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

April 4, 1944

BULLETIN NO. 68

TO TRAINMEN

SUBJECT: Single Track Movement - Quarry to Four Mile

Thursday, Friday and Saturday, April 6, 7 and 8, 1944, single track will be operated between Quarry, two and sixty six hundredths (2.66) miles north of Racine, and Four Mile, five and fourteen hundredths (5.14) miles north of Racine.

Trains will use the NORTHBOUND track on each of these days after passage of train No. 404, due at Racine at 7:33 A.M. and after passage of train No. 5, due at Ryan at 7:42 A.M., until 4:45 P.M., after which time normal operation will be resumed.

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

All motormen are requested to keep close lookout for men and materials on or about the track when passing through this territory.

General Supt. of Transportation

[Signature]

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

April 7, 1944

Re-issue of Bulletin No. 191
Dated August 7, 1942

BULLETIN NO. 78

TO TRAINMEN

SUBJECT: Fare Collection

Reports have been received that some trainmen are not making complete fare collections on trains.

As you know, it is necessary to check carefully in order to make sure that fare has been lifted from each passenger.

Trainmen are held responsible for collection of proper transportation from all passengers, whether or not they are recognized as employees.

General Supt. of Transportation

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

April 13, 1944

BULLETIN NO. 90

TO TRAINMEN

SUBJECT: Transfers and Stop-overs

Following is a description of transfers in use at the present time and circumstances under which they may be used:

- (a) Form T-5 (Waukegan-North Chicago Transfer) is to be issued for the transfer of interurban passengers to city cars and motor coaches, except such transfer cannot be issued for the transfer of inter-state passengers to motor coaches. This transfer is also to be used in the transfer of passengers between interurban trains at North Chicago Junction destined to either North Chicago or Waukegan.
- (b) Form T-6 (Main Line Transfer or Stop-over) is to be issued for the transfer of passengers between interurban trains, also for the transfer of passengers from interurban trains to interurban motor coaches at Waukegan where passenger holds transportation to a station on the railroad that corresponds to a station on the interurban motor coach line. This form transfer cannot be issued to interurban motor coaches where the passenger holds an inter-state ticket. When this form is used as a stop-over the form and number of the ticket on which the stop-over is issued must be shown in space provided and all other information must be punched, except the time.
- (c) Form T-11 (North Chicago Junction - Great Lakes Transfer) is to be issued for the transfer of passengers at North Chicago Junction using Chicago-Milwaukee service, who hold tickets reading to Great Lakes or North Chicago Junction. Transfer will be honored south bound only on either city cars or interurban Shore Line trains.
- (d) Form T-9 (Waukegan City Transfer) is issued between city cars and city motor coaches and same are not to be honored on interurban trains without the additional collection of 03¢. Where such collection is made, duplex M10 must be issued and endorsed "With City Transfer."

All concerned will please be governed accordingly.

General Supt. of Transportation

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

April 18, 1944

BULLETIN NO. 99

TO TRAINMEN

SUBJECT: Motormen's Cap

Effective May 1, 1944 Motormen will wear white
caps.

John J. Lee
General Supt. of Transportation

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

April 27, 1944

BULLETIN NO. 112

TO TRAINEES

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

After departure of train No. 410 due at
Racine at 10:32 A.M., and after departure of train
No. 409, due at Racine at 10:31 A.M., Friday, April
28, 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 northbound trestle. Train movements
through the gauntlet track will be governed according
to instructions provided in Bulletin No. 20, issued
January 31, 1944.

John J. Dee
General Supt. of Transportation

John