

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

May 5, 1948

BULLETIN NO. 122

TO TRAINMEN:

Southbound Extra train which leaves Edison
Court at 3:17 p.m. on School days, is indicated as a
local on run list and trainmen working this train will
make all local stops between Edison Court and North
Chicago Junction to pick up and discharge traffic.

General Supt. of Transportation

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

May 6, 1942

TO ALL HEADS OF DEPARTMENTS:

SUBJECT: Materials

For your information I am quoting below a letter on the material situation dated April 24, 1942 from Mr. Kretschmer:

"The material situation is a very serious one. The WPB are very strict in granting any priority privileges. There are many restrictions on both the producer and the user. We are now required to go to the Government to ask for special ratings on many more things, and in most cases, they do not allow a rating high enough, which will permit the producer to include the order in his production schedule. It is necessary therefore, that we watch every bit of material, so as to get the maximum use out of it by repair, etc., and in many cases, we are going to have to do without, or find some substitution. We had up recently the matter of (6) Cranks for switch stands, for Mr. Kramer. These are a comparatively small forging, yet the Bethlehem Steel Company who make this item, say that it could not be furnished on account of war orders, unless we had a rating in the A-1 class, and that is almost impossible to get.

I feel that some of our people are not fully aware of the fact that material required in any new work, additions, etc. that this material cannot be taken out of our Material, Repair and Operating Stock, and then expect us to replace it under the A-10 rating granted us for Maintenance, Repair and Operations, as defined as follows:

- (3) "Material" means any commodity, equipment, accessory part, assembly or product of any kind.
- (4) Subject to sub-paragraph (7), "Maintenance" means the upkeep of the Railroad's property and equipment in sound working condition.
- (5) Subject to sub-paragraph (7), "Repair" means the rehabilitation of the Railroad's property and the replacement of parts of equipment to put such property and equipment in a sound working condition when such property or equipment has been rendered unsafe or unfit for service by wear and tear, damage, destruction of parts or similar causes.
- (6) Subject to sub-paragraph (7), "Operating Supplies" means Materials and Supplies as defined under Account No. 716 of the Interstate Commerce Commission's Classification of Accounts.
- (7) The terms "Maintenance", "Repair", and "Operating Supplies" do not include:
 - (i) the use of Material for the improvement of the Railroad's property or equipment through the replacement of material in the existing installation with material involving the use of greater quantities of critical material, except in the following cases:
 - (a) In renewing rail, the weight of rail and type of fastenings conforming to the Railroad's standard practice may be used;
 - (b) In repairing equipment parts of an obsolete type may be replaced with parts conforming to the Railroad's standard practice.
 - (c) In installing safety appliances in locomotives, passenger and freight cars under orders of Federal or State regulatory bodies;

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May 6, 1942

- (d) Where specific authority is given by the Director of Industry of Operations.
- (ii) The use of Material for additions to, or expansion of, the Railroad's property or equipment."

It is strictly against the law to use material for new work or extension, and then try to buy it under our A-10 rating, and we are subject to punishment, or having our priority privileges taken away or reduced, and each day in the reports which I receive from Washington, attention is called to actions against various violators and the company name is shown, and I do not believe that that makes very favorable publicity. The WPB have field forces which are liable to come in on us anytime to check up our compliance with regulations.

At a B&E meeting, six or eight weeks ago, I asked that where an A.F.E. is issued, that I be given a complete list of material required for the job, whether the material is in our stock or not, and then, before ordering any of this material, the procedure would be to break up the materials into various classes, as specified by the Government, and then make our requests, with full reasons for the necessity of the job to the Government. There is no need of our ordering any of these items of material, and tying up money, unless we know that the priorities granted us will insure our getting all of the material. They do not allow the same rating on different classes of material, and there would be no need of our getting in a lot of material and having the money tied up, and then maybe have to wait for several months for some (1) item, necessary to do the job. There are now a number of A.F.E.'s for Gates, etc., on which, no doubt, some of the material will be taken from our stock, and some we will have to order outside. As stated above, any material that we might take out of our stock, we are not going to replace unless our application for help includes the complete list. I would appreciate it if you would have the department heads send to me, just as promptly as possible, a complete list of material on each individual A.F.E., and then I will have to follow the procedure set up to obtain priorities before we can order. This list of course, should include any materials taken out of stock. The list should not cover several A.F.E.'s, but should be complete for each A.F.E. These lists should also be sent to me in duplicate.

Our experience recently has been on some of the applications we have sent to Washington for some of the Associated Properties that they have not granted as high a rating as the manufacturer requires to be able to schedule deliveries, and in a number of cases on some important work, they have turned us down entirely, which means that we have got to accumulate more information, and then present the case again for reconsideration. Also as an example, the material for the (7) cars which we plan on rebuilding, applications were immediately put in, requesting priorities, and just within the last couple of days we have received priorities on what I believe is the last of the list, and we are now in shape to get orders placed for the material, and again on some of those items we are going to have to go back and try to get a higher classification.

I would very much appreciate it if this could be made clear to all of our people, so that there will be a thorough understanding of what we are going to have to do, whether we like it or not, and in the future, we are going to have to furnish each quarter an Inventory of our stock, what we received during the quarter, what we consumed during the quarter, and what we had on hand the beginning and end of the quarter, and then we are going to have to make an estimate for the coming quarter, and they will make certain allocations to us, and that is all that we are going to be able to get."

Sullivan
Manager for the Receivers

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

May 8, 1942

Bulletin No. 125

TO ALL TRAINMEN
TICKET AGENTS:

SUBJECT: Special Service

Bulletin 112, issued April 23, 1942, in respect to Special Service, is hereby cancelled.

SATURDAY, MAY 9, 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 Avenue, Fort Sheridan, and Great Lakes.

SUNDAY, MAY 10, 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 from Milwaukee leaving Milwaukee at 8:55 p.m., 9:30 p.m., 9:45 p.m., and 10:05 p.m., respectively making regular stops to North Chicago Junction and will operate via Shore Line to Highwood. 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, Great Lakes.
Lv. Chicago 9:25 p.m., Stop at Downeys & North Chicago Junction (via Skokie Valley)
Lv. Chicago 9:45 p.m., Stop at Downeys & North Chicago Jct. (via Skokie Valley)
Lv. Chicago 9:50 p.m., Stop at Downeys & No. Chicago Jct. (via Skokie Valley)
Lv. Chicago 9:55 p.m., stop at Highwood Ave., Ft. Sheridan, Great 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.

John J. DeE
General Supt. of Transportation

Changes 9:25 pm + 9:45 pm extra from Cgo

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

May 14, 1942

BULLETIN NO. 130

TO ALL TRAINMEN
TICKET AGENTS

SUBJECT: Special Service.

Bulletin No. 125, issued May 8, 1942, in respect to Special Service, is hereby cancelled.

SATURDAY, MAY 16, 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 Kenosha at 10:35 p.m. for the exclusive use of Military and Naval Personnel. This train will stop at Zion, Edison Court, and 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 9:45 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 Downeys (West Line).

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 Avenue, Fort Sheridan, and Great Lakes.

SUNDAY, MAY 17, 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 from Milwaukee leaving Milwaukee at 8:55 p.m., 9:30 p.m., 9:45 p.m., 10:05 p.m., and 11:00 p.m., respectively making regular stops to North Chicago Junction and will operate via Shore Line to Highwood. These trains are for the use of Military and Naval personnel.

An extra train will be operated from Kenosha at 10:35 p.m. for the exclusive use of Military and Naval personnel. This train will stop at Zion, Edison Court, and North Chicago Junction, and will operate via Shore Line, stopping at Great Lakes, Downeys, Fort Sheridan, and Highwood.

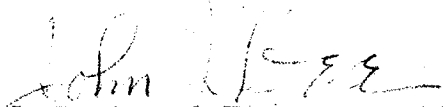
May 14, 1942

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, Gt. Lakes
Lv. Chicago 9:25 p.m., stop at Downeys (Via Skokie Valley)
Lv. Chicago 9:45 p.m., stop at Downeys (Via Skokie Valley)
Lv. Chicago 9:50 p.m., stop at Downeys (Via Skokie Valley)
Lv. Chicago 9:55 p.m., stop at Highwood Ave., Ft. Sheridan, Gt. Lakes.
Lv. Chicago 10:25 p.m., stop at Downeys (Via Skokie Valley)
Lv. Chicago 10:55 p.m., stop at Downeys (Via Skokie Valley)
Lv. Chicago 11:25 p.m., stop at Downeys (Via Skokie Valley)

MONDAY, MAY 18, 1942

An Extra train will be operated from Chicago at 1:00 a.m. for the exclusive use of Military and Naval personnel. This train will stop at Highwood Ave., Fort Sheridan, and Great Lakes.


General Supt. of Transportation

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

May 27, 1942

BULLETIN NO. -142

TO ALL TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHMEN NCJ
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SUBJECT: Memorial Day Service

FRIDAY, MAY 29, 1942, Electroliner normally operated on train 806 will be operated as second 422, and will leave Milwaukee at about 4:45 p.m., or as soon as loaded with passengers for Chicago only. Second 422 will not stop for traffic between Kenosha and Howard St. Standard equipment will be used on schedule of train 806.

Standard equipment will be used on schedule of train 807. This train will be equipped with a dining car for use as tavern lounge. Electroliner normally operated on 807 will be operated as second 807, leaving Chicago at 5:50 p.m., for passengers destined to Milwaukee only.

A section of train No. 427 will leave Chicago at 7:02 p.m. for passengers destined to Kenosha, Racine and Milwaukee only.

Electroliner normally operated on train 809 will be operated as second 429, leaving Chicago at 8:02 p.m. for passengers destined to Kenosha, Racine and Milwaukee. Standard equipment will be used on schedule of train 809.

SATURDAY, MAY 30, 1942, Electroliner normally used on train 800 will be operated as second 404, and will leave Milwaukee at about 7:55 a.m., or as soon as loaded with passengers from Milwaukee, Racine and Kenosha for Chicago only. Second 404 will not stop for traffic between Kenosha and Howard St. Standard equipment will be used on schedule of train 800.

Electroliner operating on schedule of train 801 will accept passengers at Chicago Stations for Kenosha, Racine and Milwaukee only. A section of train 801 will follow the first section from Chicago, using standard equipment and making stops as scheduled for No. 801.

Train 808 will not operate. Electroliner normally used on train 808 will be operated on schedule of train 430.

Train 809 will not operate. Electroliner normally used on train 809 will be operated on schedule of train 431.

Second 435 will not operate and train 435 will make Skokie Valley stops according to schedule.

SUNDAY, MAY 31, 1942, additional trains will be operated between Milwaukee and Chicago, as shown below.

Second 426 Lv. Milwaukee at 6:50 p.m., standard equipment for Chicago passengers only from Milwaukee, Racine and Kenosha

Second 428 Lv. Milwaukee at 7:45 p.m., Electroliner for Chicago passengers only.

Standard equipment will be used on train 808, and train 808 will stop at Racine and Kenosha for Chicago passengers only.

May 27, 1942

Second 430 Lv. Milwaukee at 8:50 p.m., standard equipment for Chicago passengers only from Milwaukee, Racine and Kenosha.

Second 432 Lv. Milwaukee at 9:50 p.m., standard equipment, for Chicago passengers only from Milwaukee, Racine and Kenosha.

Second 434 Lv. Milwaukee at 11:00 p.m., Electroliner, making regular stops to Chicago, circle Loop and return to Milwaukee.

Southbound extra trains for military and naval personnel will be operated the same as heretofore, except that extra train scheduled to leave Milwaukee at 8:55 p.m. will leave at 9:05 p.m.

Additional trains will be operated between Chicago and Milwaukee as shown below:

Extra trains will leave Chicago at 9:02 p.m., 10:02 p.m., and 11:32 p.m. respectively, making regular Chicago Station stops for passengers destined to Kenosha, Racine and Milwaukee only.

Second 435 will not operate and train 435 will make Skokie Valley stops according to schedule.

Extra train will leave Chicago at 12:55 a.m. making regular Chicago Station stops between Adams & Wabash and Howard St. for passengers destined to Edison Court, Kenosha, Racine and Milwaukee only.

Northbound extra trains for the exclusive use of military and naval personnel will be operated the same as heretofore, except that trains scheduled to leave Chicago at 8:55 p.m. and 9:55 p.m. and operate via Shore Line to North Chicago Junction, will be operated via the Skokie Valley Division and will terminate at Downeys.

John J. Lee
Gen. Supt. of Transportation

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L. J. Davis*