

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

June 8, 1944

TO ALL EMPLOYEES:

The Fifth War Loan

At the present time 121 members of the Chicago North Shore and Milwaukee Railroad organization are serving in the armed forces. Many are already on the fighting fronts and have seen action. We have three gold stars on our service flag.

The \$16,000,000,000 Fifth War Loan Drive starts Monday, June 12, and ends July 8. What sacrifices are we, who cannot serve in the active forces, prepared to make to ensure that the goal of this drive is attained?

The railroad has received a telegram from Henry Morgenthau, Jr., secretary of the treasury, which reads:

"I am asking all companies of your standing to establish a Fifth War Loan quota averaging \$100 cash investment per employee. All payroll deductions during June and July will be credited toward this quota. We are entering one of the most critical stages of the war and we need your all-out support."

69.99 per cent of the 1,406 employees of the North Shore Line are voluntarily investing in War Bonds through the Payroll Savings Plan made available by the Trustees. The amount of their investment is 4.21 per cent of payroll.

The U.S. Treasury Department asks that our investment in Bonds be substantially increased. This can be accomplished by:

- (1) All employees becoming investors through the Payroll Savings Plan.
- (2) Increase in investment by those already taking advantage of the Payroll Savings Plan.
- (3) Outright purchase of extra bonds.

Every individual must personally decide for himself or herself what they will invest. Some will invest more than the \$100 average which the treasury department asks for. Others will feel they cannot subscribe that much. But we are sure everyone will do their utmost.

This is not more taxes we are asked to pay, but an opportunity to put our savings in the soundest investment in the world -- United States Government Bonds.

As before, voluntary workers of the railroad will give their time to canvassing all of our people and make it as convenient as possible to purchase bonds either by Payroll Savings subscriptions or arrange for payments by cash.

When the Fourth War Loan was offered there was a general feeling of optimism that the war in Europe might be over in 1944. Today we are not sure that we will win victory by that time. We do know that this war is unprecedented in scope, without example in ferocity and without parallel in its cost and that it will call for the maximum effort before it is won.

Today we have our enemies on the run. Now, as never before, must we do our utmost both in providing the sinews of war and also in forging the weapons of peace. We are certain that members of the organization will meet their obligations in this war effort.

Sincerely yours,



Executive Officer

File

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

June 9, 1944

BULLETIN NO. 166

TO TRAINMEN

SUBJECT: Slow Boards - Root River to Oak Creek

Bulletin No. 158 issued June 1, 1944 and reading as follows:

"Northbound trains must not exceed a speed of 20 miles per hour from Five Mile Road, which is located six miles north of Racine, to Seven Mile Road, which is located three miles south of Ryan. Slow boards have been erected governing train movements through this territory."

is hereby CANCELLED. The Road Department will be working between Root River and Oak Creek for a considerable period. Slow boards will be displayed at locations between these points indicating the working district and trains must not exceed a speed of twenty (20) miles per hour in the slow territory.

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

General Supt. of Transportation

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June 15, 1944

BULLETIN NO. 176

TO TRAINMEN

SUBJECT: Designating Parts of Equipment

The following is a description of proper designation of portions of cars and should be used by employees reporting accidents, defects or any other information in regard to equipment.

STANDARD PASSENGER EQUIPMENT

Number ONE end of passenger cars is the end containing the switch cabinet, and by facing number one end of the car, the proper number of a particular part may be determined by counting similar parts beginning at that end. For example: car steps R-1 and R-2 are the steps on right side of car and L-1 and L-2 are the steps on left side. Motors are numbered 1, 2, 3 and 4 beginning at number ONE end.

ELECTROLINERS

The "A" car is the number ONE end of each train, followed by "B" car, "C" car and "Al" car. The designation of parts is the same as that for standard passenger cars, except that the number one end is always the end toward the "A" car.

There are five trucks on Electroliners numbered 1, 2, 3, 4, and 5, beginning with the first truck on the "A" car. Motors are likewise counted from number one truck, as follows:

No. 1 truck - - Motors No. 1 and 2
No. 2 truck - - Motors No. 3 and 4
No. 3 truck - - No motors
No. 4 truck - - Motors No. 5 and 6
No. 5 truck - - Motors No. 7 and 8

Wheels and axles are counted from number one truck.

First pair is Number 1 wheels R1 - L1
2nd pair is Number 2 wheels R2- L2
3rd pair is Number 3 wheels R3- L3
4th pair is Number 4 wheels R4- L4
5th pair is Number 5 wheels R5- L5
6th pair is Number 6 wheels R6- L6
7th pair is Number 7 wheels R7--L7
8th pair is Number 8 wheels R8- L8
9th pair is Number 9 wheels R9- L9
10th pair is Number 10 wheels R10-L10

Journal boxes, third rail devices and contained parts must be reported as to right side or left side, giving truck number and location as under paragraph on wheels.

June 15, 1944

BULLETIN NO. 176

TO TRAINING

Side doors will be designated as R1 and R2 on right side and L1 and L2 on left side. For motorman's side door, report unit initial, such as "Motorman's side door "A" Car." Hand brake report unit number. Trolley poles report unit initial. The unit initial is stenciled in the switch cabinet of the B and C cars and in motorman's cabs on A and Al cars.

LOCOMOTIVES

The locomotive carries the letter "F" for number one end or if no letter, number one end is determined by location of bell.

M. D. EQUIPMENT

M. D. cars of the end door type; number one is the end where the change-over switch for 3rd rail to trolley is located. M. D. car of the center door type; the number one end is the switch cabinet end.

LINE CARS AND MISCELLANEOUS

Car 604 - Number one end is the end on which the derrick is located.

Car 606 - Number one end is the switch cab end.

Car 607 - Number one end is the cab end.

Sweepers 3, 21, 70, and 608 - stenciled inside over the front window. The trucks, wheels, journal boxes, and contained parts read from number one end.

Freight cars are designated "B" end and "A" end in accordance with the A. A. R. rules, namely; B end is the end on which the hand brake is located. Facing the "B" end of car, in their order trucks, wheels, journal boxes, steps and contained parts report same as for passenger cars.

John J. [Signature]
General Supt. of Transportation

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

June 22, 1944

BULLETIN NO. 190

TO TRAINMEN
TICKET AGENTS

SUBJECT: Ravinia Park

Commencing Tuesday, June 27, 1944 the Chicago Symphony Orchestra will give a series of concerts at Ravinia Park. The schedule for the season calls for evening concerts at 8:30 P.M. each Tuesday, Thursday, and Saturday, with matinee concert at 4:00 P.M. on Sundays, continuing until August 15, 1944.

Monday, June 26, 1944 trains Nos. 532, 534, 548, 550 and trains Nos. 533, 535, 537, 549, 551 will stop at Ravinia Park to pick up and discharge passengers enroute orchestra rehearsals. Tuesday, June 27, Thursday, June 29, Friday, June 30, and Saturday, July 1, 1944, trains 524, 526, 527, 529 will stop at Ravinia Park for traffic account 11:00 A.M. orchestra rehearsal.

Beginning on Tuesday, June 27, 1944, and on days shown below, up to and including August 15, 1944 the following listed trains will stop at Ravinia Park to pick up and discharge passengers.

TUESDAY, THURSDAY AND SATURDAY

Southbound - Trains No. 532 to 578, inclusive.

Northbound - Trains No. 533 to 581, inclusive, except No. 31.

SUNDAY

Southbound - Train No. 542 to 564, inclusive.

Northbound - Trains No. 541 to 567, inclusive.

Special Service will be required after most of these concerts and trains approaching Ravinia Park must keep sharp lookout for special trains obstructing the main tracks or crossing over.

Trains must avoid unnecessary whistle or gong signals at this location during the time concerts are in progress.

General Supt. of Transportation

John J. Lee

Handwritten initials and signatures at bottom left.

June 23, 1944

BULLETIN NO. 192

TO CONDUCTORS AND COLLECTORS

SUBJECT: Tax on Transportation

The following instructions will govern trainmen in the collection and reporting of Federal Tax.

① A Federal Tax of fifteen percent (15%) will be charged on cash fares collected where the one-way adult tariff fare is 36 cents or more; and on round trip adult fares where the one-way adult fare is 36 cents or more. Tax is also to be collected on half-fares ($\frac{1}{2}$ of the adult fare) where the one-way half-fare is 36 cents or more and on round trip half-fares where the one-way *half* fare is 36 cents or more. The uniformed personnel of the United States Government when paying cash fares will be assessed the fifteen percent (15%) tax the same as civilians.

② On one-way duplex where tax is collected same is to be put for the total amount collected. On the Auditor's Stub show in pencil in space provided the tariff fare and below, the amount of tax. On round trip duplex where tax is collected this same information is to be shown in space provided on the going coupon. *immediately*

③ On the Daily Trip Sheet when entering the amounts for round trip and one-way duplex, such amounts will be the total of the tariff fares (not including tax). The total amount of tax collected will be entered in column headed "Tax". In the summary the amounts shown for one-way and round trip duplex will be the total of the tariff fares (not including tax). The total amount of tax collected will be shown in summary on line "Tax". The amount of tax added to the total of the one-way and round trip duplex will be the total amount collected. *top of the*

④ Conductors and Collectors will be required to collect tax on continuation of fares where the total fare is 36 cents or more. For example: A passenger presents a one-way ticket from Chicago (Loop) to Kenilworth and desires to continue his journey to Highland Park. The through fare Loop to Highland Park is 60 cents with tax and the value of ticket presented is 35 cents. Collect 25 cents and mark duplex "9" to "17" with ticket "1" to "9", and show the tariff fare 17 cents and tax 8 cents.

⑤ When a ticket is presented where tax has been paid and passenger wishes to continue to some point beyond, Conductors and Collectors will determine the through fare plus tax and deduct the total value of the ticket including tax. Duplex will be out for the full amount. For example: Passenger has a one-way ticket reading between Chicago (Loop) and Highland Park, value of which is 60 cents including tax and desires to continue to Lake Bluff. The rate Chicago (Loop) to Lake Bluff including tax is 78 cents. Collect 18 cents, the difference between 60 cents and 78 cents, mark duplex "17" to "22", with ticket "1" to "17", showing tariff fare of 15 cents and tax 2 cents. To determine tax to apply account additional collection always deduct from tax on through fare the amount of tax paid on the original ticket.

June 23, 1944

Where excess fare is involved, same should be included as part of the fare to determine whether or not the amount collected is taxable. For example: A passenger boards the train at Church Street without a ticket and pays fare to Highwood. Conductors and Collectors will collect 44 cents marking duplex "5" to "18" showing tariff fare 39 cents and tax 5 cents.

All concerned will be governed accordingly.

General Supt. of Transportation

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

JUNE 24, 1944

BULLETIN NO. 193

MOTORMEN

SUBJECT: Single Track Operation Six Mile Road to Oak Creek

Beginning Wednesday, June 28, 1944, and daily except Sunday thereafter, until further notice, single track movement between Six Mile Road and Oakwood described in Bulletin No. 153, issued May 31, 1944, will be extended northward to include Oak Creek crossover, located one half mile north of Ryan.

Trains will use the Southbound track between Oak Creek and Six Mile Road 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 those hours.

SOUTHBOUND:

A fixed distant semaphore signal has been installed 2,700 feet north of the trailing point crossover at Oak Creek 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 Oak Creek 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:

Signals installed at Six Mile Road as described in Bulletin No. 153, issued May 31, 1944 will remain in effect during the above described movement. Northbound trains using southbound track approaching Ryan will be governed by indication shown on the back up signal located 325 feet south of Ryan crossing and trains must be prepared to stop short of this signal. This back up signal is a STOP and STAY signal.

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June 24, 1944

Trains must not exceed ten (10) miles per hour over either of the above described 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 at Six Mile Road has not been provided with trolley wire and trainmen must arrange trolleys so that change-over 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.

John J. Dee
General Supt. of Transportation

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

I have received copy of Bulletin No. 193, issued June 24, 1944 and am familiar with instructions contained therein. I understand that this receipt will be made part of my record file.

1944

DATE

SIGNED

MOTORMAN

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

June 26, 1944

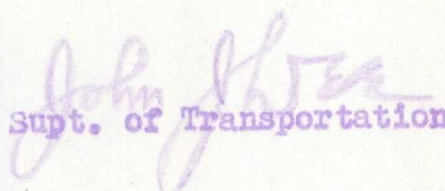
BULLETIN NO. 194

TO TRAINMEN:

SUBJECT: Track Work - Lake Bluff to Downeys, Skokie Line

Beginning Wednesday, June 28, 1944, and until work is completed, the Road Department will lay steel on the southbound track between Lake Bluff and Downeys, West, on the Skokie Valley Line between the hours of 7:30 A.M. and 4:00 P.M.

Slow boards will be displayed at locations between these points indicating the working district and motormen are cautioned to be on the lookout for men or material on or about the track in the slow territory.


General Supt. of Transportation

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

June 28, 1944

BULLETIN NO. 196

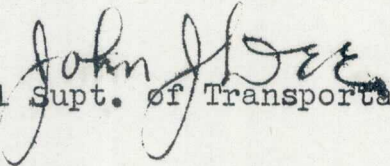
TO TRAINMEN
TICKET AGENTS

SUBJECT: Ravinia Park Rehearsals

Orchestra rehearsals are scheduled at Ravinia
Park on the following dates during July and August, 1944:

Monday, July 3, 1944
Friday, July 14, 1944
Monday, July 17, 1944
Wednesday, July 19, 1944
Friday, July 28, 1944
Friday, August 4, 1944

On each of the above dates, trains No. 532, 534,
548, 550, southbound, and trains No. 533, 535, 537, 549, and
551, northbound, will stop at Ravinia Park.


General Supt. of Transportation

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John J. Lee
General Supt. of Transportation

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

June 28, 1944

BULLETIN NO. 197

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHTENDERS

SUBJECT: Independence Day Service

Electroliner 800 Service
Monday, July 3, 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. *400 Service*

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. *800 Service*

Tuesday, July 4, 1944 (Independence Day): *400 Service*

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.

An extra train will be operated between Chicago and 10th Street, North Chicago, on week day schedule of train 509.

Military extras leaving Chicago at 5:50 A.M. and 6:41 A.M. on week days will operate on Tuesday, July 4, 1944.

Extra normally operated between Highwood and Kenosha leaving Highwood at 5:40 A.M., will not be operated an extra train will be operated on week day schedule of train 19.

Extra trains will be operated ahead of trains 804 and 420 from Edison Court for all passengers to Chicago.

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, July 4, 1944, but Second No. 431, normally operated on Sundays, will not be operated.

Copies of this Bulletin may be obtained at Terminals.

John B. Gallagher
General Supt. of Transportation

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General Supt. of Transportation