

1-2-42
Sat

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

January 2, 1942

BULLETIN NO. 1

TO ALL TRAINMEN :

The new arrangement of tracks at the Sac
Line interchange at Mundelein has been completed and
now can be used.

The extension of the coach track which is parallel to the track on the south wye is also ready for use.

Manager for the Reference

Wm
Wm
Wm
J. H.
B. H.

For ever
M. J. L.

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

January 13, 1942

BULLETIN NO. 9

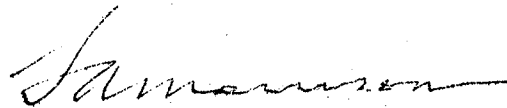
TO ALL CONCERNED:

Mr. John Dee is herewith appointed night
Superintendent of the Chicago Division.

Mr. Chester Thomas is appointed Trainmaster
succeeding Mr. John Dee, promoted.

Mr. Del Miner is appointed Trainmaster, and
will have jurisdiction from Waukegan to Milwaukee.

These appointments are effective as of
January 14, 1942.


Manager for the Receivers

Handwritten notes:
Jm
#5000
Will
rma
Jly
RB
7/13
Apr. 27/42
OK

File

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

January 13, 1942

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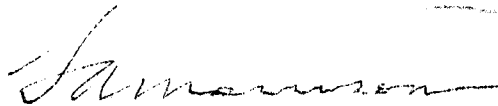
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Manager for the Receivers

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

January 13, 1942

BULLETIN NO. 10

TO ALL TRAINMEN AND
TICKET AGENTS:

SUBJECT: Service from Chicago to Great Lakes.

As you know, we are transporting 1,200 workmen per day from Chicago to Great Lakes and return, and this of course necessitates at least twenty cars in each direction in the morning and returning at night.

We are trying our very best to accommodate our regular patronage, but if you find any complaints, you should explain to our patrons just what is going on.

mm
BULLETIN NO. 10

TO ALL TRAINMEN AND
TICKET AGENTS:

Tanner
Manager for the Receivers

SUBJECT: Service from Chicago to Great Lakes.

As you know, we are transporting 1,200 workmen per day from Chicago to Great Lakes and return, and this of course necessitates at least twenty cars in each direction in the morning and returning at night.

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

January 14, 1942

BULLETIN NO. 11

TO ALL TRAINMEN

TICKET AGENTS

TOWERMAN - Dempster Street

OPERATOR - South Upton

SWITCHMEN - North Chicago Junction.

SUBJECT: Extra Service.

Beginning Friday, January 16, 1942, and daily except Sundays, until further notice, an extra passenger train will be operated over the Skokie Valley route to North Chicago Junction; thence to 22nd Street, North Chicago on the Shore Line division, cross over at Barns crossover north of 22nd Street, and return at once to Great Lakes on the Shore Line division. This train will make all regular stops between Roosevelt Road and Howard Street, Chicago, and other stops and schedule as shown below:

LEAVE	A.M.
Roosevelt Road.....	6:41
Adams & Wabash	6:45
Merchandise Mart	6:49
Grand Avenue	6:50
Chicago Avenue	6:51
Belmont Avenue	6:59
Wilson Avenue	7:04
Howard Street	7:11
Great Lakes (Downeys, West Line).	7:36
North Chicago Junction	7:38
22nd Street (North Chicago).....	7:39
Great Lakes (Main Gate).....	7:45

ARRIVE

A.M.

Manager for the Receivers

Handwritten signatures and initials: [Illegible signatures]

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

January 14, 1942

BULLETIN NO. 12

TO ALL TRAINMEN:

SUBJECT: Black-out Instructions, for practice black-out
January 16, 1942.

AREA - From Waukegan on the north to Lake Forest on the south,
both inclusive.
From Lake Michigan on the east to Libertyville on the west,
inclusive.

TIME - Friday, January 16. It is expected that the practice black-out will take place between 7:00 p.m. and 7:30 p.m.

SIGNALS

FOR BLACK-OUT: Sirens will sound a prolonged high warbling note.
Whistles will sound frequent short blasts.
FOR ALL CLEAR: Long steady high note for siren.
Long steady blasts for whistle.

TRAIN OPERATION: Milwaukee and Skokie division trains, Waukegan and Libertyville interurban trains, city cars and buses. While in the black-out area during the black-out, will operate at 15 miles per hour, with head lights dimmed and car shades drawn down.

LIGHTING: All lights at stations, waiting rooms, platforms, street crossings, shops, and garages, freight yards, and parking lots, must be turned out within 10 minutes of the first warning and during the black out period unless they can be effectively shielded.

STATION AND PLATFORM LIGHTS AT: Knollwood, Rondout, Thornbury Village, and Green House Station, will be turned off by train crew of Train No. 729, and turned on by Train crew on Train No. 328.

mm
Manager for the Receivers

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

January 16, 1942

BULLETIN NO. 14

BULLETIN TO TRAINMEN
TICKET AGENTS
TOWERMEN
LEVERMAN K.O. TOWER (Care of South Upton)
SWITCHMEN, NORTH CHICAGO JUNCTION

Bulletin No. 107, dated June 7, 1940 is hereby cancelled. Effective Friday, January 16, 1942 and daily, thereafter, until further notice, the rear car of train No. 435, leaving Chicago at 10:01 P.M. will be cut off at Skokie. This car will operate as Second 435 to North Chicago Junction only, and will make Skokie Valley stops for No. 435. First 435 will not stop for traffic between Skokie and Lake Bluff.

J. A. Fallon
Manager for Receivers

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

January 23, 1942

BULLETIN NO. 20

TO - TRAINMEN
TICKET AGENTS

Effective Tuesday, January 27, 1942 and
daily thereafter, until further notice, an extra
train will be operated between North Chicago Junction
and Chicago over the Shore Line Route. This train
will leave North Chicago Junction at 12:30 a.m.,
stop at Great Lakes and Downeys to pick up passengers
and make regular stops as required to discharge
passengers.

J. A. Sullivan
Manager for Receivers

*Noted
1/23/42
Wm
Vma
B. C. P. M. J. M. A. Savat*