

File

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

October 2, 1944

BULLETIN NO. 326

TO TRAINMEN

SUBJECT: Train and City Car Operation between Twenty Second
Street and Second Avenue, North Chicago.

Beginning at once no northbound train or city car
will proceed beyond the platform at Twenty Second Street,
North Chicago, while there is a train or city car using the
northbound track or crossover between Twenty Second Street and
Second Avenue, North Chicago

Southbound trains or city cars must not proceed
beyond Second Avenue, North Chicago while there is a train or
city car using the southbound track or crossover between Second
Avenue and Twenty Second Street, North Chicago, except that in
changing up city cars such car may pull up next to the cars
used for that purpose.

All concerned are hereby advised that many crossover
and back up movements take place in this territory, and it is
necessary to operate with extraordinary caution passing through
same.

John B. Gallagher
General Supt. of Transportation

*am
for*

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

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John B. Gallagher
General Supt. of Transportation

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

October 2, 1944

BULLETIN NO. 327

TO MOTORMEN

Re-issue of Bulletin No. 195
September 21, 1943

SUBJECT: Train Operating On Shore Line and in Waukegan and
Milwaukee City

When the Motorman's range of vision is restricted by fog, snow, or from any other cause, he must take extraordinary precautions. The safety of the train depends on the Motorman being able to stop within the distance he can see the track to be clear.


General Supt. of Transportation

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

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John B. Bee
General Supt. of Transportation

John B. Bee

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

October 3, 1944

BULLETIN NO. 328

TO TRAINMEN

SUBJECT: Cars Cut at Edison Court

Collectors working cars cut off passenger trains at Edison Court should start at the rear of such cars and walk through them before leaving cars in order to make sure that no passengers are left behind.

John J. T. S.
General Supt. of Transportation

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

October 3, 1944

BULLETIN NO. 329

TO MOTORMEN

SUBJECT: Summer Caps

Beginning October 5, 1944 motormen will
discontinue wearing summer caps.


General Supt. of Transportation

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

October 3, 1944

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

October 4, 1944

BULLETIN NO. 330

TO TRAINMEN

SUBJECT: Trolley Changeover - Crawford Avenue

Trainmen working southbound Skokie Valley
Route trains must pull trolleys down to roof and
secure same before changing trolley switch from trolley
to third rail position.

All such trainmen must be sure that trolleys
on cars in their charge are properly hooked down before
passing proceed signal to the man ahead.


General Supt. of Transportation

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

October 4, 1944

BULLETIN NO. 331

Re-issue of Bulletin No. 23
February 7, 1941

TO ALL TRAINMEN:

On the Electroliners at station stops, the collector will give the conductor hand signal to proceed. The conductor will then give the motorman the proceed signal with the buzzer.

At points where trolleys are to be changed or leave the wire, the motorman will receive a proceed signal from the collector and conductor before proceeding.


General Supt. of Transportation

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

October 6, 1944

BULLETIN NO. 332

TO TRAINMEN

SUBJECT: Single Track Operation Between Six Mile Road and Quarry

Beginning Monday, October 9, 1944, the single track operation between Six Mile Road and Root River described in Bulletin No. 276, issued August 28, 1944, will be EXTENDED southward to include the Quarry crossover, located 2.67 miles north of Racine, and use of crossover and signals installed at Root River will be discontinued.

Trains will use the NORTHBOUND track between the new facing point crossover at Six Mile Road and the regular crossover at Quarry after passage of train No. 5, due at Ryan at 7:42 A.M., until 4:45 PM each weekday, and until 12:00 Noon on Saturdays, after which times 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 signals described in Bulletin No. 276 will remain in service as at present.

NORTHBOUND: A fixed distant semaphore signal has been installed 2,600 feet south of Quarry Crossover 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 200 feet south of the trailing point crossover at Quarry, 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 previously described in Bulletin No. 276 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.

Trainmen must arrange trolleys so that changeover from one main line wire to another main line wire can be made while trains are passing through the crossovers. The new crossover at Six Mile Road may not be used except during the time single track is in operation, and will be spiked at all other times, as described in Bulletin No. 276.

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.

Motormen 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. 332, issued October 6, 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

October 6, 1944

BULLETIN NO. 332

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DATE 1944 SIGNED MOTORMAN

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

October 7, 1944

BULLETIN NO. 333

TO TRAINMEN:

SUBJECT: Track Work, Great Lakes, Skokie Valley Route

Beginning Monday, October 9, 1944 and daily except Sunday until further notice, the Road Department will renew rail between the south switch of the North Western transfer track at Downeys and the north cross-over at Pettibone.

Motormen are requested to keep a sharp lookout in this territory for men or materials on or about the track, during the progress of this work.

John J. Hore
General Supt. of Transportation

File

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

October 7, 1944

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J. B. Gallagher
General Supt. of Transportation

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

October 11, 1944

Re-issue of Bulletin No. 233
dated October 22, 1943

BULLETIN NO. 334

TO ALL CONCERNED

SUBJECT: Headlights and Heaters

Beginning at once all southbound trains leaving
terminals at 1:00 P.M. or later, must be equipped with
headlights and heaters in order that northbound trains
are properly supplied.

John B. Gallagher
General Supt. of Transportation

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

October 11, 1944

Re-issue of Bulletin No. 235
dated October 27, 1943

BULLETIN NO. 335

TO TRAINMEN

SUBJECT: Frost and Sleet on Trolley Wire

Trains encountering frost or sleet on trolley wire, will install sleet cutters in order to avoid unnecessary wear on trolley inserts.

When train consists of two or more motor cars under these conditions, the motor switch on the head car should be opened, so that the front trolley on the train will cut the frost or sleet.

John J. Bee
General Supt. of Transportation

File

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

October 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

October 11, 1944

BULLETIN NO. 336

Re-issue of Bulletin No. 236,
dated October 27, 1943

TO ALL CONCERNED

SUBJECT: Heating and Ventilating Hot Water Heated cars

During the season that it is necessary to heat the cars, we receive numerous complaints from our patrons on this subject. There is no set rule that can be given to govern all conditions, but if the proper attention is given by our trainmen, we can eliminate the complaints.

In mild weather when the temperature outside is 30 or more degrees above, trainmen will raise the inside windows and see that all ceiling ventilators are open, which can be regulated to keep the temperature 68° to 70° which is normal; also, the rear door can be opened at intervals for a short time to help keep the temperature down.

The fire should be checked by opening the damper in stove pipe and flap on fire door, keeping the draft closed in ash pit door.

In severe cold weather have at least three ventilators open, one in smoker, and one in each end of train compartment. Open more if needed to give the proper amount of fresh air.

The use of ventilators over the bulkhead doors should be governed as follows:

The first car in a train, the front end ventilator should be closed and the rear one opened. All other cars in train, both the front and rear ventilators should be open. The opening in these ventilators should be governed by the weather conditions and the temperature of the car. Before leaving a terminal, if a car is overheated, the front and rear bulkhead doors should be opened to relieve the overheated condition. When temperature reaches zero or below, a pressure of from 5 to 15 pounds may be carried which will materially aid in heating the car.

On cars where the stove is enclosed in a cabinet, registers placed near the ceiling on the cabinet or on the bulkhead between the smoking and main compartments should be opened in cold weather and closed in moderate weather.

In order to obtain the best results, trainmen during a trip must observe the temperature and condition of their car and make such changes as are necessary to keep cars in normal condition.

CARE OF HEATING PLANT

Each car is provided, in the cabinet or near the heater, with a pump thru which medium the shortage of water in the heating plant can be replenished. The white mark on gauge glass shows proper water level. The pet cock on pipe from expansion tank should be opened momentarily if undue pressure caused by air is shown on gauge. Cock should be closed as soon as steam appears.

General Mgt. of Transportation

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

October 11, 1944

Re-issue of Bulletin No. 237
dated October 27, 1943

BULLETIN NO. 337

TO ALL TRAINMEN:

OPERATING OF VENTILATING AND HEATER SWITCHES AND LIGHT SWITCHES IN REBUILT CARS:

CHICAGO-MILWAUKEE SERVICE: Cars Nos. 720-726-730-736 to 752, and Cars Nos. 753 to 776 as they come out after rebuilding.

VENTILATING AND HEATER SWITCH #1: This switch should be closed when car is in operation. Open or close bulkhead registers as required for ventilation.

MAIN HEATERS & TOILET SWITCH #2: This switch should be closed when outside temperature is below 60 degrees.

SIDE HEATER SWITCH #3: Close when temperature requires.

INSPECTION SWITCH #4: This switch should NOT BE OPENED BY TRAINMEN AT ANY TIME. (Used for inspection only.)

BODY, MAIN & PLATFORM LIGHT SWITCHES: Same operation as before.

LAYING UP CAR: Open the following switches: Ventilating and heater, side heaters, compressor and light switches. Leave pole up AT ALL TIMES for battery charging. Leave #2 switch on if temperature is below freezing.

MAKE CAR READY FOR SERVICE: See that #2 switch is closed. Then close #3 switch. This should be done three (3) hours before car goes out. Terminal men or stovemen should do this. Also close ventilators in bulkheads.

At yards or terminals where cars are laid up but may be used for adds, the Yard Crew should check the temperature of car prior to leaving.

IMPORTANT: #2 switch controls the current for all side heaters. Open #3 switch first when heat is turned off. Leave #2 switch closed if outside temperature is below freezing, to prevent toilet and water supply from freezing up.

John B. Gallagher
General Supt. of Transportation

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

October 11, 1944

Re-issue of Bulletin No. 238
dated October 27, 1943

BULLETIN NO. 338

TO ALL TRAINMEN:

OPERATION OF VENTILATING AND HEATER SWITCHES AND LIGHT
SWITCHES IN REBUILT CARS:

SHORE LINE SERVICE: Cars Nos. 712 to 736 inclusive.

VENTILATING AND HEATER SWITCH: This switch should be
closed when car is in operation. Open or close bulkhead
registers as required for ventilation.

SIDE HEATER SWITCH: This switch should be closed when
outside temperature is below 60 degrees.

INSPECTION SWITCH: This switch should NOT BE OPENED AT
ANY TIME. (Used for inspection only).

BODY, MAIN & PLATFORM LIGHT SWITCHES: Same operation as
before.

LAYING UP CAR: Open the following switches: Ventilating
and heating, side heaters, compressor and light switches.
Leave pole up AT ALL TIMES for battery charging.

When heat is needed, stowmen or terminal men should close
side heater switch three (3) hours before car is going out.
Close the registers in bulkhead on both ends.

At yards or terminals where cars are laid up, but may be
used for adds, the yard crew should check the temperature
of car prior to leaving.

John B. Gallagher
General Supt. of Transportation

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

October 11, 1944

Re-issue of Bulletin No. 281
dated December 1, 1943

BULLETIN NO. 339

TO TRAINMEN:

SUBJECT: Coal Conservation

Account of the present acute shortage of coal, all trainmen are requested to keep fires checked and car doors closed as much as possible.

All concerned are also requested to see that car lights are not used unnecessarily. During day time hours, car lights should not be turned on north of Chicago Avenue.


General Supt. of Transportation

cy: Mr. H. G. Herdin
Mr. J. P. Mennion
Mr. W. W. Hawthorne

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

October 13, 1944

BULLETIN NO. 340

TO TRAINMEN:

SUBJECT: Speed Restriction - Elm Place, Highland Park

Bulletin No. 258, issued October 23, 1942, which reads as follows:

"Effective at once, all trains will not exceed a speed of fifteen (15) miles per hour between Elm Place and Vine Avenue bridge. In addition, motormen must keep a sharp lookout for trucks approaching or crossing the tracks in this territory."

is hereby cancelled.

Effective at once trains must not exceed a speed of fifteen (15) miles per hour between Elm Place and Vine Avenue crossover, Highland Park.

The Road Department will install speed restriction signs reading "RS 15" on the northbound track just south of Elm Place and on the southbound track just south of Vine Avenue within the next few days, and these signs mean that trains must not exceed a speed of fifteen (15) miles per hour between Elm Place and Vine Avenue crossover in either direction. Motormen must also watch out for trucks crossing the track in this territory.

John B. Gallagher
General Supt. of Transportation

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

October 13, 1944

BULLETIN NO. 341

TO TRAINMEN:

SUBJECT: Speed Restriction Signs - Austin Avenue and Oklahoma
Avenue

Speed Restriction signs will be erected within the next
few days at the following locations:

SOUTHBOUND

Oklahoma - 1000 feet north of point of switch entering single track -
reading "RS 20".

Austin - 1000 feet north of point of switch leaving single track -
reading "RS 30".

NORTHBOUND

Austin - 1500 feet south of point of switch entering single track -
reading "RS 30".

Oklahoma - 1000 feet south of point of switch leaving single track -
reading "RS 20".

The speeds shown on the speed boards have reference to
speeds listed for trains using the turnout switches at the above
locations as described in Special Rule 19, Time Table No. 52.

John J. Beck
General Supt. of Transportation

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

October 14, 1944

BULLETIN NO. 342

TO TRAINMEN

Re-issue of Bulletin No. 33
February 23, 1943

SUBJECT: Emergency Jumpers

Extra train jumpers have been placed at locations shown below. Conductor using any of these jumpers will notify train dispatcher at once so that it may be replaced.

DEMPSTER STREET, - In telephone booth on northbound
SKOKIE platform.

CHURCH STREET - In box on southbound platform
inside of shelter on north wall.

LINDEN AVENUE - In box at south end of shelter,
southbound platform.

WINNETKA - In box on southbound platform,
south side of telephone booth.

GLENCOE - In box on pole on northbound
platform.

CENTRAL AVENUE
HIGHLAND PARK - In box south end of shelter, south-
bound platform.

NO. CHICAGO JCT. - In telephone booth on southbound
Milwaukee Division platform.

KENOSHA - Inside south end of southbound
shelter.

RACINE - In telephone booth.

John J. Lee
General Supt. of Transportation

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

October 14, 1944

BULLETIN NO. 343

TO TRAINMEN

SUBJECT: Adding Cars to Southbound Trains at Highwood

Motormen pulling cars from the west siding at Highwood to add to southbound trains must not start up cars to be added until the rear end of the train receiving the add has passed the switchpoint leading to the southbound main track.

John B. Gallagher
General Supt. of Transportation