

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR TUESDAY, SEPTEMBER 2, 1952

Train No. 401, cars 252-720-767-746-757-753 delayed 3 mins. Edison Court, cutting off four rear cars, broken draw bar chain, car 767.

9:45 A.M., Extra 456 South, Mot. Syson, Cond. G. Woske, Brakemen Graf, J.O.Nelson and Schaefer, at Briergate, dropping empty gondola MOP-28184 in siding, brakes failed to hold and north trucks ran off end of track.

9:15 P.M., CTA Dispatcher at Howard Street reported derailment of derrick train at Tower 18, Lake and Wells, blocking southbound main line track. Our southbound trains were turned back at Armitage after transferring passengers and equipment taken to Wilson Avenue. No delay to northbound trains. Train derailed and tracks O.K. at 12:45 A.M. Train No. 437 left Roos. Road 24 mins. late, no crew.

9:20 P.M., Mrs. Angeline Nelson, age 72, 2566 So. 8th Street, Milwaukee, fell down stairway leading to ladies restroom, Milwaukee. Injured right arm but refused offer of medical attention. Milwaukee Police released her to her husband.

Wednesday, September 3, 1952

John J. Dee

File

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR WEDNESDAY, SEPTEMBER 3, 1952

Train No. 714 delayed 2 mins. Crawford, Block Signal No. 120 red.

Train No. 550, cars 717-409-708 approaching Forest Avenue, Wilmette, Miss Pilda Dealine, 1524 Forest Avenue, Wilmette, 'phone 2713, preparing to alight from car 717 dropped a package on front platform of car. As she bent over to recover it, she lost her balance striking head immediately above eye on brake staff. One lens knocked out of her glasses and her eye started to discolor. Sent to Dr. Mee by Cond. E. G. Hanson, in charge of car 717. Train delayed 3 mins.

South Upton plant failure due to blown fuse. Maintainer called. Trains No. 722 delayed 4 mins. and 427 - 3 mins.

UNUSUAL OCCURRENCE REPORT FOR THURSDAY, SEPTEMBER 4, 1952

Train No. 200, cars 715-735-412 Mot. Keane, Cond. Quinn, Coll. Corrigan, at Crawford Avenue, Cond. Quinn failed to pull trolley pole on car 715 and pole struck overhead arm knocking off trolley head which fell and broke two windows in center of car 735, striking Donald E. Clark, 102 Deerfield Road, Deerfield, who received several cuts on face. Was sent to St. Francis Hospital by Trainmaster Mercer. Mr. Hoyle, 1808 Park Avenue, North Chicago, Illinois, also reported he had received glass splinters in his eyes and said he would go to his own doctor.

Thursday, September 4, 1953

John J. Dee

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UNUSUAL OCCURRENCE REPORT FOR FRIDAY, SEPTEMBER 5, 1952

File
Train No. 437 delayed 3 mins. 18th St., Zion, Block Signal No. 451 red.

UNUSUAL OCCURRENCE REPORT FOR SATURDAY, SEPTEMBER 6, 1952

Car 159 changed up at Highwood Office, Train No. 510, B.O. headlight resistance.

Train No. 543, cars 256-410-161 delayed 13 mins. Howard Street, tie up broken third rail shoe, car 161.

5:05 P.M., Train No. 423, cars 767-774-744-716 Mot. G. W. Smith, Cond. Luzar, Coll. Corrigan, at Edison Court, Mrs. Verna Mathis, 512 Center Street, Waukegan, alighting from car 716, stepped down between car steps and station platform, bruising her left leg. Taken home by her husband who met train. Coll. Corrigan, in charge of car 716, on station platform at time of accident.

Train No. 425 delayed 17 mins. Ryan Tower, C&NW in plant setting out B.O. car.

UNUSUAL OCCURRENCE REPORT FOR SUNDAY, SEPTEMBER 7, 1952

9:05 A.M., gateman reported a black sedan, license No. 2100-692 Ill. '52, driven by a man, unaccompanied, drove thru NE gate at Edison Court.

1:12 P.M., a 1952 DeSoto four door sedan, license No. A-28303 Wis. '52, driven by Ljvibisar Djviric, 922 E. Knapp Street, Milwaukee, accompanied by Geo. Dragicevich, 1506 So. 62nd St., West Allis, Wisconsin and Bozo Dragicevich, 833 So. 7th Street, Milwaukee, drove thru SW gate at Ryan Tower, breaking wind shield and scratching top of auto; also breaking two lens and gear rack on gate. No personal injuries. Driver reported poor brakes on auto.

Train No. 422 delayed 26 mins. and Train No. 421 delayed 5 mins. Ryan Tower, C&NW switching out train while in plant.

7:04 P.M., Train No. 427, cars 751-757-742-181 Mot. Olsen, Cond. Hanson, Collectors G. Auston and Bench, at 17th Street, North Chicago, collided with an eastbound 1951 Plymouth Sedan, license No. 2157-165 Ill. '52, driven by J. W. McGuire, 1715 Grove Street, North Chicago, accompanied by his wife. No personal injuries and no damage to train; bumper guard dented on right side of rear bumper. Driver drove auto across tracks directly in front of train. Train delayed 22 mins., inspected at Milwaukee by Liske.

Train No. 566, cars 410-154-256 delayed 7 mins. Highland Park to Winnetka, B.O. jumpers.

Monday, September 8, 1952

John J. Dee

File
CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR THURSDAY, SEPTEMBER 18, 1952

Four Mile Road substation down from 1:00 A.M. to 12:25 P.M., equipment failure.

Electroliner Units 801-802 out of service; standard equipment used on Trains Nos. 801-802-805-806-809.

Train No. 708, cars 172-723-736 delayed 2 mins. Mundelein, loose jumper between cars 172-723.

CTA Track No. 1 out of service from 9:27 A.M. to 3:30 P.M. between Howard St. and Lawrence Avenue, road work.

Friday, September 19, 1952

John J. Dee

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CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR FRIDAY, SEPTEMBER 19, 1952

Electroliner Units 801-802 out of service; standard equipment used on Trains Nos. 800-803-804-807-808.

CTA Track No. 1 out of service from Howard Street to Lawrence Avenue 9:30 A.M. to 3:30 P.M., road work.

Car 701 changed up at Edison Court, Train No. 444, hot journal.

UNUSUAL OCCURRENCE REPORT FOR SATURDAY, SEPTEMBER 20, 1952

B.O. wheel and journal bearing L-6 axle, Electroliner Units 803-804 required change up of #5 and #6 wheels, at Milwaukee. Units ready for service on Train No. 800.

Electroliner Units 801-802 out of service; standard equipment used on Trains Nos. 801-802-805-806-809.

4:50 P.M., Mot. O'Berem, taking cars 771-756-715-191 from Milwaukee Terminal to Harrison Street, at south drawbridge, trolley dewired and span wire came down. Train 806 delayed 9 mins. and 421 - 6 mins. Wire O.K. at 7:30 P.M.

at about 9:30 P.M., C-w switching at C&NW transfer, Gt. Lakes, trolley base torn off Engine 453.

UNUSUAL OCCURRENCE REPORT FOR SUNDAY, SEPTEMBER 21, 1952

Electroliner Units 801-802 out of service; standard equipment used on Trains Nos. 800-803-804-807-808 and 10:25 P.M. northbound extra.

Car 702 changed up at Highwood Office, Train No. 530, broken glass in loading door #1 end.

10:45 P.M., Edison Court Ticket Agent reported an auto ran thru and broke west gate at Washington Street, Waukegan.

Train No. 583, car 704, delayed 20 mins. Highwood-10th Street, B.O. controller.

UNUSUAL OCCURRENCE REPORT FOR MONDAY, SEPTEMBER 22, 1952

6:45 A.M., an Eastbound C&NW freight broke in two on K.O. crossing and plant tied up to 7:40 A.M., causing delays to Trains Nos. 200-702-402-202-704 and 204.

Monday, September 22, 1952

John J. Dee

[Signature]

File

CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR MONDAY, SEPTEMBER 29, 1952

Public Service Substation No. 45, at Winthrop Harbor, down from 3:00 P.M., 9/28/52 to 9:00 A.M., 9/29/52, equipment failure.

At about 1:00 P.M., Extra 456, Mot. Syson, Cond. G. Noske, Brakemen J. O. Nelson, Schaefer and Graf, switching at Oakton Street, failed to open switch leading to gauntlet track and struck Oakton Street station platform, bending grab handles and breaking steps off engine 456. Engine brought to Highwood shops for repairs.

Train No. 423, cars 253-726-763-738-754 at K.O. Tower, trolley dewatered on car 253; train delayed 17 mins. changing up B.O. trolley pole.

Train No. 558, car 164 developed B.O. compressor at 18th St. No. Chgo., motorman went back to 10th Street and got another car to push B.O. car to Highwood Office; train delayed 16 mins. to Highwood. Train No. 327 delayed 12 mins. Lake Bluff for connection with #558; train No. 725 delayed 3 mins. Rondout-Mundelein, following Train No. 327.

Tuesday, 9/30/52

E. J. Garritty

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