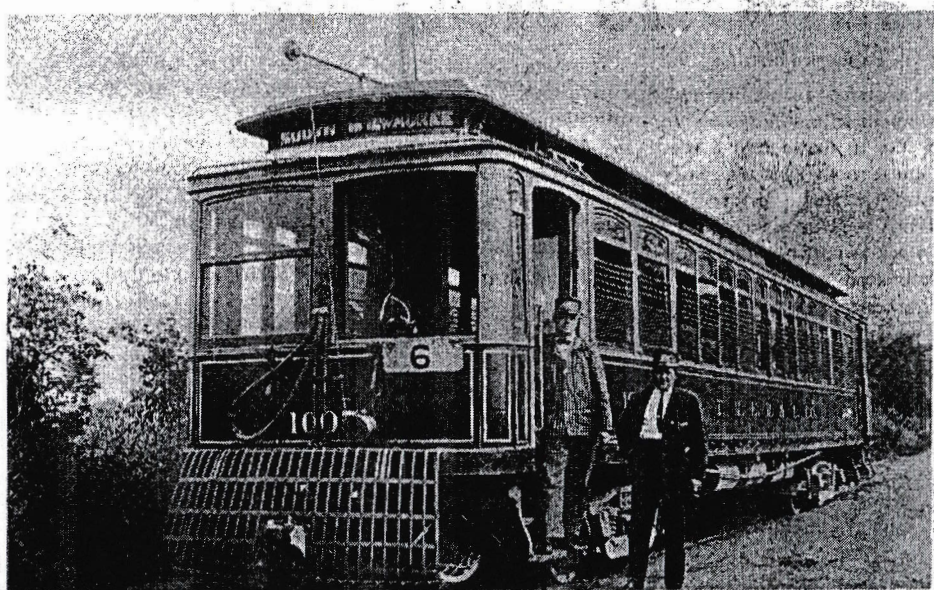


## THE STREET CAR COMES TO SOUTH MILWAUKEE



**TIMER & L CO. STREET CARS** were operated in South Milwaukee on a regular schedule before July 8, 1938. They were manned by a motorman and a conductor. It was the motorman's duty to keep the trolley on the overhead wires and pull it from one end of the car to the other when the car was turned. He sat on a high swivel stool in the front of the car and kept stomping on a floor bell which clanged loudly to keep the track clear. The conductor collected the fares, punched the transfers and called out the streets. The morning after July 8, buses covered all the routes on which the street cars had run.

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In the Summer of 1896 the "Milwaukee Electric Railroad & Light", (TMER&L) streetcar came to the 10th and Milwaukee stop in South Milwaukee. The fare was 5 cents. There was probably a pretty big celebration. The purchase of right-of-way and negotiations for franchises had started before the TMER&L was incorporated on January 29, 1896.

Even before the track was built, TMER&L was approached by Racine and Milwaukee about trackage rights for the "Milwaukee, Racine & Kenosha" (MRK) interurban being built between Milwaukee and Racine. The interurban would use TMER&L tracks up to 10<sup>th</sup> and Milwaukee and then extend their tracks south from 10<sup>th</sup> and Milwaukee to Marquette and west on Marquette to connect with the interurban line. Another branch, a short branch, ran from 10<sup>th</sup> and Milwaukee west for a short distance to the railroad depot and ended there and was abandoned in 1902.

A problem developed when the MRK interurban people wanted to run their tracks west from South Milwaukee to connect with existing interurban tracks. The Chicago Northwestern Railroad refused to allow them to cross their tracks and served TMER&L, which by now owned MRK, with an injunction to block the crossing. A local judge, Judge Johnson of Milwaukee dissolved the injunction.

On January 11, 1897, 50 men from the electric company arrived to begin building the crossing. The rail road arrived with 10 or 15 policemen and seventy-five Italians from Chicago. The rail road also had a train of cars that ran back and forth over the crossing point spraying steam and hot water on anyone who got too close. A large group of local citizens joined the fray. There were no serious injuries. Marshals and policeman on all sides made arrests and 18 men were taken to jail. The engineer and firemen of the locomotive escaped arrest by running away with the train. The dispute was eventually settled in the courts.

The interurban started running on TMER&L tracks in 1879. MRK became part of TMER&L two years later, and the MRK cars continued using the track in South Milwaukee until 1928.

The original cars on the South Milwaukee line were quite light. They ran on single trucks, but usage was heavy because of the meat packing plant in Cudahy so they were quickly switched to double truck cars. The new cars were more than a street car, but less than an interurban car. Articulated cars went into service on the South Milwaukee line on the 29<sup>th</sup> of April, 1930. A turn around loop was created just south of Milwaukee Avenue between Milwaukee and Madison Avenues to handle the new 1030 series three truck articulated cars called "South Milwaukee Cars". When Route numbers were assigned in 1927 to Milwaukee car lines, the South Milwaukee Route was designated Route 3 with no distinction for the Carrollville trips.

By 1892, transportation requirements of factory workers employed along 5<sup>th</sup> Avenue necessitated construction of a branch from the South Milwaukee line. The single track branch ran east on Milwaukee Avenue to 5<sup>th</sup> Avenue and south to Montana Avenue. By 1902 the line had been extended to Carrollville. In 1924 the Carrollville line was extended to Oak Creek. Eventually it would extend to Ryan road and connect to the Interurban line at South Junction.

Due to changes in company policy required to conform to S.E.C. attitudes?, The South Milwaukee line was cut back on July 5, 1938 and terminated at the Cudahy loop at, Grange and Packard. The truncated line was still designated as Route 3 and bus services was expanded to replace deleted services. On August 3, 1941 the suburban line ended with the abandonment of all service south of St. Francis and Kinnickinnic Avenues.

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