

Wilmette Historical Museum
Oral History #85

Abstract

Interviewee: David Leach Jr.
Interviewer: Maselli Briggs
Date of Interview: November 5th, 1977
General Topics: Transportation in Wilmette

Minutes into **Topics Discussed**
Interview

- | | |
|---------------|---|
| 0 to 5 min. | General information
Born in Wilmette in 1925
Chicago Milwaukee Railroad, 1854 – did not stop in Wilmette
Chicago Fire helped spur better transportation for suburbs |
| 5 to 10 min. | Depots
Chicago, Milwaukee, St. Paul, and Pacific Railroad “Milwaukee Road”, now CTA tracks – started running into Wilmette in early 1890s
Originally was supposed to go through Wilmette
Station in Llewellyn Park (might have been named after President of company – not sure) |
| 10 to 15 min. | Bluff City Electric
Streetcar line
Northwestern Elevated Company (1908) ◇ CTA
Different traveling options by train
Northshore Line
Had to bribe towns, but because Kenilworth wouldn’t agree to franchise passengers had to get off train in Winnetka and then ride by carriage to Wilmette Station. The Kenilworth Fountain was a bribe. |
| 15 to 20 min. | Northshore Line cont.
Wilmette sued the company because they were entitled to equal franchise compensation, due to Kenilworth getting the fountain ◇ they lost
People living on Greenleaf were not happy about having Northshore Line
Stopped freight-trains from being allowed down the line
World War I – allowed to transport soldiers from Fort Sheridan to Chicago |
| 20 to 25 min. | Chicago Service Line & Evanston Streetcar Line
Railroad schedules then vs. at the time of recording
Elevated railroad
Funeral Trains |
| 25 to 31 min. | Wilmette annexed up to Western Line
Freight lines
North Shore Line
Special trains for New Trier students, called the Tripper
Special trains for domestic workers
Train stops
Cuts off abruptly |