

April 2, 1945

BULLETIN NO. 66

TO MOTORMEN

SUBJECT: Single Track Operation Six Mile Road to Oak Creek

Beginning Thursday, April 5, 1945, and daily except Sunday thereafter, until further notice, single track movement between Six Mile Road and Oakwood described in Bulletin No. 59, issued March 27, 1945, will be extended northward to include the existing Oak Creek crossover, located one half mile north of Ryan.

Trains will use the Southbound track between Oak Creek and Six Mile Road 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 those hours.

SOUTHBOUND

A fixed distant semaphore signal has been installed 2,700 feet north of the trailing point crossover at Oak Creek 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 Oak Creek 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:

Signals installed at Six Mile Road as described in Bulletin No. 59, issued March 27, 1945, will remain in effect during the above described movement. Northbound trains using southbound track approaching Ryan will be governed by indication shown on the back up signal located 325 feet south of Ryan Crossing and trains must be prepared to stop short of this signal. This back up signal is a STOP and STAY signal.

April 2, 1945

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 signal to clear before moving up to the crossover in order to avoid unnecessary stop and resulting demand on power.

The new crossover at Six Mile Road has not been provided with trolley wire and trainmen must arrange trolleys so that change-over 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.

John J. Dee
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. 66, issued April 2, 1945, and am familiar with instructions contained therein. I understand that this receipt will be made part of my record file.

DATE

1945

SIGNED

MOTORMAN

April 10, 1945

BULLETIN NO. 71

TO TRAINMEN

SUBJECT: Single Track Operation Six Mile Road to Oak Creek

After 4:45 P.M., Tuesday, April 10, 1945, the single track movement between Six Mile Road and Oak Creek as described in Bulletin No. 66, issued April 2, 1945 will be discontinued.

On Wednesday, April 11, 1945, trains will operate normally in this territory.

Beginning Thursday, April 12, 1945, and daily except Sunday thereafter, until further notice, single track will be operated between a new facing point crossover which has been installed at Oak Creek and the existing regular crossover at Six Mile Road.

Trains will use the Northbound track between Oak Creek and Six Mile Road 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 those hours.

SOUTHBOUND

A fixed distant semaphore signal has been installed 2,700 feet north of the new facing point crossover at Oak Creek 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 new facing point crossover at Oak Creek 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

Signals installed at Six Mile Road as described in Bulletin No. 59, issued March 27, 1945, will remain in effect during the above described movement. Southbound trains using the Northbound track approaching Ryan will be governed by the indication shown on the back up signal located 325 feet North of Ryan Crossing and trains must be prepared to stop short of this signal. This back up signal is a STOP and STAY signal.

April 10, 1945

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 signal to clear before moving up to the crossover in order to avoid unnecessary stop and resulting demand on power.

The new facing point crossover at Oak Creek 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. Doe
General Supt. of Transportation
Highwood, Illinois

I have received copy of Bulletin No. 71, issued April 10, 1945, and am familiar with instructions contained therein. I understand that this receipt will be made part of my record file.

DATE

1945

SIGNED

MOTORMAN

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

April 24, 1945

BULLETIN NO. 75

TO TRAINMEN

SUBJECT: Government Transportation Orders

It has been reported that instructions to trainmen regarding the handling of government transportation orders, locally, on the Railroad are not being properly observed.

The supplement of instructions, issue No. 2, issued January 1, 1944 contains the following information on page six(6):

"9. GOVERNMENT TRANSPORTATION ORDERS:

- (a) LOCAL-(Between any two points on C.N.S.&M.R.R. Co.) Orders calling for one-way transportation, conductors or collectors will have traveler sign in space provided on the order, turning in the Government order with their daily trip sheet and duplex will not be issued. Where an order calls for round trip transportation, conductor or collector will issue duplex M-14, showing on the order form and number of duplex and amount, and have the traveler sign in space provided. Government order to be turned in with daily trip sheet and credit to be taken in the summary for the value of the duplex. No tax to be assessed on Government orders."

Trainmen will please be governed accordingly.

General Supt. of Transportation

File

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

April 25, 1945

BULLETIN NO. 76

TO TRAINMEN

SUBJECT: Single Track Operation - Six Mile Road to Oak Creek

After 4:45 P.M., Thursday, April 26, 1945, the single track movement between Six Mile Road and Oak Creek as described in Bulletin No. 71 issued April 10, 1945 will be discontinued, and trains will operate normally in this territory after that time, until further notice.

Beginning, Friday, April 27, 1945 the Road Department will be working on the rail crossing at Ryan and this work is expected to continue through Friday, Saturday and Monday, April 30, 1945.

Motormen must keep a sharp lookout at this point during the progress of this work, for men or materials on or about the track.

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

May 4, 1945

BULLETIN NO. 80

TO TRAINMEN

SUBJECT: Car No. 750

Car No. 750 has been equipped with necessary piping to prepare for a new type trip cock, and it will be necessary that motormen cutting in the trip cock on this car, and any other cars which may be so equipped, do so very slowly in order to avoid an emergency application of brakes, which will occur if the trip cock is cut in quickly.

General Supt. of Transportation

John B. Gallagher

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

May 26, 1945

BULLETIN NO. 85

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHTENDERS

SUBJECT: Memorial Day Service

Tuesday, May 29, 1945 Electroliner normally operated on schedule of No. 806 will be operated as second No. 422 and will leave Milwaukee at 4:45 P.M. or as soon as loaded. Second 422 will accept Chicago passengers only at Milwaukee, Racine and Kenosha. Standard equipment will be operated on No. 806 and No. 806 will couple to No. 424 at Edison Court.

Electroliner normally operated on schedule of No. 809, will be operated as second No. 429 and will leave Roosevelt Road at 7:51 P.M. and Adams Street at 7:55 P.M. for all passengers from Chicago Stations to Kenosha, Racine and Milwaukee only. Standard equipment will be operated on No. 809.

Wednesday, May 30, 1945 (Memorial Day):

Sunday schedule will be operated, except that special service normally operated on Sunday for Military personnel and visitors to Great Lakes will not operate, and Electroliners leaving Milwaukee at 10:20 P.M. and leaving Chicago at 10:26 P.M. will not operate.

An extra train will be operated on the week day schedule of No. 402 and No. 90 will be operated behind this train. Train 304 will transfer Chicago passengers to the extra at Lake Bluff.

Extra trains will be operated between Chicago and 10th Street, North Chicago, on week day schedules of train 509 and 513.

An extra train will be operated between Chicago and Milwaukee, for all passengers, leaving Adams Street at 6:03 A.M. and making regular limited stops, including Lake Bluff and Zion. No. 95 will be operated behind this train.

Military extra leaving Chicago at 6:41 A.M. on week days will operate.

Extra normally operated between Highwood and Kenosha, leaving Highwood at 5:40 A.M., will not be operated.

An extra train will be operated on week day schedules of train 19.

Extras operated southbound from Downeys at about 4:45 P.M. and northbound from Downeys ahead of No. 423 will be operated as on week day.

Military extra operated ahead of No. 422 from North Chicago Junction, will operate as on weekdays.

Second No. 422 and Second No. 430 will be operated, but Second No. 431, normally operated on Sundays, will not be operated.

Copies of this Bulletin may be obtained at Terminals.

General Supt. of Transportation

June 4, 1945

BULLETIN NO. 88

TO TRAINMEN

SUBJECT: Single Track Operation between Root River and Middle Road

Beginning Thursday, June 7, 1945, single track will be operated between a new, temporary, facing point crossover located 3.7 miles north of Racine Station, (just south of Root River Bridge), and a new, temporary trailing point crossover located eight-tenths miles north of Racine Station, (300 feet south of Middle Road).

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 2,500 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: A fixed distant semaphore signal has been installed 2,500 feet south of the new trailing point crossover south of Middle Road, 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 new trailing point crossover south of Middle Road, 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 for the southbound single track home signal.

June 4, 1945

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.

Neither of the above described new, temporary crossovers are provided with trolley wire. 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 crossovers 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

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

I have received copy of Bulletin No. 88, issued June 4, 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

June 21, 1945

BULLETIN NO. 96

TO TRAINMEN
TOWERMEN
TICKET AGENTS
SWITCHMEN

SUBJECT: Special Sunday Service

Bulletin No. 379, issued December 14, 1944 is hereby
CANCELLED.

Sunday, June 24, 1945, and each Sunday thereafter until
further notice, the following special train movements will be
operated.

SOUTHBOUND

Electroliner operating on schedule of No. 802 will accept
Chicago passengers only at Milwaukee, Racine, Kenosha, Zion and
Edison Court. An extra train will leave Milwaukee at 11:05 A.M.,
making regular limited stops between Milwaukee and North Chicago
Junction, and will operate via the Shore Line to Great Lakes and
Downeys. This train will transfer passengers destined to Shore Line
Stations south of Downeys, to No. 534 at North Chicago Junction.

A section of train 430 will be operated, leaving Milwaukee
at about 8:45 P.M. for all Chicago passengers only from Milwaukee,
Racine, Kenosha and Edison Court, Waukegan, and will not stop for
traffic between Edison Court and Howard Street.

Military Extras will leave Milwaukee at about 9:40 P.M.,
10:05 P.M. and 10:45 P.M. stopping at Twenty Second Street, North
Chicago, North Chicago Junction, Great Lakes (Main Gate), Downeys,
Fort Sheridan and Highwood.

An Electroliner will be operated as an extra train, leaving
Milwaukee at about 10:20 P.M. for Chicago passengers only, from
Milwaukee, Racine and Kenosha, and will not stop for traffic between
Kenosha and Howard Street.

Military extra will be operated from Milwaukee at
12:14 A.M. (Monday) stopping at Racine, Kenosha, Edison Court,
Twenty Second Street, North Chicago, North Chicago Junction, Great
Lakes (Main Gate) Downeys, Fort Sheridan and Highwood.

NORTHBOUND:

A section of No. 431 will be operated, leaving Chicago at
about 8:55 P.M., ahead of train 433, for all passengers from Chicago
Stations destined to Edison Court, Waukegan, Kenosha, Racine and
Milwaukee, and will not stop for traffic between Howard Street and
Edison Court.

An Electroliner will be operated as an extra train from
Chicago ahead of No. 435 for all passengers from Chicago Stations to
Kenosha, Racine and Milwaukee only. This train will leave Roosevelt
Road at 10:14 P.M. and Adams and Wabash at 10:20 P.M.

Military extras will leave Roosevelt Road and Adams and
Wabash as described below, and will pick up at all Chicago Stations
unless otherwise directed.

Leave Roosevelt Road 9:34 P.M. Leave Adams and Wabash 9:40 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes (Main Gate) and Twenty Second Street, North Chicago (Motorman and Conductor Run 42 and extra Collectors get train at Roosevelt Road, Extra Collectors report Roosevelt Road at 9:10 P.M.).

Leave Roosevelt Road 9:49 P.M. Leave Adams and Wabash 9:55 P.M. via Skokie Valley Route to Downeys West and Twenty Second Street, North Chicago (Extra crew get train at 63rd Street and bring to Roosevelt Road).

Leave Roosevelt Road 10:04 P.M. Leave Adams and Wabash 10:10 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes and Twenty Second Street, North Chicago (Motorman Conductor Run 50, and Extra Collectors get cars 63rd Street, leave 63rd Street about 9:40 P.M.).

Leave Roosevelt Road 10:07 P.M. Leave Adams and Wabash 10:12 P.M. via Shore Line to Highwood and Fort Sheridan. (Extra crew report Roosevelt Road 9:30 P.M. and get train at Roosevelt Road or Congress Street).

Leave Roosevelt Road 10:19 P.M. Leave Adams and Wabash 10:25 P.M. via Skokie Valley to Downeys West and Twenty Second Street (Shore Line). (Extra crew get cars at 63rd Street; leave 63rd Street about 10:00 P.M.).

Leave Roosevelt Road 11:04 P.M. Leave Adams and Wabash 11:10 P.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes, and Twenty Second Street, North Chicago (Motorman and Conductor Run 43, Collector Run 64 get train at Roosevelt Road).

Leave Roosevelt Road 11:50 P.M. Leave Adams and Wabash 11:55 P.M. via Skokie Valley to Downeys and North Chicago Junction. (M.D. 2's crew get train at Roosevelt Road.)

Leave Roosevelt Road 12:04 A.M. Leave Adams and Wabash 12:10 A.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes and Twenty Second Street, North Chicago. (Motorman CM-6, Extra Conductor, Collectors Run 55 and CB11 get train at Roosevelt Road).

Leave Roosevelt Road 1:05 A.M. Leave Adams and Wabash 1:10 A.M. via Shore Line to Highwood, Fort Sheridan, Downeys, Great Lakes and Twenty Second Street, North Chicago (Motorman and Conductor Run 7, Collector Run 53, Collector Run 63. Conductor Run 36 as Collector when only one train ahead of 501).

Copies of this Bulletin are available at Milwaukee, Pettibone, Howard Street and Highwood for trainmen.

General Supt. of Transportation

June 26, 1945

BULLETIN NO. 101

TO TRAINMEN
TICKET AGENTS

SUBJECT: Ravinia Park

Beginning Saturday, June 30, 1945 the Chicago Symphony Orchestra will give a series of concerts at Ravinia Park. The schedule for the season calls for evening concerts at 8:30 P.M. each Tuesday, Thursday, and Saturday, with matinee concert at 4:00 P.M. on Sundays, continuing until August 19, 1945.

Each Saturday, Tuesday, Thursday and Friday during this period, trains No. 532, 534, 548, 550 and trains No. 533, 535, 537, 549, 551 will stop at Ravinia Park to pick up and discharge passengers enroute orchestra rehearsals. On Monday, July 2, 1945, these trains will also stop because of a special rehearsal.

Beginning on Saturday, June 30, 1945, and on days shown below, up to and including August 19, 1945 the following listed trains will stop at Ravinia Park to pick up and discharge passengers.

TUESDAY, THURSDAY AND SATURDAY

Southbound - Trains No. 532 to 578, inclusive
Northbound - Trains No. 533 to 581, inclusive, except No. 31

SUNDAY

Southbound - Train No. 542 to 564, inclusive.
Northbound - Trains No. 541 to 567, inclusive.

Special Service will be required after most of these concerts and trains approaching Ravinia Park must keep a sharp lookout for special trains obstructing the main tracks or crossing over.

Trains must avoid unnecessary whistle or gong signals at this location during the time the concerts are in progress.

General Supt. of Transportation

John J. Lee

mm
mt
VB
me

File

A. A. Sprague and Bernard J. Fallon, Receivers for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

June 27, 1945

Conductors on Electroliner Trains:

. This is your authority to permit
Mr. Adolph Casper to ride your train account of
breaking in as Motoman on Electroliners.

970 802

John J. Lee
General Supt. of Transportation

Worked 800 7-1-45

V. A. Hamilton

Also 805

am

June 29, 1945

File
M. G.
BULLETIN NO. 102

TO TRAINMEN
TICKET AGENTS
TOWNEMEN
SWITCHTENDERS

SUBJECT: Independence Day Service

Tuesday, July 3, 1945 Electroliner normally operated on schedule of No. 806 will be operated as second No. 422 and will leave Milwaukee at 4:45 P.M. or as soon as loaded. Second 422 will accept Chicago passengers only at Milwaukee, Racine and Kenosha. Standard equipment will be operated on No. 806 and No. 806 will couple to No. 424 at Edison Court.

*2nd 422
Electroliner
8:00 Service*

Electroliner normally operated on schedule of No. 809, will be operated as second No. 429 and will leave Roosevelt Road at 7:51 P.M. and Adams Street at 7:55 P.M. for all passengers from Chicago Stations to Kenosha, Racine and Milwaukee only. Standard equipment will be operated on No. 809.

*No 806 - Standard
4:00 Service*

*2nd 429
Electroliner
8:00 Service*

Wednesday, July 4, 1945 (Independence Day):

Sunday schedule will be operated, except that special service normally operated on Sunday for Military personnel and visitors to Great Lakes will not operate, and Electroliners leaving Milwaukee at 10:20 P.M. and leaving Chicago at 10:26 P.M. will not operate.

An extra train will be operated on the week day schedule of No. 402 and No. 90 will be operated behind this train. Train 304 will transfer Chicago passengers to the extra at Lake Bluff.

Extra trains will be operated between Chicago and 10th Street, North Chicago, on week day schedules of train 509 and 513.

An extra train will be operated between Chicago and Milwaukee, for all passengers, leaving Adams Street at 6:03 A.M. and making regular limited stops, including Lake Bluff and Zion. No. 95 will be operated behind this train.

Military extra leaving Chicago at 6:41 A.M. on week days will operate.

Extra normally operated between Highwood and Kenosha, leaving Highwood at 5:40 A.M., will not be operated.

An extra train will be operated on week day schedule of train 18 between Milwaukee and Racine.

An extra train will be operated on week day schedules of train 19.

Extras operated southbound from Downeys at about 4:45 P.M. and northbound from Downeys ahead of No. 423 will be operated as on week day.

Military extra operated ahead of No. 422 from North Chicago Junction, will operate as on weekdays.

Military extra operated between Milwaukee and Great Lakes at 10:15 P.M. will be operated.

Second No. 422 and Second No. 430 will be operated, but Second No. 431, normally operated on Sundays, will not be operated.

Copies of this Bulletin may be obtained at Terminals.

John B. E. E.
General Supt. of Transportation