

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

April 4, 1942

BULLETIN NO. 93

TO TRAINMEN:

Attached are samples of new style hat checks for use by trainmen beginning Sunday, April 5, 1942.

When presented with fare or ticket destined to stations south of Howard Street, trainmen will place corresponding hat check for that station in clip provided, and will call attention to it by telling passenger that trainman making relief at Howard Street will remove check at proper destination.

Individual hat check must be issued for each such fare presented.

A supply of these hat checks is available at Terminals.

John J. Lee.
General Superintendent
of Transportation

WILSON AVE.

BELMONT AVE.

CHICAGO LOOP

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

April 9, 1942

BULLETIN NO. 103

To ALL TRAINMEN
TICKET AGENTS:

SUBJECT: Special Service

Sunday, April 12, 1942 the following extra service
will be operated.

Rear cars will be cut off Train No. 430 at Edison
Court and operated via Shore Line to Highwood. This train
will make Train No. 572 from Highwood. Train 570 will not wait for
Train No. 430 at North Chicago Junction.

Extra trains will be operated between Milwaukee and
Highwood, leaving Milwaukee at 8:55 p.m. and 9:55 p.m., respect-
ively. An extra train will be operated between Racine and High-
wood, leaving Racine at 10:22 p.m. These trains are for the use
of Military and Naval personnel.

Extra trains will be operated between Chicago and
North Chicago Junction for the exclusive use of Military and
Naval personnel, operating as shown below:

| | | | | | |
|-------------|-----------|---------|----------------|---------------------|-------------------------|
| Lv. Chicago | 8:55 p.m. | stop at | Highwood Ave., | Fort Sheridan, | Grt. Lakes |
| Lv. Chicago | 9:25 p.m. | " | " | " | " |
| Lv. Chicago | 9:45 p.m. | " | " | " | " |
| Lv. Chicago | 9:50 p.m. | " | " | Dowhey's & | North Chicago Junction |
| | | | | (Via Skokie Valley) | |
| Lv. Chicago | 9:55 p.m. | " | " | Highwood Avenue, | Ft. Sheridan, Gt. Lakes |

John J. Bee
General Superintendent
of Transportation

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

April 16, 1942

BULLETIN NO. 106

TO ALL TRAINMEN
TICKET AGENTS:

SUBJECT: Special Service

SATURDAY, APRIL 18, 1942, an Extra train will be operated from Milwaukee for the use of Military and Naval personnel at 9:55 p.m. making regular limited stops to North Chicago Junction and will operate via Shore Line, stopping at Great Lakes, Downeys, Fort Sheridan, and Highwood.

An Extra train will be operated from Chicago at 9:55 p.m. for the exclusive use of Military and Naval personnel. This train will make regular stops between Roosevelt Road and Howard Street and will stop at Highwood Ave., Fort Sheridan, and Great Lakes.

SUNDAY, APRIL 19, 1942, the following extra service will be operated.

Rear cars will be cut off Train No. 430 at Edison Court and operated via Shore Line to Highwood. This train will make Train 572 from Highwood. Train 570 will not wait for Train No. 430 at North Chicago Junction.

Extra trains will be operated between Milwaukee and Highwood, leaving Milwaukee at 8:55 p.m. and 9:55 p.m., respectively. These trains are for the use of Military and Naval personnel.

Extra trains will be operated between Chicago and North Chicago Junction for the exclusive use of Military and Naval personnel, operating as shown below:

Lv. Chicago 8:55 p.m., stop at Highwood Ave., Fort Sheridan, Great Lakes
Lv. Chicago 9:25 p.m., " " " " " " " "
Lv. Chicago 9:45 p.m., " " " " " " " "
Lv. Chicago 9:50 p.m., stop at Downeys & North Chicago Junction
(Via Skokie Valley)
Lv. Chicago 9:55 p.m., stop at Highwood Avenue, Ft. Sheridan, Gt. Lakes.

A section of Train 437 will be operated, leaving Chicago immediately behind First 437 and making Skokie Valley stops as scheduled for 437. First 437 will not stop for traffic between Skokie and Lake Bluff.

Wm. J. E.
General Superintendent
of Transportation

Wm. J. E.
Wm. J. E.
Wm. J. E.

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

Highwood, Illinois
April 18, 1942

BULLETIN NO. 107

TO ALL TRAINMEN:

This will cancel all previous instructions regarding trains stopping at Ryan Tower, and effective Sunday, April 19, 1942, and continuing until further notice, the following trains will stop at Ryan to pick up and discharge towermen:

- 421 - Daily
- 422 - Sunday Only
- 436 - Daily
- 438 - Sunday Only

JJD:CFC

CC-Towerman, Ryan Tower

General Supt. of Transportation

Changed by B-111 dated 4-22-42

- 421 - Sunday & holidays, only
- 436 - Daily
- 438 - Sunday Only

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

April 20, 1942

BULLETIN NO. 108

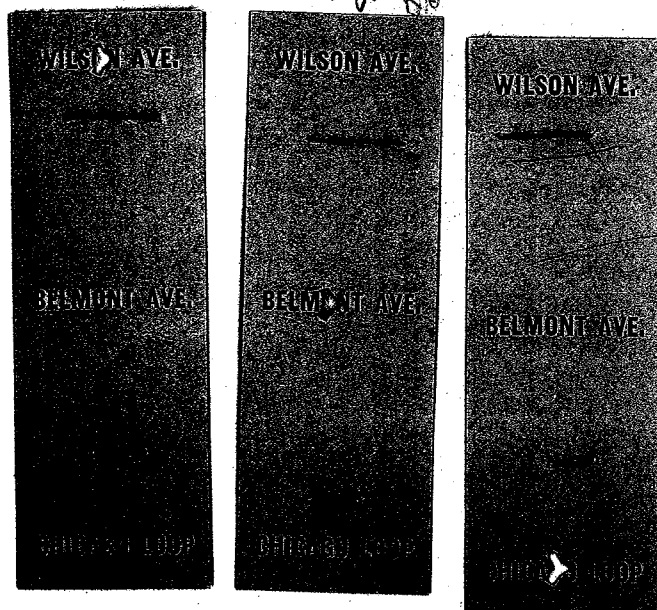
TO TRAINMEN:

Attached are samples of new style hat
checks for use by trainmen beginning Wednesday,
April 22, 1942.

When presented with fare or ticket destined
to stations south of Howard Street, trainman will
place punch mark thru corresponding station on hat
check as shown on samples below, insert check in clip
provided, and will call attention to it by telling
passenger that the trainmen making relief at Howard
Street will remove check at proper destination.

INDIVIDUAL HAT CHECK MUST BE ISSUED
FOR EACH SUCH FARE PRESENTED.

A supply of these hat checks is avail-
able at Terminals.



John J. Dees
General Superintendent
of Transportation

Buff-white color

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

BULLETIN NO. 110

Highwood, Illinois
April 22, 1942

TO ALL TRAINMEN:

The blackout test for District No. 8 of the Chicago Metropolitan area has been ordered for Friday, April 24, 1942, from 10:15 P. M. to 10:35 P. M.

AREA: District No. 8 comprises area from County Line Road to the North limits of Waukegan - from Lake Michigan on the East to Route No. 41 on the West.

SIGNALS: The start of the blackout will be short warbling blasts of varying pitch lasting for two minutes - a two minute silence - followed by a repeat signal for two minutes.
ALL CLEAR signal will be a long continual signal of even pitch for two minutes - a two minute silence - followed by repeat signal.

TRAIN OPERATION: WAUKEGAN CITY CARS. (a) In the area south of Tenth Street city cars will pull up to station platform and stop. Operators will open door to permit passengers to leave if they so desire and then all electric lights will be turned off. Oil marker lights will be left burning.

City car due to leave Downeys at 10:25 P.M. will remain at Downeys in the clear of main track until all clear signal is sounded.

(b) In the area north of Tenth Street city cars will pull up to within ten feet of the north crosswalk of the intersection and stop. Care should be taken so that emergency driveways and fireplugs will not be blocked. Operators will open door to permit passengers to leave if they so desire and then all electric lights will be turned off. Marker lights will be left turned on.

BUSES: Buses will pull up to curb short of near side of street intersection using care not to block emergency driveways or fireplugs. Operator will open door to permit passengers to leave and then turn off all lights.

INTERURBAN OPERATION: All Milwaukee, Skokie Division, and Lake Bluff Mundelein Division trains will operate normally.

SHORE LINE OPERATION: If trains, Nos. 571 and 574, are caught in the area North of Downeys they will observe rules set down for Waukegan street cars. South of Downeys, Shore Line operation will be normal.

LIGHTING: All lights at stations, waiting rooms, platforms, street crossings, shops and garages, freight yards and parking lots, will be turned off during this period.

STATION AND PLATFORM LIGHTS at KNOLLWOOD will be turned off by crew on train No. 332 and turned on by crew on train No. 334.

Mr. W. G. Ives will be stationed at Highwood, Mr. C. K. Thomas at Edison Court, Mr. J. W. Simons at North Chicago Junction, and Mr. R. O. Bowers, Sr., at Pettibone Yards.

JJD:CFC

General Supt. of Transportation

4-22-42

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

April 22, 1942

A Blackout Test for District #8, of the Chicago Metropolitan Area has been ordered for Friday, April 24, 1942, from 10:15 P.M. to 10:35 P.M.

AREA - District #8 comprises the area from County Line Road to the North Limits of Waukegan, and from Lake Michigan to Route 41.

SIGNALS - Blackout will be started by short warbling blasts of varying pitch lasting for two minutes, followed by a two minute silence then a repeat signal of same kind for two minutes.

The all clear signal will be a long continuous signal of even pitch for two minutes. This will be followed by a two minute silence, and then a repeat signal for two minutes.

TRAIN OPERATION -

Waukegan City Cars - In the area south of 10th Street, City cars will pull up to station platforms and stop. The operator will open doors to permit passengers to alight if they so desire, and then he will turn off all Electric Lights. Marker lights will be left burning.

City car due to leave Downey's at 10:25 P.M. will remain at Downey in the clear of the main line, until the all clear signal is sounded.

In the area north of 10th Street, City Cars will pull up to within ten feet of the near cross walk of the intersection and stop. Care should be taken so that emergency driveways and fire plugs will not be blocked. Operators will open doors to permit passengers to alight if they so desire. Then, all electric lights will be turned off. Marker lights will be left burning.

Buses - Buses will pull up to curb short of the near side of the street intersection, using care not to block emergency drives or fire plugs. Operator will open doors to permit passengers to alight if they so desire, and then turn off all lights.

INTERURBAN OPERATION - All Milwaukee, Skokie Valley and Lake Bluff Mundelein trains will operate normally.

SHORE LINE OPERATION - If train #571 and #574 are caught in the area north of Downey's, they will observe rules set down for Waukegan City cars.

South of Downey's, Shore Line Operation will be normal.

EDISON COURT - All lights in layup cars and in Freight and Passenger Stations will be turned out. The Lighting Main controlling stations, platforms and street lights between 8th Street, Waukegan and Bonnie Brook Lane, will also be turned out. This will be supervised by Chester Thomas, Trainmaster.

COUNTY STREET - WAUKEGAN - Station Lights and Electric Sign will be turned off by the agent on duty under direction of Mr. P.F. McCall. Platform Lights, Car Lights and all lights in trainmen's building will be turned off by the shop man on duty under direction of Mr. H. Cordell.

SHOPS - Shop lights, Car Lights and Yard Lights at 10th Street Garage, North Chicago Barn and at Highwood will be controlled under the direction of Mr. H. Cordell.

PETTIBONE AND DOWNEY'S, WEST LINE - Mr. R. Bowers, Assistant Superintendent of Commercial Freight, will supervise blackout of yard lights, yard office, engine house, Merchandise Despatch Station and Downey's Platform lights.

A Blackout Test for District #8, of the Chicago Metropolitan Area has been ordered for Friday, April 24, 1942, from 10:15 P.M. to 10:35 P.M. (Continued)

HIGHWOOD OFFICE AND YARD - Mr. Wm. G. Ives, Trainmaster, will supervise blackout of Highwood Dispatchers Office, Highwood Office Building, Highwood Yard, Layup cars and Lighting Mains in the section. Two Lighting Mains in Highwood Yard control station, platform and street lights from Fort Sheridan to Arden Shore, and from Highwood to Glencoe..

OTHER LIGHTING MAINS - The lighting main which controls stations, platforms and street lights from Downey's to 10th Street, Shore Line will be controlled by the operator at the North Chicago Substation under the direction of Mr. C. Huttleston.

The lighting main controlling stations, platforms and street lights from 22nd Street, North Chicago to 8th Street, Waukegan, on the main line, will be controlled by the gateman at 22nd St., Main Line, under direction of Mr. F. J. Kramer.

SHORE LINE STATIONS -

Ravinia and Lake Bluff - Owing to the fact that these stations are closed before the blackout period, Mr. McCall will assign special agents to each place to control lights.

Highland Park, Highwood, Fort Sheridan, Lake Forest and North Chicago Junction Stations - These will be blacked out by agent on duty under direction of Mr. McCall.

KNOLLWOOD STATION - Lights will be turned off by crew on train #332, and will be turned on by crew on train #334.

SKOKIE VALLEY STATIONS - Deerpath, Sheridan Elms, Highmoor, Briergate and Woodridge Stations - Mr. McCall will arrange with the agent on the premises to control the station lights, street lights and signs.

TELEPHONE ROOM - Mr. Kendall will provide suitable shades for all windows so that present room lighting can be maintained.

During the blackout, Mr. J. W. Simons, Superintendant at Waukegan, will be at North Chicago Junction.

S. A. MORRISON, General Chairman

FRANK J. KRAMER, Chairman
Operations Section.

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

April 23, 1942

BULLETIN NO. 112

TO ALL TRAINMEN
TICKET AGENTS:

SUBJECT: Special Service

SATURDAY, APRIL 25, 1942, and each Saturday thereafter, until further notice, an Extra train will be operated from Milwaukee for the use of Military and Naval personnel at 9:55 p.m. making regular stops to North Chicago Junction and will operate via Shore Line, stopping at Great Lakes, Downeys, Fort Sheridan, and Highwood.

An Extra train will be operated from Chicago at 9:55 p.m. for the exclusive use of Military and Naval personnel. This train will make regular stops between Roosevelt Road and Howard Street and will stop at Highwood Ave., Fort Sheridan, and Great Lakes.

SUNDAY, APRIL 26, 1942, and each Sunday Thereafter, until further notice, the following extra service will be operated.

Rear cars will be cut off Train No. 430 at Edison Court and operated via Shore Line to Highwood. This train will make Train 572 from Highwood. Train 570 will not wait for Train No. 430 at North Chicago Junction.

Extra trains will be operated between Milwaukee and Highwood leaving Milwaukee at 8:55 p.m. and 9:55 p.m., respectively. These trains are for the use of Military and Naval personnel.

Extra trains will be operated between Chicago and North Chicago Junction for the exclusive use of Military and Naval personnel, operating as shown below:

Lv. Chicago 8:55 p.m., stop at Highwood Ave., Ft. Sheridan, Grt. Lakes
Lv. Chicago 9:25 p.m., " " " " " " " "
Lv. Chicago 9:45 p.m., " " " " " " " "
Lv. Chicago 9:50 p.m., Stop at Downeys & North Chicago Junction
(Via Skokie Valley)
Lv. Chicago 9:55 p.m., stop at Highwood Ave., Ft. Sheridan, Grt. Lakes

A section of Train 437 will be operated, leaving Chicago immediately behind First 437 and making Skokie Valley stops as scheduled for 437. First 437 will not stop for traffic between Skokie and Lake Bluff.

General Supt. of Transportation

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WZM

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

April 28, 1942

BULLETIN NO. 115

TO ALL TRAINMEN:

SUBJECT:- Adding Cars at Howard Street.

Bulletin No. 1, issued January 2, 1941,
regarding cars added to Northbound trains at Howard
Street, is hereby cancelled.

Effective at once, when cars are added to
Northbound trains at Howard Street, trainmen assigned
to cars used south of Howard Street will station them-
selves on station platform at car doors and assist
passengers on and off train.

Trainmen assigned to car or cars to be added
will do likewise until all passengers are loaded.
After coupling has been made, these trainmen will get
down on walk east of train, and after switchman is
clear will complete air test with motorman. After air
test is completed, these trainman will proceed to
station platform, and from that point the proceed
signal will be given, commencing at the rear end.

General Superintendent
of Transportation

April 30, 1942
Chicago
B-118

April 30, 1942

April 30, 1942

BULLETIN NO. 116

TO TRAINERS &
SWITCHMEN:

SUBJECT:- Train Movements at North Chicago Junction.

Bulletin No. 116, issued April 28, 1942, in reference to train movements at North Chicago Junction is hereby cancelled.

Motormen on trains passing thru switches at North Chicago Junction will only accept clear signals given by switchmen stationed on right hand side of track the train is to be operated upon, and then only when target on switch stand is clear for the proper track, and motorman has made sure route is clear of other trains.

Signals by switchman to approaching trains must be given as directed below, and then only after switches are properly set.

Southbound trains on the Milwaukee Division or Northbound trains on the Skokie Valley Division will be given proceed signal with GREEN flag by day or GREEN light by night.

Southbound trains on the Shore Line Division or Northbound trains on the Shore Line Division will be given proceed signal with WHITE flag by day or WHITE light by night.

In all cases motormen must acknowledge each signal accepted by two short blasts of train whistle.

General Supt. of Transportation

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JSS
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