

ELGIN, JOLIET AND EASTERN RAILWAY COMPANY

Chicago, Ill., January 20, 1942.

TO ALL EMPLOYEES:

Many of our employes, through the nature of their duties, come in possession of information regarding movement of personnel and supplies necessary to the National Defense. Such information, if it is permitted to reach saboteurs or other subservient organizations, could conceivably be used to hinder National Defense and render aid to the enemy.

All employes are, therefore, **WARNED** not to discuss movements of personnel or material with strangers, or in places where their conversations may be overheard by strangers.

Employes are positively **PROHIBITED** from divulging information regarding movement of troops or supplies to anyone, unless they are satisfied the person making the inquiry is entitled to such information. In case of doubt, the matter should be referred to the head of the Department involved.

It must be remembered we are at **WAR**, and loose talk, or the divulging of information may result in giving aid and comfort to the enemy.

T. E. BOND

President.

Joliet, Illinois, March 4, 1942.

All Maintainers and Towermen:

In order to safeguard movements of trains, it is important that unauthorized persons be prevented from entering towers or trespassing within interlocking limits.

The entrances to the bottom of interlocking towers and other signal buildings should be kept locked at all times except when in use by authorized employees. Towermen should not leave their places of assignment unless necessary, in which cases the door should be locked.

In the event that strangers or persons who are not known to have business in connection with the maintenance or operation of interlocking plants or signaling are observed, an effort should be made to learn their identities. If they are using an automobile, the type and license number should be recorded and report made to police or superior officer.

Any signs or indications of tampering with signaling equipment should be investigated promptly.

If additional locks or other safeguards are needed, please advise promptly and we will furnish them.

F.C. Stuart

Signal Engineer.

TO ALL CONCERNED:

Joliet, Ill., April 14, 1942

INCENDIARY BOMBS! . . . THEY START FIRES

HERE'S HOW TO HANDLE 'EM . . .

INCENDIARY BOMBS ** THOSE TERRIBLE THINGS DROPPED FROM ENEMY AIRPLANES TO start fires . . . are most likely to be the first bombs to be dropped by any enemy airplanes that fly over our cities, villages and towns.

This is WAR! . . . and regardless of whether or not we believe inland cities, or even our coastal regions will be bombed. . . it's the duty of each of us to be prepared.

Knowing how these incendiary bombs start fires . . . knowing how to recognize them. . . knowing how to handle them so they will do a minimum of damage after they hit. . .

This knowledge is one sure way to be prepared!

So that readers of The Bulletin will know more about incendiary bombs, we are printing the following information:

The incendiary bomb is a cylinder two inches in diameter and nine inches long and weighs 2.2 pounds. It will burn from 15 to 20 minutes.

A bomb should not be disturbed for two and one-half minutes upon ignition because about 10 in every 50 of these bombs contain an explosive mixture. Its purpose is to sputter and throw off small particles of burning metal and radiate intense heat to start fires.

Heavy slate roofs with a good pitch may cause the bomb to glance off. Flat roofs of especially strong construction and covered with a layer of two or three inches of sand may resist and prevent burning through.

The first rule of precaution is to see that attics are kept free of discarded combustible materials. A strong attic floor will take about five minutes to burn through, so there is ample time to minimize damage of the incendiary bomb if immediate action is taken to handle it properly.

When a bomb falls inside your home, cover it with dry sand. Be sure to keep dry sand handy. The bomb should be pulled into the sand and covered over with sand before it is placed into any container to be moved. Place a shovel under the bomb, move it into the shovel with a hoe, and drop it carefully into a bucket or other container which has three inches of sand in it.

Put more sand on top of the bomb, and carefully remove the container from the building.

Then return to the building and put out, with water, any fires started at the point where the bomb landed.

In putting out a bomb that has landed outside your house, remember to use a spray of water and never a stream, jet, or splash of water. The bomb will burn out rapidly under a fine water spray. A splash or stream of water makes the bomb scatter molten metal and also causes an explosion.

Do not use a carbon tetrachloride fire extinguisher on an incendiary bomb.

An enemy airplane may carry as many as 2000 incendiary bombs, and
of three miles.

Joliet, Illinois, June 24, 1942.

Bridge Tenders,
Bridge #198, Joliet
Divine Bridge
Whiting Ship Canal Bridge

We are in receipt of instructions from the War Dept. that the lights should be kept burning from sunset to sunrise, or on dark days they should be burned longer.

I believe we are following this practice at the present time, as it was part of the regulations of 1937 in regard to navigation lights.

It seems, however, that at some of the other draw-bridges, especially in the eastern part of the United States, they have been turning the lights on a little too late in the evening and turning them off a little too early in the morning.

F.C. Stuart

FCS:as



*Government
Ship Canal Co.
A.G.W. please deliver*

Joliet, Ill., August 20, 1942

TO ALL SIGNALMEN:

In view of the heavy movement of critical war materials at the present time, all employees should be vigilant with respect to trespassers who might cause damage.

All strangers - especially those who claim to be inspectors or other Government employees - should be required to produce the proper credentials and should be watched while on railroad property. This applies particularly to towers, drawbridges and other structures that might be seriously damaged.

F. C. STUART
Signal Engineer

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Elgin, Joliet and Eastern Railway Company

BULLETIN ORDER

Joliet, Illinois, Dec. 20, 19__

To Foremen, Bridge Tenders, and Maintainers

To be posted at Towers

A recommendation has been made by the Plant Inspector of the Internal Security District No. 3 that all interlocking doors be kept locked at all times and only authorized employees be allowed to enter.

Locks have been placed on all tower entrance doors, which we are instructed to keep locked at all times, and only authorized employees are to be allowed to enter.

Authorized employees will cover employees known by maintainers or foremen to be employees of this railroad or employees of foreign lines who have business in the tower.

Unknown persons must be properly identified before being allowed to enter.

Please place on all bulletin boards.

F.C. Stuart
Signal Engineer

J.F. McDonald
Superintendent

Joliet, Illinois, April 7, 1943.

All Foremen
All Towers

The loss of railroad employees by the draft is becoming very serious to the railroads.

Please advise me immediately whenever you receive notice from the Selective Service Board of your classification or notice of any proposed change in your classification.

If you can locate any men whom you believe would make good signal helpers or extra towermen, I would be glad if you would advise me. In Indiana age limit is 17 years up, and Illinois 18 years up. Minor defects will be disregarded if they are not of a nature to unfit the man for signal work.

F.C.Stuart

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Joliet, Illinois, April 13, 1943

Mr. John Bialas,
3815 Deodar St.,
East Chicago, Ind.

We are having a very hard time getting and keeping enough extra towermen to take care of our ordinary work, not to mention the vacation relief.

Do you know of some good man who could be broken in to handle the canal bridge and possibly some towers like Hobart, West Gate, Gary, etc. We would take men up to 60 years of age if they had the mental and physical qualities necessary to handle the work. In other words, we would be very easy on the age restrictions, and also on the physical restrictions. For instance, a man might have a crippled foot or a crippled hand, but if he was capable of handling the work, we would be willing to use him.

The principal quality we like to have in a towerman or bridge tender is reliability; that is, we like to have a man who will learn how to do the work just right, and then will do it just right. The canal bridge is a very important link in our line, and, consequently, we would want a thoroughly reliable man to handle the work.

F.C. Stuart

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