

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

December 3, 1942

BULLETIN NO. 289

TO TRAINMEN
TICKET AGENTS

SUBJECT: Sunday Service

Beginning Sunday, December 6, 1942 and each Sunday and Holiday thereafter, until further notice, train No. 569, scheduled to leave Roosevelt Road at 7:51 P.M., train No. 573, scheduled to leave Roosevelt Road at 8:41 P.M. and train No. 583, scheduled to leave Roosevelt Road at 11:11 P.M. will be operated thru to North Chicago Junction as extra trains and will make express stops between Fort Sheridan and North Chicago Junction to pick up and discharge passengers.

Electroliner normally operated on No. 806 will be operated as second 422 leaving Milwaukee about 4:50 P.M. Second 422 will accept passengers for Chicago Stations only at Milwaukee, Racine and Kenosha. Standard equipment will be operated on schedule of No. 806. Nos. 806 and 424 will operate as No. 424 Edison Court to Chicago.

A section of No. 435 will be operated between Chicago and Edison Court, Waukegan, leaving Chicago immediately behind the first section and making Skokie Valley stops scheduled for No. 435. First 435 will not stop for traffic between Skokie and Lake Bluff.

John J. Kee
General Supt. of Transportation

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

December 3, 1942

BULLETIN NO. 291

TO TRAINMEN
TICKET AGENTS

SUBJECT: Special Service Sunday

Sunday, December 6, 1942 special service for the
exclusive use of military and naval personnel returning from leave
will be operated as follows:

NORTHBOUND

Lv. Adams & Wabash

8:55 P.M. via Skokie Valley to Downeys West
9:35 P.M. " " " " "
9:40 P.M. " Shore Line to Highwood Avenue, Ft. Sheridan
and Great Lakes
9:55 P.M. via Skokie Valley to Downeys West
10:05 P.M. " " " " "
10:10 P.M. " Shore Line to Highwood Avenue, Ft. Sheridan
and Great Lakes
10:20 P.M. via Skokie Valley to Downeys West
11:10 P.M. " " " " "
1:10 A.M. (Monday) via Shore Line to Highwood Avenue,
Ft. Sheridan and Great Lakes.

SOUTHBOUND

Lv. Milwaukee

8:10 P.M. for Racine, Kenosha, Great Lakes, Ft. Sheridan and
Highwood Avenue.
8:50 P.M. for Racine, Kenosha, Great Lakes, Ft. Sheridan and
Highwood Avenue.
9:45 P.M. for Great Lakes, Ft. Sheridan and Highwood Avenue.
10:00 P.M. for Great Lakes, Ft. Sheridan and Highwood Avenue.
10:15 P.M. for Racine, Kenosha, Great Lakes, Ft. Sheridan and
Highwood Avenue.
12:10 A.M. (Monday) making regular limited stops to North
Chicago Junction, operate via Shore Line to Great
Lakes Ft. Sheridan and Highwood Avenue.

Lv. Kenosha

10:30 P.M. for Great Lakes, Ft. Sheridan and Highwood Avenue.

John J. Lee
General Supt. of Transportation

Wm. J. Hall *R. J. Hall* *my*

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

December 8, 1942

BULLETIN NO. 295

TO TRAINING

SUBJECT: Blackout- Milwaukee County

Thursday, December 10, 1942 there will be a blackout of Milwaukee County from 9:00 P.M. to 9:10 P.M.

Train No. 429, scheduled to leave Harrison at 8:51 P.M., will wait at Harrison until All Clear signal has been sounded before proceeding downtown.

Train No. 432, scheduled to leave Milwaukee at 9:00 P.M., will wait at Milwaukee until All Clear signal has been sounded before leaving.

Any extra trains moving in this territory must govern themselves so that no extra train is between Harrison and Milwaukee between 9:00 P.M. and 9:10 P.M. on above date. Extra trains operating in territory north of Seven Mile Road must dim headlights, pull down window shades and turn out platform lights during black-out period.

Platform lights at local stops in Milwaukee County will be extinguished.

Lights in Ryan Tower will be shielded or extinguished during blackout period.

General Supt. of Transportation

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

December 11, 1942

BULLETIN NO. 299

TO TRAINMEN
TICKET AGENTS
TOWERMEN
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SWITCHMEN NORTH CHICAGO JUNCTION

SUBJECT: Special Trains for Defense Workers

Bulletin No. 174 issued July 30, 1942 is hereby cancelled.

Beginning Monday, December 14, 1942 and daily except Sunday and Holidays 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.

NORTHBOUND

Leave	AM	AM	AM
Roosevelt Road	5:50	6:13	6:37
Adams Street	5:55	6:17	6:42
Merchandise Mart	5:59	6:21	6:46
Grand Avenue	6:00	6:22	6:47
Chicago Avenue	6:02	6:24	6:49
Belmont Avenue	6:11	6:33	6:58
Wilson Avenue	6:16	6:38	7:03
Howard Street	6:24	6:46	7:11
Skokie	N-6:32	N-6:52	7:19
Lake Bluff	N-6:55	N-7:15	7:38
Great Lakes	7:00	7:20	7:43
North Chicago Junction	7:02	7:22	7:45
Arrive	AM	AM	AM

PREFIX "N" denotes no stop.

Trains leaving Roosevelt Road at 5:50 A.M. and 6:13 A.M. will usually be composed of Chicago Rapid Transit Company equipment. When using this equipment, passengers will be unloaded on portable steps provided at Downeys and North Chicago Junction. Passengers will be unloaded from the rear door of the second car and the head end of the third car and steps will be placed accordingly. Trainmen must place themselves so that they may open these doors only and see that other doors remain closed when unloading passengers.

After unloading at North Chicago Junction these trains will operate light to Edison Court and tie up.

Train leaving Roosevelt Road at 6:37 A.M. will operate as a local between North Chicago Junction and Edison Court for all passengers.

Chicago Rapid Transit equipment will be used on the extra train operating via the Skokie Valley Division ahead of train No. 422 for the exclusive use of military and naval personnel and defense workers. This train will load passengers at North Chicago Junction and Downeys only, from portable steps which will be provided at these locations, and will not stop for traffic between Downeys and Howard Street.

General Supt. of Transportation

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

December 14, 1942

BULLETIN NO. 300

TO TRAINMEN
TICKET AGENTS

SUBJECT: Military Trains

Effective at once, the following procedure will be observed by trainmen in accepting passengers for passage on trains described as "Military."

Military trains are operated into and out of Chicago, by C.N.S. & M. trainmen.

There are two classes of Military trains:

- Class 1. Special trains consisting of cars moving under government transportation notice, and occupied by a definite number of military or naval personnel. These trains shall be reserved for the exclusive use of the party or parties for which they were ordered.
- Class 2. Special train consisting of cars provided for the use of military or naval personnel leaving or returning from their encampments on furlough or for defense workers enroute these encampments going to or from work. On these trains both of these kinds of passengers may be accepted, providing proper identification is established. Following identification will be considered sufficient for passage.

Man or woman in the uniform of any branch of the service of the United States of America.

Man or woman displaying or presenting identification by button or otherwise which indicates that they are employed at Great Lakes or Fort Sheridan as defense workers or civilian personnel.

Southbound trains in Class 2 may not accept any passengers except these identified as shown above.

Northbound trains in Class 2 may not accept any passengers except those identified as shown above, except that unidentified civilian passengers may use this service from Howard Street to points north of Howard Street where train is scheduled to stop.

General Supt. of Transportation

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

December 17, 1942

BULLETIN NO. 307

TO ALL CONCERNED:

Effective December 14, 1942, Mr. John Kortendick
is appointed Service Inspector, with the authority of a
Trainmaster.

Sullivan
Manager for the Receivers

APPROVED:

BERNARD J. FALLON
Executive Officer for the Receivers

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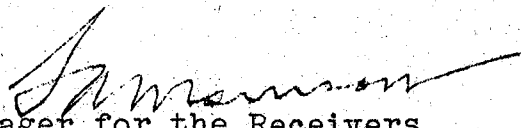
A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

December 18, 1942

BULLETIN NO. 310

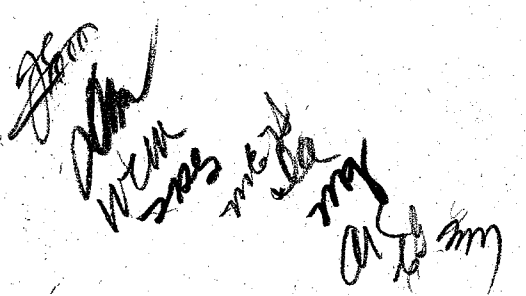
TO ALL CONCERNED:

Effective December 18, 1942, Mr. Thomas Deely
is appointed Assistant Superintendent of Waukegan City
Lines.


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

December 18, 1942

BULLETIN NO. 311

TO TRAINERS

SUBJECT: Northbound Home Signal - Kenosha Tower

Effective some time after 3:00 P.M. Friday

December 18, 1942 the NORTHEBOUND, mechanical, semaphore oil
lighted HOME signal at Kenosha Tower will be replaced by a
three light color light signal installed at the same location
the top signal operating two position and lower signal the
white marker light indicating the home signal.

All instructions now in effect apply to the
above signal.

General Supt. of Transportation

BUY WAR BONDS AND STAMPS

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

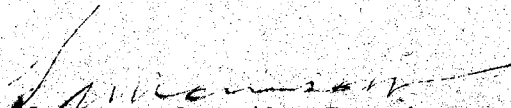
December 21, 1942

GENERAL ORDER

TO ALL EMPLOYEES:

SUBJECT: Appointment of Safety Engineer

Effective December 21, 1942, Mr. Raymond M.
Ketchum is appointed Safety Engineer, with office at
Highwood.


Manager for the Receivers

APPROVED:

BERNARD J. FALLON
Executive Officer for the Receivers

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

December 22, 1942

BULLETIN NO. 313

TO TRAINMEN
TICKET AGENTS
TOWERMEN

SUBJECT: Holiday Service

Thursday, December 24, 1942, Electroliner normally operated on trains 804 and 806 will be operated as second 416 and second 422, leaving Milwaukee at about 1:50 P.M. and 4:50 P.M. respectively. Second 416 and second 422 will accept passengers at Milwaukee, Racine and Kenosha for Chicago stations only. Standard equipment will be operated on schedules of trains 804 and 806.

Electroliners operating on schedules of trains 805 and 809 will accept passengers at Chicago Stations for Kenosha, Racine and Milwaukee only. Sections of trains 805 and 809 will be operated, leaving Chicago immediately behind the first sections and will make regular stops as scheduled for trains 805 and 809.

John J. Fee
General Supt. of Transportation

John J. Fee
Wm. J. Sprague
Dec 24 1942
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A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

December 23, 1942

BULLETIN NO. 314

TO TRAINMEN

SUBJECT: Train Announcement - Waukegan Terminal

Conductors on all regular trains originating at Terminal at County Street, Waukegan, must announce the class, destination and departure time of their trains inside the station before leaving time.

When possible, this announcement will be made about three minutes before leaving time and should include the number of track the train is to leave from.

Trainmen must be sure no passengers are left in other cars at the terminal which they may have boarded prior to train announcement.

General Supt. of Transportation

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

December 23, 1942

BULLETIN NO. 318

TO MILWAUKEE

SUBJECT: Interurban Trains Operating in Waukegan

It has been reported that some trainmen are not accepting passengers on interurban trains for passage between stations in Waukegan.

There is no reason why these passengers should not use interurban service, provided the passenger pays fare as provided in tariff.

Trainmen must not accept city car fare or tokens for passage on interurban trains.

General Supt. of Transportation

BUY U.S. BONDS AND STAMPS

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DEC 24 1942

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December 28, 1942

BULLETIN NO. 319

TO TRAINMEN
TICKET AGENTS
TOWERMEN

SUBJECT: New Years Eve Service

Friday, January 1, 1943 we will operate the following extra service:

Extra leaving Adams and Wabash at 3:00 A.M., operating as an express train via the Shore Line to North Chicago Junction and as a limited train from North Chicago Junction to Milwaukee.

Extra leaving Milwaukee at 2:00 A.M., operating as a limited train from Milwaukee to North Chicago Junction and as an express train via the Shore Line from North Chicago Junction to Chicago.

General Supt. of Transportation

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

December 28, 1942

BULLETIN NO. 320

TO TRAINMEN
TICKET AGENTS
TOWERMEN

SUBJECT: Holiday Service

Thursday, December 31, 1942, Electroliners normally operated on trains 804 and 806 will be operated as second 416 and second 422, leaving Milwaukee at about 1:50 P.M. and 4:50 P.M. respectively. Second 416 and second 422 will accept passengers at Milwaukee, Racine, Kenosha and Edison Court, Waukegan for Chicago stations only. Standard equipment will be operated on schedules of trains 804 and 806.

Electroliners operating on schedules of trains 805 and 809 will accept passengers at Chicago stations for Kenosha, Racine and Milwaukee only. Sections of trains 805 and 809 will be operated, leaving Chicago immediately behind the first sections and will make regular stops as scheduled for trains 805 and 809.

General Supt. of Transportation

[Handwritten signatures and initials]

