LINEAL FEET

	<u>1942</u>	<u>1941</u>
Main Line retired	1000	1208.5
Side track constructed	5303	1581

RAIL INSTALLED - SINGLE TRACK FEET

127#	249	--
112#	--	270.5
102#	840	3484
100#	33594	18354
80#	20193	11392
65#	1544	290

RAIL REMOVED - SINGLE TRACK FEET

95#	1089	3484
90#	--	99
80#	33396	17745.5
65#	17662	12120

TIE PLATES AND RAIL ANCHORS INSTALLED

80#-100# tie plates	17202	18893
100# tie plates	9698	--
100# rail anchors	10100	5350

SPECIAL WORK

Crossovers installed	1	----
Turnouts installed	8	1
Turnouts removed	----	2
Railroad crossings renewed	----	1
Crossings built up	3	2
Frogs repaired	16	12
Switch points repaired	23	6
Thermit welds	215	202

SUMMARY - CONTINUED

TIES RENEWED

	<u>1942</u>	<u>1941</u>
Main line	16112	13687
Side track	1865	1477
Switch	178	715
Bridge	370	619

TIES INSTALLED ON NEW WORK

Main line - new	733	--
Main line - secondhand	170	--
Side track - new	1247	996
Switch - new	433	52
Switch - secondhand	109	--

BALLAST - CARS

Stone - main line	17	44
Gravel - main line	--	65
Cinders - main line	95	23
Gravel - side tracks	80	53
Cinders - side tracks	7	27

149

BROKEN RAILS

100#	2	---
80#	35	19
65#	12	9
	<hr/>	<hr/>
TOTAL	49	28

BRICK PAVING REPAIRS - SQUARE YARDS

Wilmette	75	50
Kenilworth	47	20
Highland Park	90	330
Waukegan	500	900
Milwaukee	3700	125

SUMMARY - CONTINUED

SWITCH HEATERS INSTALLED

	<u>1942</u>	<u>1941</u>
Winter King switch heaters	50	300

CROSSINGS

Concrete slab crossings installed	---	4
Gumwood crossings installed	---	1
Asphalt crossings rebuilt	1	--
Plank crossings rebuilt	2	2
Grade crossings eliminated	---	1

BRIDGE REPAIRS

Bridges repaired	9	9
Bridges painted	---	4

PAINTING

Buildings painted outside	58	31
Buildings painted inside	12	22
Buildings painted inside & outside	4	6
Company houses decorated	17	12

CROSSING PROTECTION

Manual gates retired - locations	---	1
Automatic gates installed - locations	3	2
Automatic flashers installed-locations	3	2
Autoflags retired - locations	2	2
Automatic gates damaged by automobiles	149	149
Manual gates damaged by automobiles	38	35

FENCING

Right of way fence rebuilt - feet	15000	2500
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SUMMARY - CONTINUED

WEED KILLER

	<u>1942</u>	<u>1941</u>
One application - single track miles	199	190
Total solution used - gallons	50000	46500

CARLOAD MATERIAL

Sand and stone	178	206
Coal	40	45
Ties	85	58
Cinders	131	70
Miscellaneous	<u>24</u>	<u>52</u>
TOTAL	458	431