

July 3, 1945

BULLETIN NO. 103

TO TRAINMEN
MOTORMEN

SUBJECT: Single Track Operation between Root River and Middle Road after 4:45 PM, Thursday, July 5, 1945, single track operation between Root River and Middle Road as described in Bulletin No. 88, issued June 4, 1945, will be discontinued.

Beginning Monday, July 9, 1945, single track will be operated between a temporary, facing point crossover located eight - tenths miles north of Racine station, (300 feet south of Middle Road), and the existing crossover at Four Mile Road.

Trains will use the **SOUTHBOUND** 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 2,800 feet north of Four Mile crossover 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 300 feet north of Four Mile crossover 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 2,600 feet of the temporary facing point crossover eight tenths miles north of Racine Station, 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 100 feet south of the temporary facing point crossover at that location, 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.

July 3, 1945

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.

Trains must not exceed ten (10) miles per hour over either of the above described facing point switches, and must operate under control while passing through the single track when men are working.

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.

The above described temporary facing point crossover is not provided with trolley wire. Trainmen must arrange trolleys so that changeover from the main line wire to another main line wire can be made while trains are passing through the crossovers. The new crossover may not be used except during the time single track is in operation, and will be spiked at all other times.

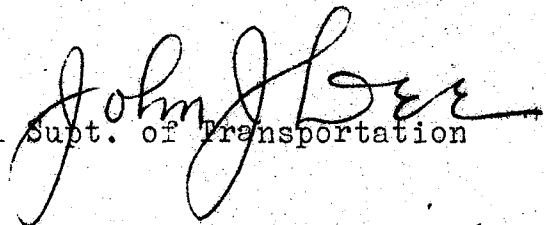
Operation of above described signals and train movements through the single track will be under control of a train dispatcher and operator located at the ends of double track.

The above instructions do not relieve trainmen from observance of any other signal rules now in effect.

MIDDLE ROAD BARRIER:

The Barrier and signals governing same, at Middle Road will be out of service during the period of single track operation only, and a flagman provided during that period. The Barrier and signals will be restored to service each day after normal operation is resumed.

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. 103, issued July 3, 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

July 3, 1945

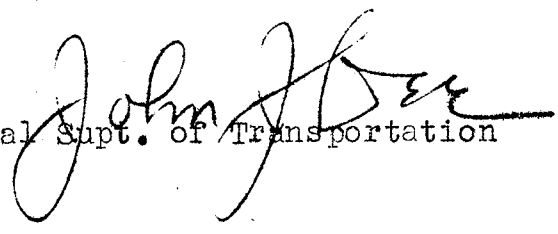
BULLETIN NO. 104


TO TRAINMEN
TOWERMEN
TICKET AGENTS
SWITCHMEN

SUBJECT: Special Sunday Service

Beginning Sunday, July 8, 1945, and every Sunday thereafter until further notice, the military extras described in Bulletin No. 96, issued June 21, 1945, as leaving Roosevelt Road at 9:49 P.M. and 10:04 P.M. will not be operated.

A military extra will leave Roosevelt Road at 10:00 P.M. and Adams and Wabash at 10:05 P.M., operating over the Skokie Valley Route to Downeys West and 22nd Street, and this train will replace the two extras previously described.


General Supt. of Transportation



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

July 20, 1945

BULLETIN NO. 114

TO TRAINMEN
MOTORMEN

SUBJECT: Gauntlet Track - Highland Park

Beginning Monday, July 23, 1945, after the departure of Train No. 520, due to leave Highland Park (Central Avenue) at 9:03 A.M. southbound, and Train No. 521, due to leave Highland Park (Central Avenue) at 8:54 A.M., northbound, single track will be operated between a temporary, facing point crossover located 360 feet north of Central Avenue platform, north of the Highland Park Station and a temporary trailing point crossover located 860 feet south of the Highland Park Station, south of Laurel Avenue.

Trains will use the NORTHBOUND TRACK.

At the clearance point of each of these crossovers, a standard stop sign will be erected. 1,500 feet in advance of each stop sign, a warning board will be placed reading "STOP FOR SINGLE TRACK 1,500 FEET".

All trains will approach and run through gauntlet track at Highland Park under restricted speed. Should opposing regular trains approach this gauntlet at the same time, the southbound train will have the right of track. In foggy or stormy weather, when motormen are unable to see clearly the opposite end of gauntlet, they must bring train to full stop and listen for the approach of an opposing train, and if no train is in hearing distance, they will give one long blast of the whistle and proceed under such restricted speed that train can be stopped immediately if an opposing train should come in sight.

In addition to above all southbound trains, including extra trains, will have preference over all northbound trains at the gauntlet at Highland Park.

This single track will be in effect 24 hours daily and it is expected that the work on the southbound track will take about six days at which time the crossover will be reversed and single track operated on the southbound main, which work is expected to take about the same length of time.

When northbound main is used, trains in both directions will unload passengers on the northbound platform.

When southbound main is used, trains in both directions will unload passengers on the southbound platform.

Trolley wire will be swung over in both directions to provide a continuous movement without changing trolley poles.

It will be necessary for motormen to keep a sharp lookout for men and materials on or about the track during the time this paving job is in progress.

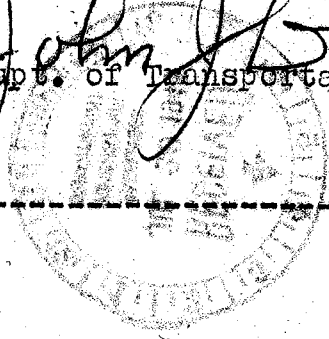
July 20, 1945

BULLETIN NO. 114

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

General Supt. of Transportation

John J. Dee



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

I have received copy of Bulletin No. 114, issued July 20, 1945, and am familiar with instructions contained therein. I understand this receipt will be made part of my record file.

1945

DATE

SIGNED

MOTORMAN

dm

File -

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

July 20, 1945

BULLETIN NO. 115

TO TRAINMEN

SUBJECT: Block Signals

The installation of automatic block signals between the State Line and Kenosah provides the removal of the present southbound signal - signal No. 472 located at the State Line Road.

After Departure of Train No. 800, Tuesday, July 24, 1945, block signal No. 472, located 300 feet south of State Line on the southbound track will be taken out of service and completely removed.

During the day a new automatic block signal No. 482, located on the south side of Tobin Road, adjacent to the southbound track will be placed in service. This will be a three-position automatic color light signal and will become the first effective signal southbound and govern the track between Tobin Road and signal No. 462, located at Winthrop Harbor.

Until the time signal No. 482 is placed in operation, signal No. 462, located on the south side of Winthrop Harbor Road, adjacent to the southbound track will temporarily be the first effective signal southbound.

During the time of the change-over, Winthrop Harbor crossover will be without signal protection, and must be used the same as any crossover in non-signal territory.

John B. Gallagher
General Supt. of Transportation

Wm

File

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

July 31, 1945

BULLETIN NO. 119

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHTENDERS - North Chicago Junction

SUBJECT: Train No. 808 - Fridays

On Friday, August 3, 1945 and each Friday thereafter, until further notice, the Electroliner normally operated on train 808 will be operated as a section of train 428 and will leave Milwaukee at about 7:45 P.M. This train will accept Chicago passengers at Milwaukee, Racine and Kenosha, only, and will not stop for traffic between Kenosha and Howard Street.

Standard equipment will be operated on
No. 808.

John J. See
General Supt. of Transportation

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

August 1, 1945

BULLETIN NO. 121

TO TRAINMEN
TICKET AGENTS (Shore Line Stations)

SUBJECT: Orchestra Rehearsals - Ravinia Park

Tuesday, August 7, Thursday, August 9, and
Saturday, August 11, 1945, the Chicago Symphony Orchestra
will hold a special rehearsal at Ravinia Park at
11:00 A.M.

On those days the following additional trains
will stop at Ravinia Park:

SOUTHBOUND

522
620 (Thurs)
524
622 (Thurs)
526

NORTHBOUND

525
527
529

John H. Lee
General Supt. of Transportation

*Wm
BB
W. B. A. C. P.*

August 10, 1945

BULLETIN NO. 127

TO TRAINMEN

SUBJECT: Automatic Block Signals, Illinois-Wisconsin State Line to Kenosha, Wisconsin

After the passage of train No. 408, due at Winthrop Harbor at 9:49 A.M., and after passage of train No. 801, due at Kenosha at 9:20 A.M., on Tuesday, August 14, 1945, the automatic block signal system will be extended northward from the Illinois-Wisconsin State Line to Kenosha, Wisconsin.

SOUTHBOUND

The first effective signal on the southbound track is No. 5, the HOME signal for Kenosha Tower. Continuing south, the next signal, No. 528, is located 300 feet south of Kenosha Station. The next signal, No. 520, is located 1,767 feet south of 75th Street, Kenosha. The next signal No. 502, is located just south of Bain Road. The next signal, No. 482, is the existing signal at Tobin Road.

NORTHBOUND

The first effective signal on the northbound track is No. 461, existing signal, which will be changed to a three position, color light signal. Continuing north the next signal, No. 481, is located just north of Tobin Road. The next signal No. 501, is located 471 feet north of Bain Road (just north of Oakland Road). The next signal, No. 519, is located 1,767 feet south of 75th Street, Kenosha, and is the northbound distant signal for Kenosha Tower (the present distant signal will be removed). This signal is a two position color light signal. The next signal, No. 23, is the HOME signal for Kenosha Tower. The present aspect of this signal will be changed to show YELLOW instead of GREEN when interlocking is clear, indicating that it is the last northbound automatic block signal.

Effective protection is provided from this signal to 52nd Street (Grand Avenue, Kenosha), where a sign is placed reading "END OF BLOCK ZONE." This protection does not include the platform at 52nd Street, nor the crossover north of 52nd Street.

All of the above described signals, except Nos. 519 and 23, are three position color-light signals.

Siding and crossover switches in this territory have been provided with push button type switch indicators.

Usage of the above described signals and switch indicators will be according to instructions provided in Rule 26, Time Table No. 52.

General Supt. of Transportation

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

I have received copy of Bulletin No. 127, issued August 10, 1945, and am familiar with instructions contained therein. I understand 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

August 28, 1945

BULLETIN NO. 136

TO TRAINMEN
TICKET AGENTS
TOWERMEN (C&NW TOWER K.O.)
SWITCHTENDER (NCJ)

SUBJECT: Green Bay Packers-All Star Football Game, Soldier Field
Thursday, August 30, 1945

Account of this event, the following special train service
will be operated.

SOUTHBOUND

Electroliner normally operated on train 806 will leave
Milwaukee at about 4:30 P.M., or as soon as loaded, with Chicago
passengers from Milwaukee. This train will pick up Chicago
passengers at Racine and Kenosha if capacity will permit.

An extra train will leave Milwaukee at about 4:45 P.M.
for Chicago passengers from Milwaukee, Racine and Kenosha, only.

Standard equipment will be operated on train 806 and
trains 806 and 424 will operate as train 424 from Edison Court.

NORTHBOUND

An extra train will be operated from Chicago to Milwaukee
one hour after the game is over, making regular Chicago Stations
stops to Howard Street, and stopping at Skokie, Downeys, North
Chicago Junction, Edison Court, Zion, Kenosha, Racine and Milwaukee.

Additional service will be provided to protect train 585
over the Shore Line.

John J. Lee
General Supt. of Transportation

Wm
9/15/45
Wm
Wm

-5 PM
train as 806 class
400 class
400 class
400 class

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

August 30, 1945

BULLETIN NO. 138

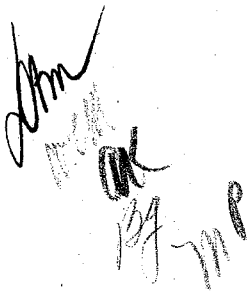
TO TRAINMEN
TICKET AGENTS

SUBJECT: Trains No. 645 and No. 19

Equipment used on Train No. 645, scheduled to arrive at Highwood Office at 4:44 P.M., continues north from Highwood Office as an extra passenger express train to North Chicago Junction, leaving Highwood Office at about 4:55 P.M., and then is used on Train No. 19, scheduled to leave North Chicago Junction at 5:18 P.M. and run local to Racine.

Passengers from Shore Line stations south of Highwood may be accepted on Train No. 645 for stations as far north as Racine.


General Supt. of Transportation


Jm
OK
138-mp

August 30, 1945

BULLETIN NO. 139

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHMEN

SUBJECT: Labor Day Weekend Service

Sunday, September 2, 1945

A section of train 409 will be operated, leaving Chicago at 9:58 A.M. for all passengers from Chicago Stations to Kenosha, Racine and Milwaukee only. Second 409 will not stop for traffic between Howard Street and Kenosha.

Normal Sunday Military Specials will be operated, except trains between Chicago and Fort Sheridan ahead of trains 579 and 581 will not operate.

Monday, September 3, 1945

Monday, September 3, 1945 is a Holiday and Sunday schedule will be operated, except as shown below:

Military Special normally operated from Milwaukee at 5:20 A.M. to Great Lakes will leave at about 5:40 A.M. or as soon as loaded.

An extra train will be operated from Milwaukee at 6:00 A.M., and make the same stops and schedule as No. 402. No. 90 will be operated from Milwaukee behind this train. Train 304 will transfer Chicago passengers to the extra at Lake Bluff.

Electroliner normally operated on No. 804 will leave Milwaukee at 1:45 P.M. as second 416, for passengers from Milwaukee, Racine and Kenosha to Chicago stations. Standard equipment will be operated on 804. *400 Service Standard Equip* *800 Service Electroliner*

Electroliner normally operated on No. 808 will leave Milwaukee at 7:40 P.M. or as soon as loaded, and will make no stops between Milwaukee Terminal and Howard Street. Standard equipment will be operated on No. 808, and No. 808 will stop at Racine and Kenosha for Chicago passengers. *400 Service Standard* *800 Service Electroliner*

Sections of trains 430 and 432, which normally leave Milwaukee at 8:45 P.M. and 10:20 P.M. will be operated.

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

Military extra normally operated from Chicago at 5:13 A.M. on Sunday will be operated to North Chicago.

Military extras will be operated to Great Lakes leaving Chicago at 5:50 A.M. and 6:41 A.M.

Sections of train 431 and 433 leaving Chicago at 8:55 P.M. and 10:20 P.M. will be operated as on Sundays.

Military special train ahead of No. 422 from North Chicago Junction will operate as on week days.

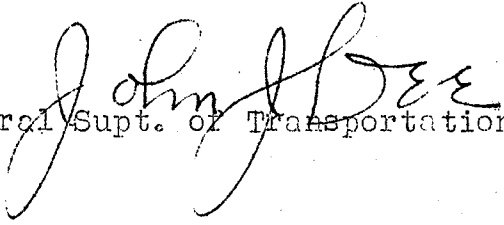
Additional Military and other special trains will be provided as required by traffic.

PAGE 2

August 30, 1945

Bulletin No. 139

It is expected that visitors extras needed on Sunday will also be operated on Labor Day.


General Supt. of Transportation

George Bergman

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

BULLETIN NO. 142

September 6, 1945

TO TRAINMEN
TOWERMEN(Kenosha, Racine, Ryan, Skokie)
OPERATOR(South Upton Tower)

SUBJECT: Manual Block System between Kenosha and Ryan

Beginning about October 1, 1945 (effective date and time to be bulletined later) a manual block system will be inaugurated between Kenosha and Ryan Tower in both directions. Trains approaching Kenosha Tower, northbound, Racine Tower, both directions, and Ryan Tower, southbound, will be governed by indications shown on the Manual Block Signals, which will be installed at those locations. Usage of signals and manual block, will be governed by the following stated Manual Block System Rules:

MANUAL BLOCK SYSTEM
RULES

B305. Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

B306. When a block station is open at an irregular hour, trains must be notified when possible by train order.

B307. A train having entered a block on other than a proceed indication, must not accept a proceed indication at any intermediate block station which was closed when such train entered the block, without receiving Clearance Form A.

B308. When Clearance Form A is used information will be shown as to condition of block "clear" or "occupied".

B308a. Train receiving Clearance Form A when block is clear will proceed at normal speed.

B308b. Passenger train receiving Clearance Form A when block is occupied will proceed under flag protection. Train receiving Clearance Form A when block is occupied by an opposing train or by a passenger train will proceed under flag protection. Trains other than a passenger train receiving Clearance Form A when block is occupied by a train other than a passenger train will proceed with caution at not exceeding medium speed, and be prepared to stop short of a train or obstruction.

SIGNALMEN

B311. Signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

B312. Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation

September 6, 1945

is detected the signals must be displayed to give their most restrictive indication until repairs are made.

B313. Signal men must observe, as far as practicable whether the indications of the signals correspond with the positions of the levers.

B314. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the apparatus.

Any defects in the appliances must be promptly reported to the Chief Train Dispatcher.

B315. A block record must be kept at each block station.

B315a. When a train is passed by another at a block station it must be reentered upon the block record.

B315b. The last train entering or leaving a block must be the last recorded.

B316. COMMUNICATING CODE.

1. - Keep block signal in stop position for opposing train.
13. - I understand.
2. - Block clear.
5. - Block not clear of train other than passenger.
36. - Block not clear of passenger train.
8. - Opening block station. Answer by 2, 5 or 56.
- 9 - Closing block station, followed by 2. If the block is clear, to be answered by 13, followed by 2. If the block is not clear, to be answered by 5 or 56.

B318. To admit a train to a block, the signalman must examine the block record and display proper signal indication.

A passenger train will not be admitted to the block when occupied by another train, except under flag protection; no train will be admitted to the block when occupied by an opposing train or by a passenger train, except under flag protection. A train other than a passenger train may be permitted to follow a train other than a passenger train into the block when authorized by train order, or Clearance Form "A", and a train proceeding under such authorization must proceed with caution at not exceeding medium speed, and be prepared to stop short of a train or obstruction.

B318a. Clearance Form "A" may be issued by the signal man to admit a train to the block when it is known to be clear, but failure of the manual block signal apparatus prevents the signalman from displaying the proper signal.

B318b. SIGNALMAN WILL NOT use Clearance Form "A" to advance a train into a block which is occupied by another train, except as prescribed by Rule 333, or by train order issued by the train dispatcher in the following form:

"To _____ at _____ issue.

Clearance Form A to Conductor and Motorman _____."

B319. When a train enters a block, the signalman must give train number and time to the next block station in advance. When the rear of the train has passed 300 feet beyond the Block Signal, he must give the record of the train to the next block station in the rear.

This information must be entered on the block records.

B321. Signalmen must, as far as practicable, observe all passing trains and note whether they are complete and in order, and the markers properly displayed.

B322. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the signalman must immediately notify the signalman at the next block station in advance, and each must display Stop-Indications to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

B325. A signalmen informed of any obstruction in a block must immediately notify the signalman at the other end of the block and each must display Stop-Indications to all trains that may be affected and must not permit any train to proceed until it is known that its track is not obstructed.

B326. When a train or engine takes a siding or otherwise clears the main track the signalman must know that it is clear of the block before giving 2 or displaying a Clear-Indication for that block.

The signalman must obtain control of the block before permitting a train or engine to re-enter the block.

B327. To permit a train or engine to enter a block or foul the main track, or to cross from one main track to another, the signalman must examine the block record and if all the blocks affected are clear of approaching trains he must provide or arrange for block protection before permission is given, and until movement is complete and block clear, trains will not be admitted to the block except as prescribed by Train Order or Clearance Form A.

All crossover movements must be entered on the block record.

B328. When coupled trains are separated, as prescribed by Rule 364, the signalman must regard each portion as an independent train.

B329. When necessary to stop a train for which other than a Stop-Indication has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-Indication.

B333. When, from any cause, a signalman is unable to communicate with the next block station in advance, and, in addition, is unable to communicate with the train dispatcher, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Form A, provided fifteen minutes have elapsed since the passage of the last preceeding train.

B334. Hand signals must not be used when the proper indication can be displayed by the block signals, except as prescribed by Rule 329 or 343. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or train as to the signals, or as to the train or engine for which they are intended.

B335. Block signals for a track apply only to trains moving with the current of traffic on that track. Signalmen will use Hand signals or blocking trains moving against the current of traffic.

B336. Signalmen are responsible for the care of the block station, lamps, and supplies, and, unless otherwise provided, of the signal apparatus.

B337. Lights in block stations must be so placed that they cannot be seen from approaching trains.

B339. If a Stop-Indication is disregarded, the fact must be reported to the next block station in advance and then to the train dispatcher.

B340. To open a block station the signalman must give 8 to the next block station in each direction and record the trains that are in the extended block.

When trains, which were in the extended block when the block station was opened and which had passed his block station before it was opened, clear the block in advance he must repeat the record to the block station in the rear.

B341. A block station must not be closed except upon authority of the chief train dispatcher.

B342. Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the signalman must give 9 followed by 2 to the next block station in each direction and when he receives 13 followed by 2 enter it on his block record, with the time it is received from each block station.

The block signals must then be secured in the clear position, all lights extinguished, and the block wires and, when necessary, circuits arranged to work through the closed block station.

B343. When a block station is open at an irregular hour, signalmen must use hand signals, in addition to block signals, to give the required indications until all trains have passed which have not been notified by train order that the block station is open.

B344. Signalmen must not permit unauthorized persons to enter the block station.

ENGINE AND TRAIN CREWS

B361. Block signals for a track apply only to trains moving with the current of traffic on that track.

Hand signals will be used for blocking trains moving against the current of traffic.

B362. Trains must not pass a "Stop"-indication without receiving a train order or Clearance Form "A".

B363. Trains must not proceed on hand signals as against block signals.

B364. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the signalman notified.

B365. When a train or engine takes a siding or otherwise clears the main track, unless the switch involved is operated by the signalman, conductor or engineman must so report to the signalman. A train or engine must not enter a block or foul the main track or cross from one main track to another, without permission of the signalman.

A train or engine having passed beyond the limits of a block must not back into that block without permission of the signalman.

B370. When there is an obstruction between block stations, notice must be given to the nearest signalman.

B371. When a train is stopped by a home or block signal, the conductor or engineman must, when practicable, immediately ascertain the cause.

B372. A block station must not be considered as closed except as provided for by time table or by train order issued by the chief train dispatcher.

These rules do not relieve trainmen from observance of signal rules now in effect, and do not relieve them from providing prescribed protection for trains the same as in territory where manual block is not provided.

All trainmen and towermen are requested to familiarize themselves with these instructions in order to be prepared for examination on them when called upon. They are also requested to sign receipt form attached and return to this office at once.

(SIGNED) John J. Dee

General Supt. of Transportation

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY

C L E A R A N C E F O R M A

_____ M _____ 19____

To Conductor and Motorman _____ at _____

I have _____ orders for your train

Order No. _____ Order No. _____ Order No. _____ Order No. _____

This Form is Authority to Pass Stop Indication

BLOCK _____ BY _____

Signalman

Passenger train receiving Clearance Form A when block is occupied will proceed under flag protection.

Train receiving Clearance Form A when block is occupied by an opposing train or by a passenger train will proceed under flag protection.

Train other than a passenger train receiving Clearance Form A when block is occupied by a train other than a passenger train will proceed with caution at not exceeding medium speed and be prepared to stop short of train or obstruction.

(See Rule B-308b)

File

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

September 6, 1945

Conductors on Electroliner Trains:

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

John J. Lee
General Supt. of Transportation

10th & 11th

File

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

September 8, 1945

BULLETIN NO. 144

TO TRAINMEN

SUBJECT: Austin-Oklahoma Block

As the first step in the program of installation of 3-position block signals between Ryan Tower and Harrison Street, Milwaukee, we are planning to put into service the new signals on the northbound track between a point north of Layton Avenue and the present end of the block zone in the Harrison Street Yard.

It is planned to make this change on Tuesday, September 11, 1945, weather permitting, and the operation will require taking all signals on the present Austin-Oklahoma block out of service on that day from the departure of Train No. 800 at 8:15 A.M. until 4:00 P.M. the same day. During the time these signals are out of service, trains will be governed by orders issued by train dispatcher located at Oklahoma. An operator will be stationed at Austin and trains must not leave Oklahoma or Austin without a train order during this period.

In the event that weather conditions are not favorable to make this change on Tuesday, it will be done on the following day.

Signal changes which are to be made on the northbound track will become effective at 4:00 P.M., Tuesday, as a permanent part of the block signal plan, and are as follows:

On the northbound main track, the block signal zone will begin at a point 1465 feet north of Layton Avenue. This point is the cut-in point of approach locking of single track signaling. Extra trains must not pull into this section when a scheduled train is due in the block except by permission of Dispatcher. A telephone will be located in a booth adjacent to the first pole north of Layton Avenue siding switch for the purpose of communication with the Dispatcher.

At the above cut-in point, a sign will be erected adjacent to the track reading: "START OF APPROACH LOCKING FOR SINGLE TRACK."

The first effective signal is No. 805 located 277 feet north of Bolivar Avenue. This is a 3-position permissive signal. Continuing north, the next signal No. 813 is located 655 feet south of Austin Avenue at the entrance to the single track and is a 3-position stop and stay signal equipped with a white marker light. The last signal northbound is No. 821 located 150 feet south of Oklahoma Avenue and is a 2-position permissive signal with yellow and red indications. Effective protection is afforded from this signal to a point 432 feet south of Harrison Street which is the end of the block zone and where a sign is placed reading: "END OF BLOCK ZONE."

A low dwarf signal No. 823 which is a 2-position yellow and red indication located between the tracks at Oklahoma Avenue, controls the movement of trains through the switch from the southbound track on to the northbound track at Oklahoma Avenue.

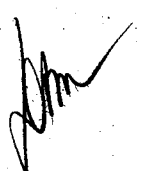
Existing signals Nos. 677, 681, 683, 685 and 687 will be discontinued on that date and removed from service. There will be no

September 8, 1945

change of the existing signals on the southbound track, that is, Nos. 692 and 684 whose functions and location and aspects will remain the same as at present until a later date when they will be changed to conform to the new plan.

Rule 26 of the present Timetable will govern all indications of the new signals and present stop and stay indications cannot be passed without a written order from the Train Dispatcher as per the present Timetable instructions.


General Supt. of Transportation



EX

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

September 11, 1945

BULLETIN NO. 145

TO TRAINMEN

SUBJECT: Chicago-Waukegan or Libertyville Commutation
Tickets

Commutation tickets reading good between Chicago
Stations and Waukegan or Libertyville, or between Chicago
Stations and Mundelein are not good for passage between
Waukegan and Libertyville or Mundelein.

General Supt. of Transportation

File

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

September 15, 1945

BULLETIN NO. 148

TO TRAINMEN

SUBJECT: Southbound Signals - Austin-Oklahoma Block

On Tuesday, September 18, 1945 the signal changes will be completed on the Austin-Oklahoma Block. This work will be done after the departure of Train No. 410, due at Harrison at 10:12 A.M. and before the departure of Train No. 802, due at Harrison at 11:12 A.M.. This work will not involve taking any of the signals out of service during the time of change.

Signal changes which are to be made on the southbound track will become effective at 11:12 A.M., Tuesday, September 18, 1945 and will be a permanent part of the Block signal plan as shown in Bulletin No. 144, issued September 6, 1945.

Changes to be made on this date are as follows:

Existing Signal No. 802 will be changed to a 3-position permissive signal and renumbered as 824.

Existing Signal No. 684 will be changed to a 3-position stop and stay signal and renumbered as 820. The white marker light will remain.

A new 2-position Signal No. 814 with yellow and red indication will be placed in service on the southbound track 974 ft. south of Austin Avenue. This will be the last signal on the southbound track and affords effective protection for southbound trains from that point to a cut section located 787 ft. south of Layton Avenue where a sign will be placed reading: "END OF BLOCK ZONE".

The sidings at Austin Avenue and Town of Lake on the southbound track will be equipped with time release indicators whose usage will be in accordance with the present timetable instructions.

Additional features incorporated in these new signals are as follows:

If a northbound train is occupying the section of track extending from a point 787 ft. south of Layton Avenue to a point 1465 ft. north, Signal No. 820 will show a yellow indication.

If a southbound train is occupying the track between Signals 824 and 820, Signals 805 and 813 on the northbound track will both show yellow indications. Also if a train is occupying the northbound track between Signal 811 and the end of the block zone, Signal 805 and 813 will both show yellow indications.

All indications on these signals are in accordance with present Timetable instructions.

John B. Gallagher
General Mgt. of Transportation

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

September 21, 1945

BULLETIN NO. 152

TO TRAINMEN
TICKET AGENTS
TOWERMEN (C&NW K.O.)
SWITCHTENDERS
M. D. STATIONS

SUBJECT: Change of Time, Sunday, September 30, 1945

The State of Wisconsin will go on Central Standard Time on Sunday, September 30, 1945.

The territory served by the North Shore Line in Illinois will remain on Central Daylight Saving Time, as at present, until October 28, 1945.

Central Daylight Saving Time is one hour later than Central Standard Time; for example, 4:00 P.M. Daylight Saving Time is 3:00 P.M. Central Standard Time. Central Daylight Saving Time is the same as Central War Time, now in effect.

Beginning at 4:01 A.M., September 30, 1945, the Chicago North Shore and Milwaukee Railroad Company will operate on Central Daylight Savings Time, and will continue to so operate until 4:01 A.M. October 28, 1945.

Station clocks in Wisconsin will show Central Standard Time, and will be so labeled.

Station clocks in Illinois will show Central Daylight Saving Time.

This change in time has required us to revise the schedules of trains No. 2, 8, 16, 18, 22, 3, 5, 11, 19 and 25, from the schedules shown in Time Table 52, during the above described period, only. Three additional passenger trains, Nos. 219, 220, and 440, will be operated during this period.

Train No. 2 will leave Milwaukee at 6:07 A.M. instead of 5:25 A.M., and terminate at Highwood at 8:02 A.M. instead of 7:17 A.M.

Train No. 8 will leave Milwaukee at 1:15 P.M. instead of 12:20 P.M. and terminate at Edison Court at 2:34 P.M. instead of at North Chicago Junction at 1:45 P.M.

Train No. 16 will leave Kenosha at 5:16 P.M. instead of 4:20 P.M. and terminate at Edison Court at 5:38 P.M. instead of 4:42 P.M.

Train No. 18 will leave Milwaukee at 5:15 P.M. instead of 4:20 P.M. and terminate at Edison Court at 6:34 P.M. instead of 5:38 P.M.

Train No. 22 will leave Milwaukee at 7:10 P.M. instead of 6:05 P.M. and terminate at Racine at 7:52 P.M. instead of 6:48 P.M.

Train No. 3 will leave Highwood Office at 4:55 A.M. and North Chicago Junction at 5:09 A.M. the same as at present, but will

September 21, 1945

Bulletin No. 152

leave Edison Court at 6:04 A.M., instead of 5:14 A.M. and arrive at Milwaukee at 7:23 A.M. instead of 6:32 A.M.

Train No. 5 will leave Edison Court at 7:22 A.M. instead of 6:51 A.M. and arrive at Milwaukee at 8:45 A.M. instead of 8:08 A.M.

Train No. 11 will leave Edison Court at 12:25 P.M. and arrive at Kenosha at 12:55 P.M., the same as at present, but will leave Kenosha at 1:45 P.M. instead of 12:55 P.M. and arrive at Milwaukee at 2:41 P.M. instead of 1:50 P.M.

Train No. 19 will leave North Chicago Junction at 5:18 P.M. and arrive at Kenosha at 5:58 P.M., the same as at present, but will leave Kenosha at 6:41 P.M. instead of 5:58 P.M. and continue to Milwaukee, arriving there at 7:39 P.M. instead of terminating at Racine at 6:12 P.M.

Train No. 21, scheduled to leave Racine at 6:38 P.M. will not operate.

Train No. 25 will leave Racine at 7:57 P.M. instead of 6:55 P.M. and arrive in Milwaukee at 8:41 P.M. instead of 7:39 P.M.

Train No. 219 will leave Edison Court at 6:15 A.M. and arrive at Winthrop Harbor at 6:27 A.M.

Train No. 220 will leave Winthrop Harbor at 6:32 A.M., North Chicago Junction at 7:01 A.M. and arrive at Highwood at 7:17 A.M.

Train No. 440 will leave Milwaukee at 1:00 A.M., North Chicago Junction at 2:07 A.M. and arrive at Roosevelt Road at 3:28 A.M. This train will operate as a Chicago limited from Milwaukee to North Chicago Junction, and as a Chicago Express train via Shore Line from North Chicago Junction to Roosevelt Road.

These Time Table changes have been incorporated in Supplement No. 1, to Time Table 52, which will become effective at 12:01 A.M. on October 1, 1945, and continue in effect until 4:01 A.M., Sunday, October 28, 1945, unless otherwise provided.

A copy of this Supplement accompanies this Bulletin.

General Mpt. of Transportation

Attach

File

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

September 21, 1945

BULLETIN NO. 152

TO TRAINMEN
TICKET AGENTS
TOWERMEN (C&NW K.O.)
SWITCHTENDERS
M. D. STATIONS

SUBJECT: Change of Time, Sunday, September 30, 1945

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This change in time has required us to revise the schedules of trains No. 2, 8, 16, 18, 22, 3, 5, 11, 19 and 25, from the schedules shown in Time Table 52, during the above described period, only. Three additional passenger trains, Nos. 219, 220, and 440, will be operated during this period.

Train No. 2 will leave Milwaukee at 6:07 A.M. instead of 5:25 A.M., and terminate at Highwood at 8:02 A.M. instead of 7:17 A.M.

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September 21, 1945

Bulletin No. 152

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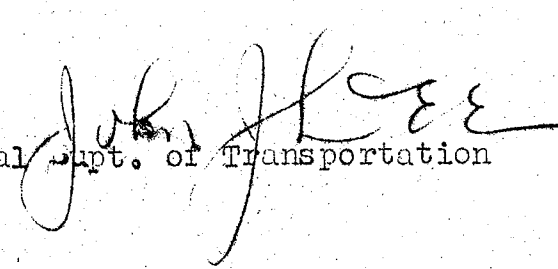
Train No. 220 will leave Winthrop Harbor at 6:32 A.M., North Chicago Junction at 7:01 A.M. and arrive at Highwood at 7:17 A.M.

Train No. 440 will leave Milwaukee at 1:00 A.M., North Chicago Junction at 2:07 A.M. and arrive at Roosevelt Road at 3:28 A.M. This train will operate as a Chicago limited from Milwaukee to North Chicago Junction, and as a Chicago Express train via Shore Line from North Chicago Junction to Roosevelt Road.


These Time Table changes have been incorporated in Supplement No. 1, to Time Table 52, which will become effective at 12:01 A.M. on October 1, 1945, and continue in effect until 4:01 A.M., Sunday, October 28, 1945, unless otherwise provided.

A copy of this Supplement accompanies this Bulletin.

General Supt. of Transportation



Attach



File

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

September 27, 1945

BULLETIN NO. 156

TO TRAINMEN
TICKET AGENTS
TOWERMEN

SUBJECT: Local Service to Kenosha

Bulletin No. 274, issued November 24, 1943, reading as follows:

"Bulletin No. 202, issued September 30, 1943, in reference to extra local train between North Chicago Junction and Kenosha is hereby cancelled.

Beginning Monday, November 29, 1943, and daily except Sunday and Holidays, thereafter, until further notice, an extra local train will be operated between North Chicago Junction and Kenosha on the following schedule:

	EXTRA KENOSHA LOCAL (NOTE)
LV. North Chicago Junction	A.M.
Edison Court	5:57
Zion	6:02
Winthrop Harbor	6:12
AR. Kenosha	6:15
	6:25
	A.M.

NOTE: Will discharge passengers at 52nd Avenue, Kenosha, use Grand Avenue crossover and clear No. 402 at Kenosha - 64th Street, siding.
is hereby CANCELLED as of October 1, 1945.

Train 3 on Supplement No. 1 to Time Table 52, effective from 12:01 A.M., October 1, 1945, to 4:01 A.M., October 28, 1945, will furnish service now provided by the extra local.

John H. Lee
General Supt. of Transportation

Wm. W. Lee
OK
MP
BR
et
MD
out

File

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

September 29, 1945

BULLETIN No. 157

TO TRAINMEN

SUBJECT: Track Work - Middle Road to St. Paul Crossing,
Racine

Contractor's men will be changing out rail and surfacing the track between Middle Road and St. Paul crossing, Racine beginning on Monday, October 1, 1945, and will be working daily except Sunday until further notice.

Slow boards will be erected designating the working territory.

All trains must keep a sharp lookout for men and materials on or about the track during working hours.

General Supt. of Transportation

File

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

September 29, 1945

BULLETIN NO. 160

TO TRAINMEN
M. D. AGENTS
TOWERMEN

SUBJECT: M. D. 4

Because of advice from shippers that trailers will be delivered at Milwaukee about one hour later during the remainder of the Daylight Saving Time period, M.D. 4's crew will report at Milwaukee at 8:40 P.M. instead of 7:40 P.M., beginning on October 1, 1945, and until further notice, and will follow No. 432 from Harrison Street.

John J. Bee
General Supt. of Transportation