

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

July 5, 1944

BULLETIN No. 207

TO TRAINMEN

SUBJECT: Vacant Collector Run No. 9

Collector Run No. 9 is vacant account
of Collector A. Wilson awarded L-2.

Collectors below A. Wilson may make
application for this run by signing in the place
provided below, up to 10:00 A.M., Friday, July 7,
1944, and the run will be marked up to the senior
applicant on Saturday, July 8, 1944.

COLLECTOR RUN NO. 9

John J. Lee
General Supt. of Transportation

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

July 5, 1944

BULLETIN NO. 208

TO TRAINMEN

SUBJECT: Vacant Conductor Run 44

Conductor Run 44 is vacant account of
Conductor A. L. Taylor awarded Conductor C-3.

Conductors below A. L. Taylor may make
application for this run by signing in the place
provided below, up to 10:00 A.M., Friday, July 7,
1944, and the run will be marked up to the senior
applicant on Saturday, July 8, 1944.

CONDUCTOR RUN 44

John J. Lee
General Supt. of Transportation

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

July 5, 1944

BULLETIN NO. 209

TO TRAINMEN

SUBJECT: Vacant Collector Run 32

Collector Run 32 is vacant account of
Brakeman W. Graham awarded Collector Run 37.

Collectors below W. Graham may make
application for this run by signing in the place
provided below, up to 10:00 A.M., Friday, July 7,
1944, and the run will be marked up to the senior
applicant on Saturday, July 8, 1944.

COLLECTOR RUN 32

John J. Lee
General Supt. of Transportation

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

July 5, 1944

BULLETIN NO. 210

TO TRAINMEN

SUBJECT: Vacant Collector Run 21

Collector Run 21 is vacant account of
Collector A. Casper leaving the service.

Collectors below A. Casper may make
application for this run by signing in the place
provided below, up to 10:00 A.M., Friday, July 7,
1944, and the run will be marked up to the senior
applicant on Saturday, July 8, 1944.

COLLECTOR RUN 21

John J. Dea
General Supt. of Transportation

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

July 5, 1944

BULLETIN NO. 211

TO TRAINMEN

SUBJECT: Vacant Brakeman Run C B 9

Brakeman Run C B 9 is vacant account of
E. Kniefel awarded Brakeman Run C-2.

Brakemen below E. Kniefel may make
application for this run by signing in the place
provided below, up to 10:00 A.M., Saturday, July 8,
1944, and the run will be marked up to the senior
applicant on Sunday, July 9, 1944.

BRAKEMAN RUN C B 9

John J. Lee
General Supt. of Transportation

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

July 5, 1944

BULLETIN NO. 212

TO TRAINMEN

SUBJECT: Vacant Motorman Run 40

Motorman Run 40 is vacant account of
D. Hangebrauck awarded Run S-14.

Motormen below D. Hangebrauck may make
application for this run by signing in the place
provided below, up to 10:00 A.M., Friday, July 7,
1944, and the run will be marked up to the senior
applicant on Saturday, July 8, 1944.

MOTORMAN RUN 40

John J. Lee
General Supt. of Transportation

File

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

July 12, 1944

BULLETIN NO. 217

TO TRAINMEN

SUBJECT: Hawthorne Drive Trestle, Racine, Wisconsin

After departure of train No. 801, due at Ryan at 9:39 A.M. and after departure of train No. 408, due at Racine at 9:32 A.M., on Friday, July 14, 1944, the gauntlet track over Hawthorne Drive Trestle, located 3200 feet north of Racine Station, will be DISCONTINUED, and trains will use normal track in each direction. Train movements over the trestle will be governed as follows:

NORTHBOUND OPERATION

Signal 625 located 150 feet north of Racine Station will display a YELLOW caution signal.
Signal 629 located 500 feet south of Hawthorne Drive Trestle will display a YELLOW caution signal.

Northbound trains must not exceed a speed of thirty (30) miles per hour between signals 629 and 632, and must avoid unnecessary application of power or brakes while any part of train is passing over the bridge structure.

SOUTHBOUND OPERATION

Signal 640 located 1750 feet north of Middle Road will remain as the distant signal for the slow speed zone over the trestle, as well as the Barrier operation, and will show only a YELLOW indication.

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. RED or no light indicates that Barrier is up and trains must stop, then may proceed, watching out for automobile traffic at Middle Road. YELLOW indicates that Barrier is down and trains may proceed to signal 632.

Signal 632, located 500 feet north of Hawthorne Drive Trestle, will be changed to display fixed YELLOW indication.

Southbound trains must not exceed a speed of thirty (30) miles per hour between signals 632 and 629, and must avoid unnecessary application of power or brakes while any part of train is passing over the bridge structure.

Workmen will be employed on or about the Hawthorne Bridge and motormen must keep sharp lookout for men or materials on or about the track in the slow speed zone.

General Supt. of Transportation

John J. Bee

July 13, 1944

BULLETIN NO. 226

TO TRAINMEN

SUBJECT: Single Track Operation - Oak Creek to Six Mile Road

Single track operation between Six Mile Road and Oak Creek, described in Bulletin No. 153, issued May 31, 1944, and in Bulletin No. 193, issued June 24, 1944, will be DISCONTINUED after 12:00 Noon, Saturday, July 15, 1944.

Trainmen retaining copies of Bulletins Nos. 153 and 193 will destroy them after that time to avoid conflict with the following instructions.

A new facing point crossover has been installed immediately north of the Oak Creek Trestle, which is located two thirds of a mile north of Ryan. The switch on the southbound track is a rigid switch; the switch on the northbound track is a spring switch.

Beginning Monday, July 17, 1944, and daily except Sunday, thereafter, until further notice, single track will be operated between this new crossover and Six Mile Road crossover, which is located four and one tenths miles south of Ryan.

Trains will use the NORTHBOUND 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 2600 feet north of the new facing point crossover at Oak Creek Trestle 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 100 feet north of the new facing point crossover at Oak Creek Trestle 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 2700 feet south of the trailing point crossover at Six Mile Road, and is located on the northbound track, with a sign reading: "SINGLE TRACK - ONE HALF MILE."

July 13, 1944

A two position color light HOME signal has been installed 200 feet south of the trailing point crossover at Six Mile Road, 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 described above for the southbound single track home signal.

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 the 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. 226, issued July 13, 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

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

July 20, 1944

BULLETIN NO. 236

TO TRAINMEN

SUBJECT: Trap Door Platforms and Car Doors

All previous Bulletins issued regarding the above subject are hereby cancelled.

Rule 376, under general caption "PASSENGER TRAINMEN" is stated as follows:

"After leaving a station, they will securely close vestibule doors and platform traps, and observe whether there is any one clinging to the hand rails of the vestibules. Also place a small chain across the opening of the rear platform of the rear car before leaving a terminal, unless it is protected by gates."

This rule is applicable to all passenger trains, except that Shore Line Express and Local trains may operate between Waukegan Terminal and Park Avenue Glencoe, and between Indian Hill and Linden Avenue, Wilmette, with exit platform doors and traps open, and Local trains on the Lake Bluff - Mundelein branch may also operate between those terminals with exit platform doors and traps open.

Trainmen are responsible for opening and closing platform doors and traps on cars in their charge, whether or not such doors are at location in trains where they are receiving or discharging passengers.

General Supt. of Transportation

W.B.G.
PP mt ok
OK for E.S. AK

File

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

July 21, 1944

BULLETIN NO. 244

TO TRAINMEN

SUBJECT: Report Time On Sunday Night Extras

The following cancels instructions issued
November 20, 1943:

Train leaving Adams and Wabash 9:13 P.M. North Shore equipment. Crew report Roosevelt Road 7:30 P.M. Deadhead 7:30 P.M. Kenwood to Indiana. Arrive 7:48 P.M. Leave Indiana 7:57 P.M. on Jackson Park Express, arriving 61st and Calumet at 8:06 P.M. proceed to lower yard, sign register sheet, get train ready and leave lower yard 8:37 P.M. Stay with leader to Roosevelt Road and leave station 9:08 P.M.

Train leaving Adams and Wabash 10:00 P.M. C. R. T. equipment, report Howard Street 7:54 P.M. Deadhead on No. 560 to Roosevelt Road, take extra car Roosevelt Road to 63rd Street, sign register sheet, get train ready and leave at 9:25 P.M. and leave Roosevelt Road at 9:55 P.M.

Train leaving Adams and Wabash 10:14 P.M. C. R. T. equipment, report Howard Street 7:54 P.M. Deadhead on No. 560 to Roosevelt Road, deadhead on extra car listed above to 63rd Street, sign register sheet, get train ready and leave at 9:40 P.M. and leave Roosevelt Road at 10:09 P.M.

Train leaving Adams and Wabash 10:28 P.M. North Shore equipment, crew report Roosevelt Road 8:45 P.M. Deadhead from Roosevelt on 8:49 P.M. Kenwood to Indiana, arriving Indiana 9:00 P.M. Leave Indiana 9:09 P.M. on Jackson Park Express, arrive 61st and Calumet 9:19 P.M., proceed to lower yard, sign register sheet, get train ready and leave lower yard 9:55 P.M., stay with leader to Roosevelt Road and leave station at 10:23 P.M.

Equipment for extras leaving Adams and Wabash at 9:44 P.M., 11:13 P.M., 12:13 P.M., and 1:15 A.M. will be taken at Roosevelt Road.

General Supt. of Transportation

dm

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


July 27, 1944

BULLETIN NO. 250

TO TRAINMEN
TOWERMEN
TICKET AGENTS
SWITCHMEN

SUBJECT: Train No. 802 - Saturdays

Saturday, July 29, 1944 and each Saturday thereafter, until further notice, the Electroliner operating on schedule of No. 802 will accept Chicago passengers only at Milwaukee, Racine, Kenosha, Zion and Edison Court. An extra train will leave Milwaukee at 11:05 A.M., making regular limited stops between Milwaukee and North Chicago Junction and will operate via the Shore Line to Great Lakes and Downeys. This train will transfer passengers destined to Shore Line Stations to No. 534 at North Chicago Junction.


General Supt. of Transportation

July 27, 1944

BULLETIN NO. 251

TO TRAINMEN
TOWERMEN
TICKET AGENTS
SWITCHMEN

SUBJECT: Special Sunday Service

Bulletin No. 40, issued February 25, 1944, is hereby cancelled.

Sunday, July 30, 1944, and each Sunday thereafter until further notice, the following special train movements will be operated.

SOUTHBOUND

Electroliner operating on schedule of No. 802 will accept Chicago passengers only at Milwaukee, Racine, Kenosha, Zion and Edison Court. An extra train will leave Milwaukee at 11:05 A.M., making regular limited stops between Milwaukee and North Chicago Junction, and will operate via the Shore Line to Great Lakes and Downeys. This train will transfer passengers destined to Shore Line Stations to No. 534 at North Chicago Junction.

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

Military Extra will leave Milwaukee at 9:15 P.M. stopping at Racine, Kenosha, Twenty Second Street, North Chicago, North Chicago Junction and Downeys West. This train will transfer Shore Line passengers at North Chicago Junction.

Military Extras will leave Milwaukee at 9:45 P.M., 10:05 P.M. and 10:45 P.M. stopping at Twenty Second Street, North Chicago, North Chicago Junction, Great Lakes (Main Gate), Downeys, Fort Sheridan and Highwood.

Electroliner equipment will be operated as an extra train, leaving Milwaukee at 10:20 P.M. for all Chicago passengers from Milwaukee, Racine and Kenosha only, and will not stop for traffic between Kenosha and Howard Street.

Military extra will be operated from Milwaukee at 12:14 A.M. (Monday) stopping at Racine, Kenosha, Edison Court, Twenty Second Street, North Chicago, North Chicago Junction, Great Lakes (Main Gate) Downeys, Fort Sheridan and Highwood.

NORTHBOUND:

A section of No. 431 will be operated, leaving Chicago at 8:55 P.M., ahead of train 433, for all passengers from Chicago Stations destined to Edison Court, Waukegan, Kenosha, Racine and Milwaukee, and will not stop for traffic between Howard Street and Edison Court.

Electroliner equipment will be operated as an extra train ahead of No. 435 for all passengers from Chicago Stations to Kenosha, Racine and Milwaukee only.

Military extras will leave Roosevelt Road and Adams and Wabash as described below, and will pick up at all Chicago Stations unless otherwise directed.

Leave Roosevelt Road 9:06 P.M. Leave Adams and Wabash 9:13 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes (Main Gate) and Twenty Second Street, North Chicago (Motorman and Conductor Run 43 and Extra collector bring train from 63rd Street).

Leave Roosevelt Road 9:38 P.M. Leave Adams and Wabash 9:44 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes (Main Gate) and Twenty Second Street, North Chicago.

Leave Roosevelt Road 9:49 P.M. Leave Adams and Wabash 9:55 P.M. via Skokie Valley to Downeys West (Motorman and Conductor Run 44 and extra Collectors bring train from 63rd Street).

Leave Roosevelt Road 10:09 P.M. Leave Adams and Wabash 10:14 P.M. via Skokie Valley to Downeys West. (Extra Crew bring from 63rd Street as in Bulletin 244).

Leave Roosevelt Road 10:23 P.M. Leave Adams and Wabash 10:28 P.M. via Skokie Valley to Downeys West and Twenty Second Street (Shore Line) (Extra crew bring train from 63rd Street as in Bulletin 244).

Leave Roosevelt Road 10:39 P.M. Leave Adams and Wabash 10:44 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes, and Twenty Second Street, North Chicago.

Leave Roosevelt Road 11:08 P.M. Leave Adams and Wabash 11:13 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes, and Twenty Second Street, North Chicago.

Leave Roosevelt Road 11:53 P.M. Leave Adams and Wabash 11:58 P.M. via Skokie Valley to Downeys and North Chicago Junction.

Leave Roosevelt Road 12:08 A.M. Leave Adams and Wabash 12:13 A.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes and Twenty Second Street, North Chicago.

Leave Roosevelt Road 1:08 A.M. Leave Adams and Wabash 1:13 A.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes and Twenty Second Street, North Chicago.

General Supt. of Transportation

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

July 27, 1944

BULLETIN NO. 251

TO TRAINMEN
TOWERMEN
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SOUTHBOUND

Electroliner operating on schedule of No. 802 will accept Chicago passengers only at Milwaukee, Racine, Kenosha, Zion and Edison Court. An extra train will leave Milwaukee at 11:05 A.M., making regular limited stops between Milwaukee and North Chicago Junction, and will operate via the Shore Line to Great Lakes and Downeys. This train will transfer passengers destined to Shore Line Stations to No. 534 at North Chicago Junction.

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

Military Extra will leave Milwaukee at 9:15 P.M. stopping at Racine, Kenosha, Twenty Second Street, North Chicago, North Chicago Junction and Downeys West. This train will transfer Shore Line passengers at North Chicago Junction.

Military Extras will leave Milwaukee at 9:45 P.M., 10:05 P.M. and 10:45 P.M. stopping at Twenty Second Street, North Chicago, North Chicago Junction, Great Lakes (Main Gate), Downeys, Fort Sheridan and Highwood.

Electroliner equipment will be operated as an extra train, leaving Milwaukee at 10:20 P.M. for all Chicago passengers from Milwaukee, Racine and Kenosha only, and will not stop for traffic between Kenosha and Howard Street.

Military extra will be operated from Milwaukee at 12:14 A.M. (Monday) stopping at Racine, Kenosha, Edison Court, Twenty Second Street, North Chicago, North Chicago Junction, Great Lakes (Main Gate) Downeys, Fort Sheridan and Highwood.

NORTHBOUND:

A section of No. 431 will be operated, leaving Chicago at 8:55 P.M., ahead of train 433, for all passengers from Chicago Stations destined to Edison Court, Waukegan, Kenosha, Racine and Milwaukee, and will not stop for traffic between Howard Street and Edison Court.

Electroliner equipment will be operated as an extra train ahead of No. 435 for all passengers from Chicago Stations to Kenosha, Racine and Milwaukee only.

Military extras will leave Roosevelt Road and Adams and Wabash as described below, and will pick up at all Chicago Stations unless otherwise directed.

Leave Roosevelt Road 9:06 P.M. Leave Adams and Wabash 9:13 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes (Main Gate) and Twenty Second Street, North Chicago (Motorman and Conductor Run 43 and Extra collector bring train from 63rd Street).

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Leave Roosevelt Road 12:08 A.M. Leave Adams and Wabash 12:13 A.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes and Twenty Second Street, North Chicago.

Leave Roosevelt Road 1:08 A.M. Leave Adams and Wabash 1:13 A.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes and Twenty Second Street, North Chicago.

General Supt. of Transportation

John J. Wet

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PB
OK
BAC*