

File
John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 3, 1944

BULLETIN NO. 317

TO MOTORMEN

SUBJECT: Gauntlet Track - Drexel Blvd., Town of Oak Creek, Wisconsin

After the departure of train #410, due at Ryan at 10:21 AM and after departure of train #409, due at Ryan at 10:41 A.M. Wednesday, January 5, 1944, and until further notice, all trains operating over the Drexel Blvd. trestle, located 2.17 miles north of Ryan will use a gauntlet track on the southbound trestle. Train movements through the gauntlet track will be governed by manually controlled color light signals described as follows:

NORTHBOUND OPERATION

Signal #753 located 500 feet south of South Milwaukee Road will be placed in operation as a distant signal and will show only a yellow indication, indicating that northbound trains must approach the next signal prepared to STOP.

Signal #759 located 500 feet south of Drexel Blvd. will be placed in operation equipped with a white marker light below the signal head and is the home signal for the northbound gauntlet operation, as follows: RED or no light, indicates STOP and STAY; YELLOW indicates that trains may proceed through the gauntlet at 10 miles per hour.

SOUTHBOUND OPERATION

Signal #766 located just south of Howell crossover, which is 2000 feet south of the Howell Rawson overpass, will be placed in operation as a distant signal and will show only a yellow indication, indicating that southbound trains must approach the next signal prepared to STOP.

Signal #760 located 500 feet north of Drexel Blvd. will be placed in operation equipped with a white marker light below the signal head and is the home signal for the southbound gauntlet operation, as follows: RED or no light, indicates STOP and STAY; YELLOW indicates that trains may proceed through the gauntlet at 10 miles per hour.

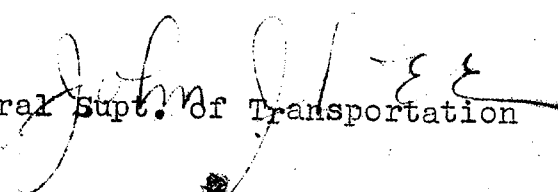
GENERAL

Train movements between the gauntlet home signals #759 and #760 must not exceed ten (10) miles per hour.

During the life of this bulletin, local trains will discharge and receive all passengers on the southbound platform.

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

Motormen will sign receipt form below, detach, and send to this office for permanent file record. All motormen on trains operating thru the gauntlet track will inform the train despatcher that they have received, and are familiar with the contents of this Bulletin before going to work Wednesday, January 5, 1944.


General Supt. of Transportation

Mr. John J. Dee
General Supt. of Transportation
Highwood, Illinois

I have received copy of Bulletin 317 and am familiar with instructions contained therein. I understand that this receipt will be made of my record file.

DATE

,1944

SIGNED

MOTORMAN

File
John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 4, 1944

BULLETIN NO. 319

TO TRAINMEN

SUBJECT: Single Track Movement - Briergate to Northbrook

Thursday, January 6, 1944 and daily except Sunday, thereafter, until further notice, single track will be operated between Briergate crossover and Northbrook crossover, using the northbound track after passage of train #708, due at Northbrook at 8:42 A.M. and after passage of train #707, due at Briergate at 9:01 A.M. until 4:45 P.M. daily, except Saturday, until 12:00 Noon.

Normal operation will be resumed each week day at 4:45 P.M. and each Saturday at 12:00 Noon.

Single track movement will be under direction of a pilot and flagman.

Motormen must keep a sharp lookout for men and materials on or about the track during the above listed hours.

General Supt. of Transportation

File

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 5, 1944

BULLETIN NO. 1

TO TRAINSMEN

SUBJECT: Vacant Brakeman Run C B 6

Brakeman Run C B 6 is vacant because of
the transfer of Brakeman to Fuller to Motomine.

Brakeman making application for this run
will sign in space provided below up to 10:00 A.M.,
Friday, January 7, 1944 and run will be marked
to senior of 11:00 P.M. Friday, January 7, 1944.

RUN C B 6

General Dept. of Transportation

dm

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 7, 1944

BULLETIN NO. 2

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHMEN

SUBJECT: Sunday Night Special Service

Bulletin No. 185 issued September 10 1943 is hereby
cancelled.

Sunday, January 9, 1944, and each Sunday thereafter until
further notice, following Military trains will be operated to Fort
Sheridan and Great Lakes.

NORTHBOUND

- Lv. Adams & Wabash at 9:13 P.M. via Shore Line to Highwood, Fort
Sheridan, Great Lakes and North Chicago.
- Lv. Adams & Wabash at 9:40 P.M. via Skokie Valley to Great Lakes
(Downeys West)
- Lv. Adams & Wabash at 9:44 P.M. via Shore Line to Highwood, Fort
Sheridan, Great Lakes and North Chicago.
- Lv. Adams & Wabash at 10:00 P.M. via Skokie Valley to Great Lakes
(Downeys West)
- Lv. Adams & Wabash at 10:14 P.M. via Shore Line to Highwood, Fort
Sheridan, Great Lakes and North Chicago.
- Lv. Adams & Wabash at 10:25 P.M. via Skokie Valley to Great Lakes
(Downeys West)
- Lv. Adams & Wabash at 11:13 P.M. via Shore Line to Highwood, Fort
Sheridan, Great Lakes and North Chicago Junction.
- Lv. Adams & Wabash at 11:58 P.M. via Skokie Valley to Great Lakes
and North Chicago Junction.
- Lv. Adams & Wabash at 12:13 A.M. (Monday) via Shore Line to Highwood,
Fort Sheridan and North Chicago Junction.
- Lv. Adams & Wabash at 1:15 A.M. (Monday) via Shore Line to Highwood,
Fort Sheridan and North Chicago Junction.

SOUTHBOUND

- Lv. Milwaukee at 9:15 P.M. to Racine, Kenosha, Great Lakes, Fort
Sheridan and Highwood.
- Lv. Milwaukee at 9:45 P.M. to Great Lakes, Fort Sheridan and Highwood
only.
- Lv. Milwaukee at 10:05 P.M. to Racine, Great Lakes, Fort Sheridan and
Highwood.
- Lv. Milwaukee at 10:45 P.M. to Great Lakes, Fort Sheridan and Highwood.
- Lv. Milwaukee at 12:14 A.M. (Monday) to Racine, Kenosha, Edison Court,
Great Lakes, Fort Sheridan and Highwood.

In addition to Military trains shown above a section of
train 431 will be operated, leaving Chicago at 8:55 P.M., ahead of
train No. 433, for all passengers from Chicago Stations destined to
Kenosha, Racine and Milwaukee only.

January 7, 1944

LETIN NO. 2

400 Service

Electroliner used on No. 809 will be operated as second No. 432, leaving Milwaukee at 10:20 P.M. for all Chicago passengers from Milwaukee, Racine and Kenosha only.

A section of Train 430 will be operated, leaving Milwaukee at about 8:45 P.M. Second 430 will accept passengers for Chicago Stations only at Milwaukee, Racine, Kenosha and Edison Court, Waukegan and will not stop for traffic between Edison Court, Waukegan and Howard Street.

Electroliner used on No. 808 will run extra ahead of No. 435 from Chicago to Milwaukee for all passengers to Kenosha, Racine and Milwaukee only.

400 Service

John H. ...
General Supt. of Transportation

AM
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BY
UP
RED
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File
1-7-44
John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE & MILWAUKEE RAILROAD COMPANY

Highwood, Illinois.
January 7, 1944.

Bulletin No. 4-44

To All Ticket Agents

To All Baggage Agents

Astray, one black wardrobe trunk, checked Congress
Street Baggage Room to Waukegan, on December 30, 1943,
forwarded on train #423, under either excess B-2 check
#91650 or local check 59520.

Please check your baggage room and notify this
office immediately if baggage of like description is on
hand.

P. F. M. C. Co.
General Ticket & Baggage Agent

FEBmk

Noted
[Signature]
am
auto
Wm

File

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 14, 1944

BULLETIN NO. 7

TO TRAINMEN

SUBJECT: Signals at South Upton

Effective, at about 4:00 P.M., Tuesday, January 18, 1944, GREEN (PROCEED) aspect on all two position color light signals throughout the Interlocking at South Upton will be changed to show YELLOW (CAUTION) aspect, except signal No. 12 D which is the southbound distant signal on the Lake Bluff - Mundelein Division, and signal No. 54 D which is the northbound distant signal on the Lake Bluff - Mundelein Division. Aspects on signals No. 12 D and No. 54 D will remain as at present.

Trains approaching above described signals will be governed by provisions of Special Rule 26. Time Table No. 52.

Posted herewith is a chart of South Upton Interlocking Plant, showing locations of signals affected by this change.

General Supt. of Transportation

asm

File

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 19, 1944

BULLETIN NO. 10

TO TRAINMEN

SUBJECT: Single Track Movement - Briergate to Northfield

Bulletin No. 319, issued January 4, 1944 is hereby
cancelled.

Thursday, January 20, 1944 and Friday, January 21,
1944 single track will be operated between Briergate crossover
and Northfield crossover, using the northbound track after
passage of train #708, due at Northfield at 8:46 A.M. and
after passage of train #707, due at Briergate at 9:01 A.M.
until 4:45 P.M. daily, except Saturday, until 12:00 Noon.

Normal operation will be resumed each of the above
days at 4:45 P.M.

Single track movement will be under direction of a
pilot and flagman.

Motormen must keep a sharp lookout for men and
materials on or about the track during the above listed hours.

General Supt. of Transportation

dm

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 20, 1944

BULLETIN NO. 11

TO TRAINMEN
TICKET AGENTS
TOWERMEN

SUBJECT: Sunday Night Service

Beginning Sunday, January 23, 1944 and each Sunday thereafter, until further notice, second 431 scheduled to leave Chicago at 8:55 P.M. will accept passengers at all Chicago Stations for Edison Court, Waukegan, Kenosha, Racine and Milwaukee and will not stop for traffic between Howard Street and Edison Court.

An additional Military train will be operated from Chicago at 10:44 P.M. ahead of No. 581 for Highwood Avenue, Fort Sheridan, Great Lakes and North Chicago.

John J. Lee
General Supt. of Transportation

DM
Waukegan
Art
7/2
myok
ms
8/28/44
JB
Red
OK

File

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 22, 1944

BULLETIN NO. 14

TO TRAINMEN

SUBJECT: Fusees and Torpedoes

Trainmen assigned to work trains consisting of C. R. T. equipment will provide themselves with a sufficient supply of fusees and torpedoes to afford proper train protection in case of need.

These instructions do not change existing rules regarding use of fusees and torpedoes.

General Supt. of Transportation

dm

File

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 22, 1944

BULLETIN NO. 15

TO TRAINMEN

SUBJECT: Train Movements - Great Lakes

Trains pulling out of long storage crossover into track at high platform at Great Lakes, Main Gate, must not pull out onto southbound main track without protection by flagman against apposing trains. Flagman should proceed to a point north of the entry to the high platform track before giving signal for train to pull out of long crossover.

General Supt. of Transportation

dm

File

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 24, 1944

BULLETIN NO. 16

TO TRAINMEN

SUBJECT: Single Track Movement between Lake Avenue and Northfield.

Wednesday, January 26, 1944, single track will be operated between Lake Avenue crossover, located one half mile north of Glenayre, and Northfield crossover, using the southbound track between the hours of 12:01 A.M. and 6:00 A.M.

This movement will be under direction of a pilot and flagman, and is arranged to permit the Electrical Department to renew wire on the northbound track.

General Supt. of Transportation

[Signature]

OFF

File

John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 31, 1944

BULLETIN NO. 19

TO TRAINMEN

SUBJECT: Gauntlet Track - Drexel Blvd., Town of Oak Creek, Wisconsin

The following instructions supersede instructions contained in Bulletin 317, issued January 3, 1944 in regard to train movements at above location..

After departure of train 800, due at Ryan at 8:21 A.M., and after departure of train 405 due at Ryan at 8:41 A.M., Wednesday, February 2, 1944, and until further notice, all trains operating over the Drexel Blvd. trestle, located 2.17 miles north of Ryan, will use a gauntlet track on the southbound trestle.. Train movements through the gauntlet will be governed as follows:

NORTHBOUND OPERATION

Signal #753 located 500 feet south of South Milwaukee Road will be placed in operation as a distant signal and will show only a yellow indication, indicating that northbound trains must approach the next signal prepared to STOP..

Signal #759 located 500 feet south of Drexel Blvd. will be changed to display fixed RED, STOP, indication.. In addition a stop board will be erected at the same location..

All northbound trains will come to a complete STOP at the STOP BOARD, sound one long blast of whistle, and then may proceed thru the gauntlet track at ten (10) miles per hour, if no apposing train is in sight or hearing..

SOUTHBOUND OPERATION

Signal #766 located just south of Howell crossover, which is 2000 feet south of the Howell Rawson overpass, will remain in operation as a distant signal and will show only a yellow indication, indicating that southbound trains must approach the next signal prepared to STOP..

Signal No. 760 located 500 feet north of Drexel Blvd. will be changed to display fixed RED, STOP, indication.. In addition a stop board will be erected at the same location..

All southbound trains will come to a complete STOP at STOP BOARD, sound one long blast of whistle, and then may proceed thru the gauntlet track at ten (10) miles per hour, if no apposing train is using the gauntlet track..

GENERAL

Train movements between signals #753, and #760 must not exceed ten (10) miles per hour..

Should apposing trains approach this gauntlet at the same time, the southbound train will have the right of track..

Motormen on trains in both directions must govern speed at this location so that they can stop within the distance they can see..

BULLETIN NO. 19

SUBJECT: Gauntlet Track - Drexel Blvd., Town of Oak Creek, Wisconsin

It is expected that the changes made in signals #753 and #760 will be completed on Wednesday afternoon, February 2, 1944. During progress of this work on Wednesday trains must come to complete stop at the respective STOP BOARDS and movements thru the gauntlet will be governed by hand signals from flagman.

John H. See
General Supt. of Transportation

File
John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

January 31, 1944

BULLETIN NO. 20

TO TRAINMEN

SUBJECT: Gauntlet Track - Hawthorne Drive Trestle, Racine, Wisconsin

The following instructions supersede instructions contained in Bulletin 278, issued November 27, 1943 in regard to train movements at above location.

After departure of train 800, due at Racine at 8:31 A.M., and after departure of train 405, due at Racine at 8:31 A.M., Tuesday, February 1, 1944, and until further notice, all trains operating over the Hawthorne Drive trestle, located 3200 feet North of Racine Station will use a gauntlet track on the southbound trestle. Train movements through the gauntlet track will be governed as follows:

NORTHBOUND OPERATION

Signal #625 located 150 feet north of Racine Station will be placed in operation as a distant signal and will show only a yellow indication, indicating that northbound trains must approach the next signal prepared to STOP.

Existing Middle Road Barrier distant signal No. 629, now located 750 feet south of the Hawthorne Drive trestle will be moved to a point approximately 500 feet south of Hawthorne Drive trestle and will display fixed RED, STOP, indication.

In addition, a stop board will be erected at the same location.

All northbound trains will come to a complete STOP at the STOP BOARD, sound one long blast of whistle, and then may proceed thru the gauntlet track at ten (10) miles per hour, if no apposing train is in sight or hearing.

SOUTHBOUND OPERATION

Existing Middle Road Barrier distant signal #640 located 1750 feet north of Middle Road will remain as the distant signal for the gauntlet track operation, as well as the Barrier Operation, and will show only a yellow indication, indicating that southbound trains must approach the next signal prepared to STOP.

Existing Middle Road Barrier home signal #636 located 150 feet north of Middle Road will remain as at present to govern Barrier operation and have the additional function of acting as a caution signal governing approach to signal #632. RED or no light indicates that the barrier is up and trains must stop, then may proceed, watching out for automobile traffic at Middle Road and prepared to stop at the next signal. YELLOW indicates that Barrier is down and southbound trains may proceed prepared to stop at the next signal.

Signal #632, located 500 feet north of Hawthorne Drive Trestle will be changed to display fixed RED, STOP, indication. In addition, a stop board will be erected at the same location.

All southbound trains will come to a complete STOP at STOP BOARD, sound one long blast of whistle, and then may proceed thru the gauntlet track at ten (10) miles per hour, if no apposing train is using the gauntlet track.

Page -2-

Bulletin No. 20

SUBJECT: Gauntlet Track - Hawthorne Drive Trestle, Racine, Wisconsin

GENERAL

Train movements between signals #629 and #632 must not exceed ten (10) miles per hour.

Should apposing trains approach this gauntlet at the same time, the southbound train will have the right of track.

Motormen on trains in both directions must govern speed at this location so that they can stop within the distance they can see.

It is expected that the changes made in Signals #629 and #632 will be completed on Tuesday afternoon, February 1, 1944. During progress of this work, on Tuesday, trains must come to complete stop at the respective STOP BOARDS and movements thru the gauntlet will be governed by hand signals from flagman.


General Supt. of Transportation