



he Chicago and Milwaukee Electric Railway Company, was organized through the efforts of A. C. Frost, January 31, 1906, with power to construct and operate street railways in the City of Milwaukee, Wisconsin. The authorized capital stock was \$100,000. It had no bond issue authorized or outstanding. Its entire capital stock was assigned to the Western Trust & Savings Bank, Trustees of the bond issue of the Chicago & Milwaukee Electric Railroad Company, Wisconsin Corporation, as additional security for that issue.

C&ME Ry  
Company  
Milwaukee  
City Line

The Common Council of the City of Milwaukee, by ordinance ~~andxxxxxxxxxxxxxxxxxxxx~~ granted the Chicago & Milwaukee Electric Railway Company, Wisconsin Corporation, the right to construct and operate a double track electric railway, with terminals, bridges and viaducts, over and across certain portions of Second Street, Wells Street, Seventh Street, Sixth Street, St Paul Avenue, First Street, Madison Street and Grove Street, to a point in the south corporate limits of the City of Milwaukee.

Milwaukee  
Franchise

In 1908, the year the Receivers were appointed for the Chicago & Milwaukee Electric Railroad Company, Wisconsin Corporation, the Railway Company had completed construction of about two miles of double track railway along and upon the streets of Milwaukee from the southern city limits, on Grove and Madison Streets, and east on Madison Street to First Avenue, and north on First Avenue to Washington Street; and had partially constructed its lines upon other streets. The road was completed to the heart of Milwaukee after the appointment of Receivers, with proceeds from sale of Receivers' Certificates.

Road  
Completed  
to Business  
District of  
Milwaukee

*When Service Was Extended to Milwaukee*



The first car of the Chicago and Milwaukee Electric Railroad to enter Milwaukee in 1908 when the service was extended north to the "Cream City" This picture was taken when the car was on North Second Street. Water Street is on the left and Wells Street in the rear. The triangular building has been razed and the space is now a park.



The Receiver changed from time to time but in February 1911, the Court appointed W. O. Johnson as Receiver, and he remained in that position until he was discharged by the Court in 1916.

W.O. Johnson  
Receiver

The Illinois and Wisconsin Divisions were operated by the Receivers as one railroad from the beginning of the Receivership in 1908 until the Receiver was discharged in the summer of 1916.

During these years, the road was greatly improved and many cars were purchased; timber trestles and bridges, near Milwaukee were rebuilt with the best materials and workmanship; a new bridge was built over the river at Racine; Willow Street Bridge built in Winnetka, the roadbed was rebuilt over a considerable part of the Road; limited express service was established between Milwaukee and Evanston.

Improvement

