

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

November 2, 1944

BULLETIN NO. 356

TO TRAINMEN  
TICKET AGENTS  
SWITCHMEN  
TOWERMEN

SUBJECT: Train No. 806 - Fridays

Beginning on Friday, November 3, 1944 and each Friday thereafter until further notice, the Electroliner normally operated on train No. 806 will be operated as 2/422 and will leave Milwaukee at about 4:50 P.M. for Chicago passengers from Milwaukee, Racine, and Kenosha. 2/422 will not stop for traffic between Kenosha and Howard Street.

Standard equipment will be operated on the schedule of train No. 806 from Milwaukee and No. 806 will couple to No. <sup>424</sup>~~422~~ at Edison Court.

*John J. See*  
General Supt. of Transportation

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

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General Supt. of Transportation

*Electroliner  
800 Service*

*Standard Equipment  
400 Service*

*John BEE*

*noted  
11/2/44*

*Wm  
B.B.*

*and B.B. H.V. By V.E. B.W.*

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

November 2, 1944

BULLETIN NO. 357

TO TRAINMEN

SUBJECT: Transfers on Commutation Tickets

The following instructions supplement those contained in Bulletin No. 315, issued September 13, 1944, in reference to issuing transfers to passengers presenting commutation tickets under certain circumstances.

Passengers may use commutation tickets to or between intermediate stations which are within the destination limits of such ticket.

Occasionally commutation tickets are presented for transportation on trains which do not stop at stations within the limit of the ticket and, except as provided below, such passengers WILL NOT be given transfers back to such intermediate destination, for example: a passenger presenting a twelve ride weekly ticket between Waukegan and Chicago, enroute to Northbrook on a southbound train from Waukegan which is not scheduled to stop at Northbrook, WILL NOT be given a transfer back from Skokie to Northbrook.

In cases where passengers are carried beyond their destinations through no fault of their own, transfers WILL be issued from the point where such passenger leaves the train, to the original destination, for example: a passenger destined to a Shore Line station, carried beyond Howard Street on a Skokie Valley train, will be given a transfer back from either Skokie or North Chicago Junction to the Shore Line destination.

*John B. Gallagher*  
General Supt. of Transportation



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

November 2, 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

November 4, 1944

BULLETIN NO. 358

TO TRAINMEN

SUBJECT: Copies of Train Orders

Beginning at once all conductors will send  
their copies of train orders received each day to the  
Chief Train Dispatcher at the end of each day's work.

*John B. Gallagher*  
General Supt. of Transportation



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

November 4, 1944

BULLETIN NO. 359

TO TRAINMEN

SUBJECT: Medical Examination - Train Service Employees

The Medical Department examining car No. 756 will be placed at Howard Street for the purpose of conducting medical examinations for trainmen, which will begin at 9:00 A.M., Wednesday, November 8, 1944 at that location.

Accompanying this bulletin is a list of days and times scheduled for trainmen to report for medical examination.

The trainmen listed will report on the day and at the time shown.

*John B. Gallagher*  
General Supt. of Transportation

attach

# REPORTING TIMES FOR MEDICAL EXAMINATION FOR TRAINMEN

BULLETIN NO. 359 Page -2-

	WEDNESDAY	THURSDAY	FRIDAY	MONDAY	TUESDAY	WEDNESDAY
	Nov. 8, 1944	Nov. 9, 1944	Nov. 10, 1944	Nov. 13, 1944	November 14, 1944	Nov. 15, 1944
9:00a	Wm. Papp	W. H. Bower	J. J. Brennan		C. W. Gillard	J. H. Pike
9:20a	J. M. Selin	E. Horbinski	P. J. Baake	C. L. Berry	F. H. Schmidt	L. T. Burtchby
9:40a	L. S. Smith	G. Stokes	G. C. Hopkins	U. S. Kiehl	H. S. Cawley	W. Dowse
10:00a	H. E. Segerstrom		D. W. Buffham			J. D. Gearle
10:20a		O. M. Boosinger		H. J. Tapp		
10:40a	G. Huegel	P. Sesterhenn	G. Bandy		R. H. Xanders	
11:00a		A. R. Boucher		Wm. Doty	A. R. Calvert	
11:20a	A. R. Butts		R. E. Knauff		J. H. Day	
11:40a	G. Ward	C. A. Parks				J. P. ...
1:00p	W. A. Carty	R. O. Noske				M. R. ...
1:20p			E. A. Salter	J. Huemmer	R. P. Wade	W. E. ...
1:40p	B. B. West	C. Gatton	M. G. Carlson			
2:00p	T. R. Moss	R. L. Short	H. R. Ford	E. E. Sutter	R. E. Harris	W. J. Shine
2:20p	C. Pearson			E. J. Herrell		
2:40p	L. Glines	C. Belcher	H. Holquist	D. Craft		M. Lustbader
3:00p	F. Kromer	H. Mead	C. Shively	J. W. Wick	C. L. Donelson	D. T. Jones
3:20p	J. A. Griffin	E. Morrill	J. F. Miller	J. R. Quick	A. Betts	H. Schacht
3:40p	J. W. Blackmore	R. Brynn	J. Smedberg	J. Wylie	A. H. Eilers	W. C. Camp

*File*

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

November 4, 1944

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General Supt. of Transportation

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*[Handwritten signature]*



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9:40a L. S. Smith	G. Stokes	G. C. Hopkins	U. S. Kiehl	H. S. Cawley	W. Dowse
10:00a H. E. Segerstrom		D. W. Buffham			J. D. Searle
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11:00a	A. R. Boucher		Wm. Doty	A. R. Calvert	
11:20a A. R. Butts		R. E. Knauff		J. H. Day	
11:40a G. Ward	G. A. Parks				J. Pfeiffer
1:00p W. A. Carty	R. O. Noske				M. R. Hawk
1:20p		E. A. Salter	J. Hueimmer	R. P. Wade	W. E. Berndt
1:40p B. B. West	C. Gattson	M. G. Carlson			
2:00p T. R. Moss	R. L. Short	H. R. Ford	E. E. Sutter	R. E. Harris	W. J. Shine
2:20p C. Pearson			E. J. Herrell		
2:40p L. Glines	C. Belcher	H. Holquist	D. Craft		M. Lustbader
3:00p F. Kromer	H. Mead	C. Shively	J. W. Wick	C. L. Donelson	D. T. Jones
3:20p J. A. Griffin	E. Morrill	J. F. Miller	J. R. Quick	A. Betts	H. Schmahl
3:40p J. W. Blackmore	R. Brynn	J. Smedberg	J. Wylie	A. H. Eilers	W. C. Camp

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

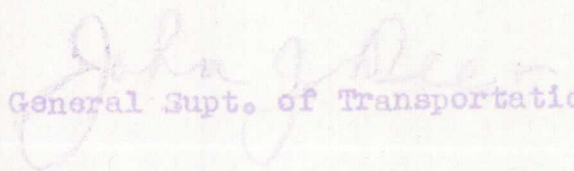
November 6, 1944

BULLETIN NO. 360

TO TRAINMEN

SUBJECT: Slow Order - East Prairie Road

Beginning at 8:00 A.M. on Tuesday, November 7, 1944, and until further notice, a contractor will be installing a sewer under the main line tracks at a point about 850 feet east of East Prairie Road on the Howard-Dempster Line. Trains in both directions must not exceed a speed of 20 miles per hour through the working territory and must keep a sharp lookout for men and materials on or about the tracks during the progress of this work.

  
General Supt. of Transportation

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

November 8, 1944

BULLETIN NO. 361

TO TRAINMEN

SUBJECT: Rondout station

Beginning at 4:01 A.M., Thursday, November 9, 1944, the new station facilities at Rondout will be used by trainmen in both directions. The new station is located about 450 feet east of the old location. The old station facilities will be removed on Thursday, November 9, 1944.

The switch controlling station lights is located on the southbound platform at the new station.

*John B. Gallagher*  
General Supt. of Transportation



*File*

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

November 8, 1944

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*John B. Gallagher*  
General Supt. of Transportation

*Wm. OB*  
*not 13/11/44*  
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*WV*  
*WV*

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

November 9, 1944

BULLETIN NO. 362

TO TRAINMEN

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

Bulletin No. 350, issued October 20, 1944,  
and reading as follows:

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

is hereby CANCELLED.

Beginning at once, trains must not exceed a  
speed of TWENTY miles per hour in the territory designated  
by slow boards installed to govern train movements at the  
above location.

General Supt. of Transportation

*File*

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

November 9, 1944

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General Supt. of Transportation

*dm*



11-9-44

*File*

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

If trains are not operating, the following  
non revenue bus schedule, between 22nd St.,  
North Chicago and the Highwood Office, will  
be in effect for Friday, November 10, 1944,  
only, for the use of North Shore Line employees.

Leave	22nd St. No. Chgo.	-	7:10 A.M.
	Lake Bluff	-	7:25 A.M.
	Lake Forest	-	7:30 A.M.
Arrive	Highwood	-	7:40 A.M.

Leave	22nd St. No. Chgo.	-	8:15 A.M.
	Lake Bluff	-	8:30 A.M.
	Lake Forest	-	8:35 A.M.
Arrive	Highwood	-	8:45 A.M.

Bus will leave Highwood Office, returning,  
on same route at 4:15 P.M. and 5:15 P.M.

John J. Dee

General Supt. of Transportation

CC-Messrs: S. A. Morrison, H. Cordell, F. J. Kramer, H. G. Mason,  
R. E. Keefe, F. E. Wagner, P. F. Mc Call.

11/9/44

*[Signature]*

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

November 10, 1944

BULLETIN NO. 363

TO TRAINMEN

SUBJECT: Emergency Knuckles

Emergency freight car knuckles have been provided on all locomotives, in the place provided for rerailers, etc.

These knuckles can be used on any broken coupler where knuckle pin holes are still intact, for coupling to locomotives or other freight cars.

General Supt. of Transportation

File

11-11-44

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

Location of Transportation Department  
Supervisors commencing Saturday,  
November 11, 1944

Milwaukee	Mr. W. H. Burke Mr. T. F. Gnevo
Racine	Mr. F. L. Miller
Kenosha	Mr. W. J. Kiltz
Edison Court	Mr. D. Webster
Waukegan Terminal and Great Lakes and Sup- ervisor Wauk. City Lines -	Mr. J. W. Simons
North Chicago & Gt. Lks. and Supervisor Wauk. City Lines	Mr. T. Deely
Highwood	Mr. J. A. Kortendick Mr. C. R. Spitzer Mr. C. A. Cawley Full Force of Trick Dispatches Full Force of Assignment Clerks
Mundelein	Mr. J. M. Iverson
Howard Street	Mr. D. J. Donnelly Mr. G. H. Leed
Wilson Avenue	Mr. J. J. McArdle
Adams & Wabash	Mr. F. M. Golden Mr. R. G. Botnet
Pettibone Yards No. Chgo. Jct. & Gt. Lakes	Mr. D. J. Walsh Mr. L. F. Hoppe

cc-Messrs: S. A. Morrison, H. Cordell, F. J. Kramer, H. G. Mason,  
R. E. Keefe, F. E. Wagner, P. F. McCall

John J. Dee  
General Supt. of Transportation

11/11/44



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

November 20, 1944

B U L L E T I N

TO ALL EMPLOYEES:

SUBJECT: Employees Withholding Exemption Certificate - Form W-4

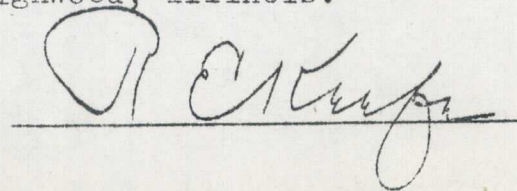
Congress recently passed the "Individual Income Tax Act of 1944."

One of the provisions of this new act is that every employe must file a new "Employee's Withholding Exemption Certificate" with his employer before December 1, 1944 in order to obtain whatever exemptions he may be entitled to after January 1, 1945 under the new law.

If an employe fails to file this new form (W-4) as provided for under the law, he cannot be allowed any withholding exemption and his entire earnings will then be subject to the full amount of tax.

If the withholding exemption status of an employe changes (for example: marriage, divorce, death of husband or wife, birth of a child, etc.) the employe must furnish a new withholding exemption certificate (Form W-4) to the employer not later than 10 days after such change occurs. A new certificate showing a change in status of an employe, if filed before the 25th of any month will be taken into account as of the first of the following month.

Form W-4 must be filled out and returned immediately to your Department Head, who will forward the form to Mr. R.E. Keefe, Auditor for the Trustees, Highwood, Illinois.



A handwritten signature, likely of R. E. Keefe, is written over a horizontal line at the bottom right of the page.

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

November 27, 1944

BULLETIN NO. 364

TO TRAINMEN:

SUBJECT: Slow Orders

Beginning at once, southbound trains must not exceed a speed of twenty (20) miles per hour between Root River and Quarry.

Beginning at once, northbound trains must not exceed a speed of twenty (20) miles per hour between Zion and Winthrop Harbor.

Beginning at once, northbound and southbound trains must not exceed a speed of twenty (20) miles per hour between Rondout and Greenhouse.

All concerned will 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

November 27, 1944

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All concerned will please be governed accordingly.

*John B. Gallagher*  
General Supt. of Transportation

*How*  
*John*



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

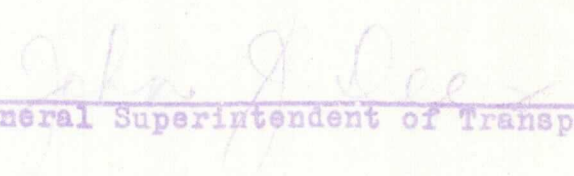
November 27, 1944

Bulletin No. 365

To Trainmen:

Subject: Single Track Operation between Root River and Quarry

Bulletin No. 347, issued October 20, 1944, relative to single track operation between Root River and Quarry, is hereby CANCELLED, and normal operation will be resumed, except for slow order described in Bulletin No. 364, issued November 27, 1944.

  
General Superintendent of Transportation

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

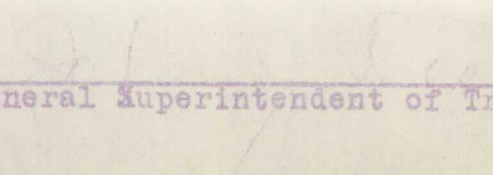
November 27, 1944

Bulletin No. 366

To Trainmen:

Subject: Single Track Operation Between Zion and Winthrop Harbor.

Bulletin No. 351, issued October 23, 1944, relative to single track operation between Zion and Winthrop Harbor, is hereby CANCELLED, and normal operation will be resumed, except for slow order described in Bulletin No. 364, issued November 27, 1944.

  
General Superintendent of Transportation

File

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

November 27, 1944

Bulletin No. 365

To Trainmen:

Subject: Single Track Operation between Root River and Quarry

Bulletin No. 347, issued October 20, 1944, relative to single track operation between Root River and Quarry, is hereby CANCELLED, and normal operation will be resumed, except for slow order described in Bulletin No. 364, issued November 27, 1944.

  
General Superintendent of Transportation

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

November 27, 1944

Bulletin No. 366

To Trainmen:

Subject: Single Track Operation Between Zion and Winthrop Harbor.

Bulletin No. 351, issued October 23, 1944, relative to single track operation between Zion and Winthrop Harbor, is hereby CANCELLED, and normal operation will be resumed, except for slow order described in Bulletin No. 364, issued November 27, 1944.

  
General Superintendent of Transportation





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

November 29, 1944

BULLETIN NO. 367

TO TRAINMEN

SUBJECT: Proper Fare Collections

On resumption of service on Monday, November 27, 1944, trainmen were allowed to accept certain forms of C&NW and C.M.St.P.&P. transportation during that date only.

Please be advised that Chicago North Shore and Milwaukee transportation, only, may be accepted for passage beginning on Tuesday, November 28, 1944.

General Supt. of Transportation



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

November 29, 1944

BULLETIN NO. 368

TO TRAINMEN

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

Bulletin No. 353, issued October 26, 1944  
in respect to painters working on the T.M.E.R. & T.  
Bridge, located 3,200 feet south of Austin Avenue,  
Milwaukee is hereby CANCELLED.

*John B. Gallagher*  
General Supt. of Transportation

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

November 30, 1944

BULLETIN NO. 371

TO TRAINMEN:

SUBJECT: Run List No. 8 to Time Table No. 52

Run List No. 8 to Time Table No. 52 has been  
posted to become effective on Friday, December 15,  
1944.

Picking will begin on this Run List on  
Sunday, December 3, 1944 and all trainmen are requested  
to keep in close touch with the progress of the sign-  
up in order to avoid delay.

General Supt. of Transportation

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

November 30, 1944

BULLETIN NO. 371

TO TRAINMEN:

SUBJECT: Run List No. 8 to Time Table No. 52

Run List No. 8 to Time Table No. 52 has been posted to become effective on Friday, December 15, 1944.

Picking will begin on this Run List on Sunday, December 3, 1944 and all trainmen are requested to keep in close touch with the progress of the sign-up in order to avoid delay.

General Supt. of Transportation



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

November 30, 1944

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General Supt. of Transportation

*Wm*  
*CB*  
*mt*  
*40 34 18*  
*E. S. 12K*

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

November 30, 1944

BULLETIN NO. 372

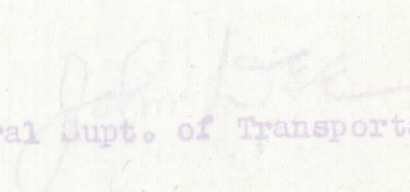
TO TRAINMEN:

SUBJECT: Slow Order between Root River and Quarry

That part of Bulletin No. 364, issued November 27,  
1944 reading as follows:

"Beginning at once, southbound trains must not  
exceed a speed of twenty (20) miles per hour  
between Root River and Quarry."

is hereby CANCELLED, as of 12:00 noon, on Friday, December 1,  
1944, after which time trains will resume normal operation  
between those two points.

  
General Supt. of Transportation