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

September 12, 1944

BULLETIN NO. 302

TO TRAINMEN

Cancels Bulletin No. 48, dated
March 25, 1943 and Bulletin No. 265,
dated November 16, 1943.

SUBJECT: Manual Block Installation at Waukegan

Beginning at 6:00 A.M. Friday, March 26, 1943 a new block system governing train movements thru the single track between Genesee and Water Streets and Waukegan Terminal became effective.

The following procedure governs Northbound trains pulling into Waukegan Terminal.

Train must stop on South Genesee Street clear of southbound track. After passengers have been unloaded, train Conductor will walk to the Southeast corner of Water and Genesee Streets, unlock box on pole, and will move handle on switch to the opposite position from which he finds it. After moving the handle a pilot light in box will light up, indicating that red signal at Waukegan Terminal and red signal at County and Water Streets are set against opposing trains and city cars which have not passed at that time, and if no opposing trains or city cars in sight or hearing, will signal Motorman to proceed and train may proceed to Waukegan Terminal.

Immediately on arrival at Waukegan Terminal the train Conductor will unlock box on pole at East end of South platform near station, then move handle to the opposite position from which he finds it, which turns red signals out at Waukegan Terminal and at County and Water Streets. Train Motorman must also observe indication on signal before Conductor closes and locks the box, in order to make sure that block has cleared. Conductors and Motormen are equally responsible for clearing the signal after having used it.

Southbound trains from Waukegan Terminal must not leave the Terminal when red indication is displayed on signal located on pole on West side of Utica Street opposite entrance to Waukegan Terminal, unless on verbal permission from the Train Dispatcher. When such permission is granted the Southbound train must stop at County Street, the train Conductor must walk to the corner of Water and Genesee Streets, and if no opposing trains in sight, may signal for train to proceed to Water Street. In all such cases Conductor must protect against Northbound trains and city cars on South Genesee Street and must clear signal located in box on pole on Southeast corner of Water and Genesee Streets by moving handle to the opposite position from which he finds it. Pilot light in box will go out when handle is moved, indicating that block has been cleared.

General Supt. of Transportation

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File

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

September 8, 1944.

BULLETIN NO. 310

TO TRAINMEN

SUBJECT: Hawthorne Drive Trestle, Racine, Wisconsin

Bulletin No. 217, issued June 12, 1944 relative to train operations over the Hawthorne Drive Trestle located 3200 feet north of Racine Station will be cancelled after 10:00 A.M., Monday, September 11, 1944 and trains may resume normal operation at this point.

The signals governing trains approaching the Middle Road Barrier will continue in operation with respect to the Barrier, as follows:

NORTHBOUND OPERATION:

Signal 629, located 750 feet south of Hawthorne Drive bridge is the distant signal for Middle Road Barrier with indications as follows: YELLOW, or no light, indicates that a northbound train may proceed prepared to stop at the next signal; GREEN, indicates proceed.

Signal 635, located 150 feet south of Middle Road is the home signal for Middle Road Barrier and will continue to operate at present. Indications on this signal are as follows: RED, or no light, indicates that a northbound train must stop at the signal, then may proceed watching out for traffic on Middle Road; GREEN, indicates that Barrier is down protecting the road crossing at Middle Road and trains may proceed.

SOUTHBOUND OPERATION:

Signal 640, located 1750 feet north of Middle Road is the distant signal for Middle Road Barrier with indications as follows: YELLOW, or no light, indicates that a southbound train may proceed prepared to stop at the next signal; GREEN, indicates proceed.

Signal 636, located 150 feet north of Middle Road is the home signal for the Barrier with signal indications as before, as follows: RED, or no light, indicates that a southbound train must stop at the signal and then may proceed watching out for traffic on Middle Road; GREEN, indicates that the Barrier is down protecting the road crossing at Middle Road and a southbound train may proceed.

The uses of all other signals described in Bulletin No. 217 will be discontinued after 10:00 A.M., Monday, September 11, 1944.

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General Supt. of Transportation

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

September 9, 1944

BULLETIN NO. 311

TO TRAINMEN
TICKET AGENTS
TOWERMEN
LEVERMAN CNW TOWER KO
SWITCHMEN NORTH CHICAGO JUNCTION

SUBJECT: Special Trains for Defense Workers

Bulletin No 299 issued December 11, 1942 is hereby
cancelled.

Beginning Monday, September 11, 1944 and daily except
Sunday and Holidays thereafter until further notice, the following
train schedules will be operated for the exclusive use of military
and naval personnel and defense workers between Chicago and Great
Lakes.

NORTHBOUND

Leave	A.M.	A.M.
Roosevelt Road	6:05	6:37
Adams Street	6:10	6:42
Merchandise Mark	6:14	6:46
Grand Avenue	6:15	6:47
Chicago Avenue	6:17	6:49
Belmont Avenue	6:26	6:58
Wilson Avenue	6:13	7:03
Howard Street	6:39	7:11
Skokie N	6:46	7:19
Lake Bluff N	7:04	7:38
Great Lakes	7:08	7:43
North Chicago Junction	7:10	7:45
Arrive	A.M.	A.M.

PREFIX "N" denotes no stop.

Train leaving Roosevelt Road at 6:37 A.M. will operate as
a local between North Chicago Junction and Edison Court for all
passengers.

Chicago Rapid Transit equipment will be used on the extra
scheduled above to leave Roosevelt Road at 6:05 A.M. and on the extra
train operating via the Skokie Valley Division ahead of train No. 422
for military and naval personnel and defense workers on Saturdays only,
and on Saturdays will load passengers at North Chicago Junction and
Downeys from portable steps which will be provided at these locations.
North Shore equipment will be used on this train except on Saturdays.

Beginning Monday, September 11, 1944 Motorman and Conductor
Extra 6 will work as follows:

X 6	5:45a	8:58a	3H 13M	Mil.Ex.-R.Rd.	6:05a-E.C.	as directed
DLY.EX.SUN.				206 -E.C.	7:39a-Howard	8:27a
				DH-Howard	8:27a-R.Rd.	8:58a

Extra 7 will be discontinued, except that train 620 on
Thursdays will be assigned as extra work.

General Supt. of Transportation

File

Ret. file

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

September 13, 1944

BULLETIN NO. 315

TO TRAINMEN

SUBJECT: Transfers on Commutation Tickets

Passenger presenting commutation tickets for transportation between any two stations on the railroad may use such ticket to an intermediate station, but in the event the train used does not stop at that intermediate station such passenger is not entitled to a transfer back to that station.

Conductors and Collectors receiving requests for back transfers in cases of this kind should inform the passenger that the present regulations will not permit them to issue same.

John J. [Signature]
General Supt. of Transportation

see file 151-44-1557

File

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

September 20, 1944

BULLETIN NO. 316

TO TRAINMEN

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

Bulletin No. 277, issued August 28, 1944 relative to train operations over the Prexel Blvd. Bridge located two and seventeen hundredths (2.17) miles north of Ryan will be CANCELLED after 10:00 A.M., Friday, September 22, 1944 and trains will resume normal operation at that point after that time.

The use of signals described in Bulletin No. 277 will be discontinued after 10:00 A.M., Friday, September 22, 1944.

General Dept. of Transportation

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

September 25, 1944

BULLETIN NO. 319

TO MOTORMEN:

SUBJECT: Speed Restriction, Kenilworth Avenue, Kenilworth

On Tuesday, Wednesday, and Thursday, September 26, 27, and 28, 1944 contractors will be at work paving Kenilworth Avenue, Kenilworth.

During progress of this work, motormen will not operate trains in either direction at a speed in excess of four (4) miles per hour from south line of Kenilworth Avenue to a point 250 feet north, and are cautioned to be on lookout for men and materials on or about the tracks.

John J. Bee
General Supt. of Transportation

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

September 25, 1944

BULLETIN NO. 320

TO TRAINMEN

SUBJECT: Clearing Trains

All trains which take a siding to clear other trains must report to the Train Dispatcher the time train is clear of the main line, and the expected time train is to remain in the siding.

Dispatcher will give Conductor information of any additional trains operating. Conductor should ask for this information.

John J. Lee
General Supt. of Transportation

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

September 25, 1944

NOTICE TO TRAINMEN:

SUBJECT: Trainmen's Safety Meetings

Safety Meetings for Main Line Trainmen will be
held at the following locations:

HIGHWOOD TRAINMEN'S AUDITORIUM:

Wednesday - September 27, 1944

10:00 A.M.

1:00 P.M.

MILWAUKEE TERMINAL:

Thursday - September 28, 1944

2:00 P.M.

HOWARD STREET TRAINMEN'S ROOM:

Friday - September 29, 1944

2:00 P.M.

All trainmen are urged to attend at least
one of these meetings.

John B. Gallagher
General Supt. of Transportation

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

September 27, 1944

BULLETIN NO. 321

TO MOTORMEN:

SUBJECT: Speed Restriction, Kenilworth Avenue, Kenilworth

Bulletin No. 319, issued September 25, 1944 and
reading as follows:

"On Tuesday, Wednesday, and Thursday, September 26,
27, and 28, 1944 contractors will be at work paving
Kenilworth Avenue, Kenilworth.

During progress of this work, motormen will not
operate trains in either direction at a speed in excess of
four (4) miles per hour from south line of Kenilworth
Avenue to a point 250 feet north, and are cautioned to be
on lookout for men and material on or about the tracks."

will be in effect until 5:00 P.M., Wednesday, September 27,
1944 after which time it is cancelled.


John B. Quinn
General Supt. of Transportation

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

September 27, 1944

BULLETIN NO. 322

TO MOTORMEN:

SUBJECT: Speed Restriction, Kenilworth Avenue, Kenilworth

On Friday, and Saturday, September 29, and 30, 1944, contractors will be at work paving Kenilworth Avenue, Kenilworth.

Motormen will not operate trains in either direction at a speed in excess of four (4) miles per hour from 8:00 A.M., Friday, September 29, 1944 until 5:00 P.M., Saturday, September 30, 1944, from south line of Kenilworth Avenue to a point 250 feet north, and are cautioned to be on lookout for men and materials on or about the tracks.

John J. Hise
General Supt. of Transportation

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

September 27, 1944

BULLETIN NO. 323

TO TRAINMEN

SUBJECT: Semi-annual Watch Inspection - October, 1944

1. The regular semi-annual inspection of watches of employees subject to Time Service Rules and Regulations will be held during the month of October, 1944.
2. Only watches of standard grade and in dependable condition and approved by Local Watch Inspector shall be used in service by employees subject to Time Service Rules.
3. Each employee subject to Watch Inspection and Time Service Rules will call on an authorized Local Watch Inspector before October 31st, submit his watch for inspection and receive a new "Blue" card upon surrender of the Blue Card issued to him last semi-annual inspection, provided his watch meets requirements in all respects. "Order for Watch Inspection" will be issued by Superintendent for first watch inspection, lack of old Blue card, new watch in service, or failure to secure new card before October 31st, 1944.
4. Should employee lose card certificate between semi-annual inspections he must immediately procure "Order for Watch Inspection" and present same to Local Watch Inspector for new comparison card.
5. Employees must not accept card certificate from inspector unless it bears date watch was cleaned and re-oiled.
6. Comparisons given in October should be entered on new card issued, not on old card taken up.
7. SPECIAL NOTE: THE "CELLULOID" OR "UNBREAKABLE" CRYSTAL IS CONSIDERED UNSAFE ON STANDARD WATCHES USED IN TRAIN OR RAILROAD OPERATING SERVICE. UNDER PRESSURE THIS TYPE OF CRYSTAL PRESSING ON CENTER PINION AND MINUTE HAND IS APT TO CAUSE THE WATCH TO STOP, STARTING AGAIN WHEN PRESSURE IS REMOVED. Any such watches equipped with the so-called "Celluloid" or "Unbreakable" crystal, and presented to you for inspection, should be replaced with the regular glass crystal before it will be allowed in service.
8. Employees may have their watches cleaned and re-oiled or repaired by any competent watchmaker, and when done by other than Local Watch Inspector, the latter must be furnished with a statement showing by whom and when the work was done, and this information must be recorded on Card Certificate by Watch Inspector before watch is restored to service.
9. No watch shall be used in service until approved by Local Watch Inspector and card issued.
10. Loaner watches must not be below the standard of excellence required by the Rules as to grade and condition, nor used in service until a loaner card has been issued and watch approved by Local Inspector.

General Supt. of Transportation

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

September 28, 1944

BULLETIN NO. 324

TO TRAINMEN

SUBJECT: Single Track Operation - Zion and Winthrop Harbor

A new facing crossover has been installed at a point 1,200 feet north of Winthrop Harbor Road, which is located two miles north of Zion Station. The switch on the northbound track is a spring switch; the switch on the southbound track is a rigid switch.

Beginning Monday, October 2, 1944, and daily except Sunday thereafter, until further notice, single track will be operated between Zion crossover, which is located 800 feet north of Zion Station and the new crossover described above.

Trains will use the NORTHBOUND track from 7:30 A.M. until 5:00 P.M. each week day, and until 12:00 NN on Saturdays, after which times normal operation will be resumed.

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 2,600 feet north of the new facing point crossover at Winthrop Harbor 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 north switch of the new facing point crossover at Winthrop Harbor 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 Zion 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 opposite the south switch point of the Zion 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.

September 28, 1944

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 slow territory in the single track. Trains must be under control at all road crossings when operating against the normal current of traffic.

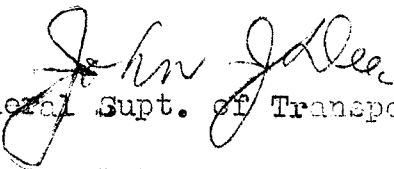
Motormen approaching either home signal when stop indication is shown on the signal should hold back and allow opposing train to pass and signal to clear before moving up to the crossover in order to avoid unnecessary stop and resulting demand on power.

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

I have received copy of Bulletin No. 324 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

September 28, 1944

BULLETIN NO. 324

TO TRAINMEN

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September 28, 1944

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

I have received copy of Bulletin No. 324 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

September 30, 1944

BULLETIN NO. 325

TO MOTORMEN

Re-issue of Bulletin No. 187,
dated September 13, 1943

SUBJECT: Leaves on Tracks

At this time of the year leaves on tracks
at various locations create slippery rail conditions.

Motormen must keep a close lookout at these
locations and break carefully in order to avoid
sliding car wheels.

John B. Gallagher
General Supt. of Transportation