

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

July 30, 1942

BULLETIN NO. 174

TO: TRAINMEN
TICKET AGENTS
TOWERMEN
LEVERMEN CNW TOWER KO

SWITCHMEN NORTH CHICAGO JUNCTION

SUBJECT: Special Trains for Defense Workers

Beginning Monday, August 3, 1942, and daily except Sunday, thereafter, until further notice, the following train schedules will be operated for the exclusive use of military and naval personnel and defense workers between Chicago and Great Lakes.

LEAVE	AM	AM	AM
Roosevelt Road	6:01	6:16	6:41
Adams Street	6:05	6:20	6:45
Merchandise Mart	6:09	6:24	6:49
Grand Avenue	6:10	6:25	6:50
Chicago Avenue	6:11	6:26	6:51
Belmont Avenue	6:19	6:34	6:59
Wilson Avenue	6:24	6:39	7:04
Howard Street	6:31	6:46	7:11
Skokie	6:38	6:53	7:18
Lake Bluff	6:56	7:11	7:36
Great Lakes	7:00	7:15	7:40

ARRIVE

North Chicago Junction	7:02	7:17	7:42
	AM	AM	AM

Note: All defense trains in both directions will stop at Lake Bluff to pick up and discharge military and naval personnel and defense workers.

John J. Lee
General Supt. of Transportation

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

July 31, 1942

BULLETIN NO. 175

TO TRAINMEN

SUBJECT: Ryan Interlocking Plant, Rawson, Wisconsin

Thursday, July 16, 1942, following changes in signals
were made at Ryan Interlocking Plant.

Northbound lower quadrant home semaphore signal was
removed and a three light, color light signal installed at the same
location. the top signal operating two position and lower signal is
the white marker light indicating the home signal.

Northbound lower quadrant semaphore distant signal was
removed and a three light, color light signal installed at the
same location, operating two position.

Southbound lower quadrant home semaphore signal was
removed and a three light, color light signal installed at the
same location. the top signal operating two position and lower
signal is the white marker light indicating the home signal.

Southbound lower quadrant semaphore distant signal was
removed and a three light, color light signal installed at the
same location operating two position.

Lower quadrant semaphore dwarf signals (two) have been
removed and two color, color light signals installed operating
two position.

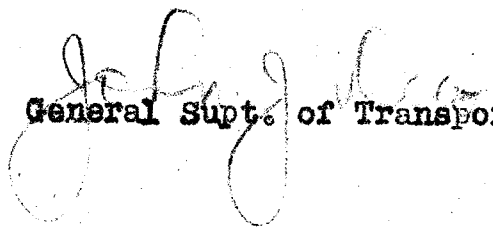
All instructions now in force will apply to the above
signals.

A call on or permissive signal has been installed on
home signal below the white marker light in each direction.

This signal is a two color light signal. The indications
are red or yellow.

Red indicates stop and stay unless home signal is clear.

Yellow means proceed thru the interlocking plant not to
exceed a speed of ten miles per hour.


General Supt. of Transportation

