

File

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

February 1, 1945

BULLETIN NO. 19

TO ALL TRAINMEN

SUBJECT: Equipment Conservation

It is vitally important that all concerned in the operation of trains make every effort possible to conserve the existing equipment facilities. Most of these facilities are made of critical material which it is our patriotic duty to preserve.

For these purposes there is a series of questions and answers attached to this bulletin for the information of all trainmen.

If each trainman will carry these instructions with him while on duty he may find many cases where he will be able to avoid serious damage, and the necessity for heavy repairs, to the equipment.

John J. JEE
General Supt. of Transportation

Attach

Am. Brake Examination 4 pp

Motor & Control Trouble 3 pp
Steel cars and M.O.

AIR BRAKE EXAMINATION

STEEL CARS AND M.D.

1. a. What pressures are carried in main reservoir?

Ans. Eighty-five to one hundred pounds controlled by governor.

b. Brake pipe?

Ans. Seventy pounds.

c. Control Pipe?

Ans. Seventy pounds.

2. a. What hand on air gauge signifies brake pipe pressures?

Ans. Black hand.

B. Main reservoir pressure?

Ans. Red hand.

3. a. If air gauge in operating cab became defective, what would you do?

Ans. Look at Gauge on other end of car to ascertain pressures.

4. a. If pump fails to run what might be the cause?

Ans. Blown fuse, governor not making contact, compressor armature brushes too short or open wires. Auxiliary fuse blown.

b. What would you do?

Ans. Change fuse, inspect governor contacts, compressor armature brushes and look for defective wires at governor or at compressor.

5. a. If pump fails on first car in train what would the gauge show?

Ans. Seventy pounds.

b. Would this effect the braking power of train?

Ans. No.

c. Would it effect the whistle?

Ans. Slightly as to tone volume.

d. Would it effect electrical operation of train?

Ans. No.

6. a. If some part of the braking equipment such as rods, levers, or cylinders would break on any car in the train, what would you do?

Ans. Close brake cut out cock, open the auxiliary and supplementary reservoir bleed cocks and leave open, and operate train accordingly.

b. On single car?

Ans. Reverse motors and stay in reverse position until stopped if urgent, otherwise use hand brake to stop.

c. If Brake failed to release on some car in the train, what would you do?

Ans. Open bleed cocks on auxiliary and supplementary reservoirs until brakes release. If repeated, cut out brakes, See question 6, Answer a.

d. If brakes became inoperative on head car of train, would you leave air hose coupled?

Ans. Yes. Could not operate brakes on other cars if uncoupled. Would call conductor to man the hand brake on this car in case train parted.

e. Could you operate train from head end car?

Ans. Yes, if no pipes were broken.

f. If rear car brakes became inoperative, would you leave air hose coupled and cut in?

Ans. Yes, but would close angle cocks on rear car and have conductor or brakeman ready to use hand brake in case train parted.

7. What would you do in case of overcharged brake pipe?

a. On single car?

Ans. Would make frequent small brake applications to keep brake pipe pressure down below governor setting.

b. In train of any number of cars?

Ans. Would try to locate defective feed valve by cutting out feed valve on one car at time. Make a heavy application, note results and leave valve cut out when found.

8. a. What should be done if brake pipe hose breaks in train?

Ans. Take hose from end of train and use it to replace bursted one.

b. If control hose breaks?

Ans. Take hose from end of train and use it to replace bursted one.

c. If Brake pipe swing hose breaks?

Ans. Remove defective hose and plug pipe. If on rear of front car, switch car to rear of train. If on any other car, switch to suit condition. In case car is placed in rear of train couple air hoses and open angle cocks to rest of train, but close angle cocks on defective car. Conductor or brakeman ready to use hand brake if train parts.

d. If control pipe swing hose breaks?

Ans. Put brake handle in lap. Remove defective hose and plug pipe. No switching necessary if front car pump is running.

e. If brake pipe breaks?

Ans. Plug pipe and it will be necessary to switch car as under c. par 8

f. If control pipe breaks?

Ans. Plug pipe. If break is between feed valve and pipe leading to brake valve on operating end, car must be switched to rear of train, because there would be no air at brake valve, whereby, to recharge trainline.

9. a. What would you do if main reservoir bleed cock was broken off?

Ans. Plug opening.

b. On single car?

Ans. Plug opening in order to have air on car.

c. On a car in train?

Ans. Plug opening, or if car is in any place in train, except head car, cut out feed valve and shut off pump.

d. What effect on the brakes?

Ans. Brakes would set when cock was broken.

10.a. If drain cocks on auxiliary and supplementary reservoir were broken off, would there be any brakes?

Ans. No brakes on car where cocks were broken off.

b. What would you do?

Ans. If single car, reverse motors if urgent to stop, otherwise use hand brake. When stopped plug rupture release brakes and proceed with caution.

11a. If a train or car goes into emergency from unknown cause, where should air handle be placed?

Ans. In emergency position.

b. After train or car has stopped?

Ans. In release. If on grades set hand brakes before releasing.

c. Why?

Ans. So as to detect where brake system is ruptured.

12.a. Where is brake cut out cock located?

Ans. On all steel cars, except 409-420 incl., on floor under the lettering B. C. shown on inside finish of car. On cars 409-420 incl., under car behind the universal valve. On M. D. cars 203-239 under car between universal valve and brake cylinder.

13.a. Where is feed valve cut out cock located?

Ans. On all steel cars, except 410-413 incl. and 420, on floor under the lettering F. V. shown on finish of car. On dining cars 415, 417-419 incl. on floor in the kitchen. On M. D. cars 203-214 on floor in center of car in box. On 410 to 413 incl. and 420 under car near brake cylinder and air valve. On M. D. cars 215-239 in cab on #1 end.

14.a. Where is governor located?

Ans. On steel cars on floor under letter "G" on finish of car. On M. D. cars Nos. 203 to 214 inclusive in box inside of car. On cars Nos. 215 to 239 inclusive in cab No. 1 end.

15.a. When should trip cock located in cabs be opened?

Ans. At Dempster Street station, Skokie and Linden Avenue, Wilmette on Shore Line Division, Southbound.

b. When closed?

Ans. At end of run in Chicago and at location mentioned under answer a, Northbound.

16.a. In what position should brake handle be placed before cutting in brake valve?

Ans. Release position.

17.a. If conductor emergency valve stuck open after being pulled and could not be seated what should be done?

Ans. Remove valve and plug pipe. If this is not possible, cut out brakes, bleed auxiliary and supplementary reservoirs and switch car to rear of train and proceed as under par. 8-c for ruptured brake system.

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

February 2, 1945

BULLETIN NO. 21

TO TRAINMEN

SUBJECT: Turn Ins

Commencing at once, all money collected on
trains, reports, ticket collections, and trip sheets, must
be turned in at the close of each days' work.

General Supt. of Transportation

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

February 6, 1945

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BULLETIN NO. 23

TO TRAINMEN

SUBJECT: Portable Headlight

We have made up a portable headlight resistance for Howard Street, Edison Court, County Street, Waukegan and Milwaukee Terminal, and have had them stencilled with location on them. When these resistance are used, they should be returned to station marked as soon as possible.

These resistance are only to be used when the head car in train has resistance burned out, thus avoiding switching or running without a headlight.

John B. Gallagher

General Supt. of Transportation

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

February 12, 1945

BULLETIN NO. 26

TO TRAINMEN

SUBJECT: Station Announcements - Great Lakes

The following supersedes instructions given by Bulletin No. 118, issued June 21, 1943:

"Passenger trainmen working Northbound Skokie Valley trains scheduled to stop at Downeys (West) will announce "Great Lakes, Downeys Station, Veterans and Naval Hospital, for Main Gate transfer at the next stop," on approaching Downeys.

This will inform passengers to use transfer service from North Chicago Junction to the Main Gate instead of walking from Downeys. The announcement made for North Chicago Junction should include the following, "transfer here for Main Gate, Great Lakes."

Trainmen on northbound Shore Line trains approaching Downeys should announce "Great Lakes, Downeys Station, Veterans and Naval Hospital, Main Gate next stop."

It is important that this announcement be made in a uniform manner so that strangers in the vicinity are properly directed to their destination.

In issuing directions to passengers it should be remembered that all visitors, except those to the Veterans or Naval Hospital units, should be directed to the Main Gate, where bus service is provided to take them to the various Hostess Houses.

A chart of camp locations, at Great Lakes and of railroad stations in Chicago is herewith attached to assist trainmen in giving proper directions.

John J. Lee
General Supt. of Transportation

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

February 12, 1945

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John J. Lee
General Supt. of Transportation

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

February 14, 1945

BULLETIN NO. 27

TO TRAINMEN

SUBJECT: Gates - Wilmette Avenue

Northbound trains consisting of four cars or more, or northbound trains not scheduled to stop at Wilmette Avenue, will sound two short blasts of the whistle on approaching the curve from Greenleaf Avenue to Wilmette station. This will advise the Ticket Agent at Wilmette Avenue to lower the gates for the train.

Northbound trains consisting of three cars or less will not give this whistle signal and the agent will not lower the gates for them.

Northbound trains having baggage destined for Wilmette Avenue will give four short blasts of the whistle to advise the agent.

John B. Gallagher

General Supt. of Transportation

John

File

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

February 14, 1945

BULLETIN NO. 29

TO TRAINMEN

SUBJECT: Speed Restriction - Glencoe

A speed restriction sign reading "SR-20MI" will be installed 1,150 feet south of Green Bay Road, Glencoe.

This sign means that southbound trains will not exceed a speed of 20 miles per hour through the reverse curve north of Glencoe Station, to and including the clearance post at the south end of gauntlet track of Hazel Avenue, Glencoe.

A speed restriction post with lettering reading "SR-20 MI" will be installed adjacent to the northbound track about 800 feet north of South Avenue, Glencoe.

This means that northbound trains will not exceed a speed of 20 miles per hour between the speed restriction post and the north end of the reverse curve north of Park Avenue Glencoe.

All concerned will please be governed accordingly.

General Supt. of Transportation

Am

Equipment

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

February 17, 1945

BULLETIN NO. 32

TO TRAINMEN

SUBJECT: Locomotives 450 and 451

Effective this date changes have been made on locomotives 450 and 451 in respect to the grab handles, and the total width of these locomotives is now 9 feet 6 inches.

The gauntlet tracks must be used when operating these locomotives past elevated platforms where gauntlet tracks are provided.

John G. Rees
General Supt. of Transportation

File

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

February 17, 1945

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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

February 19, 1945

BULLETIN NO. 35

TO TRAINMEN

SUBJECT: Use of Proper Equipment

All Motormen and Switchmen will use only
standard air handles and reverse keys to move equipment.

The use of make shift handles and keys must
be discontinued at once.

General Supt. of Transportation

[Signature]

File

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

February 26, 1945

BULLETIN NO. 37

TO TRAINMEN

SUBJECT: Construction Work - Libertyville

The Frank G. Hough Company are constructing a new building between our north right of way and Rockland Road, about 250 feet west of substation at Libertyville. The excavation for this new building is alongside the west 250 feet of the siding at that location.

Crews working on this siding must keep close watch for material on or about the track.

John J. [illegible]
General Mgt. of Transportation

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[illegible]*

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

March 3, 1945

BULLETIN NO. 40

TO TRAINMEN

SUBJECT: Collecting Fares on Station Platform

Trainmen assigned to work trains Nos. 611-519-551,
Northbound and train No. 546, Southbound, are allowed to
collect fares on station platforms, as passengers enter cars,
at locations where school traffic is picked up.

Collections on all other trains should be made
inside the cars, in the regular manner and not while
passengers are boarding trains.

John B. Gallagher
General Supt. of Transportation

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

March 5, 1945

BULLETIN NO. 41

TO TRAINMEN

SUBJECT: High and Low Geared Passenger Cars

The Mechanical Department advises that when high and low geared passenger cars are operated together in a train the resulting high temperatures set up in the high geared cars have occasioned numerous cases of hot armatures and other mechanical trouble.

The following passenger cars are provided with low geared ratio:

| <u>Cars</u> | <u>Ratio</u> | <u>Number of cars</u> |
|----------------------|--------------|-----------------------|
| 150 to 184 inclusive | low | 35 |
| 700 to 715 inclusive | low | 16 |
| 409 to 414-416-420- | | |
| 734 to 736 | low | 11 |

The following passenger cars are provided with high gear ratio:

| <u>Cars</u> | <u>Ratio</u> | <u>Number of cars</u> |
|----------------------|--------------|-----------------------|
| 716 to 733 inclusive | | |
| 737 to 776-less cars | | |
| 745 and 765 | high | 56 |
| 250 to 256 inclusive | high | 7 |

This gives us a total of 63 cars provided with low gear ratio and 62 cars with high gear ratio.

All concerned should make such effort as may be possible to separate the low geared from the high geared cars in making up trains. Please give this matter your attention.

General Supt. of Transportation

File

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

March 6, 1945

BULLETIN NO. 42

TO TRAINMEN

SUBJECT: Automatic Gates - Harrison Street and Church
Street, Skokie Valley Division

Automatic gates will be placed in operation
at Harrison Street, Skokie Valley Division, on Tuesday,
March 6, 1945, and at Church Street, Skokie Valley
Division, on March 9, 1945.

General Supt. of Transportation

John

File

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

March 15, 1945

BULLETIN NO. 45

TO TRAINMEN
TICKET AGENTS
SWITCHMEN
TOWERMEN (Skokie and South Upton)

SUBJECT: Sunday Military Extra Leaving Adams and Wabash at
10:10 P.M.

Beginning Sunday, March 18, 1945 and each Sunday thereafter, until further notice, the Military Extra leaving Adams and Wabash at 10:10 P.M. will operate via the Skokie Valley Route instead of over the Shore Line, and will stop at Chicago Stations, Downeys (west), 22nd Street, Shore Line Division.

Trainmen working this train must see that trolley poles are properly handled passing through the crossing at North Chicago Junction.

John J. Lee
General Supt. of Transportation

John

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

March 17, 1945

BULLETIN NO. 49

TO TRAINMEN

SUBJECT: Station Lights - Lake Bluff-Mundelein Division

The switch for turning station lights on and off between Knollwood and Thornbury Village has been located at the scale house at Rondout and will be handled by the clerk at that location, which will relieve train crews from performing that duty.

General Supt. of Transportation

Handwritten notes:
J.B.G.
E.J.Q.
W.C.
1B
O.B.G.
J.B.G.
28
M.H.

File

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

March 22, 1945

BULLETIN NO. 51

TO TRAINMEN

SUBJECT: Track Work - Six Mile to Oak Creek

Beginning on Monday, March 26, 1945 and daily except Sunday, thereafter, until further notice, workmen will be installing new rail, under traffic, between Six Mile Road, located four and one tenth miles south of Ryan, and Oak Creek, located about one half mile north of Ryan, on the northbound track.

Slow boards and release signals will be provided and will govern train movements through the working territory according to Rule 150. Trains must approach working gangs under caution and be sure of flagmen's signal before proceeding.

John B. Gallagher
General Supt. of Transportation

John

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

March 23, 1945

BULLETIN NO. 53

TO TRAINMEN

SUBJECT: Station Hours - Linden Avenue, Wilmette

On Friday and Saturday, March 23 and 24, 1945, the station at Linden Avenue, Wilmette, will be open for the sale of tickets from 6:30 A.M. to 6:00 P.M., instead of from 6:30 A.M. to 12:30 A.M.

On Sunday, March 25, 1945, this station will be open from 7:30 A.M. to 6:00 P.M., instead of from 7:30 A.M. to 12:30 A.M.

General Supt. of Transportation

March 27, 1945

File
BULLETIN NO. 59

TO TRAINMEN

SUBJECT: Single Track Operation - Six Mile to Oakwood

A new facing point crossover has been installed immediately north of the regular crossover at Six Mile Road, which is located four and one-tenth (4.1) miles south of Ryan. The switch on the northbound track is a rigid switch; the switch on the southbound track is a spring switch.

Beginning Thursday, March 29, 1945, and daily except Sunday, thereafter, until further notice, single track will be operated between this new crossover and Oakwood, which is located one mile south of Ryan.

Trains will use the Southbound 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 2,500 feet north of the trailing point crossover at Oakwood 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 trailing point crossover at Oakwood 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 new facing point crossover, described above, and is located on the northbound track, with a sign reading "SINGLE TRACK-ONE HALF MILE."

March 27, 1945

A two position color light HOME signal has been installed 100 feet south of the facing point on the new 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.

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

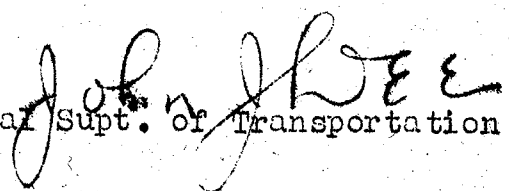
Motormen approaching either home signal when stop indication is shown on the signal should hold back and allow opposing train to pass and signal to clear before moving up to the crossover in order to avoid unnecessary stop and resulting demand on power.

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

I have received copy of Bulletin No. 59 issued March 27, 1945 and am familiar with instructions contained therein. I understand that this receipt will be made part of my record file.

1945

DATE

SIGNED

MOTORMAN

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

March 30, 1945

BULLETIN NO. 62

Re-issue of Bulletin No. 289,
Dated December 3, 1942

TO TRAINMEN
TICKET AGENTS

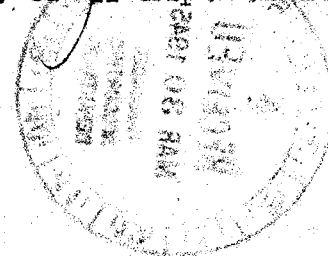
SUBJECT: Sunday Service

Beginning Sunday, December 6, 1942 and each Sunday and Holiday thereafter, until further notice, train No. 569, scheduled to leave Roosevelt Road at 7:51 P.M., train No. 573, scheduled to leave Roosevelt Road at 8:41 P.M. and train No. 583, scheduled to leave Roosevelt Road at 11:11 P.M. will be operated thru to North Chicago Junction as extra trains and will make express stops between Fort Sheridan and North Chicago Junction to pick up and discharge passengers.

Electroliner normally operated on No. 806 will be operated as second 422 leaving Milwaukee about 4:50 P.M. Second 422 will accept passengers for Chicago Stations only at Milwaukee, Racine and Kenosha. Standard equipment will be operated on schedule of No. 806. Nos. 806 and 424 will operate as No. 424 Edison Court to Chicago.

A section of No. 435 will be operated between Chicago and Edison Court, Waukegan, leaving Chicago immediately behind the first section and making Skokie Valley stops scheduled for No. 435. First 435 will not stop for traffic between Skokie and Lake Bluff.

General Supt. of Transportation



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

March 30, 1945

BULLETIN NO. 64

TO TRAINMEN

SUBJECT: Rerail on Wreck Equipment

Listed below are the locations of rerail and
wrecking equipment:

Highwood* - Wreck car and box east of lamp house
Milwaukee Barn* - West of barn
Milwaukee Terminal* - Under platform - South end
Ryan Tower - Blocking only - base of tower
Racine Tower - Blocking only - base of tower
Edison Court* - South end of southbound platform
North Chicago Jet.* - At switchmen's shanty
North Chicago Barns* - North wall outside barn
West Downeys* - South switch
East Downeys* - At cross-over
South Upton Tower* - North wall outside Building
Rondout Scale House* - West side of Building
Mundelein* - East end of North platform

Note: * Indicates boxes.

Contents of wreck boxes - (2) rerailers, spikes,
sledge hammer, wedges, blocks, and (1) piece of chain or
cable.

All concerned are requested to make a report to
this office of any material used from these locations so
that replacement may be arranged as soon after such use as
possible.

[Signature]
General Supt. of Transportation

[Signature]