

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

August 6, 1942

BULLETIN NO. 182

TO ALL TRAINMEN
TICKET AGENTS

SUBJECT: Special Service

Bulletin No. 130, issued May 14, 1942, in respect to Special Service, is hereby cancelled.

SATURDAY, AUGUST 8, 1942, and each Saturday thereafter, until further notice, and 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 Shreidan, and Highwood.

An Extra train will be operated from Chicago at 10:00 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).

SUNDAY, AUGUST 9, 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., 9:45 p.m., 10:10 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.

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

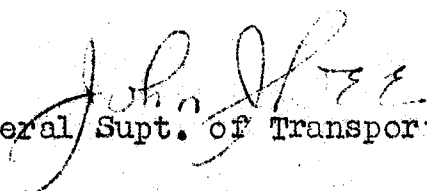
Lv. Chicago 9:00 p.m., stop at Highwood Ave., Ft. Sheridan, Gt. Lakes

Handwritten signatures and initials:
J.H.
M.P.
R.D.
m

August 6, 1942

Lv. Chicago 9:30 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 9:58 p.m., stop at Highwood Ave., Ft. Shreidan, Gt. Lakes
Lv. Chicago 10:02 p.m., stop at Downeys (Via Skokie Valley)
Lv. Chicago 10:30 p.m., stop at Downeys (Via Skokie Valley)

MONDAY, AUGUST 10, 1942, and each Monday and each day following a holiday, 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

August 7, 1942

BULLETIN NO. 181

TO ALL TRAINMEN
TICKET AGENTS
TOWERMEN
LEVERMAN CNW TOWER KO
SWITCHMEN NORTH CHICAGO JUNCTION

SUBJECT: Practice Blackout of the Chicago Metropolitan Area

A practice blackout of territory served by all divisions of the Company has been ordered for Wednesday, August 12, 1942, to be effective from 10:00 p.m. to 10:30 p.m. on that date.

Following instructions will govern all main line trains in operation during blackout.

No trains will operate on any division from 9:58 p.m. until 10:31 pm, Wednesday, August 12, 1942.

Train No. 809, due at Harrison at 9:42 p.m. will be governed by instructions issued at Harrison.

Train No. 571, due at North Chicago Junction at 9:53 p.m. will wait at North Chicago Junction until after 10:31 p.m.

Train No. 433, due at Lake Bluff at 9:54 p.m. will wait at Lake Bluff until 10:31 p.m.

Train No. 573, due at Braeside at 9:53 p.m. will wait at Braeside until 10:31 p.m.

Train No. 575 will be held at Wilson Avenue until after 10:30 p.m.

Train No. 577 and 435 will be held at Roosevelt Road until after blackout.

Train No. 579, due to leave Roosevelt Road at 10:26 p.m. will leave Roosevelt Road at 10:41 p.m.

Train No. 568, due at Wilson Avenue at 9:47 p.m. will wait at Wilson Avenue until after blackout.

Train No. 570, due at Wilmette Avenue at 9:55 p.m. will not operate beyond Wilmette Avenue Station until after 10:31 p.m.

Train No. 572, due to leave Highwood Office at 9:58 p.m. will wait at Highwood Office until after 10:31 p.m.

Train No. 574, due to leave Waukegan at 9:58 p.m. will wait at Waukegan until 10:31 p.m.

Train No. 432, due to leave Edison Court at 9:58 p.m. will wait at Edison Court until after 10:31 p.m.

Train No. 434, due to leave Milwaukee at 10:00 p.m. will wait at Milwaukee until 10:31 p.m.

Train No. 332, due to leave Mundelein at 9:50 p.m. will wait at Mundelein until 10:31 p.m.

Train No. 333, due to leave Lake Bluff at 10:18 p.m. will leave after arrival of train 332 at Lake Bluff providing connecting Shore Line and Skokie Valley trains have left.

August 7, 1942

M.D. 2 will remain at Lawrence Avenue until after blackout.

M.D. 3 will not proceed south of Skokie until after blackout. If unable to arrive at Dempster Street Skokie before 9:55 p.m. will remain at Pettibone Yard until after blackout and follow No. 432 from Pettibone unless otherwise ordered by train dispatcher.

M.D. 4 will wait at Harrison until after passage of train No. 434 before proceeding south unless otherwise ordered by the train dispatcher.

All freight trains and extra trains not otherwise mentioned, must arrange to be clear of the main line not later than 9:55 p.m. and will remain in the clear until 10:31 p.m. and then will be governed by orders of the train dispatcher.

Any train delayed and unable to reach stations as directed above will arrange to stop at some preceding station. In no event will any train operate from 9:58 p.m. to 10:31 p.m.

All trains must observe Rule 172 during blackout. Flagmen will not display lighted fuses or lanterns unless necessary to stop approaching trains.

All trainmen will be governed by following instructions during blackout period.

All train lights, including head lights, will be extinguished not later than 9:58 p.m. Marker lights will be left in place and burning.

All trainmen, except those acting as flagmen, will remain on their cars. In the event of disturbance or unusual event in cars, trainmen may turn on car lights after pulling down window shades in car affected. Trainmen may allow passengers to leave cars at stations if they wish, but such passengers should be notified that a blackout is in progress.

Train crew on Train No. 331 will turn out all lights on the Libertyville Division.

Train crew on Train No. 332 will turn on all lights on the Libertyville Division.

Train crews of all trains affected by these instructions will be given a copy of this bulletin and must report receipt of same to the train dispatcher before leaving originating terminal on above date.

Following instructions will govern all Waukegan and Milwaukee city cars and motor coaches during blackout period.

No city cars or motor coaches will operate from 9:58 p.m. until 10:31 p.m. Wednesday, August 12, 1942.

Operators of city cars must arrange to stop clear of emergency driveways and not closer than twenty five (25) to any street intersection, extinguish lights, and open doors.

Motor coach operators will pull over to right hand curb, but not to obstruct any fire hydrant, or emergency driveways, and not closer than twenty five (25) feet to any street intersection, extinguish all lights, turn motors off and open doors.

John J. E. E.
General Supt. of Transportation

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

August 10, 1942

BULLETIN NO. 184

TO TRAINMEN:

SUBJECT: Practice Blackout of the Chicago Metropolitan Area

Supplementing Bulletin No. 181, issued August 7, 1942, a supply of hand bills, sample herewith enclosed, has been provided at all terminals.

Trainmen working any passenger train between the hours of 7:00 P.M., and 10:30 P.M., Wednesday, August 12, 1942 will please provide themselves with copies of this hand bill and distribute them to all train passengers during these hours.

John J. Lee
General Supt. of Transportation

WARNING!

By order of the Commanding General, 6th Service Area, United States Army, there will be—

A COMPLETE BLACKOUT WEDNESDAY, AUGUST 12, 1942 10 P.M. to 10:30 P.M.

This will be in effect in all of the territory served by the undersigned railroads, including Metropolitan Chicago.

Commencing at 9:50 P. M. Wednesday, August 12.

All Trains Will Stop

at the first station they reach and will remain there until 10:30 P. M. when operation will be resumed.

WHAT PASSENGERS SHOULD DO DURING THE BLACKOUT:

Remain seated in trains. All train and station lights will be extinguished.

No persons will be permitted on car or station platforms.

No one will be permitted on streets—everyone must be under cover.

Please follow instructions of trainmen.

These rules apply only to this test blackout.

For medical or business reasons you are obliged to make connections with transportation, train, or plane leaving from Chicago or other terminal, you must leave home sufficiently in advance so that the blackout will not interfere with your schedule.

Remember—no train will be operating on any of the three following electric railroads during the period of the blackout, Wednesday, August 12, 1942:

CHICAGO RAPID TRANSIT COMPANY
CHICAGO NORTH SHORE & MILWAUKEE RAILROAD
CHICAGO AURORA & ELGIN RAILROAD

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

August 13, 1942

BULLETIN NO. 186

TO TRAINMEN

SUBJECT: Sacred Heart Grade Separation

Beginning at 4:00 P.M. Friday, August 14, 1942, northbound trains will use permanent northbound track thru Sacred Heart grade separation and will pick up and discharge passengers at new northbound platform at Sacred Heart. This track extends from a point twenty six hundred (2600) feet south of Sacred Heart, to a point fifteen hundred (1500) feet north of Sacred Heart.

Northbound trains must not exceed a speed of twenty (20) miles per hour between these points.

Beginning at 4:00 P.M. Friday, August 14, 1942, single track operation between Fort Sheridan crossover and Farwells crossover will be discontinued.

General Supt. of Transportation

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

August 14, 1942

BULLETIN NO. 186

TO TRAINMEN

SUBJECT: Train Operation at Great Lakes

Beginning Saturday, August 15, 1942 and until further notice, trains operated for naval personnel destined to Kenosha, Racine and Milwaukee will load passengers at the new elevated platform, west siding, at Great Lakes (Main Gate). After loading, trains will pull south on southbound main track, cross over and go north as directed. Northbound Shore Line trains must approach south crossover at Downeys at restricted speed, expecting to find track obstructed or trains crossing over. Southbound trains must keep a sharp lookout for trains pulling out of siding and crossing over.

General Supt. of Transportation

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L. J. Lee*

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

August 17, 1942

BULLETIN NO. 190

TO TRAINMEN

SUBJECT: Washrooms on Trains

Trainmen working southbound trains on the Skokie Valley Division must not unlock washroom doors until after trains have left Harrison Street, Milwaukee, and must be sure that washrooms are unoccupied and doors locked before trains pull into the station at Howard Street.

Trainmen working northbound trains on the Skokie Valley Division must not unlock washroom doors until after trains have left the station at Howard Street and must be sure that washrooms are unoccupied and doors locked before trains pull into Harrison Street, Milwaukee.

Trainmen working Shore Line trains must be sure that washroom doors are locked at all times, except that between Elm Place, Highland Park and North Chicago Junction, washrooms may be used upon request.


General Supt. of Transportation

BUY WAR BONDS AND STAMPS

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

August 19, 1942

BULLETIN NO. 195

TO ALL CONCERNED:

Mr. Leonard Friebele is hereby appointed Assistant to the General Superintendent of Transportation, and in addition to his present duties he is hereby authorized to issue instructions and orders to employes in the Transportation Department, other than Superintendents, and in the absence of the General Superintendent of Transportation, shall have full authority over the Transportation Department.

Manager for the Receivers

APPROVED:

BERNARD J. FALLON
Executive Officer for the Receivers

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August 19, 1942

BULLETIN NO. 195

TO ALL CONCERNED:

Mr. Leonard Friebele is hereby appointed Assistant to the General Superintendent of Transportation, and in addition to his present duties he is hereby authorized to issue instructions and orders to employees in the Transportation Department, other than Superintendents, and in the absence of the General Superintendent of Transportation, shall have full authority over the Transportation Department.

Sammon
Manager for the Receivers

APPROVED:

BERNARD J. FALLON
Executive Officer for the Receivers

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

August 20, 1942

BULLETIN NO. 196

TO TRAINMEN
TICKET AGENTS

SUBJECT: Train Connections at Lake Bluff

Sunday and Holidays, until further notice, train 331, due to leave Lake Bluff at 9:20 P.M. will wait for connection with extra train operated north of Fort Sheridan from schedule of train 569.

Train 333, due to leave Lake Bluff at 10:18 P.M., will wait for connection with extra train operated north of Fort Sheridan from schedule of train 573.

Train 335, due to leave Lake Bluff at 11:18 P.M. will wait at Lake Bluff for connection with extra train operated north of Fort Sheridan from schedule of train 577.

John J. E.E.
General Supt. of Transportation

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

August 20, 1942

BULLETIN NO. 198

TO TRAINMEN

SUBJECT: Single track operation between Fort Sheridan crossover
and Farwells crossover, Lake Forest

Beginning at 8:01 a.m. Monday, August 24, 1942, and
continuing until 4:00 p.m., Friday, August 28, 1942, single track
will be operated between Fort Sheridan crossover, located 750 feet
north of Fort Sheridan Station and Farwells crossover, located
3750 feet south of Lake Forest, using northbound track.

Trains in both directions must not exceed a speed of
twenty miles per hour passing over new track installation at
Sacred Heart.

During period of this single track operation, southbound
trains affected must come to a stop before crossing Old Elm Road
at North Gate.

All train movements thru the single track will be under
direction of a pilot and flagman.

General Supt. of Transportation

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

August 26, 1942

BULLETIN NO. 206

TO TEAMMEN
TICKET AGENTS
POWERMEN

SUBJECT: Special Service

Beginning Sunday, August 30, 1942, and each Sunday thereafter, until further notice, extra train for military and naval personnel operated from Milwaukee at 11:00 p.m. will be discontinued. Train 438 leaving Milwaukee at 11:59 p.m. will operate as scheduled, except that Shore Line portion of train normally operated on No. 438 and cut off at Edison Court, will be operated as an extra train, leaving Milwaukee at 12:09 a.m. (Monday) and assume schedule of train 400 at Edison Court.

John J. Lee,
General Supt. of Transportation

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

August 27, 1942

BULLETIN NO. 208

TO TRAINING

SUBJECT: Single Track Fort Sheridan to Farwells

Beginning at 4:00 P.M. Friday, August 28, 1942, normal double track operation will be resumed between Fort Sheridan crossover and Farwells crossover.

Until further notice, southbound trains must not exceed a speed of fifteen miles per hour passing over new track at Sacred Heart which extends from a point 1000 ft. north of the station to a point 2300 ft. south of the station.

Until further notice, northbound trains must not exceed a speed of twenty miles per hour passing over new track at Sacred Heart which extends from a point 2300 ft. south of the station to a point 1000 ft. north of the station.

Southbound trains must not discharge passengers south of
barricade erected at south end of southbound platform at Sacred
Heart Station.

General Supt. of Transportation

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

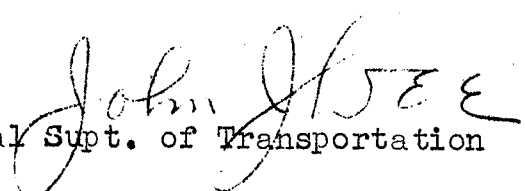
August 28, 1942

BULLETIN NO. 209

TO TRAINMEN
TICKET AGENTS

SUBJECT: Inquiries for Refunds

Passengers inquiring of employees where to file for
refunds or any improper collection of fare should be referred
to Mr. F. E. Wagner, Auditor Passenger Accounts, Highwood,
Illinois.


General Supt. of Transportation

A. A. Gossard and Bernard J. Teller, Receivers for CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY.

August 28, 1942

BULLETIN NO. 210

TO TRAINED
TICKET AGENTS

SUBJECT: Extra Morning Service

Beginning Monday, August 31, 1942 and daily except Sundays and Holidays, thereafter until further notice, an extra passenger train will be operated from Howard St. to Highwood Office, making express stops and operating on the following schedule.

Highwood
Express
Daily except Sunday

<u>LEAVE</u>	<u>AM</u>
Howard Street	4:05
Evanston	4:09
Glendon	4:14
Wilmette	4:19
Kenilworth	4:21
Indian Hill	4:23
Winnetka	4:25
Hubbard Woods	4:27
Glencoe	4:31
Braeside	4:34
Bavaria	4:36
Highland Park	4:41
Highwood	4:44
Highwood Office	4:45

ARRIVE

General Sup. of Transportation

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