

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

October 16, 1944

BULLETIN NO. 344

TO TRAINMEN

SUBJECT: Speed Restriction Signs - Austin Avenue and  
Oklahoma Avenue

Bulletin No. 341, issued October 13, 1944 describes  
Southbound Speed Restriction Signs to be erected at Austin  
and Oklahoma Avenues as follows:

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"

This is incorrectly stated, and should have read as  
follows:

SOUTHBOUND

Oklahoma - 1000 feet north of point of switch entering single  
track - reading "RS 30".

Austin - 1000 feet north of point of switch leaving single track -  
reading "RS 20".

Please be governed accordingly.

*John B. Gallagher*  
General Supt. of Transportation

File

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

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Please be governed accordingly.

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 18, 1944

BULLETIN NO. 345

TO TRAINMEN

SUBJECT: Witnesses to Accidents

Trainmen are very lax in securing the names of witnesses to accidents.

In submitting the prescribed accident reports all trainmen must be sure to attach to the report, the regular form witness sheet, showing the names of witnesses secured, or the reason for inability to secure same.

Names of witnesses must be taken when possible, whether or not the person was in a position to see the accident.

*John B. Gallagher*  
General Supt. of Transportation

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

October 19, 1944

BULLETIN NO. 346

TO TRAINMEN

Re-issue of Bulletin No. 266  
November 16, 1943

SUBJECT: Pyrene Fire Extinguishers

Tabs have been placed under shanks of Pyrene Fire Extinguishers in all of our cars, and when tabs are found broken, it indicates that Extinguishers have been used or tampered with.

All trainmen are requested to make prompt report to this office when broken tabs are found.

*John B. Gallagher*  
General Supt. of Transportation

JOHN B. GALLAGHER AND EDWARD J. QUINN, TRUSTEES  
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

October 19, 1944

BULLETIN:

Effective October 6, 1944, Mr. Drew F. Sheahan was employed as Claim Agent. While his jurisdiction will extend over the entire system, his primary responsibility will be to take care of accidents south of Waukegan to Chicago. Mr. Sheahan succeeds Mr. W. P. Luby, who is now employed in the Claim Department of the Chicago Rapid Transit Company.

Mr. Paul C. Kilkelly will primarily be responsible for accidents occurring in Waukegan and North to Milwaukee, altho his jurisdiction generally will extend over the entire system as heretofore.

Telephone Operators and Dispatchers will please notify these respective Claim Agents via telephone of accidents as they occur in their respective territories.

In the event that either of these men cannot be reached, the General Claim Agent should receive report. In serious accidents the General Claim Agent should be notified in addition to the district Claim Agents.

Mr. Drew F. Sheahan resides at 806 Sherman Avenue, Evanston, Illinois. His telephone number is University 9697.

E. N. MULDOON  
General Claim Agent

APPROVED:

G. T. HELLMUTH  
General Claims Attorney

October 20, 1944

BULLETIN NO. 347

TO TRAINMEN

SUBJECT: Single Track Operation between Root River and Quarry

After 12:00 Noon on Saturday, October 21, 1944, the single track operation between Six Mile Road and Quarry described in Bulletin No. 332, issued October 6, 1944, will be discontinued.

Beginning Monday, October 23, 1944, single track will be operated between the new facing point crossover 2500 feet north of Three Mile Road, which is located 3.7 miles north of Racine Station, and just south of Root River bridge, and Quarry crossover, located about two miles north of Racine, and use of signals installed at Six Mile Road will be discontinued.

Trains will use the NORTHBOUND track between these crossovers 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 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 the 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 2700 feet north of the above described new crossover at Root River 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 facing point crossover at Root River 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 can not be passed while at stop indication without a written order from the train dispatcher, unless communication with the train dispatcher can not be had; then a trainman will proceed ahead of train with a stop signal to insure full protection.

NORTHBOUND: Signals described in Bulletin No. 332 and presently in use at Quarry will remain in service as at present.

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 Root River 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.

Motormen will sign receipt form attached and return to this office for record.

  
General Supt. of Transportation

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

I have received copy of Bulletin No. 347, issued October 20, 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 20, 1944

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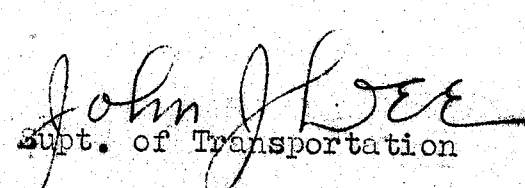


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Mr. J. J. Dee  
General Supt. of Transportation  
Highwood, Illinois

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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 20, 1944

BULLETIN NO. 348

TO TRAINMEN

SUBJECT: Water Main - 22nd Street, North Chicago, West Line -  
North Chicago Barns, East Line

The contractor is installing a water main under our tracks at 22nd Street, North Chicago, West Line, and just north of Lanyon Place on the Shore Line, which is approximately opposite North Chicago Barns.

Motormen operating trains at these locations will keep a sharp lookout for men and materials on or about the track. If it is found necessary, slow boards will be erected.

*John B. Gallagher*  
General Supt. of Transportation

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

October 20, 1944

BULLETIN NO. 349

TO TRAINMEN

SUBJECT: Crossover at Four Mile Road

Bulletin No. 86, issued April 11, 1944, and  
Bulletin No. 88, issued April 13, 1944, in relation to  
the removal of the crossover at Four Mile Road, 5.14  
miles north of Racine are hereby CANCELLED.

The crossover at Four Mile Road will be  
returned to service on Monday, October 23, 1944.

*John J. Lee*  
General Supt. of Transportation

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

October 20, 1944

BULLETIN NO. 350

TO TRAINMEN

SUBJECT: C.M.St.P.&P. Bridge - Rondout

Beginning at 8:00 A.M., Tuesday, October 24, 1944, the contractor will begin raising the bridge over the C.M.St.P.&P.RR.Co. tracks at Rondout.

Beginning at that time all trainmen must not exceed a speed of FIVE miles per hour passing over the bridge structure, until further notice. Motormen must avoid making brake applications or accelerating train movements while passing over the bridge structure during the progress of this work.

*John B. Gallagher*  
General Supt. of Transportation



*File*

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

October 20, 1944

BULLETIN NO. 350

TO TRAINMEN

SUBJECT: C.M.&St.P.&P. Bridge - Rondout

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General Supt. of Transportation

*[Handwritten signature]*

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

October 23, 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 - October 25, 1944  
10:00 A.M.  
1:00 P.M.

MILWAUKEE TERMINAL:

Thursday - October 26, 1944  
2:00 P.M.

HOWARD STREET TRAINMEN'S ROOM:

Friday - October 27, 1944  
2:00 P.M.

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

  
General Supt. of Transportation



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

October 25, 1944

BULLETIN NO. 352

TO TRAINMEN  
TICKET AGENTS  
TOWERMEN AND LEVERMAN CNW TOWER K O  
SWITCHMEN - NORTH CHICAGO JUNCTION

SUBJECT: Special Service, Sunday, November 5, 1944

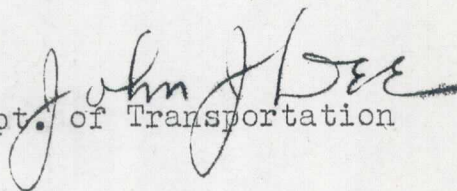
Account of the Green Bay Packers vs Chicago Bears  
Football Game at Wrigley Field on Sunday, November 5, 1944, the  
following changes will be made in our service on that date.

Electroliner normally operated on No. 802 will be  
operated as second No. 410, leaving Milwaukee at about 10:45 A.M.,  
or as soon as loaded, for all Chicago passengers from Milwaukee  
stations only. Second 410 will not stop for traffic between  
Harrison Street, Milwaukee and Howard Street.

Standard equipment will be used on schedule of train  
802, and No. 802 will couple to No. 412 at Edison Court.

Trains No. 410, second 410 and 802-412 will stop at  
Addison Street, Chicago, to discharge passengers.

General Supt. of Transportation



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

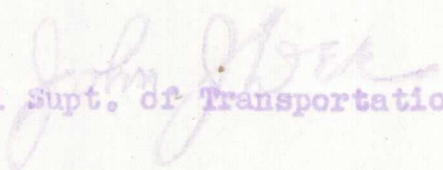
October 26, 1944

BULLETIN NO. 353

TO TRAINMEN

SUBJECT: T.M.E.R.&T. Bridge at Milwaukee

A contractor is painting the T.M.E.R.&T. overhead bridge, which is located 3200 feet south of Austin Avenue, Milwaukee. Motormen must keep a sharp lookout during the day light working hours for workmen on or about the bridge territory.

  
General Supt. of Transportation



*File*

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

October 26, 1944

BULLETIN NO. 353

TO TRAINMEN

SUBJECT: T.M.E.R.&T. Bridge at Milwaukee

A contractor is painting the T.M.E.R.&T. overhead bridge, which is located 3200 feet south of Austin Avenue, Milwaukee. Motormen must keep a sharp lookout during the day light working hours for workmen on or about the bridge territory.

*John B. Gallagher*  
General Supt. of Transportation

*For*  
*John*

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

October 26, 1944

BULLETIN NO. 354

TO TRAINMEN

SUBJECT: Electroliner Markers

The Mechanical Department will paint and install special markers on the Electroliners. These markers will be green in color and reserved for use on those trains only.

These markers will be cleaned at Harrison Street Shop and 63rd Street Shop daily.

Classification lights for use on Electroliners are also provided on those trains.

*John B. Gallagher*  
General Supt. of Transportation

*File*

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

October 26, 1944

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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 26, 1944

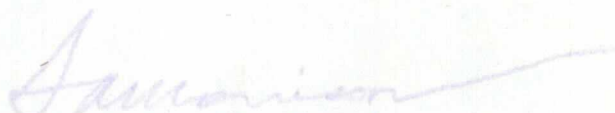
BULLETIN NO. 19

TO HEADS OF DEPARTMENTS:

SUBJECT: Election Day

All offices of the Company (those Departments having necessary operating and emergency work in charge excepted) will be closed Election Day, Tuesday, November 7, 1944.

Please be governed accordingly.

  
Manager for the Trustees

Noted  
M. J.  
E. W.  
J. De T.



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

Highwood, Illinois

October 27, 1944

TO ALL CONCERNED:

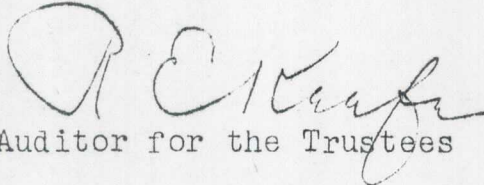
SUBJECT: Insurance Deductions

If you carry either the E.M.B.A. or the Group Insurance, your attention is called to the following:

The temporary Employees' Mutual Benefit Association rate increase of 30¢ unanimously approved at the membership meeting of October 4, 1944, will be made effective with the deduction from second half of October 1944 wages to cover protection for November 1944. This and following deductions will therefore be \$1.30 instead of \$1.00 as heretofore, until such time as you are otherwise notified.

Also, in order to simplify matters, in the future we will deduct the monthly Group Insurance premium of \$1.25 from the wages for the first half each month instead of deducting 62¢ from wages for the first half and 63¢ from wages for the last half of each month as heretofore.

Inasmuch as the last Group Insurance deduction, made from the first half of October 1944 wages covered protection for the second half of October, no deduction for Group Insurance will be made from the second half of October wages, and the \$1.25 deduction which will be made in the first half of November 1944 will cover protection for the full month of November.

  
Auditor for the Trustees

REK:hi

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

October 28, 1944

BULLETIN NO. 355

TO TRAINMEN

SUBJECT: Traffic Check - Elm Road, Wisconsin

Tuesday, Wednesday and Thursday, October 31, November 1 and 2, 1944, conductors on Milwaukee Local trains no 2, 18, 22, 3, 5 and 25 will note on the remarks column on their trip sheets, the number of passengers on and the number of passengers off those trains at Elm Road, Wisconsin.

General Supt. of Transportation



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

O B I T U A R Y

It is with regret that I inform you of the death of William Griffith Ives, who passed away on Sunday, October 29, 1944.

Body will be at rest at Petroschius Memorial Funeral Home, 313 10th Street, North Chicago, Illinois, after 1:00 P.M., Tuesday, October 31, 1944.

Funeral Services will be held at 1:30 P.M. on Wednesday, November 1, 1944 at the above funeral home.

Interment in Mound Cemetery, Racine, Wisconsin.

John J. Dee  
General Supt. of Transportation

October 30, 1944

*Handwritten notes:*  
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