

he Chicago and Milwaukee Electric Railroad Company, Illinois Corporation, was incorporated March 20, 1902, and had its principal office at Chicago. Capital stock was \$300,000. The incorporators were A. C. Frost, Joseph W. Mauck, George M. Seward, Charles B. Wood, and Horace S. Oakley. Mr. Frost subscribed for 2960 shares, and the others for ten shares each. These gentlemen also comprised the first Board of Directors of the new company. Mr. Frost was president, Mr. Mauck, Vice President and Mr. Seward, Secretary and Treasurer.

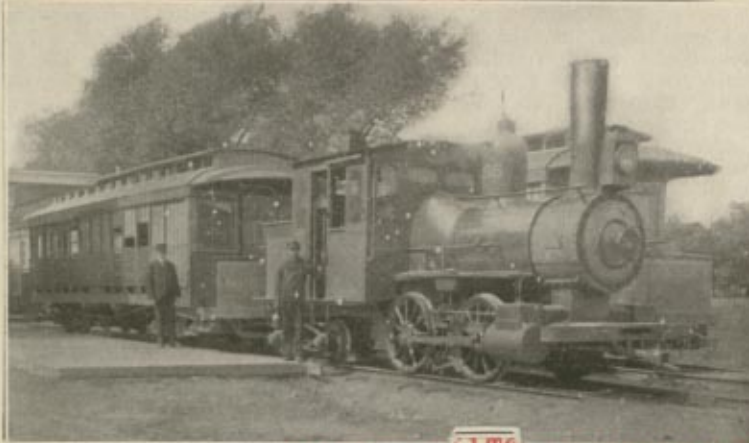
Chicago and Milwaukee Electric Railroad Co. Illinois Corporation Organized

Mr. Frost organized the Republic Construction Company. Apparently this Company was created to receive the Railroad's construction contracts.

Republic Construction Company

On April 11, 1902, the Chicago & Milwaukee Electric Railroad Company, (Illinois Corporation) entered into contract with the Republic Construction Company to build the Libertyville Branch *of the*

In 1903 a little steam dinkey puffed wearily between a point near the main line of the former Chicago and Milwaukee Electric Railroad and the town of Libertyville.



First Train on Libertyville Branch in 1903

At that time a connection between the main line and the Libertyville branch hadn't been made, and of course there were no through trains. Later, when a motor car was detailed for service on the branch, according to Jesse S. Hyatt, who is one of Lake County's pioneers, the men were compelled to "skid" the electric car across a roadway and then re-rail it on the branch tracks.

Transportation wasn't quite as pleasant then, declared Mr. Hyatt, because whether the sun was shining or the snow was blowing, the trailer trailed along just the same - sans heat, sans curtains. A pair of lanterns, hung on the ends of the car, furnished all the heat used.



The trailer shown above was the first "modern passenger car" to be coupled behind the dinkey.



This is one of the first return coupons issued soon after the opening of the line.

railroad - from Lake Bluff to Libertyville.

A supplemental contract was given to the Republic Construction Company on May 7, 1902, for overhead crossing by the tracks of the Railroad Company above the Elgin, Joliet and Eastern Railway and the Chicago, Milwaukee & St Paul Railway tracks, at Rondout, and for other changes in the original specifications for that branch.

On July 1, 1902, the Chicago & Milwaukee Electric Railroad Company, Illinois Corporation, issued \$5,000,000. 5% bonds, due July 1, 1922, secured by deed of trust of all the property and franchises of the Railroad Company, then owned or to be acquired. The Merchants Loan and Trust Company was Trustee.

Chicago and  
Milwaukee  
Electric RR  
~~Corp.~~ 1st Mtg  
*Ill. Corp.*

Two main line sections of the original, poorly constructed Bluff City Electric Street Railway built during the Loss regime, were entirely rebuilt in 1902; one section was rebuilt in the same location, on private right of way thru Lake Forest. The other section was taken off the highway where it was originally built, and reconstructed on private right of way. The original line of this second section was built thru Fort Sheridan and in streets of Highland Park. These single track, rebuilt sections, were relaid as double track.

Relocation

The fourteen mile Libertyville Branch Line from Lake Bluff to Libertyville was completed July 15, 1902. The Republic Construction Company which built the branch was given in payment, in accordance with the contract, the entire capital stock of the Chicago & Milwaukee Electric Railroad Company, Illinois Corporation, - \$300,000. in stock and \$300,000. of its First Mortgage bonds. The \$140,000. compensation which was to have been in form of \$70,000. in stock and \$70,000

Libertyville  
Branch



A Glimpse of the Residential District  
of Libertyville -Brainard street  
south of Cook.



A View of Libertyville's Business  
Section -1926

in bonds, for the changes agreed upon in a supplemental construction contract of May 15, 1902, covering work on the Libertyville Branch, was left to future adjustment. The stock certificates were issued as directed by the Republic Construction Company to the following named gentlemen: Albert C. Frost, 2960 shares, J. W. Mauck, C. B. Wood, H. S. Oakley and G. M. Seward, 10 shares each.

To provide for the smooth operation of the Libertyville Branch, the grade of the tracks at Lake Bluff was lowered and the Elgin, Joliet & Eastern and Chicago, Milwaukee & St Paul crossing bridges at Rondout, were rebuilt in November, 1902, to take care of the freight traffic. These changes were made under another contract with the Republic Construction Company, the consideration being \$90,000, in stock and \$90,000, in bonds of the Company.

The Chicago & Milwaukee Electric Railway Company was leased to the Chicago and Milwaukee Electric Railroad Company of Illinois, on October 21, 1902. The Illinois Company was empowered to operate from Evanston north to the State Line, from Lake Bluff west to Libertyville; and from Libertyville northwesterly to the State line.

C&ME Ry Co  
leased to  
C&ME RR Co  
Illinois  
Corp.

The term of lease of the Chicago & Milwaukee Electric Railway Company's property was for twenty years, at an annual rental of \$100,000.

On December 9, 1902, the Railway Company's bond issue was increased to \$5,000,000. and on December 17, 1902, the lease to the Illinois Company was canceled and the Railway Company was sold to Chicago & Milwaukee Electric Railroad Company, Illinois Corporation, for \$1,700,000. in bonds and \$1,700,000. in stock of the Chicago & Milwaukee Electric Railroad Company, Illinois Corporation. It was provided that \$1,000,000. of the \$1,700,000. in bonds received from the Illinois Company was to be deposited with the Merchants Loan & Trust Company in exchange, bond for bond, for bonds of the Chicago & Milwaukee Electric Railway Company then outstanding and held by the Trust Co. As directed, the \$1,000,000. of the bonds of the Chicago and Milwaukee Electric Railway Company held by the Merchants Loan and Trust Company were taken up and \$1,000,000. of the bonds of the Railroad Company substituted.

Sale to  
Illinois  
Corporation  
of C&ME Ry Co.

Bonds  
Deposited  
with Merchants  
Loan & Trust  
Company



Picture of Trainmen taken in 1902. Left to right: Frank Curley, Clem Merriman, John Crowley, John Strelke, Matt Smith, Axel Robert, Joe Delhaye, John Gartley, Herb Strang, Mart Sullivan, Red Scott, Pony Moore, Bert Newsome, Red Hoban, Nick Williams and Harry Straight.

*First Engineers of the North Shore Line*



The first group of company engineers during

The first group of company engineers during the "laying out" of the Chicago and Milwaukee Electric Railroad right of way in 1903, between North Chicago and Milwaukee.

This picture was taken at the north end of the depot grounds at Lake Bluff.

The men grouped about an old two-wheel horse grader, played an important part in the construction of this track extension through the North Shore wilderness north of North Chicago. In the front row, left to right are: Frank Chadwick, then Chief Engineer, Frank Geraghty, George Micka and Charles Powers; center row, Floyd Hartman, Mr. Francis, then Assistant Engineer, Jesse S. Hyatt, an unknown man, "Red" Carroll (note pass badge on suspenders) and "Bill" Dawley; rear row, unknown man, Mr. Simmons, then the whole office force, and Mr. Sweetland.

and Mr. Sweetland



Albert C. Frost  
President  
1902-1908