

August 22, 1944

BULLETIN NO. 266

TO TRAINMEN

SUBJECT: Need for Additional Motormen

The Agreement by and between John B. Gallagher and Edward J. Quinn, Trustees for CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY and the BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS and the BROTHERHOOD OF RAILROAD TRAINMEN covering Motormen, Conductors, Collectors, Freight Trainmen and Switch Tenders, which was effective as to rules on July 16, 1943, contains the following Articles and Rules, among others, namely:

Article 10

EXAMINATIONS

*Rule 2. (in part). All Collectors shall be hired in the future with the understanding that they shall qualify when requested by the management as extra conductors or extra Motormen. In the event of their refusal or inability to qualify they will be dropped from the seniority list, unless inability to qualify as Motormen is due to failure to pass doctor's examination; such employee may retain seniority as Conductor or Collector.

All Conductors and Collectors now on the list shall be given one opportunity to signify their willingness to accept promotion to extra Motorman when list is posted by the Company advising that additional Motormen are needed. If they refuse to so signify they shall be disqualified to break in at any future date.

The words quoted above reading: "Shall be hired in the future," mean those Collectors who have been hired on or after July 16, 1943.

Additional Motormen are needed.

All Conductors and Collectors on the list as of July 16, 1943 will be given this one opportunity to signify their willingness to become Motormen. If they refuse to so signify, they shall be disqualified to break in at any future date. All such Conductors and Collectors have been mailed a copy of this bulletin and two attachments; one of which provides a place for a signature of such Conductor or Collector to signify his willingness to become a Motorman; and one of which provides a place for signature for such Conductor or Collector to sign who refuses to so signify.

Conductors and Collectors on the list as of July 16, 1943 will sign the form attached indicating whether they accept or refuse to become a Motorman. Refusal means that such employee is disqualified to break in as Motorman at any future date.

After signing one of these attached forms, the form signed should be returned to this office in the self addressed envelope contained herein.

John J. Lee
General Supt. of Transportation

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

August 24, 1944

BULLETIN NO. 12

TO HEADS OF DEPARTMENTS:

SUBJECT: Labor Day

All offices of the Company (those departments having necessary operating and emergency work in charge excepted) will be closed on Monday, September 4, 1944, in observance of Labor Day.

Please be governed accordingly.

J. B. Gallagher
Manager for the Trustees

*Noted J. T. H.
E. J. Quinn
J. B. Quinn*

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

August 28, 1944

BULLETIN NO. 276

TO TRAINMEN

SUBJECT: Single Track Operation - Six Mile Road and Root River

Single track operation between Six Mile Road and Oak Creek, described in Bulletin No. 226, issued July 13, 1944, will be DISCONTINUED after 4:45 P.M., Wednesday, August 30, 1944.

Trainmen retaining copies of Bulletin No. 226 will destroy same after that time to avoid confliction with the following instructions:

Beginning at 12:00 Noon on Wednesday, August 30, 1944, and until 4:45 P.M. on that day, the home signals described in Bulletin No. 226 will be removed, and trains will operate thru the single track between Oak Creek and Six Mile Road on hand signals from the single track operator and single track dispatcher.

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

A new trailing point crossover has been installed at a point 2,500 feet north of Three Mile Road, which is located three and seven tenths (3.7) miles north of Racine Station, and is just south of Root River Bridge.

Beginning Thursday, August 31, 1944, and daily except Sunday, thereafter, until further notice, single track will be operated between new crossovers.

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 2,700 feet north of the new facing point crossover at Six Mile Road 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 new facing point crossover at Six Mile Road 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 2,900 feet south of the new trailing point crossover just south of Root River, 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 400 feet south of the trailing point crossover just south of Root River, 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.

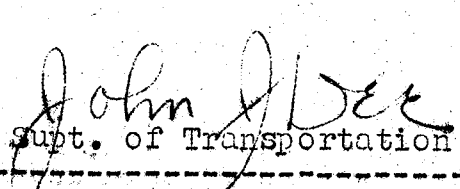
Motormen approaching either home signal when stop indication is shown on the signal should hold back and allow opposing train to pass and the signal to clear before moving up to the crossover in order to avoid unnecessary stop and resulting demand on power.

The new crossovers have 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. These crossovers 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. 276, issued August 28, 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

File

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

August 28, 1944

BULLETIN NO. 277

TO TRAINMEN

SUBJECT: Drexel Blvd. Bridge, Town of Oak Creek, Wisconsin

After departure of train No. 405, due at Austin at 8:49 A.M. and after departure of train No. 408, due at Ryan at 9:21 A.M., on Thursday, August 31, 1944, the gauntlet track over Drexel Boulevard Bridge, located two and seventeen hundredths (2.17) miles north of Ryan, 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 753 located 500 feet south of South Milwaukee Road will display a YELLOW caution signal.

Signal 759 located 500 feet south of Drexel Boulevard Bridge will display a YELLOW caution signal.

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

SOUTHBOUND OPERATION

Signal 766 located just south of Howell crossover, which is located 2,000 feet south of the Howell Rawson overpass 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 760 located 500 feet north of Drexel Boulevard Bridge, will be changed to display fixed YELLOW indication.

Southbound trains must not exceed a speed of thirty (30) miles per hour while passing over the Bridge, 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 Drexel Boulevard Bridge and motormen must keep sharp lookout for men or materials on or about the track in the slow speed zone.

John H. See
General Supt. of Transportation

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

August 29, 1944

BULLETIN NO. 287

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHMEN

SUBJECT: Labor Day Weekend Service

Saturday, September 2, 1944, Electroliner normally operated on train No. 809 will be operated as second No. 429 and will leave Chicago at 7:58 P.M. for all passengers from Chicago Station to Kenosha, Racine and Milwaukee only. Second No. 429 will not stop for traffic between Howard Street and Kenosha. Standard equipment will be operated on schedule of No. 809.

Sunday, September 3, 1944

A section of train 409 will be operated, leaving Chicago at 9:58 A.M. for all passengers from Chicago Stations to Kenosha, Racine and Milwaukee only. Second 409 will no stop for traffic between Howard Street and Kenosha.

Normal Sunday Military Specials will be operated.

Monday, September 4, 1944

Monday, September 4, 1944 is a Holiday and Sunday schedule will be operated, except as shown below:

Military Special normally operated from Milwaukee at 5:20 A.M. to Great Lakes will leave at about 5:40 A.M. or as soon as loaded.

An extra train will be operated from Milwaukee at 6:00 A.M., and make the same stops and schedule as No. 402. No. 90 will be operated from Milwaukee behind this train. Train 304 will transfer Chicago passengers to the extra at Lake Bluff.

No. 509. An extra train will be operated from Chicago on time of This train will operate as an express train for all passengers between Chicago Stations and 10th Street North Chicago.

An extra train will be operated from Chicago at 5:45 A.M. for all passengers on schedule of No. 513 between Chicago and North Chicago Junction.

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

Military extras normally operated to Great Lakes leaving Chicago at 5:50 A.M. and 6:41 A.M. will operate as on week days.

An extra train will be operated on the same schedules as week day operation on train No. 19.

Military special train ahead of No. 422 from North Chicago Junction will operate as on week days.

General Supt. of Transportation