

Inter-Viban

The North Shore Interurban Railway Company, on March 21, 1898, was incorporated as an Illinois corporation, with \$340,000. capital stock, represented by 3400 shares, having a value of \$100. each, which was held by Mr. Loss and the Directors. The office of the company was located in Chicago.

The object for which the corporation was formed was to operate street railways and to sell electric current in Cook and Lake Counties.

Its first stockholders were -

Frank S. Reeves	3380	Shares
Thos. S. Creighton	5	shares
Charles R. Rice	5	shares
G.A. Edward Kohler	5	shares
C. A. Murray	5	shares
	<u>3400</u>	<u>shares</u>

Stockholders
of
North Shore
Interurban
Railway Co

In April, 1898, the Company entered into a contract with C. E. Loss to build the line from 22d Street, Waukegan, to the southerly portion of Highland Park. Mr. Loss also agreed to build a power house, secure the right of way, and furnish ten cars, for \$400,000. in First Mortgage Bonds of the Company, and \$660,000. par value of the common capital stock of the Company.

At the North Chicago crossing of the Chicago & North Western Railroad, Mr. Loss encountered considerable difficulty. The original line was built on the west side of the Chicago & North Western Railroad and he proposed building the south line on the east side of the North Western. Finally, the road was built at this point south of the North

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XXXXXXXXXX
XXXXXXXXXX
C&NWRR
Crossing

From Evanston to Fort Sheridan in 1902 the first five-car train ever operated over the railroad and hauled by the first four-motored coach, "Old Seven Spot," was photographed while transporting a Sunday School Picnic crowd.



The Original Five-Car North Shore Line Train

The high structure to the left in the picture is the Old Highwood City Hall, on Waukegan Road, where the right of way was located.

The crew of this "wonderful train" was, composed of Motorman Charlie Ives, Conductor Herb Strang, Trainman Wink and Trainman Frank Snyder. The important looking man in the background is Ed Vivian, who held the titles of Traffic Manager, Claim Agent, Freight Agent, and Assistant Superintendent of Transportation of the Chicago and Milwaukee Electric Railroad.

There was nothing automatic about this train.

The air was just plain "straight air". The old "Seven Spot" and "Eight Spot", the first four-motored cars, were built in the Highwood shops, and the bodies of three "dinkey" were pieced together to make one of these mammoth cars.

Western Railroad and east of its tracks. Passengers were required to walk across the North Western tracks to continue on the Bluff City Line north to Waukegan or south of North Chicago. Then the Line was built thru Bluff City (now Lake Bluff) and Lake Forest, along the public highway and on private right of way, thru the southern part of Lake Forest to Helm's Crossing (now Wesley Road); then it was again built on the public highway, going thru Fort Sheridan, Highland and to the north limits of Highland Park, where the line ended in the wooded section south of Highland Park, then a fair size village. The line to Highland Park was completed and in operation June 23, 1898 - approximately fifteen miles of the inter-urban railroad.

Road built south to Highland Pk

The construction from 22d Street, Waukegan to Highland Park was cheap, sixty-five pound rail having been used on the private right of way and on the unpaved streets, which was practically the entire distance. In a few places, where the paving required it, a six inch and seven inch rail was laid. Practically no ballast was used, the tracks being laid on the surface of the ground, and the grades conformed to the surface ground of the streets or private right of way.

Construction

C. E. Loss, on July 12, 1899, effected the conveyance to the Chicago and Milwaukee Electric Railway Company of the property, franchises, etc., of the Bluff City Electric Street Railway Company, and received, as Trustee, 3380 shares of the Chicago & Milwaukee Electric Railway Company's capital stock.

C&MERY Co

To proceed with the extension of the line from Highland Park to Evanston, new funds were needed, and on July 12, 1899, the stockholders of the Chicago & Milwaukee Electric Railway Company authorized a bond issue of \$1,500,000. Of these bonds, \$1,000,000 were placed as collateral for a \$600,000 loan, of which \$350,000 was obtained from the Cleveland Trust Company, and \$250,000 from the Royal Trust Company. Earlier in 1899, \$165,000 was borrowed on notes.

Bond Issue

Construction started at once under contract with North American Construction Company, for a line of double track road, almost paralleling

Construction Highland Pk to Evanston

"End of the Line" a Quarter Century Ago



Contrast this tranquil semi-deserted street scene of 1901, with the intersection of North Avenue and Franklin St., in Waukegan now. When the cameraman made his

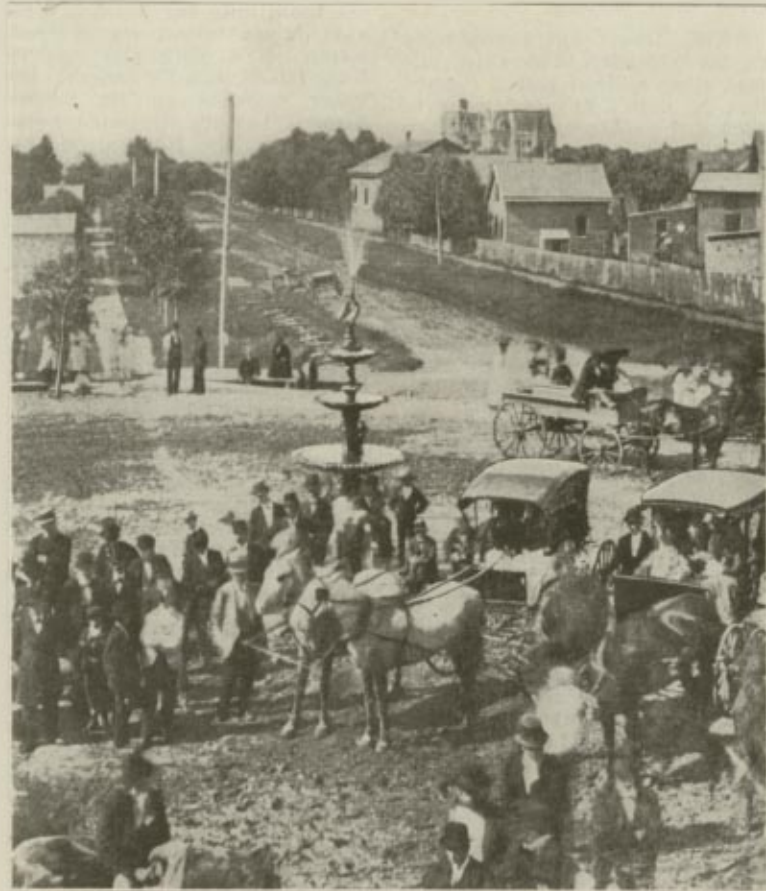
visit on this beautiful spring day, Motorman J. L. Vedder and Conductor Walker Townsend of the old Waukegan City Line, then operated by the Chicago and Milwaukee Electric Railroad, had just swung the trolley and were ready for the return run from the terminal.

In those days, according to Motorman Vedder, a motorman didn't have to worry about stop-and-go lights, speeding automobiles or rail-riding auto trucks.

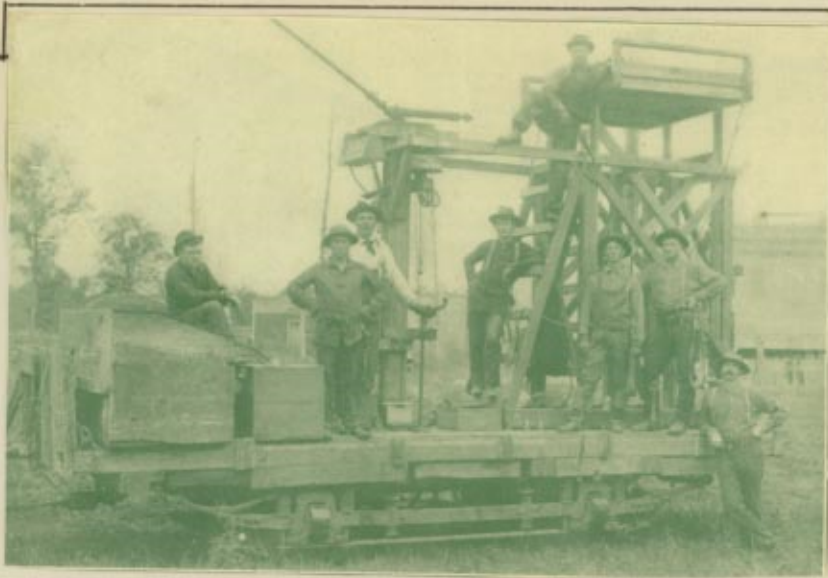
"All Aboard! Waukegan Train on Track One!"



In 1902, it was something of an event when cars of the "Milwaukee Electric" left the diminutive Evanston terminal shown on the left, "rarin" to get to the open stretch on the Waukegan road where the motorman sometimes attained the stupendous speed of 20 miles an hour. Farmers along the road jumped from their buggies and hung frantically to their horses' bridles until the car swept by.



Fountain Square, Evanston as it looked
July 4, 1876, when the fountain was
dedicated.



A third of a century brought about the transformation you see pictured here.

The top picture taken in 1902, shows the stately line car dubbed "the Old Flying Machine," manned by a piratical looking crew. Foreman James Kehrwald is seen standing on top of the ladder; then, reading from the plug derby on the left to the walrus type mustache on the right, we find Charles Jahnke, Olie Moline, Motorman Peter Hutter, S. Lee, Frank Scott and Frank Smith.

The lower view shows a recent line car. Neat, trim, capable looking, with efficiency standing out all over it, it speaks volumes for the progress made by the old Chicago and Milwaukee Electric Railroad of 1902 in becoming the North Shore Line of the present day.

the Chicago & Northwestern Railroad from Highland Park to Evanston. The line was built on private right of way, where possible, with good grades and curvature. Sixty-five pound rail was laid, but very little ballast was placed under the ties. Standard rail was used where right of way was on public streets. This work compared well with standard practice in 1899. In some localities the tracks were laid along the parkway adjacent to the pavement. Pavement was frequently put in by the Railroad Company as compensation for franchises granted by the municipalities thru which the road was being extended.

The line at completion, provided a continuous operation of trains from Waukegan to Evanston. The power house at Highwood was enlarged; a new engine installed, and two additional generators. This provided a total capacity of 750 kilowatts. An addition was built on the North Chicago Substation, and a new substation built at Winnetka.

On August 1, 1900, the stockholders were George A. Ball, holding 5450 shares, and A. C. Frost, holding 4550 shares. The directors were George A. Ball, A. C. Frost, J. W. Mauck and George M. Seward. The officers were George A. Ball, President, A. C. Frost, Vice President, George M. Seward, Secretary and J. W. Mauck, Treasurer.

Improvements

Stockholders