

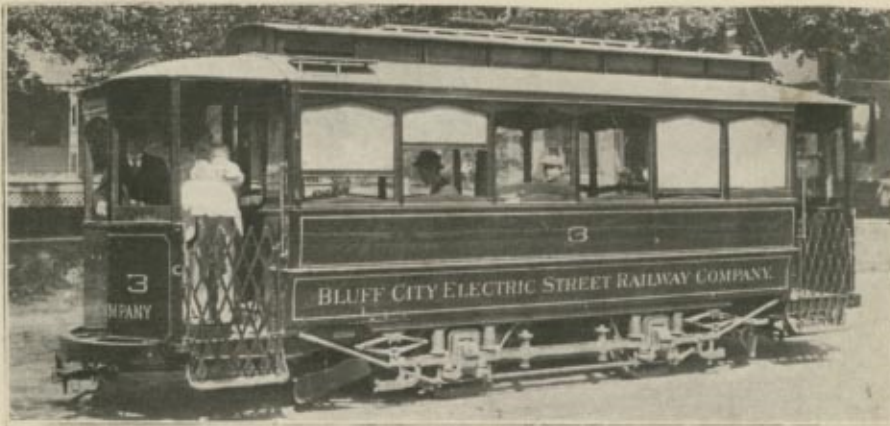
Chapter I



lectric transporta-
tion in Waukegan

The Early
Street Car

began early in 1895 with the operation of two second-hand street cars. The route of the street car line followed quite closely an old Indian trail which wound thru Waukegan and on to Evanston. This street car line was the beginning of the present Chicago North Shore and Milwaukee Railroad, the fast inter-urban railroad now serving 26 cities and villages between Chicago and Milwaukee.



One of the three cars which constituted the entire rolling stock of the Bluff City Electric Street Railway. This Railway was established in 1894 to connect Waukegan with Bluff City, now Lake Bluff. These street cars often obtained a speed of ten miles an hour.



"Flagship"
of the four
car fleet on
the Bluff
City Electric
Street Rail-
way bearing
the magic
number "one"



One of the first cars on the old Bluff City Electric Line. Motorman, S. P. Hutchison; Road and Trackman-Geo. Sells, now head of American Steel & Wire Co. of the Chicago and Waukegan Branch.



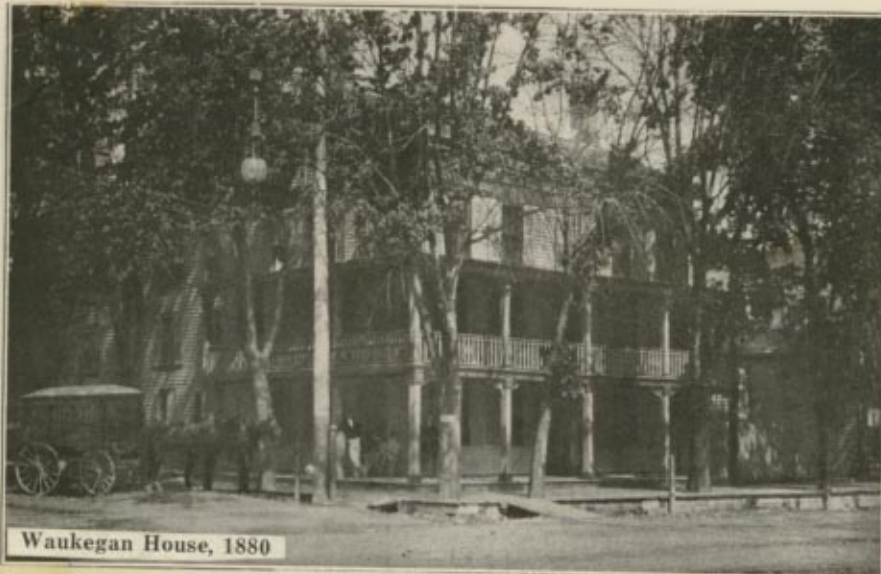
Motor Passenger Car Number 4, built in 1900 ?

Pottawatomie Indians of the Algonquin tribe were the earliest inhabitants of the Lake shore at Waukegan. Remains of their camps and burying grounds have been found in Waukegan until just recent years. The old 1793 map of the Northwest Territory shows the first white man settlement around Waukegan was "Little Fort". The Fort itself was in Waukegan at Sheridan Road and Washington Street, and the settlement was incorporated as a village on 1841.

Little Fort

Lake Michigan passenger and freight boats made regular stops at the active settlement of Little Fort; hotels were built and two newspapers published.

Waukegan



Waukegan House, 1880



LITTLE FORT

The village then had a population of 452 people. In 1849 its population had grown to 2500, and the name of the village was changed to "Waukegan", the Indian name for "Little Fort".

Waukegan, thru the years from 1849 to 1894, developed into an interesting, large midwestern city, and in 1895 its citizens succeeded in providing electric transportation for the townspeople.

The incorporators of this first link of the Chicago North Shore and Milwaukee Railroad were citizens of Waukegan - Dewitt L. Jones, S. D. Talcott and Charles Whitney. They conceived the plan for providing transportation service, and secured the subscriptions for \$200,000. to begin building a single track line running from the hospital site in the north center part of the present town of Waukegan south to Tenth Street, which was then the south city limits of Waukegan.

Incorporators
of Bluff City
Electric Street
Railway

On June 25, 1894, these gentlemen incorporated under the laws of Illinois as the "Bluff City Electric Street Railway Company". The object of the Company as stated in the charter, was to "locate, construct, maintain and operate an electric street railroad in the townships of Waukegan and Shields, in the County of Lake and State of Illinois".

The capital stock of the Company was 2000 shares of \$100. each, which was issued to subscribers as follows:

S. Delano Talcott	1 share	\$100.
D. L. Jones	1 share	100.
E. B. McClanahan	1 share	100.
Nelson A. Steele	1 share	100.
P. F. Hendershot	1 share	100.

W. H. Dodge	1 share	\$100.
Charles Whitney	1 share	100.
George R. Lyon	1 share	100.
William W. Pearce	1 share	100.
T. H. Lindsay	1 share	100.
L. Patterson	1 share	100.
J. F. Powell	1 share	100.
Reuben W. Coon	1 share	100.
Homer Cooke	1 share	100.
Harry W. Ator (Treasury Stock) 1986 shares \$198,600.		

In September 1894, the first Board of Directors, composed of the following named gentlemen, was elected:

First Board
of
Directors

Nelson A. Steele	Homer Cooke
George R. Lyon	T. H. Lindsay
S. D. Talcott	J. F. Powell
W. H. Dodge	

The first officers of the Company, elected at the Board of Directors' meeting November 24, 1894, were

First
Officers

President	-	Homer Cooke
Secretary	-	S. D. Talcott
Treasurer	-	T. H. Lindsay

Clarence Murray, a hotelkeeper in Waukegan, was appointed General Manager, in which capacity, and as a Director, he served the Company until April 22, 1898.

Construction of the road proceeded rapidly. The line was completed as planned from the hospital site in the north central part of the present town, south to Tenth Street. Two secondhand single truck cars were purchased and actual operation was started in the year 1895. A five-cent fare was provided for in the Waukegan City ordinance of April 15, 1895.

Operation
Started

A New York Railroad man, C. E. Loss, became interested in the property in the fall of 1895, and on September 2, 1895, the Bluff City Electric Street Railway Company assigned to him 1986 shares of its treasury stock, as consideration paid to him for construction of the line of railroad as described in the Waukegan franchise. On September 7, 1895, the stockholders elected Mr. Loss a Director, and at the Directors' meeting on the same day, he was elected President. He served the Company in these capacities until June 1898, when he resigned.

C. E. Loss

In 1895, the line was extended south from Waukegan to Twenty-Second Street, in North Chicago. Then construction work continued to the present North Chicago Junction.

On June 1, 1896, the Company issued \$50,000. First Mortgage Bonds, dated June 1, 1896, and maturing June 1, 1916. The Northern Trust Company was named as Trustee, and the proceeds from the sale of the bonds used by President C. E. Loss in construction of the road.

Bluff City
Elect. St. Ry.
Company's
1st Mortgage
Bonds

The object for which the Bluff City Electric Street Railway Company was formed, as stated in the Articles of Incorporation, which were enlarged December 29, 1896, was to construct and operate electric street railroads in the several townships, cities and villages in Cook and Lake Counties, Illinois. Mr. Loss and the Directors of the Company were taking the first steps toward construction of the interurban railroad between Waukegan and Evanston. Franchises were secured from towns as far south as Wilmette.

Object

The ~~first~~ Board of Directors named by Commissioners April 7, 1897, were

C. E. Loss

-

A. C. Frost

George A. Ball

-

George M. Seward

Each of these gentlemen was assigned stock.

Among the officers elected were -

Officers

C. E. Loss	-	President
George A. Ball	-	Vice President
Frank S. Reeves	-	Secretary
A. C. Frost	-	Treasurer

Mr. Loss, Mr. Murray and Mr. Frost were also officers of the Bluff City Electric Railway Company.

