

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

October 1, 1945

BULLETIN NO. 161

TO TRAINMEN
TICKET AGENTS
SWITCHTENDERS (North Chicago Junction)

SUBJECT: Additional Morning Service

Beginning Tuesday, October 2, 1945, and daily except Saturday and Sunday, thereafter, until further notice, the cars for train No. 611 will be operated as an extra express train from Roosevelt Road to Howard Street for all passengers from Chicago Stations to Shore Line Stations as far north as Twenty Second Street, North Chicago. This train will be used on No. 611 to Highwood Office and continue north as an extra express train to Twenty Second Street, North Chicago, operating on the following schedule:

EXTRA EXPRESS	Lv. Roosevelt Road	A.M. 7:01
	Adams Street	7:05
	Grand Avenue	7:10
	Chicago Avenue	7:11
	Belmont Avenue	7:19
	Wilson Avenue	7:24
	Ar. Howard Street	7:31
TRAIN NO. 611	Lv. Howard Street	7:33
TRAIN NO. 611	Ar. Highwood Office	8:19
EXTRA EXPRESS	Lv. Highwood Office	8:23
	Fort Sheridan	8:24
	Lake Forest	8:29
	Lake Bluff	8:33
	Great Lakes	8:37
	North Chicago Junction	8:39
	Ar. 22nd Street	8:40
		A.M.

The crew on Extra 2 will work the extra from Highwood to North Chicago.

John J. Deere
General Supt. of Transportation

*Wm
Wm
B.P.
M.A.
M.D.
M.T.*

File

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

October 4, 1945

BULLETIN NO. 165

TO TRAINMEN

SUBJECT: Southbound Distant Signal - Ryan Plant

On Saturday morning, October 6, 1945 after the departure of Train No. 800 due at Ryan at 8:21 A.M., we plan to place in service the new southbound distant signal for the Ryan Plant. This will be Signal No. 758 located adjacent to the southbound track 435 feet south of Drexel Boulevard and 11,009 feet north of the C&NW railroad crossing at Ryan. This signal will be a two-position with yellow and green indication.

At this time the present distant signal located 1,353 feet south of Puetz Road and 4,428 feet north of the C&NW railroad crossing at Ryan will be removed.

The southbound annunciator for Ryan Plant will be started from a new location just north of Rawson-Howell.

John J. Quinn
General Supt. of Transportation

*Noted
10/10/45
[Signature]*

File

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

October 8, 1945

BULLETIN NO. 167

TO TRAINMEN

Effective Monday, October 8, 1945, Mr. Albert
L. Taylor, is hereby appointed a temporary trainmaster,
and your co-operation in carrying out his instructions is
respectfully requested.

General Supt. of Transportation

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W.M.H.
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W.L.
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File

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

October 8, 1945

BULLETIN NO. 168

TO TRAINMEN

SUBJECT: Flagging - Rule 172

Your attention is directed to Rule 172, entitled "Flagging," and which reads as follows:

172.(a) When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals not less than 2,000 feet or 20 poles on straight track and in clear weather and where he can have an unobstructed view of an approaching train at least 1000 feet farther. At night, in foggy or stormy weather he will place a burning red fusee in the center of the track five hundred feet back of the rear of the train and will go back at least 2000 feet or 20 poles farther, and place one torpedo on rail on motorman's side or before if train is approaching and will remain there until recalled or train has arrived and stops.

When recalled he may return after placing a second torpedo on the rail two hundred feet from the first one, if no train is due within five minutes. If so he must remain until it has been stopped. Upon returning to their train they will place a burning red fusee in the center of the track five hundred feet behind the rear of train. The front of a train must be protected by the motorman in the same manner when necessary.

(b) At night or in foggy or stormy weather should a train be thrown off schedule under circumstances in which it may be overtaken by another train a burning fusee must be thrown off to insure safety.

(c) When a train is going to take a siding or crossover to let another train pass, it will throw off a burning red fusee at least 2000 feet back of said siding or crossover."

This Rule MUST be observed.

John J. Ber
General Supt. of Transportation

dm

File

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

October 9, 1945

BULLETIN NO. 169

Re-issue of Bulletin No. 93
Dated April 4, 1942

TO TRAINMEN

SUBJECT: Hat Checks

Attached are samples of new style hat checks for use by trainmen beginning Sunday, April 5, 1942.

When presented with fare or ticket destined to stations south of Howard Street, trainmen will place corresponding hat check for that station in clip provided, and will call attention to it by telling passenger that trainman making relief at Howard Street will remove check at proper destination.

Individual hat check must be issued for each such fare presented.

A supply of these hat checks is available at Terminals.

John B. Gallagher
General Supt. of Transportation

*Am
Wm
ms
BBB
YMB* Attach



File

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

October 11, 1945

BULLETIN NO. 170

Re-issue of Bulletin No. 286,
dated December 3, 1943

TO TRAINMEN

SUBJECT: Trolley Changeover on North Shore Trains at
Howard Street.

Effective at 4:01 A.M., Monday, December 6, 1943,
trolley changeovers on North Shore trains at Howard Street
will be made as follows:

NORTHBOUND: North Shore train crews relieving Rapid Transit
train crews will make the necessary trolley changeover,
AFTER passengers have been discharged and received, but
BEFORE giving the Proceed Signal.

SOUTHBOUND: Rapid Transit train crews relieving North Shore
train crews will make the necessary trolley changeover AFTER
passengers have been discharged, but BEFORE giving the
Proceed Signal.

Attention is called to the facts that the oncoming
crew is to make the trolley changeover, and that the trolley
changeover is to be made while the train is standing in the
station.

John J. Bee
General Supt. of Transportation

Jm

File

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

October 17, 1945

BULLETIN NO. 172

Re-issue of Bulletin No. 334
dated October 11, 1944

TO ALL CONCERNED

SUBJECT: Headlights and Heaters

Beginning at once, all southbound trains leaving terminals at 1:00 P.M. or later, must be equipped with headlights and heaters in order that northbound trains are properly supplied.

John B. Gallagher
General Supt. of Transportation

File
AM

File

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

October 20, 1945

BULLETIN NO. 173

TO TRAINMEN

SUBJECT: Bridge Painting

Beginning Monday, October 22, 1945, and daily except Sunday, until further notice, the Road Department will be painting the bridges on the Libertyville Line, beginning with the St. Paul bridge at Rondout, EJE at Rondout, Skokie Creek at South Upton, and Green Bay Road, Lake Bluff. This work will be done from 8:00 A.M. to 4:30 P.M. each day.

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

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

October 25, 1945

BULLETIN NO. 176

TO TRAINMEN
TOWERMEN
TICKET AGENTS

SUBJECT: Local Service to Kenosha

Beginning Monday, October 29, 1945, 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:

	A.M.
LV. North Chicago Junction	5:57
Edison Court	6:02
Zion	6:12
Winthrop Harbor	6:15
AR. Kenosha	6:25
	A.M.

This train will go to Kenosha Station only, and will crossover at 64th Street (freight station).

Beginning on above date, train 15 due at Kenosha at 3:55 P.M. will go to Kenosha Station only, and will crossover at 64th Street. Train 16 will load passengers at this location before leaving southbound.

Freight crews must not leave cars on siding at Kenosha in a position to block these movements.

John J. See
General Supt. of Transportation

EX

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

October 25, 1945

BULLETIN NO. 176

TO TRAINMEN
TOWERMEN
TICKET AGENTS

SUBJECT: Local Service to Kenosha

Beginning Monday, October 29, 1945, 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:

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.

This train will go to Kenosha Station only, and will crossover at 64th Street (freight station).

Beginning on above date, train 15 due at Kenosha at 3:55 P.M. will go to Kenosha Station only, and will crossover at 64th Street. Train 16 will load passengers at this location before leaving southbound.

Freight crews must not leave cars on siding at Kenosha in a position to block these movements.

John J. See
General Supt. of Transportation

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ew
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M. J. C.
M. C.
10/26/45

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

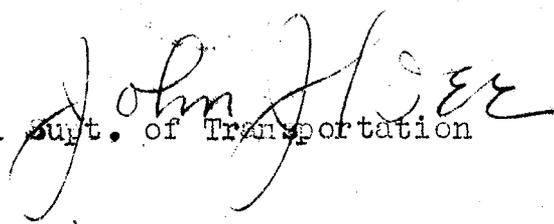
October 26, 1945

BULLETIN NO. 178

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHTENDERS

SUBJECT: Special Service

Beginning Monday, October 29, 1945, and daily until further notice, an extra passenger train will be operated between Milwaukee and Highwood Office, leaving Milwaukee at 1:00 A.M., and stopping at Racine, Kenosha, Edison Court, Waukegan, Twenty Second Street, North Chicago, North Chicago Junction, Great Lakes, Downeys, and Fort Sheridan.


General Supt. of Transportation

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

November 1, 1945

BULLETIN NO. 181

TO TRAINMEN
TICKET AGENTS
TOWERMEN (INC. C&NW K.O.)
SWITCHTENDERS (NCJ)

SUBJECT: Green Bay Packers - Chicago Bears Football Game,
Sunday, November 4, 1945.

The following service changes will be made on Sunday,
November 4, 1945, account of the football game:

SOUTHBOUND:

A section of train 408 will leave Milwaukee at about
9:45 A.M. for Chicago passengers from Milwaukee, Racine and Kenosha
only.

Electroliner normally operated on train 802 will leave
Milwaukee at about 10:45 A.M. as ~~second No. 410~~, for Chicago pass-
engers from Milwaukee Stations only. ~~Train 802~~ will be operated
with standard equipment. The visitors extra normally operated from
Milwaukee at 11:05 A.M. will operate for all passengers from regular
limited stops to Edison Court, and will continue south as No. 412
from Edison Court.

Second 408, Second 410, 802 and 412 will stop at Addison
Street, Chicago, to discharge passengers.

NORTHBOUND:

Electroliner normally operated on No. 807 will be operated
as ~~second 423~~, leaving Chicago at 4:55 P.M. for Milwaukee passengers
only from regular Chicago Station stops. ~~Train 807~~ will be operated
with standard equipment.

The visitors extra normally operated from Great Lakes
behind No. 425 will not operate.

The military extra normally operated from Chicago ahead of
No. 429 will not operate.

Sections of trains 425 and 427 will be operated, leaving
Chicago at 5:55 P.M. and 6:55 P.M. for passengers from Chicago
stations to Kenosha, Racine and Milwaukee, only.

The military special operated with C.R.T. equipment from
Chicago at 9:55 P.M. will leave at about 10:00 P.M. and military
special operated with North Shore equipment from Chicago at
10:05 P.M. will not operate.

John B. Gallagher
General Supt. of Transportation

11/4/45
Electroliner
800 Service
802 Standard
Equipment
400 Service

Standard Equipment
400 Service

Electroliner
800 Service

W. J. ...
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...

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

November 3, 1945

BULLETIN NO. 182

TO TRAINMEN
TICKET AGENTS
TOWERMEN
SWITCHTENDERS

SUBJECT: Special Service

Bulletin No. 178 issued October 26, 1945, reading as follows:

"Beginning Monday, October 29, 1945, and daily until further notice, an extra passenger train will be operated between Milwaukee and Highwood Office, leaving Milwaukee at 1:00 A.M., and stopping at Racine, Kenosha, Edison Court, Waukegan, Twenty Second Street, North Chicago, North Chicago Junction, Great Lakes, Downeys and Fort Sheridan."

is hereby CANCELLED.

Beginning Monday, November 5, 1945, and daily except Sunday, until further notice, an extra passenger train will be operated between Milwaukee and Highwood office, leaving Milwaukee at 2:30 A.M., and stopping at Racine, Kenosha, Edison Court, Waukegan, Twenty Second Street, North Chicago, North Chicago Junction, Great Lakes, Downeys and Fort Sheridan.

General Supt. of Transportation

John J. Lee

*How
AM
WEM
AK
10:00
M.P.
12/2/45*

File

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

November 8, 1945

BULLETIN NO. 183

TO TRAINMEN

SUBJECT: Bridge Painting - Howard Dempster Line

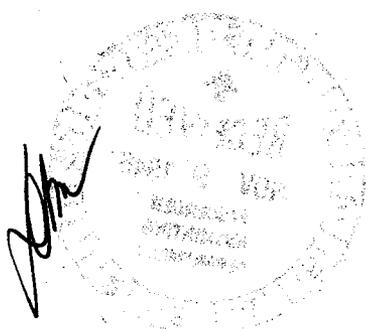
On Friday, November 9, 1945 our Painting Contractor, the Chicago Decorating Company, will start painting structural steel on the bridges of the Howard-Dempster Line.

This work will begin on the Dodge Avenue Bridge and proceed east to include bridges at Dodge Avenue, Hidge Avenue, Asbury Street, Custer Street and Chicago Avenue, weather permitting.

Contractor's forces will work daily except Sunday between the hours of 8:00 A.M. and 4:30 P.M.

Motormen must keep a sharp lookout for men and materials engaged in this work.

John J. Quinn
General Supt. of Transportation



File

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

November 14, 1945

BULLETIN NO. 190

TO TRAINMEN

SUBJECT: C. R. T. Company Handles

Commencing at once all North Shore crews working
C. R. T. trains will get their handles from Mr. D. J.
Donnelly or Mr. G. H. Leed at Howard Street, and return
them to these men when thru with them.

John B. Gallagher
General Supt. of Transportation

DM

File

Bulletin Book

(Copy to 750, Trip Cocks
B. K. Hoff)

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

November 16, 1945

BULLETIN NO. 192

TO TRAINMEN

SUBJECT: New Elevated Trip Cocks - Car 750

Complete new type side trip cock equipment has been installed on car 750.

A small port is drilled through the cut-out cock in the motorman's cab, which is open when the cut-out cock is in closed position, which is the correct position for operating over North Shore tracks. This port is provided to fill the pipe connection to the trip cock and hold the valve against the seat. Should the trip cock be tripped by striking any obstruction, such as high ballast, when cut-out cock is in closed position, it will have no effect on the train, and the trip cock will close automatically.

When entering Chicago Rapid Transit tracks, the cut-out cock under motorman's valve, in pipe leading to the trip cock, must be opened, which is the correct position for operating over Rapid Transit tracks. Should the trip cock strike an obstruction when cut-out cock is open, the train will immediately go into emergency. When this happens, the motorman must put his air handle in the emergency position and keep it there until after train has stopped, when he will place the air handle in release position, and brake pipe will re-charge. In the meantime, the trip cock will have automatically returned to the closed position, and train will be ready to proceed.

It is very important that the above instructions are observed closely by all concerned.

The above instructions do not supersede instructions previously issued on May 4, 1945, in Bulletin No. 80.

General Supt. of Transportation

11-16-45
Bulletin Bk

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

November 16, 1945

BULLETIN NO. 193

TO TRAINMEN

Re-issue of bulletins
Time Table No. 52

SUBJECT: Time Table No. 52

Following is a list of the changes which have been made in Time Table #52, since that Time Table became effective December 1, 1942.

All northbound trains between the hours of 4:20 P.M. and 7:00 P.M. are allowed to leave Roosevelt Road, and all stations to Grand Avenue, two minutes ahead of the time shown in the working Time Table.

Train No. 30 will stop at Vine Avenue and Beech Street, Highland Park, and at Green Bay Road, Glencoe.

Train No. 512 will stop at Beech Street, Highland Park and 8th Street, Wilmette.

Train No. 34 will make express stops from Waukegan to Highwood Office.

Trains Nos. 34, 36 and 514 will stop at Beech Street, Highland Park.

Train No. 102 scheduled to leave Waukegan at 7:10 A.M. will not wait for connection with train No. 90 due at North Chicago Jct. at 7:22 A.M.

Train No. 202 will make local stops Edison Court to North Chicago Junction.

Train No. 204 will make local stops Winthrop Harbor to North Chicago Junction.

Cars for Train No. 611, shown as operating between Howard Street and Highwood Office, daily except Saturday and Sunday, are operated as an extra train from Roosevelt Road at 7:01 A.M., and as an extra train from Highwood Office to North Chicago (Twenty Second Street) so that the combination of the extras and 611 makes one express train between Roosevelt Road and North Chicago.

Trains No. 417 and No. 434 will stop at Ryan Tower to pick up and discharge towermen, daily.

BULLETIN NO. 193

Train No. 31 will stop at Beech Street, Highland Park.

Train No. 721, when operating with 3 cars or more will reserve rear car as smoker. When operating with only two cars, will not reserve car as smoker.

Train No. 404 scheduled to leave N.Ch.Jt. at 8:00 A.M. will stop at Great Lakes (Downeys West) to pick up and discharge passengers on Saturdays, Sundays and Holidays only.

Train No. 567 instead of No. 565 will carry baggage.

Train No. 409 will carry baggage Saturdays only.

Train No. 803 on Saturdays, Sundays and Holidays only, scheduled to leave Roosevelt Road at 11:01 A.M. will accept passengers at Chicago Stations for Kenosha, Racine and Milwaukee only and will stop at Edison Court to receive passengers for these stations only.

Train No. 413, on Saturdays, Sundays and Holidays, only, will leave Roosevelt Road at 11:03 A.M. instead of 10:56 A.M. and will make all stops as scheduled to Edison Court and operate thru to Milwaukee making regular limited stops, including Zion, between Edison Court and Milwaukee.

Trains No. 21 and No. 25 will operate as No. 25 Racine to Milwaukee.

STATION STOPS

In Section 51 Special Instructions the following stops should be included.

Station No.

- 21 Scott Street (Lake Forest)
- 24 Arden Shore
- 36 29th Street (Zion)

The following stop should be omitted.

Station No.

- 93 Liberty Lake
- 36 27th Street (Zion)

BULLETIN NO. 193

Your attention is directed to the following trains, which are the ONLY trains operated as combination trains between Roosevelt Road and Dempster Street, Skokie.

Train No. 405, two rear cars, daily except Sunday, are cut off at Downeys, Great Lakes, and operated to downtown Waukegan, via Shore Line from North Chicago Junction.

Train No. 719, two rear cars, daily except Saturday and Sunday, and rear car only on Saturday, are cut off at Dempster Street, Skokie, and operated as No. 205 from Skokie to Winthrop Harbor.

Train No. 721, two rear cars, daily except Saturday and Sunday, are cut off at Dempster Street, Skokie, and operated as No. 207 from Skokie to Edison Court, Waukegan.

Train No. 725, two rear cars, daily except Saturday and Sunday, are cut off at Dempster Street, Skokie, and operated as No. 209 from Skokie to Edison Court, Waukegan.

[s] John J. Dee

General Supt. of Transportation

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

November 16, 1945

BULLETIN NO. 193

TO TRAINMEN

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Time Table No. 52

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Train No. 567 instead No. 565 will carry baggage.

Train No. 409 will carry baggage Saturdays only.

Train No. 603 on Saturdays, Sundays and Holidays only, scheduled to leave Roosevelt Road at 11:01 A.M. will accept passengers at Chicago Stations for Kenosha, Racine and Milwaukee only and will stop at Edison Court to receive passengers for those stations.

BULLETIN NO. 193

only.

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24 Arden Shore
36 29th Street (Zion)

The following stop should be omitted.

Station No.

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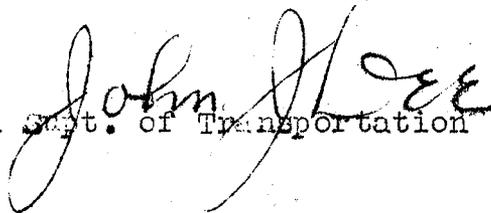
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Train No. 725, two rear cars, daily except Saturday and Sunday, are cut off at Dempster Street, Skokie, and operated as No. 209 from Skokie to Edison Court, Waukegan.

General Supt. of Transportation



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

November 19, 1945

BULLETIN NO. 194

TO TRAINMEN
TICKET AGENTS
TOWERMEN (incl. C&NW at K.O. Tower)
SWITCHTENDERS

SUBJECT: Special Service - Thanksgiving.

Wednesday, November 21, 1945 the following special service will be operated.

SOUTHBOUND

Electroliner normally operated on train 806 will run as second 422, leaving Milwaukee at about 4:45 P.M. for Chicago passengers only from Milwaukee, Racine and Kenosha. Standard equipment will be operated on 806.

NORTHBOUND

Electroliners normally operated on Trains 803 and 805 will be operated as extra trains from Chicago at 10:59 A.M. and 1:59 P.M., respectively, for Chicago passengers to Kenosha, Racine and Milwaukee. Standard equipment will be operated on trains 803 and 805, and these trains will stop at Downeys, West, in addition to regular scheduled stops.

A section of train 427 will leave Chicago at 6:55 P.M. for passengers to Kenosha, Racine and Milwaukee.

Electroliner normally operated on No. 809 will be operated as second 429, leaving Chicago at 7:55 P.M. for passengers to Kenosha, Racine and Milwaukee.

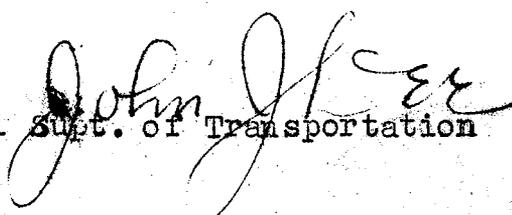
Thursday, November 22, 1945, is a Holiday, and Sunday schedule will be operated.

It is expected that traffic on Thursday night will be similar to regular Sunday night traffic, excepting for changes which may be made in military extras, because of changes in liberty parties.

Second 431, normally operated on Sunday night will not be operated, and a military extra will be operated ahead of No. 433 from Chicago.

Second 430, Second 432 and Second 433 will be operated as on Sundays.

This is the first real Thanksgiving Holiday since before the war and we probably will have many strangers riding our line, who are not fully familiar with our territory or train schedules. All concerned are requested to be very clear in giving information to these people, and to extend them every courtesy and consideration.


General Supt. of Transportation

M.P.
KMS

File

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

November 19, 1945

BULLETIN NO. 197

TO TRAINMEN

SUBJECT: Exchanging Markers at Highwood and Edison Court

Collectors working rear car or cars on through northbound trains passing Highwood or Edison Court after P.M. each day, will put fresh, full markers on the trains at those locations, and leave markers brought in to be cleaned and filled.

At Highwood, full markers will be available at Lamp man's room, and markers brought in will be left there.

At Edison Court, full markers will be available on northbound platform, south of south ticket office door, and markers brought in will be left there. Yard Switchmen on duty will take care of this at Edison Court.

Strict observance of the above is necessary to insure adequate marker protection on trains in both directions.

[Signature]
General Supt. of Transportation

File

Ex

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

November 19, 1945

BULLETIN NO. 198

TO TRAINMEN

SUBJECT: New Waukegan City Punch Marks.

Because of the current shortage of ticket punches, Waukegan City Trainmen's punches have been exchanged for a punch bearing a triangular die, all identical.

Handling of tickets used on both city and interurban service to conform to this change, will be performed as follows:

1. Regular coupon tickets reading between Waukegan and points on the interurban railroad where passenger boards the city car or bus to make connections with interurban trains, operators will punch such tickets as heretofore.

2. When commutation punch card tickets are presented to interurban trainmen bearing the triangular punch mark cancellation the interurban trainmen will punch off rides on which the punch mark appears, in addition to punching off the ride for that particular trip.

John J. Lee
General Supt. of Transportation

J.B.
e.r.

November 19, 1945

BULLETIN NO. 199

TO TRAINMEN

SUBJECT: Collection of North Shore Fares by Chicago Rapid Transit Trainmen.

Effective at 4:01 A.M., Tuesday, November 27, 1945, Chicago Rapid Transit Trainmen on northbound North Shore trains will collect fares from passengers boarding the trains south of Howard Street.

IDENTIFICATION OF INDIVIDUAL REVENUE
PASSENGERS

Destinations of individual passengers thus collected will be shown by a punch mark in the station number on a new type hat check, two examples of which are shown below. The example on the left indicates a passenger paid to Winnetka, and the one on the right indicates a passenger paid to Kenosha,

7	LINDEN
8	WILMETTE
9	KENILWORTH
10	INDIAN HILL
11	WINNETKA
12	HUBBARD WDS.
13	GLENGOE
14	BRAESIDE
15	RAVINIA PK.
16	RAVINIA
17	HIGHLAND PK.
18	HIGHWOOD
19	FT. SHERIDAN
20	SACRED HT.
21	LAKE FOREST
22	LAKE BLUFF
28	GT. LKS. NC. JCT.
29	NO. CHICAGO
30	WAUKEGAN

92	LAKE BLUFF
93	GT. LKS. NC. JCT.
94	EDISON CT.
95	ZION
96	WIN. HBR.
97	KENOSHA
98	WISCONSIN
99	HARRISON
100	MILWAUKEE
101	SKOKIE
102	HARMS WDS.
103	GLENVIEW
104	NORTFIELD
105	NORTHBROOK
106	WOODRIDGE
107	BRIERCLIFF
108	HIGHWOOD
109	SHER. ELMS.
110	DEERPATH
87	ROUNDOUT
91	THORN VIL'GE
94	LIBERTYVILLE
98	MUNDELEIN

This new type check is printed on both sides, Shore Line stations and numbers shown on one side, and Skokie Valley stations and numbers shown on the other. Only the station number punched indicates the destination of the passenger, and punch mark appearing in station name on reverse side does not apply.

IDENTIFICATION OF PASS PASSENGERS

Employees presenting 110 Ride pass cards will not be hat checked by Rapid Transit Collectors. North-Shore Trainmen will require such passengers on trains arriving at Howard Street to show their 110 Ride pass card, but will not punch out another ride, as same will have already been punched by the C. R. T. collector. Other forms of pass transportation will be checked to destination shown on pass presented.

IDENTIFICATION OF SPECIAL PARTY CARS

When an entire car (or cars) is wholly occupied by a special party, only one hat check will be issued for identification purposes, in each car. This check will show the destination of the party by punch mark, and the number of passengers in each car written on the face of the check, which will be placed in a hat check holder near the south end. Example shown below indicates 50 passengers to Great Lakes.

7	LINDEN
8	WILMETTE
9	KENILWORTH
10	INDIAN HILL
11	WINNETKA
12	HUBBARD WDS.
13	GLENGOE
14	BRAESIDE
15	RAVINIA
16	RAVINIA
17	HIGHLAND PK.
18	HIGHWOOD
19	FT. SHERIDAN
20	SACRED HT.
21	LAKE FOREST
22	LAKE BLUFF
28	GT. LKS. NC. JCT.
29	NO. CHICAGO
30	WAUKEGAN

BULLETIN NO. 199

The new type hat checks shown will only be issued by W. T. trainmen. North Shore Trainmen will continue to use the same hat checks as heretofore.

TURNING IN NEW STYLE HAT CHECKS

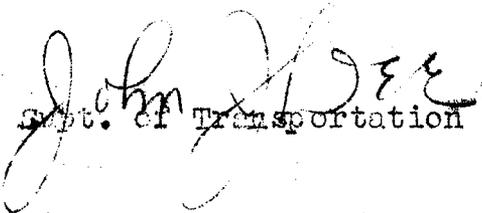
North Shore Trainmen will take the new type hat checks down as the passengers designated by them leave the cars, and will turn them in with their trip collections, marking the number collected in the remarks portion on the trip collection envelope. No record need be made on the trip sheet, and hat checks issued by North Shore Trainmen on northbound trains need not be turned in.

LINDEN AVENUE HAT CHECKS

Particular attention must be paid by North Shore Trainmen to passengers checked to Linden Avenue, because many of these passengers will leave trains at Howard Street, and Evanston Stations, and other passengers may occupy the seats before North Shore Trainmen have had opportunity to take the Linden Avenue hat checks down.

CHECKING OTHER PASSENGERS

North Shore Trainmen must be careful to see that passengers boarding trains at Howard Street, and stations north of Howard Street, are properly checked, and that all hat checks are taken down promptly after passengers leave trains.


General Mgt. of Transportation

EX

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

December 7, 1945

BULLETIN NO. 207

TO TRAINMEN

SUBJECT: Hat Checks

Individual hat checks put up by CRT collectors must not be taken down until passengers indicated have reached destinations shown on the checks.

See instructions in Bulletin No. 199, issued November 19, 1945.

John J. Lee
General Supt. of Transportation

DEC 10 1945

File

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

December 10, 1945

BULLETIN NO. 209

TO TRAINMEN
TOWERMEN (including C&NW Co.)
TICKET AGENTS

SUBJECT: Train No. 806

Previous bulletins issued in reference to train No. 806 are hereby annulled.

Beginning on Monday, December 10, 1945, and daily thereafter, until further notice, Electroliner normally operated on train No. 806 will be operated as second 422, leaving Milwaukee at about 4:50 P.M. for Chicago passengers, only, from Milwaukee, Racine, Kenosha and Edison Court, Waukegan.

Standard equipment will be operated on No. 806 and No. 806 will couple to No. 424 at Edison Court.

John J. See
General Supt. of Transportation

dm

File

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

December 12, 1945

BULLETIN NO. 210

TO TRAINMEN

SUBJECT: Trolley Switch - South Upton Junction

On Thursday, December 13, 1945, after passage of Train No. 707, due at South Upton Junction at 9:11 A.M., the Electrical Department will put in service a trolley switch at that location, which works automatically with the movement of the switch.

After this switch is in service it will not be necessary for northbound trains enroute the west leg of Wye to change trolleys.

John J. De...
General Supt. of Transportation

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

December 12, 1945

NOTICE OF INSTRUCTION TO TOWERMEN AT RYAN, RACINE AND KENOSHA

SUBJECT: Stopping Trains at Manual Block Signals.

When it is necessary to stop a southbound train at the Manual Block signal, at Ryan, the Interlocking Home signal must be set at stop indication, in addition to stop signal displayed on the Manual Block signal. If it is expected that the train will be held outside the block for any period of time, the Home signal will be held against the train to prevent fouling the interlocking. If it is intended to advance the train into the block by train order or clearance form, the call on signal will be displayed after the train has stopped at the Home signal, in order to permit it to proceed to the Manual Block signal.

At Kenosha Tower, for northbound trains, the procedure will be the same as used for southbound trains at Ryan, except that, to bring a train up to the northbound Manual Block signal, the towerman will display yellow indication on the interlocking Home signal, after train has been stopped.

At Racine Tower, for trains in both directions, the procedure will be the same as used for southbound trains at Ryan, and for northbound trains at Kenosha, except that to permit a train to advance from the interlocking Home signal to the Manual Block signal, after having been stopped, the towerman will display Green indication on the Home signal.

General Supt. of Transportation
cc: All other Towermen, Supervisors, Train Dispatchers

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

I have received copy of Notice of Instructions to Towermen at Ryan, Racine and Kenosha, dated December 12, 1945, and am familiar with instructions contained therein. I understand that this receipt will be made part of my record file.

1945

DATE

SIGNATURE

File

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

December 13, 1945

BULLETIN NO. 213

TO ALL CONCERNED

SUBJECT: Manual Block System - Kenosha to Ryan, and Automatic Block
Signal System - Ryan to Austin.

MANUAL BLOCK SIGNALS

The Manual Block System Signals, and Rules governing same, described in Bulletin No. 142, issued September 6, 1945 as governing train movements between Kenosha and Ryan, will become effective at 12:01 P.M., Monday, December 17, 1945.

Two position, color light Manual Block signals have been installed at the following locations.

Southbound

RYAN - 50 feet north of Interlocking Tower, adjacent to southbound track.

RACINE - 50 feet south of Interlocking Tower, adjacent to southbound track.

Northbound

KENOSHA - 50 feet north of Interlocking Tower, adjacent to northbound track.

RACINE - 50 feet north of Interlocking Tower, adjacent to northbound track.

These signals are equipped with a white marker light below the signal head, usage according to Manual Block System Rules contained in Bulletin No. 142, issued September 6, 1945.

TELEPHONES IN MANUAL BLOCK TERRITORY

The following listed additional telephones have been provided, and are located in booths on the west side of track, except as otherwise described.

1. Kenosha Brick Company Siding, northbound, at Kenosha, Burlington Road, opposite northbound siding switch.

2. Birch Road Team Track Siding, northbound, at Kenosha, Birch Road, opposite siding switch. This is in addition to the present phone at the crossover.

3. P. Peerbolte Company Siding, southbound, Berryville Road, Kenosha, near siding switch.

4. Klinkerts Team Track Siding, Racine, southbound, near siding switch.

5. 21st Street, crossover, Racine, beside crossover.

6. CM&ST&P Interchange (north track), 17th Street, Racine, southbound, at point of switch.

7. Racine M.D. Station, phone in booth, outside north end of station building.

The phone at Oakwood crossover has been moved to a point west of tracks, opposite northbound siding switch.

Including the above, all crossovers and sidings in the Manual Block territory are now provided with telephones, excepting only those specifically mentioned below.

SIDINGS NOT PROVIDED WITH TELEPHONES

1. Nash Company Siding, Kenosha, southbound.
2. Burlington Road Team Track, Siding, Kenosha, southbound.
3. Durand Road Siding (W.H.Pugh Co.), Racine, southbound.

These sidings must not be used by trains to clear other trains, and cannot be used to clear the block, because of no communication available with block operator.

GENERAL INSTRUCTIONS ON USE OF TELEPHONES

All siding and crossover telephones in the Manual Block System territory have been provided with a placard showing code of rings for towers on either side of each such telephone. These rings are for use on the dispatch line only, which is indicated by "D" on the double throw switch.

Telephone booths must be kept locked at all times except when being used, to prevent damage or theft.

When a train finds a telephone bad order at a siding or crossover which was to have been used by the train to clear the block, and conductor is unable to communicate with either block operator or train dispatcher, the train will proceed to the next siding or crossover where communication is available, in order to avoid tying up the block. Train proceeding under these circumstances must provide such protection against other trains as may be necessary.

AUTOMATIC BLOCK SIGNALS - RYAN TO AUSTIN

Automatic, three position, color light, block signals have been installed between Ryan and Austin, and will also become effective at 12:01 P.M., Monday, December 17, 1945. These signals are located as follows:

Southbound

Signal No. 814, now in service, which is located 800 feet south of Austin, will be changed to a three position color light signal, instead of two position, as formerly, and thus incorporates the presently effective automatic block system between Harrison and Austin in the new automatic block signal system.

The next southbound signal is No. 806, located 277 feet north of Bulivar Avenue.

Continuing south, the next southbound signal is No. 792, located 35 feet south of Grange Avenue.

The next southbound signal is No. 776, located 2368 feet south of College Avenue.

The next southbound signal is No. 758, located 435 feet south of Drexel Blvd. Bridge, and is the DISTANT signal for Ryan.

The next southbound signal is No. 4, the southbound HOME signal for RYAN. 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 southbound automatic block signal.

Northbound

The first effective signal is No. 29, which is the north-bound HOME signal for RY.N. This signal will be changed from a two position, color light, signal to a three position, color light, signal.

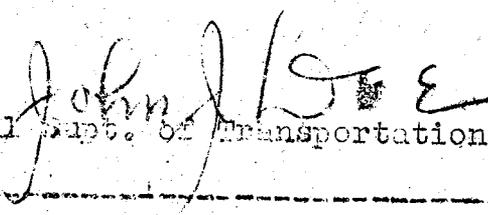
Continuing north, the next signal is No. 759, located 435 feet south of Drexel Blvd. Bridge.

The next signal is No. 777, located 2368 feet south of College Avenue.

The next signal is No. 791, located 35 feet north of Grange Avenue. Effective block signal protection is provided from this signal to signal 805, existing signal, which is incorporated in the presently effective automatic block system between Austin and Harrison.

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. 213, issued December 13, 1945, and am familiar with instructions contained therein. I understand that this receipt will be made part of my record file.

1945

DATE

SIGNATURE

111
John B. Gallagher and Edward J. Quinn, Trustees for
CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY

December 14, 1945

NOTICE TO ALL CONCERNED

SUBJECT: Bulletin No. 213

On Monday and Tuesday, December 17 and 18, 1945, it will be necessary for all trainmen to be checked before leaving terminals to see that they have received copy of Bulletin No. 213 in reference to beginning of Manual Block operation between Kenosha and Ryan at 12:01 P.M., Monday, December 17, 1945.

Mr. W. H. Burke and Mr. C. J. Cawley, will make this check at Milwaukee Terminal and Harrison Street.

Mr. D. J. Donnelly, Mr. George Lead and Mr. A. L. Taylor, will make the check at Howard Street of all northbound crews.

The Train Dispatcher will check crews pulling out of all other terminals.

General Supt. of Transportation

cc: All Supervisors and Train Dispatchers

[Handwritten signature]

EX

John B. Gallagher and Edward J. Quinn, Trustees For
Chicago North Shore and Milwaukee Railroad Company

December 20, 1945

BULLETIN #214

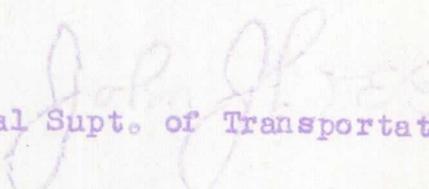
TO TRAINMEN

SUBJECT: Change in Fare Limits - Highland Park & Ravinia

Effective January 1, 1946, Beech Street, Highland Park will be considered the north fare limit of Ravinia Station, and Lincoln Avenue, Highland Park, will be considered the south fare limit of Highland Park.

As of above date passengers boarding trains at Beech Street will be charged the Ravinia fare and tickets reading to Ravinia will be honored to Beech Street.

Trainmen will please correct their copies of the Supplement of Instructions, Issue No. 2, page 1 showing fare limits, to agree with these instructions.


General Supt. of Transportation

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

December 20, 1945

BULLETIN NO. 216

TO TRAINMEN
TOWERMEN (inc. CNW KO)
TICKET AGENTS

SUBJECT: Christmas Weekend Service

FRIDAY, DECEMBER 21, 1945

Electroliner on 803 will stop at Edison Court, Waukegan, Zion, Kenosha, Racine and Milwaukee. A standard equipment train will follow 803 from Chicago and will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Zion, Kenosha, Racine and Milwaukee.

Electroliner on 805 will stop at Edison Court, Waukegan, Kenosha, Racine and Milwaukee. A standard equipment train will follow 805 from Chicago and will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

Electroliner on 809 will stop at Kenosha, Racine and Milwaukee only. A standard equipment train will follow 809 from Chicago and will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

SATURDAY, DECEMBER 22, 1945

Regular Saturday service will be operated.

SUNDAY, DECEMBER 23, 1945

Electroliner on Train No. 805 will stop at Edison Court, Waukegan, Kenosha, Racine and Milwaukee only. Standard equipment train will follow 805 from Chicago and stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

It is not expected that all military extras ordinarily operated on Sunday will be needed. Rearrangement of this service will be made when necessary information is available.

MONDAY, DECEMBER 24, 1945

Electroliners on Trains 803, 805 and 809 will stop at Kenosha, Racine and Milwaukee only. Standard equipment trains will follow these trains as second sections from Chicago.

Second 803 will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Zion, Kenosha, Racine and Milwaukee.

Second 805 and Second 809 will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

TUESDAY, DECEMBER 25, 1945

Sunday schedule will be operated.

Electroliner normally on train 800 will leave Milwaukee at 7:50 A.M. and stop at Racine and Kenosha. Standard equipment will be operated on train 800, and this train will stop at Downeys, in addition to regular stops.

December 20, 1945

BULLETIN NO. 216

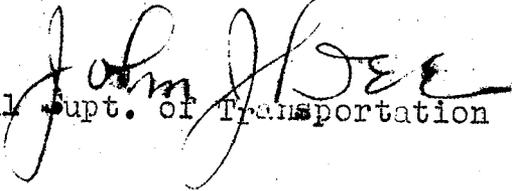
Electroliner normally on train 804 will leave Milwaukee at 1:50 P.M. and stop at Racine and Kenosha. Standard equipment will be operated on train 804 and this train will stop at Downeys in addition to regular stops.

Sections of trains 806, 426 and 428 will be operated leaving Milwaukee at 5:45 P.M., 6:45 P.M. and 7:40 P.M. respectively. Second 806 and second 426, leaving at 5:45 P.M. and 6:45 P.M. will stop at Racine and Kenosha only. Second 428 will be the Electroliner and this train will not stop after leaving Milwaukee unless otherwise instructed.

Standard equipment will be operated on No. 808 and 808 will stop at Racine and Kenosha.

Military specials will be operated about as on normal Sunday nights and will be shown on service letters.

It is not expected that visitors extras to Great Lakes will be needed on this day.


General Supt. of Transportation

27
John B. Gallagher and Edward J. Quinn, Trustees For
Chicago North Shore and Milwaukee Railroad Company

December 20, 1945

BULLETIN #217

TO TRAINMEN

SUBJECT: Interline Transfer Coupons - Milwaukee

In error, transfer coupons providing cab transfer
at Milwaukee on interline tickets were printed to read
Boynton Cab Company instead of Yellow Transfer Company.

Passengers inquiring about this transfer service
should be directed to use Yellow Cabs, and the transfer
coupons will be honored on them.

John J. Hill
General Supt. of Transportation

DEC 21 1945
CHICAGO ILL.

File

(Copy - 129, etc.
- NS-110 W)

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

December 21, 1945

BULLETIN NO. 218

TO TRAINMEN

SUBJECT: Cars 129, 130, 133, 140, 142, 143

Cars No. 129, 130, 133, 140, 142, 143, will be
returned to North Shore service on Friday, December 21, 1945.

The air handle and reverse key for this train will
be kept with the train at all times and until suitable container
is provided will be kept behind the controller at end of train
when not in use.

The headlight and two portable motormans heaters
which come with this train must be left with it, because they
will not work with our other equipment.

Motormen are reminded that motors on this equipment
will not stand a sustained run at high speed and must be shut
off at intervals to avoid damaging motors.


General Supt. of Transportation



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

December 22, 1945

BULLETIN NO. 219

TO TRAINMEN
TICKET AGENTS
TOWERMEN

SUBJECT: Christmas Service

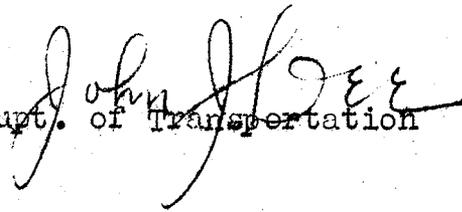
Tuesday, December 25, 1945, Electroliner on Train 801 will stop at Kenosha, Racine and Milwaukee only, after leaving Howard Street. Train 407 will follow No. 801 from Chicago and make all regular limited stops to Milwaukee, running as an extra train from Edison Court, Waukegan, to Milwaukee.

The Electroliner on Train 805 will stop at Kenosha, Racine and Milwaukee, only, after leaving Howard Street. A standard equipment train will follow No. 805 from Chicago and stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

Wednesday, December 26, 1945, Electroliner on Train 803 will stop at Edison Court, Waukegan, Kenosha, Racine and Milwaukee, only, after leaving Howard Street. A standard equipment train will follow No. 803 from Chicago and stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Zion, Kenosha, Racine and Milwaukee.

The above changes are in addition to those described in Bulletin No. 216, issued December 20, 1945.

General Supt. of Transportation



Handwritten notes and initials:
Jm
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AKK
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December 27, 1945

BULLETIN NO. 221

TO TRAINMEN
TOWERMEN (inc. CNW KO)
TICKET AGENTS

SUBJECT: New Year's Weekend Service

FRIDAY, DECEMBER 28, 1945

Electroliner on 805 will stop at Edison Court, Waukegan, Kenosha, Racine and Milwaukee. A standard equipment train will follow 805 from Chicago and will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

Electroliner on 809 will stop at Kenosha, Racine and Milwaukee only. A standard equipment train will follow 809 from Chicago and will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

SATURDAY, DECEMBER 29, 1945

Regular Saturday service will be operated.

SUNDAY, DECEMBER 30, 1945

Electroliner on Train No. 805 will stop at Edison Court, Waukegan, Kenosha, Racine and Milwaukee only. Standard equipment train will follow 805 from Chicago and stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

Second 430 and second 432 normally operated from Milwaukee at 8:50 P.M. and 10:20 P.M. on Sunday nights will not be operated.

Second 431 and second 433 normally operated from Chicago at 8:55 P.M. and 10:20 P.M. on Sunday nights will not be operated.

It is not expected that all military extras ordinarily operated on Sunday will be needed. Rearrangement of this service will be made when necessary information is available.

MONDAY, DECEMBER 31, 1945

Electroliner normally on 806 will be operated as second 422 as on Saturdays and Sundays and standard equipment used on 806. 806 will couple to 424 at Edison Court.

Electroliners on Trains 803, 805 and 809 will stop at Kenosha, Racine and Milwaukee only. Standard equipment trains will follow these trains as second sections from Chicago.

Second 803 will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Zion, Kenosha, Racine and Milwaukee.

Second 805 and Second 809 will stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

TUESDAY, JANUARY 1, 1946

Sunday schedule will be operated.

An Extra train for all passengers will leave Milwaukee at 2:00 A.M., make regular limited stops, including Zion, to North

December 27, 1945

BULLETIN NO. 221

Chicago Junction, and run as an express train over the Shore Line to Chicago.

An Extra train for all passengers will leave Chicago at 3:00 A.M., run as an express train over the Shore Line to North Chicago Junction, and make regular limited stops, including Zion, from North Chicago Junction to Milwaukee.

Electroliner normally on train 804 will leave Milwaukee at 1:50 P.M. and stop at Racine and Kenosha. Standard equipment will be operated on train 804 and this train will stop at Downeys in addition to regular stops.

Sections of trains 426 and 428 will be operated leaving Milwaukee at 6:45 P.M. and 7:40 P.M. respectively. Second 426, leaving at 6:45 P.M. will stop at Racine and Kenosha only. Second 428 will be the Electroliner and this train will not stop after leaving Milwaukee unless otherwise instructed before leaving.

Standard equipment will be operated on No. 808 and this train will stop at Racine and Kenosha.

Electroliner on Train 805 will stop at Kenosha, Racine and Milwaukee, only, after leaving Howard Street. A standard equipment train will follow No. 805 from Chicago and stop at Downeys, North Chicago Junction, Edison Court, Waukegan, Kenosha, Racine and Milwaukee.

Military specials will be operated about as on normal Sunday nights.

John J. Deet
General Supt. of Transportation

File

December 29, 1945

BULLETIN NO. B-119

TO TRAINING

SUBJECT: Vacant Collector Run

Collector Run No. 48 is open for bids.

Collectors below W. H. Vogt may make application for this run by signing in the proper place provided below, up to 10:00 A.M. Thursday, January 3, 1946, and the run will be marked up to the Senior Applicant on Friday, January 4, 1946.

COLLECTOR RUN NO. 48

John J. [Signature]
General Supt. of Transportation

I posted Bulletin No. B-119 in the Bulletin Book at _____
at _____ AM or _____ PM on _____ 194_____.

Signature

File

Copy-129-143 etc
UC-1042

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

December 31, 1945

BULLETIN: 223

TO TRAINEES:

SUBJECT: Cars No. 129,130,133,140,142,143

The above cars have been gone over by the Mechanical Department and following changes made.

1. Safety chains have been provided across end doors.
2. Rope cleats have been provided for trolley ropes.
3. Headlight and heater wiring and headlight hangers remodeled so that we can now use our standard headlights and motorman's heaters.
4. The words "Train Supplies" has been stenciled over the seat boxes on #1 end; in back of motorman's cab and the following supplies installed; 3rd rail shoe slippers, sleet cutters, trolley pick ups; and in the toilets, which are not operative, long and short handled sleet scrapers, switch brooms, and a board to be placed between the grab handles to stand on when installing sleet cutters.
5. The words "Open Switch Quickly" have been stenciled on the cover of the overhead double throw switch. It is important that this be done quickly because of the large amount of current broken due to electric heat and auxiliary circuits. The switch is in a box and the cover must be held up in clear while it is being thrown. The overhead switch must be thrown in the direction from which current is obtained and **MUST NEVER BE THROWN WHILE POWER IS BEING APPLIED.**

General Supt. of Transportation