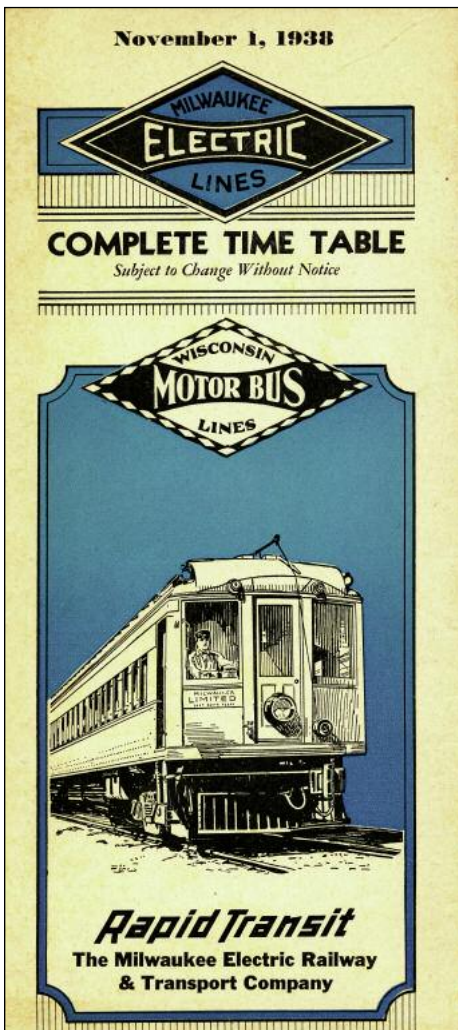


Lake Country Interurban, The Milwaukee Electric's Watertown Line

By Larry A. Sakar



Of the four Milwaukee Electric-built interurban lines only one could lay claim to the title of “Lake Country Interurban.” Between Waukesha and Oconomowoc the line passed by Pewaukee Lake, home to the company-owned famed Waukesha Beach Amusement Park, and ran between Upper and Lower Nemabhin Lakes. You can experience the same thing today as just west of Wisconsin Route 83 Interstate-94 occupies the same narrow corridor previously used by the interurbans.

The Watertown line’s origin can be traced back to the Waukesha Beach Electric Railway. Incorporated in August 1894, the railway was a purely local Waukesha enterprise whose charter permitted construction of an electric railway between Waukesha and Oconomowoc. The five investors who formed the

Waukesha Beach Electric Railway also formed the Waukesha Beach Land Company by purchasing 67 acres of lake-front property on Pewaukee Lake’s southern shore. They named that property “Waukesha Beach.” (Please refer to the Summer 2009 issue of *First & Fastest* for the history of Waukesha Beach.)

The railway operated northwest from the Chicago & North Western Railway’s Williams Street depot. At Waukesha West [city] Limits the line assumed a more northerly direction to Waukesha Beach on the southern shore of Pewaukee Lake. The investors’ hopes for financial success succeeded far beyond their expectations. Nevertheless, the group decided to sell the railway portion of their company to The Milwaukee Electric Railway and Light Company (TM) in October 1897 for the then princely sum of \$62,500. This portion

▲ Based on the background of this rendering created by George Krambles, this is TM Duplex 1198-99 westbound to Watertown on the grade near the Buena Vista stop. In Spanish, Buena Vista means good view. East of this stop is a spectacular view of the entire length of Lake Pewaukee. Just ahead is Wisconsin Route 83 and the village of Delafield, the only major community between Waukesha Beach and Oconomowoc. While the Milwaukee Road chose the easier grades on the north side of Lake Pewaukee, TM’s choice was the south side of the lake and the steep westbound grade from lake level through the Buena Vista stop to Delafield. Through service from Milwaukee to Waukesha Beach began on July 25, 1898, though it was cut back during winter months to downtown Waukesha until service to Oconomowoc commenced. 1198-99 was built in TM’s Cold Springs Shops as a coach-dining car. —George Krambles, Krambles-Peterson Archive

◀ —Shore Line Collection

of the railway would subsequently become part of TM's Watertown line.

In the meantime, another group of investors headed by interurban railway promoter S. J. Henderson formed the Waukesha & North Greenfield Electric Railway Company. Much of the Town of Greenfield was annexed by the City of West Allis in the 1950s. They were able to acquire a right-of-way from Waukesha to a point slightly east of what would eventually become the intersection of South 84th Street and West Lapham Avenue. This location, where they planned to erect a powerhouse to generate electricity to power their trains, became the site of TM's West Allis car station.

Henderson's group's next attempt was to acquire the Milwaukee & Wauwatosa Motor Railway, a steam dummy line, to establish an entry into Milwaukee. Henderson's plans, if any, to acquire right-of-way between West Allis and Wauwatosa are lost in history. The steam dummy's right-of-way was later used by TM for its Route 10 Wells streetcar. TM

President John I. Beggs, using his construction subsidiary The Milwaukee Light Heat & Traction Company, was able to block Henderson. Beggs' action forced Henderson's company into receivership during August 1897. TM acquired the right-of-way the following month.

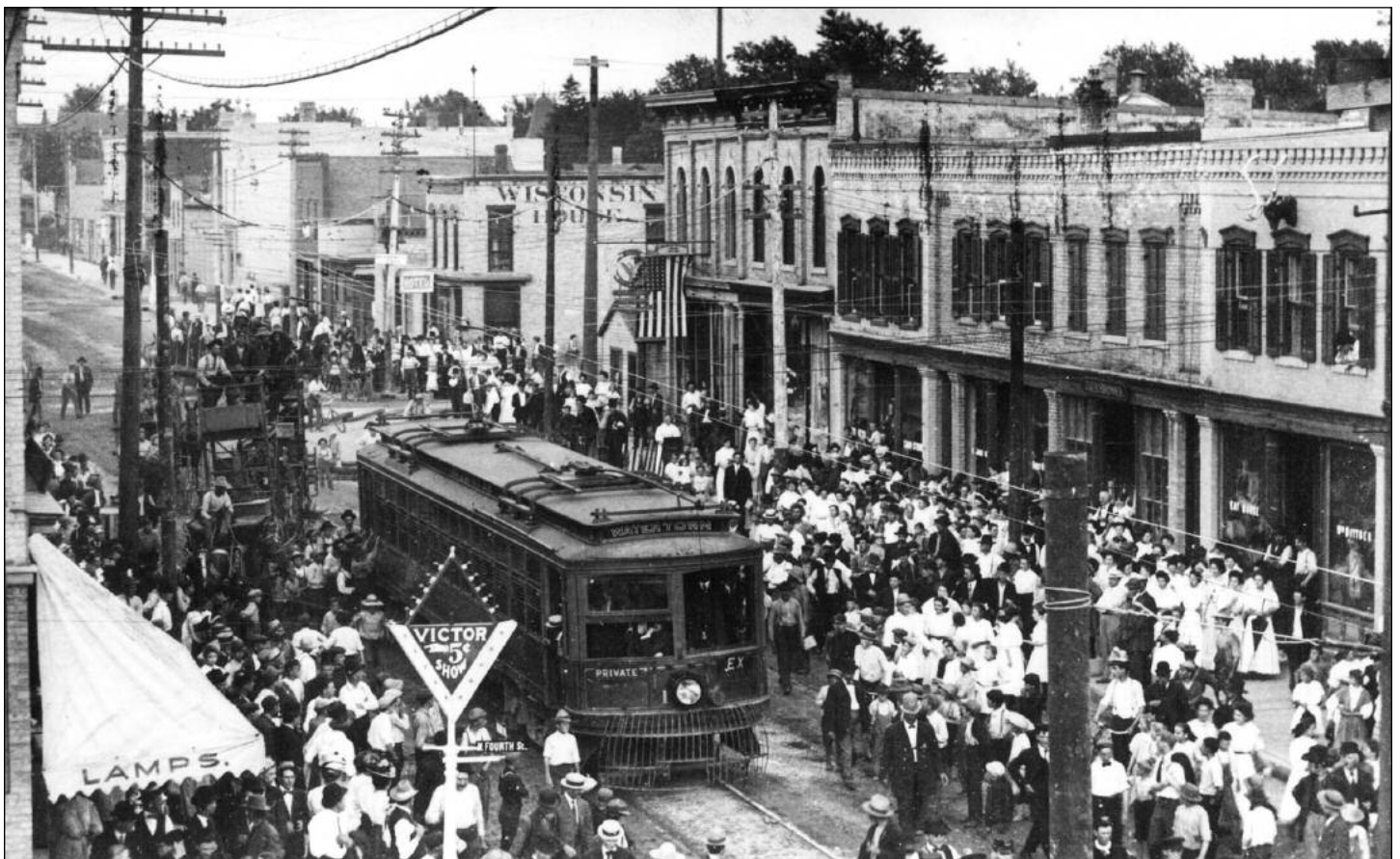
With a right-of-way secured, MLH&T began grading work heading west toward Waukesha. The work progressed at a fast pace until the construction crew arrived at the proposed crossing of the C&NW. The C&NW would not permit TM to cross its line. Negotiations dragged on with no resolution in sight. Guards were posted by the C&NW to ensure that no TM employees could lay a crossing diamond. Crews continued their grading work on the other side of the crossing. One night after the guards had left, TM crews installed the crossing diamond. When the guards reported the action to the C&NW management the next morning the railroad parked a steam engine on the diamond. The TM crew retaliated by wrapping trolley wire, (allegedly) energized at 3300 volts A.C.

around the steam engine. Obviously, no C&NW employee was about to touch it. They would have received quite a "charge" out of it if they had! Eventually calmer heads prevailed and the crossing was permitted. *A good story, but not really possible since a live wire attached to a grounded locomotive would have blown the circuit breaker and prevented it from being reclosed.*

The first car from Milwaukee arrived in Waukesha on June 25, 1898. This initial trip utilized a lightweight two motor, double truck car, soon replaced by the heavier 100-class cars. From 84th and Lapham Streets the original route to downtown Milwaukee was Greenfield and National Avenues to Second Street and north to a terminal at Water Street and Grand Avenue, today Plankinton and Wisconsin.

On Sunday, September 18, 1899, interurban trains were rerouted from their downtown terminal via Wisconsin, 11th Street and Wells Street, including using the route's famous streetcar viaduct. The interurbans used the private right-of-way of the Wells Street West Allis Branch

▼ The first interurban from Milwaukee arrives in Watertown. It is July 31, 1908, and this car is at Main Street at 4th Street in Watertown. Four blocks ahead the car will cross the Rock River and continue four more blocks to the original terminal at Main and Montgomery Streets. A wye existed in that intersection to turn the cars. During County Fair days, the interurban used city streetcar tracks to reach the fairgrounds. Service reached Oconomowoc from Waukesha Beach on June 3, 1907. —TM photo, Shore Line Collection



around the curve to go through Calvary Cemetery to use what was then 62nd Street, now 70th Street, to return to Greenfield Avenue.

Residents complained about the noise and vibrations from interurbans. Having had enough, they obtained an injunction on January 21, 1902, forbidding TM to run interurban trains on Wells Street. The routing into and out of Milwaukee was shifted back to National Avenue until TM succeeded in getting the injunction lifted on May 25, 1902.

With the summer season rapidly approaching, the entire line was double tracked between the Waukesha city limits and Waukesha Beach. Facilities for storing interurban cars were also constructed at Waukesha Beach. In 1903, the newly received 1000-series interurban cars were placed in Waukesha service. When the Public Service Building (PSB) opened in 1905, the 1000-series cars would be first cars to enter the new building.

Work on constructing the line west from Waukesha Beach began in 1906. Two construction camps were built. Camp #1 was for workers building the line between Waukesha Beach and Oconomowoc. This camp was built near what would later be the Buena Vista stop west of Waukesha Beach near the town of Delafield. The second camp, for laborers constructing the line from Oconomowoc to Watertown, was established at Ixonia Road, near the town of the same name.

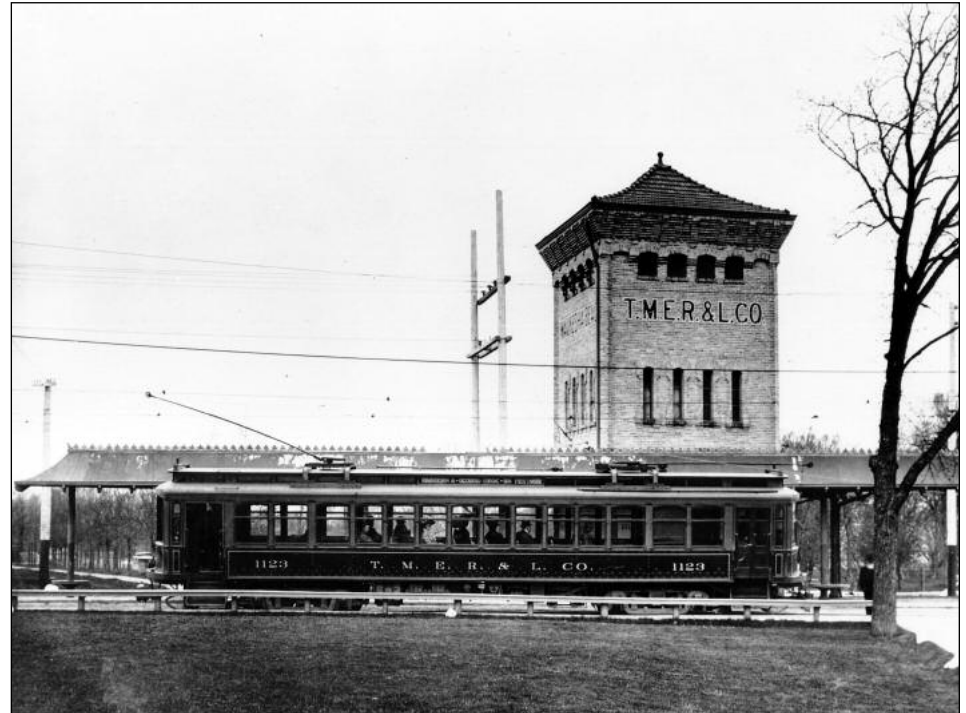
Ixonia, pronounced IG ZONE YAH, might seem like an odd name for a town. It came about when the town was being established and residents were asked to pick random letters out of a hat. As soon as the letters spelled anything that made sense (in other words, a combination of consonants and vowels) that would become the name of the town. The letters IXONIA were the first six drawn. Thus, the name of the town.

While construction between Milwaukee and Waukesha Beach had been relatively easy, crews found the territory between Waukesha Beach and Oconomowoc to be a nightmare. Glacial action during the last Ice Age had created the many lakes that dotted the region. Grading of numerous fills and valleys slowed construction. Huge boulders were encountered. Cuts had to be blasted through hills. Embankments had to be created. For example, crews created a 16-foot embankment above the level of

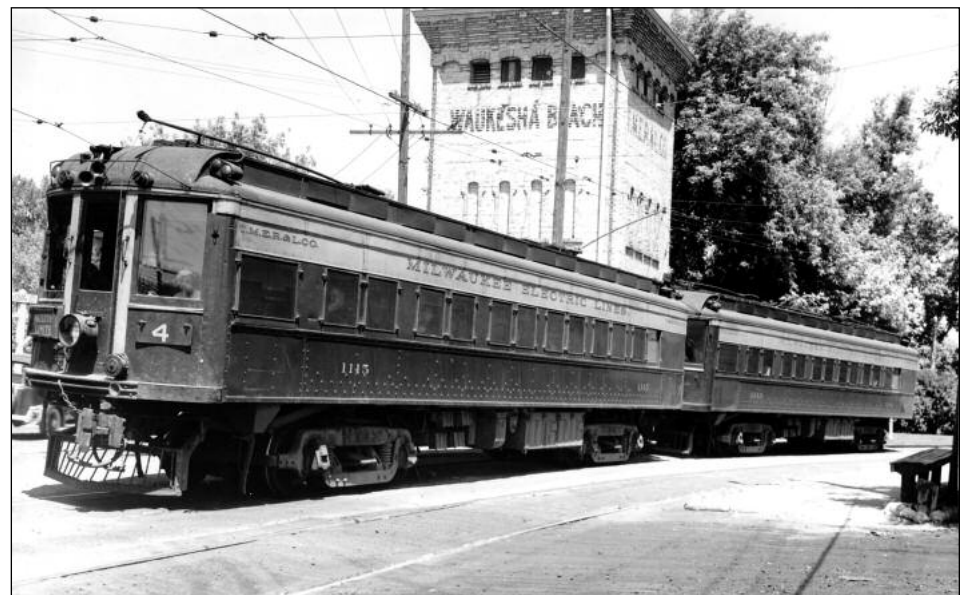
Lake Nagawicka in 1906. When construction crews returned in the spring of 1907 they discovered that their 16-foot embankment was now 16 feet below the level of the lake.

Service to Watertown began on July 31, 1908. Watertown was intended to be only a stop along the way to Madison, the state capitol. The financial panic of 1907 nearly

eliminated the ability to raise funding so Watertown became the rail terminal. Passengers wishing to continue from Watertown to Madison changed to Wisconsin Motor Bus Lines at the Watertown station. At least 2 additional branches off of the Watertown line were originally planned going south to Jefferson and Fort Atkinson and north to Beaver



In 1903, St. Louis Car Co delivered the 25 cars in the 1000-series, cars 1001-1025. These were cars built for interurban service. Prior to this time streetcars were used on the interurban lines. Most cars in this series were rebuilt in the mid-1920s as express trailers. ▲ The 1100-series of cars, the stalwarts of the interurban system, were originally built in two lots, first in 1907 and second in 1909. These cars were rebuilt in the mid-1920s by the craftsmen at Cold Springs Shops into cars that bore no resemblance to the original configuration. Four new all-steel cars were delivered in 1927. Here is car 1123 in its original configuration at Waukesha Beach shortly after its delivery to TM. —Duke-Middleton Collection now in the Shore Line Collection ▼ Cars 1123 and 1115 were built in the same lot and both delivered to TM in 1909. Here is car 1115 after its rebuilding on Cold Springs Shops. It is hard to imagine that what was delivered in 1909 was turned into this design in the mid-1920s. On July 5, 1937, 1115 is leading 1143 at Waukesha Beach heading westbound to Watertown. —William C. Janssen photo, Norman Carlson Collection





▲ On Sunday, September 18, 1899, Waukesha interurban trains began operating over Wells Street instead of Greenfield and National Streets. Between January 21 and May 25, 1902, when this route was interrupted by a temporary injunction. Residents' displeasure with heavy interurban cars trundling past their front doors continued. On May 26, 1910, they obtained a permanent injunction and the cars returned to the National-Greenfield route until June 13, 1926, when some portions of the Rapid Transit line were complete west of 40th Street and a new route via Clybourn Street was used. Circa 1906-1907 this photo of the famous Wells Street Viaduct captured motor car 1013 hauling trailers 1212, 1222 and 1224 eastbound toward downtown Milwaukee. —TM photo Robert Genack Collection

Dam. Some preliminary right-of way acquisition for the line west to Madison took place but none of the extensions or the line to Madison were built.

In late 1909 the 3,300-volt A.C. current for traction power was changed to 1,200-volt D.C. current Alternating current was determined unsuitable for train operation. Another change to 600-volt D.C. current was made in 1924 so that electric power would be standardized on all interurban and city streetcar lines. The move would require construction of additional substations at Nemabhin, Oconomowoc and Pipersville Road.

Certain issues seemed to keep coming back. On May 26, 1910, the residents along Wells Street obtained yet another injunction to prohibit TM from operating interurban trains east of 36th Street on their street. Watertown interurban trains resumed entering and leaving Milwaukee via National Avenue. These residents were then able to obtain a permanent injunction to remove the interurban trains as TM's franchise agreement with the City of Milwaukee only permitted the operation of local streetcars east of 36th Street.

By 1917, the condition of the 16th St. viaduct over the Menomonee Valley had deteriorated to the point that it could no longer bear the weight of heavy interurban cars. Because of wartime restrictions (WWI), the materials to repair the bridge were unavailable and trains were rerouted

via 27th Street, the next viaduct to the west.

The issue of operation of TM interurbans over city streetcar lines came to a head on January 31, 1920. In an article entitled, "Service By Interurban in City May Be Stopped", the January 31st issue of *Electric Railway Journal* reported that Milwaukee has obtained a court decision that TM had no right to render interurban service on its Milwaukee city lines without first obtaining a city franchise for that business, except on certain parts of the city lines where the court found that the company had interurban franchise rights.

After February 1st citizens faced the prospect of losing a transportation service which has been supplied for more than twenty years. Although the service has been a big factor in building up Milwaukee, TM never earned a profit. TM said it could not afford to ask for or accept the terms of the franchise that the City Attorney insisted on its obtaining. Details of the changes in the interurban service necessitated by the court's decision had not yet been fully arranged, but TM stated that the changes would be announced in time so that all affected could make proper plans in their own interest.

As one might guess, TM appealed the ruling. Nothing changed while the decision was pending. In 1923, TM won a partial victory when the portion concerning operation of interurban trains over city

streets was overturned. TM was still prohibited from carrying freight over city streets as per the decision handed down in a prior case.

Milwaukee's mayor during this legal battle was Daniel Hoan. Hoan became mayor in 1916 and would serve until 1940 when Carl Zeidler, a Democrat, would succeed him. Carl was killed in action in WWII. In 1948, Carl's brother Frank, a Socialist, was elected mayor and served until 1960. Hoan considered companies such as TM monopolies which took advantage of the public through lack of competition. He was a firm believer that public utilities like TM were a vital part of city government and should be owned by the people not privately held. (The Hoan Bridge over the Milwaukee harbor entrance and the Summerfest grounds are named for this mayor.) TM signified its willingness to sell to the people of Milwaukee any time the people were ready to buy.

In 1924, TM decided to upgrade the interurban lines and its 1100-series interurbans. Cars numbered 1101-1110 were purchased from St. Louis Car Co. in 1907 and cars numbered 1111-1125 were purchased from the G.C. Kuhlman Co. of Cleveland, OH in 1909. These were the cars that replaced the 1000-series interurbans on the Watertown line. The cars were rebuilt from their original double-ended configuration that somewhat resembled a streetcar into a single-ended car of then

modern design to convey the impression of the design and comfort of a steam railroad coach. The work was done by the craftsmen at the company's Cold Spring Shops. Original cars 1101-1110 were renumbered during the rebuilding process, two of them becoming parlor cars. Cars 1111-1125 retained their original numbers. Sources do not indicate what equipment operated on the Watertown line while the 1100s were being rebuilt but in all likelihood it was the 1000-series cars pulling the 1200-series trailers.

1925 brought the most exciting news in TM's history. Company officials unveiled plans for the construction of Rapid Transit Lines which would eliminate operation of all TM interurban trains on Milwaukee's streets. The first line, and ultimately the only line to be completely constructed would be to the west benefitting the Watertown, East Troy and Burlington lines. The Rapid Transit Line would be 100% free of street running and grade crossings operating over private right-of-way in Milwaukee and Wauwatosa. The construction was to commence as soon as possible and would be done in five phases.

Four of the phases were completed by September 28, 1930. A brand-new railroad was built from 8th and Clybourn to West Junction. Trains to Waukesha and beyond to Waterwon as well as trains to Burlington and East Troy no longer ran on the streets of Milwaukee through residential neighborhoods. Considerable time savings were achieved with some trains running to Waukesha in as little as 30 minutes.

In 1928, TM introduced dining car service on the Watertown line. Articulated duplex 1198-99 was constructed at Cold Spring Shops. The unit featured a dining section containing eight two-person tables. The initial unit 1198-99 entered service on March 18, 1928. Despite an avalanche of publicity about the new service the revenue generated by the new service was anything but spectacular. In spite of this, TM refused to give up. On November 18, 1929, a second dining train articulated duplex, 1196-97, was placed in service also on the Watertown line. 1196-97 was slightly different than 1198-99 and according to TM officials it had been built with the design flaws discovered in 1198-99 corrected. Finally realizing that dining car service was a hopeless endeavor TM withdrew both trains from service. They



▲ A terminal building was constructed during the mid 1920s on the southwest corner of Market Street at Second Street, one block south of Main Street. As seen on December 22, 1927, it was a substantial structure with an area for buses between the station and the shed covering the interurban trackage. What was unusual was that trains headed into the terminal. Milwaukee-bound trains exited from the rear looping around the station. Passing in front were trains heading south on Market Street. ▼ The photographer returned on January 27, 1928, to capture the interior. Candy and cigars were among the items offered for sale from the counter behind the ticket booth. It served as a railroad terminal for only about 13 to 14 years. —TM photos, Shore Line Collection



were rebuilt into straight coaches with a baggage compartment in the rear of the second unit.

It appears that by 1934 TM had "thrown in the towel" regarding the cost of operating and maintaining rail operations. It marked the year that the first electric trolley buses arrived from Twin Coach. Conversions of streetcar routes to trackless trolley began with Route 21-North Avenue as the first conversion.

In 1937 what many expected occurred when TM filed a petition with Wisconsin's Public Service Commission (PSC) to abandon service between Milwaukee and Burlington. Citing the combination of a large drop in ridership plus the projected cost of maintenance of way expenses which had been deferred because of the Great Depression, a petition to abandon service was requested. Granted by the Commission, service to Burlington ended

on May 2, 1938. The next line chosen for total abandonment was the Milwaukee-East Troy line. Almost like a blank form, where all one had to do was fill in the appropriate data, the same factors cited in the Burlington line abandonment petition were used to justify abandonment of the East Troy line.

While only the numbers were different, the outcome was the same. Petition for abandonment was granted and service ended on August 14, 1939. The line between Milwaukee and Hales Corners was retained as part of the local Rapid Transit service. A new turning loop was constructed about one-half mile southwest of the Hales Corners station along North Cape Road. The loop was given the name Hillcrest since it was at the crest of a hill.

On a national basis, electric utilities were ordered to divest their transportation assets. TM's transportation assets were now held by a company known as The Milwaukee Electric Railway & Transport Company. Interurban operations were clearly in jeopardy. Perhaps it was the negative publicity that two abandonments within a period of 15 months had created

that made the new company change its tactics.

Beginning in 1939, TM pursued a new tactic. Instead of requesting the abandonment of an entire line they resorted to lopping off segments, i. e. gradual retrenchments toward Milwaukee. On August 18th, TMER&T, known as The Transport Company, filed a petition with the PSC seeking to abandon rail service between Oconomowoc and Watertown while at the same time, extending its Madison-Watertown bus line to Oconomowoc to preserve the train connections.

According to TMER&T President Roy H. Pinkley, the abandonment was being sought on the grounds of "insufficient and declining patronage." On December 28, 1939, the petition was approved and February 1, 1940, was set as the date for abandonment. Employees working in Watertown would be transferred to Oconomowoc. A waiting room for bus passengers would be established in the Hotel Carlton in Watertown so the interurban terminal could be closed.

On the day following abandonment, the city of Watertown filed suit in Dane coun-

ty circuit court seeking to have the abandonment order vacated. Both the city and township of Watertown had claimed that the abandonment would void their contracts with TMER&T. In his decision on June 21, 1940, the judge scolded them, stating that they were "badly mistaken." He stated that such matters should be dealt with in a private lawsuit against TMER&T. Just eight months later TMER&T was back before the PSC seeking abandonment of rail service between Oconomowoc and Waukesha West Limits and again proposing connecting the substitute buses.

Despite testimony by elected leaders and business owners along the route such as A. W. Notbohm, owner of a lumber and building supply business in Delafield, and Capt. Frank Thompson of Saint John's Military Academy also located in Delafield the petition was granted. July 21, 1941, was slated as the last day of rail service between Oconomowoc and Waukesha West Limits. TMER&T constructed a new, off-street, turning loop at West Limits on the private right-of-way a short distance north of its start off of Summit Ave.



▲ On August 7, 1936, car 1142, one of the four all-steel cars built in 1927 is posed at an interurban car stop on Western Avenue in Watertown. This eastbound trip started just a few minutes ago. More likely than not the motorman was cajoled into allowing our photographer to run ahead and take this photo. —William C. Janssen photo, Norman Carlson Collection

ECONOMOWOC—WATERTOWN

Established stations west of Waukesha West Limits

Rapid Transit

125 Exc. Sat. & Sun. Lim.	115 Sun. only Lim.	45 Exc. Sun. Loc.	115 Exc. Sun. Lim.	59 Exc. Sat. & Sun. Lim.	47 Daily Loc.	73 Exc. Sun. Lim.	49 Exc. Sun. Loc.	117 Daily Lim.	51 Daily Loc.	119 B Daily Lim.	53 Exc. Sun. Loc.	53 Sun. only Loc.	67 Sun. only Loc.	121 C Daily ⊙	57 Daily Loc.	123 Daily Loc.	55 Daily Loc.
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
4.15	4.15	4.20	4.45	5.05	5.05	5.20	5.25	5.50	6.25	7.15	7.55	8.00	9.05	9.25	10.25	11.55	12.35
4.29	4.29	4.34	5.01	5.19	5.22	5.37	5.40	6.05	6.39	7.29	8.09	8.17	9.22	9.39	10.42	12.12	12.51
		4.35			5.23		5.41		6.40		8.10	8.18	9.23	⊙	10.43	12.13	12.52
		4.36			5.24		5.42		6.41		8.11	8.19	9.24	⊙	10.44	12.14	12.53
		4.38			5.26		5.44		6.43		8.13	8.21	9.26	⊙	10.46	12.16	12.55
		4.40			5.28		5.46		6.45		8.15	8.23	9.28	⊙	10.48	12.18	12.57
		4.45			5.33		5.51		6.50		8.20	8.28	9.33	⊙	10.52	12.22	1.01
4.39	4.39	4.47	5.15	5.30	5.50	5.53	5.53	6.17	6.52	7.41	8.22	8.30	9.35	9.51	10.54	12.24	1.03
4.43	4.43	4.50	5.18	5.33	5.38	5.53	5.56	6.20	6.55	7.44	8.25	8.33	9.38	9.54	10.58	12.28	1.06
4.45	4.45	4.52	5.20	5.35	5.40	5.55	5.58	6.22	6.57	7.45	8.27	8.35	9.40	9.55	11.00	12.30	1.07
4.49	4.49	4.57	5.26	5.40	5.45	5.61	5.63	6.26	7.02	7.49	8.32	8.40	9.45	9.59	11.05	12.34	1.11
4.52	4.52		5.29			6.04		6.29		7.51				10.01		12.35	
4.54	4.54		5.31			6.06		6.31		7.53				10.03		12.38	
4.55	4.55		5.33			6.08		6.33		7.55				10.05		12.40	
4.56	4.56		5.34			6.09		6.34		7.56				10.06		12.41	
4.59	4.59		5.38			6.13		6.37		7.59				10.09		12.44	
5.00	5.00		5.39			6.14		6.38		8.00				10.10		12.45	
5.01	5.01		5.40			6.15		6.39		8.01				10.11		12.46	
5.04	5.04		5.44			6.19		6.42		8.04				10.14		12.49	
5.06	5.06		5.46			6.21		6.44		8.06				10.16		12.51	
5.07	5.07		5.47			6.22		6.45		8.07				10.17		12.52	
5.08	5.08		5.48			6.23		6.46		8.08				10.18		12.53	
5.10	5.10		5.51			6.26		6.48		8.10				10.20		12.55	
5.12	5.12		5.53			6.28		6.50		8.12				10.22		12.57	
5.14	5.14		5.55			6.30		6.52		8.14				10.24		12.59	
5.17	5.17		5.59			6.34		6.56		8.17				10.27		1.02	
	5.20		6.02			6.37		6.59		8.20				10.30		1.05	
	5.22		6.04			6.39		7.01		8.22				10.32		1.07	
	5.24		6.06			6.41		7.03		8.24				10.34		1.09	
	5.27		6.09			6.45		7.06		8.27				10.37		1.12	
	5.29		6.11			6.47		7.08		8.29				10.39		1.14	
	5.32		6.14			6.50		7.11		8.32				10.42		1.17	
	5.34		6.16			6.52		7.13		8.34				10.44		1.19	
	5.40		6.22			6.58		7.19		8.40				10.50		1.25	
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

⊙ Makes local stops between West Junction and Waukesha, West Limits daily except Sunday. Operates as limited train on Sundays.

⊙ Makes local stops between West Junction and Waukesha Station on Sunday only. Operates as limited train daily except Sunday.

A Connects with Madison bus daily.

B Connects with Madison bus daily except Sunday.

C Connects with Madison bus Sunday only.

TRAINS WILL STOP AS FOLLOWS

LIMITED TRAINS

WESTBOUND—Pick up passengers only—N. 6th and W. Michigan, N. 16th St., N. 27th St., N. 35th St., West Junction. Pick up and discharge passengers—In Waukesha at East Limits, Oakland Ave., Hartwell Ave., Soo Line Crossing, Waiting Station, Summit Ave., West Limits and all regular stops beyond. Regular stops in Watertown are Humboldt St., Richards and Western, 8th and Western, 5th and Western and 2nd and Milwaukee.

EASTBOUND—Pick up passengers—In Watertown at 2nd and Milwaukee, 5th and Western, 8th and Western, Richards and Western, Humboldt St. Pick up and discharge passengers at all regular stops from Watertown to and including Waukesha, West Limits. In Waukesha at Summit Ave., Waiting Station, Soo Line Crossing, Hartwell Ave., Oakland Ave. and East Limits. Discharge passengers only—West Junction, N. 35th St., N. 27th St., N. 16th St., N. 6th and W. Michigan, N. 3rd and W. Michigan. For passengers boarding west of Waukesha West Limits, stop will be made at any regular stop between Waukesha West Limits, and West Junction.

LOCAL TRAINS

WESTBOUND—To pick up passengers only at N. 6th and W. Michigan N. 16th St., N. 27th St., N. 35th St., West Junction and to pick up and discharge passengers at all local stops west of West Junction.

EASTBOUND—To pick up and discharge passengers at all stops to and including Lover's Lane.

To discharge passengers only at West Junction, N. 35th St., N. 27th St., N. 16th St., N. 6th and W. Michigan and N. 3rd and W. Michigan.

(Sunday Schedule Operated on Holidays)

Page Five



Between Waukesha Beach and Oconomowoc was the most scenic part of the railroad as the line traversed the Kettle Moraine section of Wisconsin. This scenic area was created by the glaciers. ▲ Buena Vista was east of Delafield. We are looking west at the section of double track that began here and extended to Delafield. ◀ Looking through the windshield of a westbound interurban, the motorman captured the passage between Upper and Lower Menahbin Lakes. Driving west on I-94 you can experience the same view as the expressway occupies the area to the left of the tracks. The transmission line has survived for decades into the 2000s. ▼ In the area just west of Sawyer Road where the line crossed Nashotha Road was the Pabst Farm complete with its own siding. Based on the crops in the field, we believe that this view is looking east. —Three photo by Edwin Wilson, first and third from the Larry Sakar Collection and the middle from the Robert Genack Collection



Cash		STATION NUMBER			
Scrip					
Agent's Ticket					
Jct. Fare Ticket					
Commutation					
L. R. T. Transfer					
Revenue Pass					
Half Fare—Child					
Pass—Employee					
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p style="font-size: 2em; font-weight: bold; margin: 0;">5</p> <p style="font-size: 1.5em; font-weight: bold; margin: 0;">88301E</p> <p style="font-size: 0.8em; margin: 0;">RETAIN THIS RECEIPT as it MUST be Shown to Conductor on Demand.</p> </div> <div style="width: 45%; text-align: right;"> <p style="font-size: 0.8em; margin: 0;">MILWAUKEE P. S. B. 1</p> <p style="font-size: 0.8em; margin: 0;">92nd St.—L. R. T. 200</p> <p style="font-size: 0.8em; margin: 0;">West Jct.—L. R. T. 201</p> <p style="font-size: 0.8em; margin: 0;">16 Greenfield Ave.—Lover's Lane 204</p> <p style="font-size: 0.8em; margin: 0;">19 Greenfield Park 203</p> <p style="font-size: 0.8em; margin: 0;">19 County Line 205</p> <p style="font-size: 0.8em; margin: 0;">19 Woodmont Cl.—Sunny Slope 207</p> <p style="font-size: 0.8em; margin: 0;">Moorland 208</p> <p style="font-size: 0.8em; margin: 0;">25 Calhoun 209</p> <p style="font-size: 0.8em; margin: 0;">30 Rocky Knoll 210</p> <p style="font-size: 0.8em; margin: 0;">Springdale 211</p> <p style="font-size: 0.8em; margin: 0;">35 Waukesha E. Limits 212</p> <p style="font-size: 0.8em; margin: 0;">40 Waukesha W. Limits 213</p> <p style="font-size: 0.8em; margin: 0;">North View 214</p> <p style="font-size: 0.8em; margin: 0;">Silvernale 215</p> <p style="font-size: 0.8em; margin: 0;">Meadowbrook 216</p> <p style="font-size: 0.8em; margin: 0;">Edgewood 217</p> <p style="font-size: 0.8em; margin: 0;">45 WAUK. BEACH 218</p> <p style="font-size: 0.8em; margin: 0;">Oakton-Elmhurst 220</p> <p style="font-size: 0.8em; margin: 0;">Glen Cove 221</p> <p style="font-size: 0.8em; margin: 0;">50 Buena Vista 222</p> <p style="font-size: 0.8em; margin: 0;">W. Hartl'nd Rd.—Nagowicka 224</p> <p style="font-size: 0.8em; margin: 0;">Lapham Peak Road 225</p> <p style="font-size: 0.8em; margin: 0;">55 DELAFIELD 226</p> <p style="font-size: 0.8em; margin: 0;">Waterville Road 227</p> <p style="font-size: 0.8em; margin: 0;">Nemahbin Lake 228</p> <p style="font-size: 0.8em; margin: 0;">Summit Center-Interlaken 230</p> <p style="font-size: 0.8em; margin: 0;">60 NASHOTAH RD. 232</p> <p style="font-size: 0.8em; margin: 0;">Dousman Road 233</p> <p style="font-size: 0.8em; margin: 0;">Silver Lake Road 235</p> <p style="font-size: 0.8em; margin: 0;">66 OCONOMOWOC 236</p> <p style="font-size: 0.8em; margin: 0;">71 LaBelle Road 238</p> <p style="font-size: 0.8em; margin: 0;">Sullivan Road 239</p> <p style="font-size: 0.8em; margin: 0;">Hillside Road 240</p> <p style="font-size: 0.8em; margin: 0;">76 Ixonia Road 241</p> <p style="font-size: 0.8em; margin: 0;">82 Pipersville Road 242</p> <p style="font-size: 0.8em; margin: 0;">Hustisford Road 243</p> <p style="font-size: 0.8em; margin: 0;">87 S. Watertown Road 246</p> <p style="font-size: 0.8em; margin: 0;">93 Watertown Station 248</p> </div> </div>					

The Milwaukee Electric Railway & Transport Company

Milwaukee-Waukesha-Oconomowoc-Watertown Rapid Transit Line

Receipt for Fare Paid for Continuous Trip Between Stations Notched

RETAIN THIS RECEIPT as it MUST be Shown to Conductor on Demand.

THIS RECEIPT NOT GOOD IF NOTCHED FOR MORE THAN TWO STATIONS.

The start of World War II on December 7, 1941, brought a halt to all further abandonments. However, that did not stop TMER&T from using a different method of ridding itself of the unwanted rail lines; sale to a new owner. The portion of the Milwaukee-Racine-Kenosha line between Racine and Kenosha was sold to bus operator Racine Motor Coach Lines on December 27, 1943, followed by the Milwaukee to Racine portion of the MRK line on September 27, 1944. RMCL owner Henry P. Bruner purchased the line for a price considerably below book value. A subsidiary company, Kenosha Motor Coach Lines was created by Bruner to take over the TM rail lines.

With the end of all hostilities in August 1945, the ban on abandonments was lifted. Wasting no time, TMER&T abandoned rail service between Waukesha West Limits and the downtown Waukesha sta-

tion at Clinton & Broadway on December 21, 1945. Transport Company President Roy Pinkley testified to the PSC that the trains were carrying only 10 passengers on average between downtown Waukesha and West Limits. City bus service in Waukesha was now being furnished by a new company, Waukesha Transit Lines (WTL).

In granting the abandonment request the PSC ordered WTL and TMER&T to coordinate schedules so that passengers living in the West Limits area would not be inconvenienced. However, as passengers heading for West Limits soon discovered they would arrive at the Waukesha station only to find the connecting bus not there. The end result was either a long, and in winter cold, walk or an expensive cab ride. West Limits riders filed a complaint with TMER&T requesting it reestablish train service to West Limits. Pinkley explained that this was not possible because the rails had been tarred over and the overhead removed and before long the rails would be removed and sold for scrap.

On December 1, 1946, KMCL was sold to the Shoreline Transit Corp. of Hammond, Indiana, a bus line subsidiary of the Chicago North Shore & Milwaukee. By the end of 1947, Shoreline had completed abandoning the entire MRK Line and had its sights set on the two remaining rail lines, Milwaukee-Port Washington and Milwaukee-Waukesha. Between West Junction and Hales Corners the line was still owned by TMER&T. During the KMCL era and until Speedrail purchased this line segment in 1949, it was operated by the various entities subject to a Service-At-Cost contract. TMER&T set the schedules and received all fares. The operators were paid a flat rate of 47.5 cents per car mile initially, later increased to 52.5 cents per car mile.

Despite the assurances given by company president Henry P. Bruner, that KMCL had no intention of abandoning rail service between Milwaukee and Waukesha the PSC opened an investigation into KMCL's application to incur an indebtedness of \$250,000 to purchase the Milwaukee-Waukesha line. Under the terms of the contract, KMCL was required to make a \$75,000 down payment and pay in annual installments of \$7,500. No interest would be charged. The contract would run for 10 years at which time (1956) the balance

was to be paid in full in a balloon payment. The commission's suspicions were aroused when they discovered that Bruner had purchased the line for \$325,000 whose book value was \$3,632,000. Investigators would discover that Bruner had also purchased both the MRK and Port Washington lines at similar "bargain" prices. Sources do not provide a definitive date but on May 1, 1948, Shoreline Transit, KMCL, became a subsidiary of Northland Greyhound Bus Lines of Minneapolis, MN.

Most would agree that the Greyhound era was the worst in the history of the line. TM's and the Transport Company's safety records were shattered. And, if that were not enough, they were pursuing abandonment, raising fares and cutting service. Everything they could do to drive away Waukesha line riders was being done. On May 7, 1948, Greyhound suspended all freight service on the Waukesha line leaving shippers in a quandary. The shippers immediately engaged Oliver A. Grootemaat of the Milwaukee firm of Drought & Grootemaat to represent their interests. In response to his filing, PSC ordered an immediate hearing.

On August 10, 1948, Greyhound filed its anticipated fare increase request. Basic one-way cash fares would be raised from 2 cents per mile to 3 cents per mile. Round trip fares would increase from 1.8 cents to 2.67 cents per mile. All other fares, such as 10-ride commutation books, would increase as well. 13 and 52 ride tickets were to be eliminated. Transport Company weekly passes, currently honored as far as Calhoun Road, would also cease. Transfers to Milwaukee bus and streetcar lines and Waukesha Transit lines buses were to be done away with as well.

Regular riders on the Waukesha line were fed up with Greyhound's antics and one of them decided to do something about it. Attorney Edwin Knappe commuted daily between his home in the Calhoun Farms subdivision (adjacent to the Calhoun Road station) to his office in Milwaukee at 610 W. Michigan St. (across the street and kitty corner to the North Shore Line station). Greyhound was claiming the fare increase was necessitated by major right-of-way rehabilitation needed on the Waukesha line such as tie renewals. But Ed Knappe had a source who knew that wasn't true. Without hesitation Knappe filed a brief with PSC. At the fare

► It is Monday, July 5, 1937, and the three-day holiday weekend is drawing to a close. Traffic is good so the combination of Duplex 1192-93 and the Four Aces, 1111, is protecting this Watertown Limited trip. This train entered Michigan Street at 3rd Street and climbed up the hill to 6th Street. It is now heading south on 6th Street for the length of the North Shore's terminal to Clybourn Street. After a two-block trip to 8th Street the train will turn again and enter the Rapid Transit Line for a 30-minute run to West Junction. —William C. Janssen photo, Norman Carlson Collection



increase hearing he presented the sworn testimony of his source. That source was Eldred M. Frey. Frey had been a long time TMER&L employee who chose to go with KMCL when the Waukesha line was sold to them.

Eldred Frey had worked his way up to the position of Road Master with KMCL. When the company was acquired by Shoreline Transit he elected to retire. At present he was managing the bus station in Racine, the former interurban station, at 7th & Wisconsin. For that reason, his sworn testimony carried a great deal of weight. Here is just a brief sampling of how Frey demonstrated beyond doubt that Greyhound's claims were false. His testimony set forth that an entire resurfacing and tie renewal on the Waukesha line from West Junction to Springdale Road was done in 1946 and that the life of that construction would be 10 years or longer.

As a result of Knappe's efforts, the proposed fare increase was denied. But that did not stop Greyhound from pursuing other ways to discourage Waukesha line ridership. On or about January 6, 1949, Greyhound filed a petition with PSC asking for permission to drop 11 runs from the Waukesha schedule. At the PSC hearing numerous witnesses testified that trains were already so crowded that in many

instances it was just standing room; trains were jammed to the doors with standees. Conductors testified that trains were so tightly packed that it was impossible for them to walk down the aisle and collect fares. When asked how they expected to consolidate already jammed runs they answered, "Ride buses!" That two word answer amply demonstrated beyond any doubt Greyhound's disdain for the rail line.

The Greyhound era came to a crashing halt quite literally in the early evening of August 24, 1949, when cars 1143 and 1119 collided at the Soldiers Home station (52nd Street). 1143, one of the five all steel 1100-series coaches, was operating as a Milwaukee local from West Junction. As it started to pass the Soldiers Home station platform a nurse came running onto the platform waving for the train to stop. Against all of the rules of railroading the motorman slammed on the brakes and started backing up. Close behind was car 1119 operating eastbound as a Milwaukee Limited from Waukesha. 1119 was a mostly wood car with steel sheathing up to the bottom of the windows. Because 1143 had gone into the next signal block the signal back at 62nd Street displayed yellow instead of red. As car 1119 rounded the Hawley Road curve in the Calvary Cemetery the motorman was horrified to

see 1143 beginning to back up to Soldiers Home station. He put his brakes into full emergency but was unable to stop in time. The cars came together with a roar heard for miles around. The sides of 1119 split open like a peeled banana as it telescoped into the heavier, all steel 1143. Nineteen passengers were injured, the most serious of them being 1119's motorman who was pinned in his cab. Facing major injury claims, Greyhound sought a quick exit from ownership of the Waukesha line.

Nine days later, on September 2, 1949, Jay E. Maeder, who had been attempting to acquire the line since 1947, purchased the line from Northland Greyhound. To facilitate the transaction, Maeder formed The Milwaukee Rapid Transit & Speedrail Company. It has frequently been reported that Greyhound sold the line to Maeder for the sum of \$110. The \$110 figure is somewhat misleading. In all probability, it was the filing fee for the necessary paperwork to transfer ownership. Maeder assumed the sales contract originally drawn up between TMER&T and KMCL. The same terms applied. By this time the remaining balance due under that original contract was believed to be about \$230,000. The railroad was now in the hands of someone who desired to operate it.



In December 1946, the Transport Company sold the Waukesha line while retaining ownership of the Hales Corners Line. While outward appearance did not change, the philosophy of running the railroad certainly did change. ▲ Cars 1113-1143 are westbound on Lincoln Avenue in Waukesha. This local run on September 25, 1947, is just about complete. —*Photographer unknown, Shore Line Collection* ▼ In the newer yellow and green paint scheme Duplex 1192-93 is at the beginning of its eastbound trip to Milwaukee on Lincoln Avenue in Waukesha in March 1948. On September 2, 1949, Speedrail began its attempt to save the railroad. —*William D. Middleton photo, Norman Carlson Collection*

