

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

May 10, 1944

BULLETIN NO. 124

TO TRAINMEN

SUBJECT: Parmelee Transfer Coupons

Parmelee Transfer Coupons contain a printed
instruction as follows:

"Conductor will take up this coupon if no
transfer required."

Conductors and Collectors will turn in such
coupons lifted in the regular way.

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

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

May 13, 1944

BULLETIN NO. 130

TO ALL CONCERNED

SUBJECT: Single Track - Skokie Branch.

Commencing at 11:00 P.M. on Tuesday, May 16th,
and continuing until 6:00 A.M. Wednesday, May 17th, 1944,
the Electrical Department will renew trolley wire over the
northbound track at Oakton Street curve.

During the above mentioned time the northbound
track will be out of service from the left hand crossover
west of Crawford Avenue Station, to the right hand crossover
north of Oakton Street Station.

The southbound track will be used by trains in both
directions.

During this period the movement of all trains thru
the single track zone will be under the jurisdiction of a pilot
and motormen must first receive orders from the pilot before
entering the single track zone.

Trainmen must be at their positions going thru **these**
crossovers and watch the trolley poles.

ALL CONCERNED WILL PLEASE BE GOVERNED ACCORDINGLY

John B. Quinn
General Capt. of Transportation

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

May 18, 1944

BULLETIN NO. 137

TO TRAINMEN

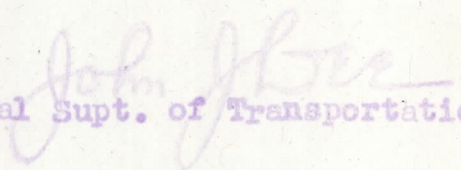
SUBJECT: Parmelee Coupons

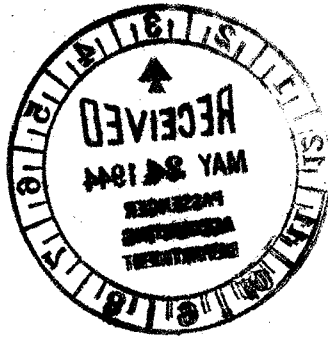
Please refer to Bulletin No. 124 issued May 10, 1944 in regard to lifting. Parmelee transfer coupons.

Train of the New York Central, Chicago Rock Island and Pacific, and Nickee Plate operate from the La Salle Street Station. When interline tickets are presented to destinations on these three railroads and there is no indication on ticket showing that baggage has been checked on the ticket, it is proper for trainmen to lift the transfer coupon in addition to the North Shore portion of the ticket.

When ticket is punched "B" or "BC" it indicates that baggage transfer will be performed and the transfer coupon should not be lifted by trainmen.

On northbound trains out of Chicago it is proper for all Chicago transfer coupons to be lifted by trainmen.


General Supt. of Transportation



May 23, 1944

TO THE CONDUCTOR ON TRAIN NO. 73:

This will be your authority to carry
Mr. Rufus Worthington, North Shore Line Porter, from
Kenosha to Racine, on Mondays, only, on presentation
of proper form of transportation.

John J. Lee
General Supt. of Transportation

CC-Mr. Rufus Worthington, Porter

CC-Messrs: P. F. Mc Call
G. C. Kenry
F. E. Wagner

noted
TCW
7-7-44

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

May 24, 1944

BULLETIN NO. 140

TO TRAINMEN

TICKET AGENTS

TOWERMEN

SWITCHTENDERS

SUBJECT: Memorial Day Service

Monday, May 29, 1944 Electroliner normally operated on schedule of No. 806 will be operated as second No. 422 and will leave Milwaukee at 4:45 P.M. or as soon as loaded. Second 422 will accept Chicago passengers only at Milwaukee, Racine and Kenosha. Standard equipment will be operated on No. 806 and No. 806 will couple to No. 424 at Edison Court.

Electroliner normally operated on schedule of No. 809, will be operated as second No. 429 and will leave Roosevelt Road at 7:51 P.M. and Adams Street at 7:55 P.M. for all passengers from Chicago Stations to Kenosha, Racine and Milwaukee only. Standard equipment will be operated on No. 809.

Tuesday, May 30, 1944 (Memorial Day):

Sunday schedule will be operated, except that special service normally operated on Sunday for Military personnel and visitors to Great Lakes will not operate, and Electroliners leaving Milwaukee at 10:20 P.M. and leaving Chicago at 10:26 P.M. will not operate.

An extra train will be operated on the week day schedule of No. 402. No. 90 will be operated behind this train. Train 304 will transfer Chicago passengers to the extra at Lake Bluff.

Extra trains will be operated between Chicago and 10th Street, North Chicago, on week day schedules of trains 509 and 513.

An extra train will be operated between Chicago and Milwaukee, for all passengers, leaving Adams Street at 6:03 A.M. and making regular limited stops, including Lake Bluff and Zion. No. 95 will be operated behind this train.

Military extras leaving Chicago at 5:50 A.M. and 6:41 A.M. on week days will operate on Tuesday, May 30, 1944.

Extra normally operated between Highwood and Kenosha, leaving Highwood at 5:40 A.M., will be operated, and extra trains will be operated on week day schedules of trains 16, 18, 15, 19 and 25.

Military extra operated ahead of No. 422 from North Chicago Junction, will operate as on weekdays.

Second No. 422 and Second No. 430 will be operated on Tuesday, May 30, 1944. Second No. 431 normally operated on Sundays will not be operated.

Copies of this Bulletin may be obtained at Terminals.

General Supt. of Transportation

John J. Lee

File

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

May 27, 1944

BULLETIN NO. 145

TO TRAINMEN

SUBJECT: Single Track Operation - Tuesday May 30, 1944

On Tuesday, May 30, 1944 single track operation between Three Mile Road and Six Mile Road described in Bulletin No. 101, issued April 18, 1944, will be operated as on week days, except that the single track movement will begin after passage of train No. 95, due at Ryan at 8:10 A.M. instead of after passage of No. 5 as on week days.

John B. Gallagher
General Supt. of Transportation

W.H.

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

May 31, 1944

BULLETIN NO. 153

TO TRAINMEN

SUBJECT: Single Track Operation - Six Mile to Oakwood

Single track operation between Three Mile Road and Six Mile Road described in Bulletin No. 101, issued April 18, 1944 will be discontinued after 12:00 NN, Saturday, June 3, 1944, and trainmen retaining copies of Bulletin No. 101 will destroy them to avoid conflict with the following instructions.

A new facing point crossover has been installed immediately north of the regular crossover at Six Mile Road, which is located four and one-tenth (4.1) miles south of Ryan. The switch on the northbound track is a rigid switch; the switch on the southbound track is a spring switch.

Beginning Monday, June 5, 1944, and daily except Sunday, thereafter, until further notice, single track will be operated this new crossover and Oakwood, which is located one mile south of Ryan.

Trains will use the Southbound track after passage of train No. 5 due at Ryan at 7:42 A.M., until 4:45 P.M. each weekday, and until 12:00 Noon on Saturdays, after which time normal operation will be resumed. On Holidays single track will begin after passage of train No. 95, due at Ryan at 8:10 A.M. and be discontinued after 4:45 P.M., as on weekdays. The following described signals have been provided and will govern train movements through this single track during the hours listed above only, and will be out of service except during these hours.

SOUTHBOUND:

A fixed distant semaphore signal has been installed 2,500 feet north of the trailing point crossover at Oakwood and is located on the southbound track, with a sign reading: "SINGLE TRACK-ONE HALF MILE."

A two position color light HOME signal has been installed 200 feet north of the trailing point crossover at Oakwood and is located on the southbound track. RED or no light indicates STOP. YELLOW indicates that southbound trains may proceed with caution through the single track.

This signal is equipped with a white marker light installed below the signal head, indicating STOP and STAY when signal is at RED or no light indication, and cannot be passed while at stop indication without a written order from the train dispatcher, unless communication with the train dispatcher cannot be had; then a trainman will proceed ahead of train with stop signals to insure full protection.

NORTHBOUND:

A fixed distant semaphore signal has been installed 2,600 feet south of the new facing point crossover, described above, and is located on the northbound track, with a sign reading "SINGLE TRACK ONE HALF MILE."

A two position color light HOME signal has been installed 100 feet south of the facing point on the new crossover and is located on the northbound track. RED or no light indicates STOP. YELLOW indicates that northbound trains may proceed with caution through the single track.

This signal is equipped with a white marker light installed below the signal head, and usage is identical with procedure prescribed above for the southbound single track home signal.

Trains must not exceed ten (10) miles per hour over either of the above described crossovers or over facing point switches, and must not exceed thirty (30) miles per hour through the single track. Trains must be under control at all road crossings when operating against the normal current of traffic.

Motormen approaching either home signal when stop indication is shown on the signal should hold back and allow opposing train to pass and signal to clear before moving up to the crossover in order to avoid unnecessary stop and resulting demand on power.

The new crossover has not been provided with trolley wire and trainmen must arrange trolleys so that changeover from one main line wire to another main line wire can be made while trains are in motion. This crossover may not be used except during the time single track is in operation, and will be spiked at all other times.

Operation of above described signals and train movements through the single track will be under control of a train dispatcher and operator located at the ends of double track.

The above instructions do not relieve trainmen from observance of any other signal rules now in effect.

Trainmen will sign receipt form attached and return to this office for record.


General Supt. of Transportation

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

I have received copy of Bulletin No. 153 issued May 31, 1944 and am familiar with instructions contained therein. I understand that this receipt will be made part of my record file.

DATE

1944

SIGNED

MOTORMAN