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CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR FRIDAY, OCTOBER 3, 1952

Train No. 710, cars 728-703 delayed 11 mins. Sheridan Elms, stone flew up and knocked off pet cock, plugged auxiliary tank, car 703.

Train No. 546, cars 164-160-171, CTA crew Mot. McBride, Cond. Murphy, near Division Street, Chicago, stone thrown thru window of car 160 and flying glass landed on Herbert Gronemus, Guard Platoon, Marine Barracks 202, Gt. Lakes, who was sent to Corbett Clinic, 1380 W. Lake St., Chicago, for cut on forehead above left eye; was accompanied by Michael Miklus, Marine Barracks 916, Gt. Lakes.

4:03 P.M., Train No. 422, cars 730-753-720-250 Mot. Bryant, Cond. Curley, Coll. Kitchens, about 200 ft. North of Fowler Street, Milwaukee, was struck by a northbound 1941 Dodge sedan, license No. J60-579 Wis.'53, driven by Steve Balistreri, 524 E. Detroit St., Milwaukee, unaccompanied. No personal injuries. Left side of auto scratched, running board and left rear fender also damaged on auto. Auto forced into train (and scraped by 3rd rail beam, car 730) by northbound truck which failed to allow for sufficient clearance.

UNUSUAL OCCURRENCE REPORT FOR SATURDAY, OCTOBER 4, 1952

Train No. 534, cars 411-701-166-164 delayed 5 mins. Highwood-Howard, air setting up, car 164.

Train No. 539, car 416, Cond. Salter, just north of 14th Street, North Chicago, small hole shot in main compartment window with B B gun. No report of any injuries. North Chicago police notified.

Mr. T. J. Woods, Electrical Engineer, reported 10th pole north of Klinkert Road on fire; O.K. at 6:01 P.M.

9:50 P.M., Train No. 809, units 804-803 Mot. Allen, Cond. Horbinski, Coll. J. A. Nelson, on So. 5th at Burnham Streets, Milwaukee, in collision with an east-bound 1950 Studebaker Conv. license No. D80-334 Wis.'53, driven by Joseph Castro, 1017 So. 3rd Street, accompanied by Mike Krabnick, 128 E. Washington, and Gerald Demanc, 818 So. 3rd Street, all of Milwaukee, Wisconsin. No personal injuries. Right rear fender and bumper damaged on auto; slight damage to train. Motorman said driver of auto was trying to make a "U" turn in front of train; driver reports he failed to see train. Train delayed 16 mins., inspected at Milwaukee by Liske.

Car 173 changed up at Highwood Office, Train No. 566, B.O. brake shoes; train delayed 2 mins.

UNUSUAL OCCURRENCE REPORT FOR SUNDAY, OCTOBER 5, 1952

Four Mile Road substation down from 1:18 A.M. to 5:05 A.M. and Carrollville Substation down from 1:18 A.M. to 9:58 A.M., bus trouble at Carrollville Station.

Train No. 435 delayed 2 mins. Beach Road, Zion, Block Signal No. 421 red.

MONDAY, October 6, 1952

E. J. Garrity

[Signature]

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CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR FRIDAY, OCTOBER 10, 1952

Train No. 719/205, cars 731-775-722-176-164 delayed 6 mins. Skokie, brakes would not release, car 164.

UNUSUAL OCCURRENCE REPORT FOR SATURDAY, OCTOBER 11, 1952

8:15 A.M., Mot. H. G. Murphy, switching in Highwood Yards, pulled car 155 on to track No. 5, coupled to two more cars, changed them up to take to Barns and failed to check switch off spur track into Electrical Shop, splitting switch and bending steps on car 155 when it hit Electrical Shops platform.

Train No. 530, car 154, changed up at Highwood Office, B.O. brakes.

At about 4:55 P.M., Extra 452, Mot. Peters, Cond. Webster, Brakemen Jacobs, Senn, and Kneifel, with locomotives 452-453-454, going in on back lead track to change up with Engine 459 at Pettibone Yard, engine 452 cleared but engine 453 derailed a/c loose tie rod leading to switch point; rerailed at 5:20 P.M.

UNUSUAL OCCURRENCE REPORT FOR SUNDAY, OCTOBER 12, 1952

11:15 A.M., Extra 4 56, Mot. Peters, Cond. Webster, Brakemen Jacobs, Senn, and Kneifel, switching at Vine Avenue, Highland Park, (Mutual Coal Co. lower yard) rail spread causing a carload of stone MILW-361472 to be derailed. W&S Dept. notified.

Train No. 538, car 164 at Ft. Sheridan, Mot. Calvert reported it was necessary to throw train into emergency a/c brakes failed on car 164.

MONDAY, October 13, 1952

E. J. Garrity

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CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR WEDNESDAY, OCTOBER 15, 1952

Public Service Substation No. A-24, at North Chicago, down from 12:01 A.M. to 12:00 M.N., flashover.

CTA in process of changing over equipment which results in some delay to North Shore trains.

CTA Track No. 1 out of service from 9:28 A.M. to 3:30 P.M., between Howard St. and Lawrence Avenue, Chicago.

Train No. 558, cars 420-160-193 delayed 3 mins. Highwood Office, changing up car 420, short in motor cable.

UNUSUAL OCCURRENCE REPORT FOR THURSDAY, OCTOBER 16, 1952

Train No. 401, cars 252-744-752-763 delayed 21 mins. Green Bay Jct., trolley pole dewired and broke on car 744 caused by broken splice in secondary.

7:21 A.M., Train No. 5, cars 174-776 Mot. Palmer, Cond. Barr, Coll. Walden, 300 feet North of Beach Road, Zion, struck Company speeder in charge of Section Foreman Paul Kerpan. No personal injuries. Speeder wrecked. Air hose and pilot damaged on car 174. Train delayed 4 mins.

Thursday, October 16, 1952

E. J. Garrity

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CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR MONDAY, OCTOBER 27, 1952

Nechuta Road substation down from 6:40 A.M. to 8:15 A.M., equipment failure.

CTA Evanston Express train on fire at Halsted and North Avenues, Chicago; power off on southbound track from 8:21 A.M. to 8:55 A.M. and on northbound track from 8:30 A.M. to 8:55 A.M., resulting in late arrival at Roos. Road of following trains: 402 - 62 mins., 704 - 43 mins., 604 - 42 mins., 404 - 13 mins., and 204 - 11 mins.

9:14 A.M., Train No. 518, cars 772-742-161 Mot. Lustbader, Cond. Grogan, Collectors Moran and Herrell, at Noyes Street, Evanston, Theodore Harrison, 1123 Grant St., Evanston, boarding car 772, had run for train and in haste to board, failed to raise his foot high enough and stepped down between car steps and station platform. Refused offer of medical attention from Cond. Grogan, in charge of car 772 and on station platform at time of accident, and went on his way. Car inspected at Roos. Road by Lagogiannis.

Train No. 575, cars 706-414-735 received at Howard St. 17 mins. late, car 735 dead; delayed 4 mins. Howard-Highwood, dragging dead car 735.

Train No. 724, car 705 developed B.O. compressor; car 169 sent to South Upton Tower and coupled to car 705; train delayed 53 mins.

Tuesday, October 28, 1952

E. J. Garrity

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CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY COMPANY

UNUSUAL OCCURRENCE REPORT FOR FRIDAY, OCTOBER 31, 1952

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

Train No. 424, cars 747-751-753 delayed 3 mins. Racine, inspecting R-4 axle bearing, motor 753; delayed 2 mins. Ed. St., changing up car 753.

Train No. 429 left Roos. Road 7 mins. late, unloading heavy load of baggage from Train No. 422 and loading baggage for Train No. 429.

UNUSUAL OCCURRENCE REPORT FOR SATURDAY, NOVEMBER 1, 1952

Trains No. 515-701 coupled together out of Roos. Road, Chicago, and operated as one train to Howard Street, CTA motorman missed.

Train No. 562, cars 169-178-709 delayed 5 mins. Highwood, train parted between cars 169-178, pulling jumper apart, two rear cars (which were added at Highwood Office) dragged to Highland Park where jumper replaced.

UNUSUAL OCCURRENCE REPORT FOR SUNDAY, NOVEMBER 2, 1952

1:30 P.M., Racine Police apprehended two boys, 8 years of age, who had placed a large plank on southbound tracks and a large tree branch on northbound tracks at 21st Street, Racine.

Crew on Train No. 805 reported boys in vicinity of Racine Quarry throwing stones at train; crew on Train No. 420 reported boys in vicinity of Campers' and Horlicksville Roads threw rocks at train and broke small drop window, car 751, no report of any personal injuries; crew on Train No. 421 reported boys 1,000 feet north of Racine station had put stones on tracks and threw ears of corn at train, breaking windows in cars 756 and 754, but no report of any personal injuries. Racine County Sheriff's office notified of all occurrences.

Monday, November 3, 1952

E. J. Garrity

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