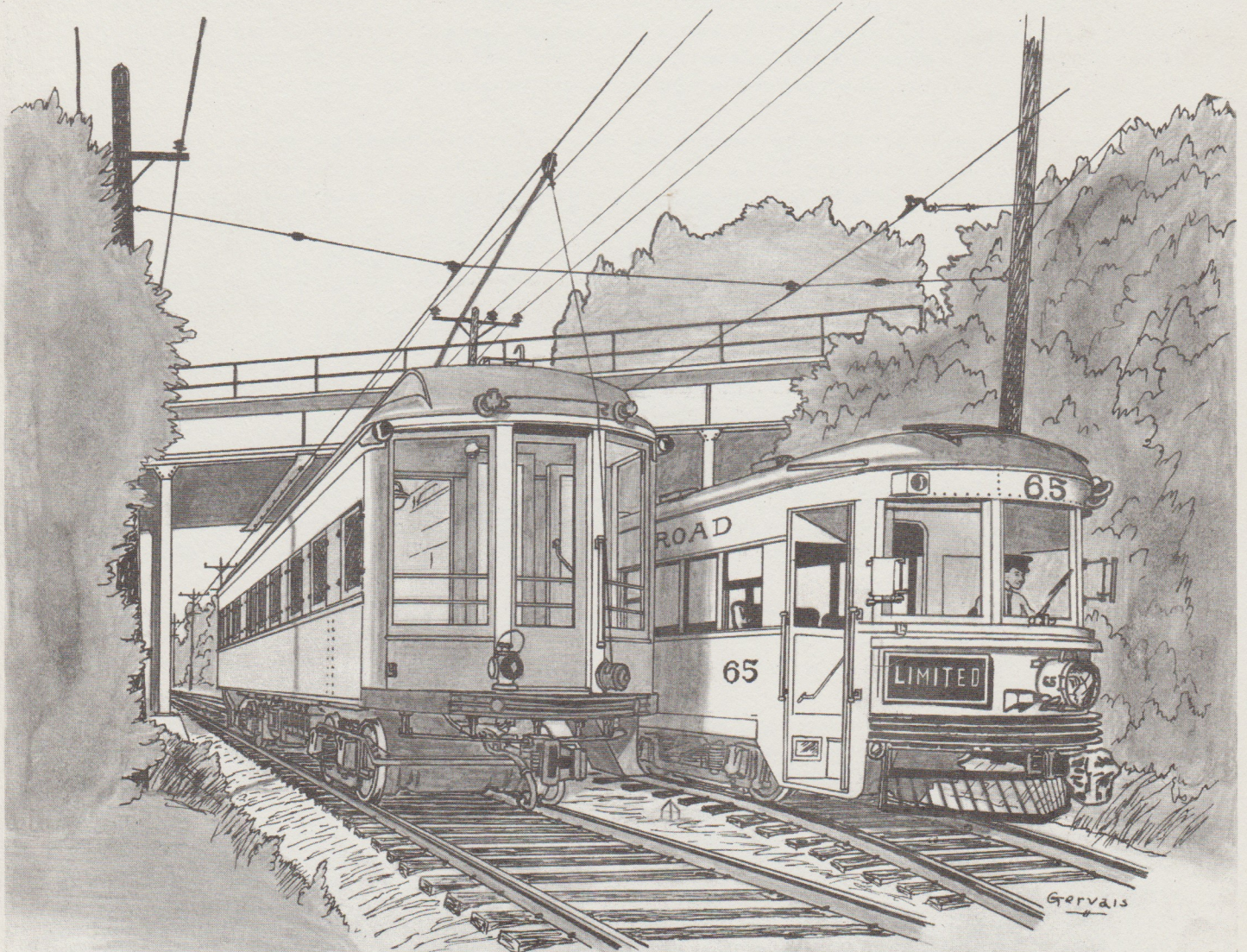


THE ILLINOIS ELECTRIC RAILWAY MUSEUM



The Nostalgic Charm of the Good Old Days

THE ILLINOIS ELECTRIC RAILWAY MUSEUM

Most of us can remember when any town that was worth its salt had a trolley line. And yet, today the trolley has all but disappeared from the American scene. It was the trolley which made possible the urbanization, and thus the industrial and commercial growth, of this country. It also brought the advantages of the city to the rural areas. Perhaps the most astonishing feature of the trolley was its rise and decline in only a little more than two generations. The first successful trolley ran in 1888, and by World War I the entire nation was bonded together with a web of steel rails and copper wire. Since that time the offspring of Henry Ford has erased almost all of these lines, and it will not be very long before even the last of the survivors has passed away.

With this in mind, in 1941 ten men decided that Indiana Railroad car 65 must be preserved because it was the last of a group of 35 cars which represented the highest degree of interurban car design. With the talk of war and the lack of a suitable storage place for this car, these men brought 65 to the attention of the Cedar Rapids & Iowa City Railway, which had recently purchased similar cars. 65 was saved.

Time passed until 1953 when the Crandic, too, gave up its trolley passenger service. Again ten men met. After a hard struggle against impossible odds, 65 was saved. To the rescue came Mr. Frank Sherwin with an offer of a home. And so the Illinois Electric Railway Museum was formed and incorporated as a not for profit, educational Museum.

With the arrival of 65 at North Chicago, the idea of a trolley museum began to catch the imagination of more people. As members joined, they brought in additional skills and ideas. Among the ideas were those that pertained to the expansion of the Museum to include a wider representation of trolley equipment. In 1955 the London & Port Stanley Railway in Canada announced that it was disposing of the four cars which it had acquired from the Milwaukee Electric in 1940. A drive was begun and soon two cars were saved. At this same time the last of the "Big Red Cars" in Chicago was purchased by the Museum. And so a total of four cars were saved in the first two years of the Museum.

Still the growth continued. The Illinois Terminal abandoned its main line passenger service and the Museum purchased 277 and 101. Shortly thereafter, car 415 was declared surplus and the Illinois Terminal collection grew again. Thus the end of 1956 saw seven cars saved.

As more cars were taken off their runs, more cars were added to the Museum. In 1957, cars 170 and 1024 were purchased, and an agreement was made to acquire car 354. In 1958, car 972 was donated by the Milwaukee & Suburban Transport Corp. and cars 1702 and E223 were purchased. This brought the total to 13.

In the meantime other work was being done by the members of the Museum to further its goals. At North Chicago track had to be laid upon which the cars could be stored. Parts were acquired and storage facilities were set up. And the never ending job of protecting these valuable exhibits from the ravages of weather was taken care of in conjunction with the restoration and rehabilitation necessary to bring out the beauty hidden by years of service. Pictures of this work can be found on the next page. Men who had little experience with the use of tools soon became skilled craftsmen. Muscles which had been unused were given a real work-out in track laying. Here the Museum member could find a combination of training in the manual arts and physical exercise in the open air.

In this booklet you will find a description of the cars saved by the Museum. It is hoped that you will find both this booklet and your visit to the Museum the chance to again relive "The Good Old Days."



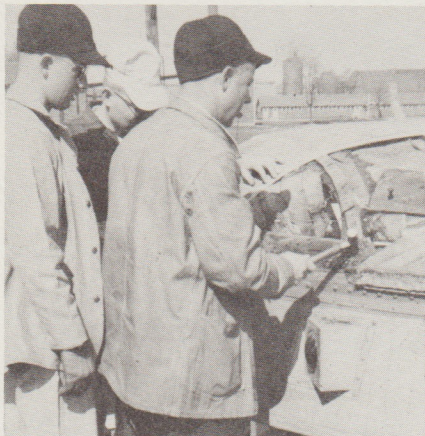
PAINTING



PATCHING ROOFS



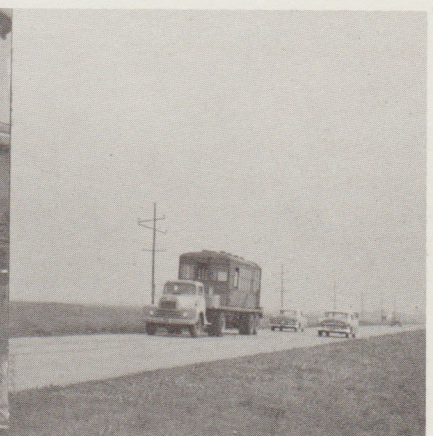
REBUILDING PARTS



CARPENTRY



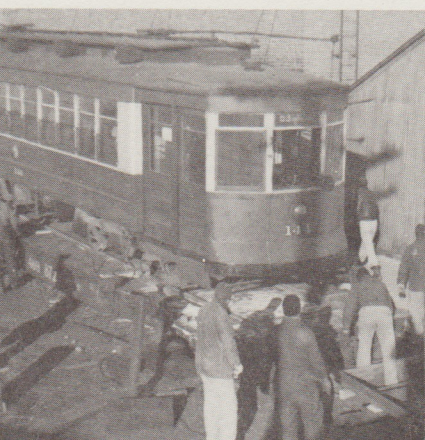
TRUCK REBUILDING



HAULING CARS



PAINTING ROOFS



UNLOADING CARS



TRACK LAYING

ILLINOIS TRACTION SYSTEM ILLINOIS TERMINAL RAILROAD

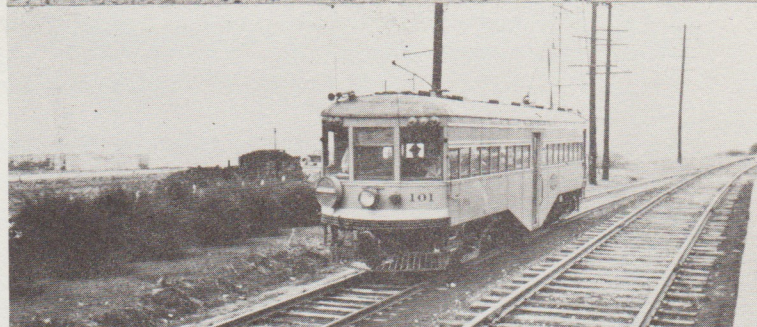
No. 277 (St. Louis, 1913).

This is one of the finest examples of the passenger-baggage combination interurbans still in existence. It is also the heaviest trolley passenger car still intact, tipping the scales at almost 55 tons. Air-conditioned and modernized in the late 1930's, 277 plied the miles between St. Louis, Springfield, Peoria, and Danville, frequently pulling as many as four deluxe sleeping and parlor car trailers. This was the car which made the last run under power on the ITS mainline in 1956.



No. 101 (American, 1917).

Originally this was no. 61 of the Alton Granite & St. Louis and ran as a deluxe chair car for a few years until conversion to a straight coach. Before and after being taken into the ITS in 1930, 101 served the run between St. Louis and Alton until its abandonment in 1953. After three years in storage it joined 277 for the run to North Chicago in 1956. This is a rather unusual car, having its loading door located in the center of the car.



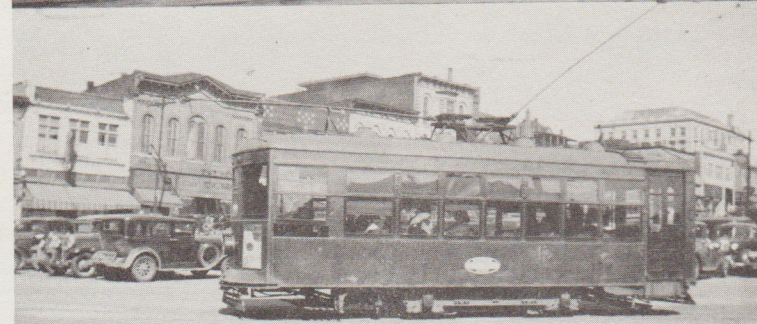
No. 415 (St. Louis, 1923).

One of a large number of similar cars built by St. Louis Car Co. in the 1920's, 415 began life as a single-ended Ivy Line car on the run between Joliet and Princeton, carrying the number 64. After the Chicago Ottawa & Peoria was abandoned in 1934, this car was rebuilt into double-ended 415 and served various branch lines and the St. Louis-Granite City run until acquired by the IERM in 1956. Here we have an excellent example of the lightweight interurban or suburban car.



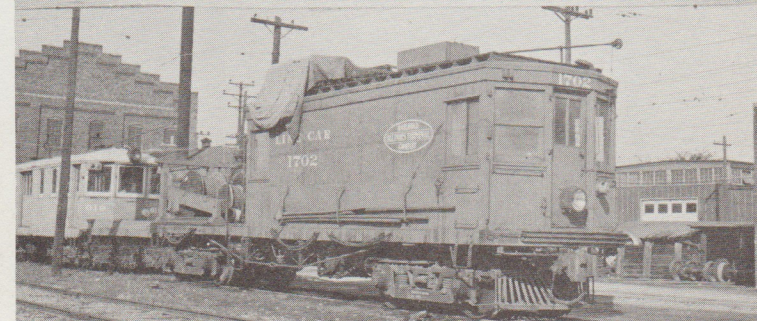
No. 170 (American, 1921).

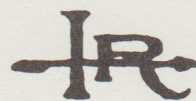
If any car could be considered a "typical trolley" this is it. Originally 170 served Galesburg, Illinois, and later ran in Alton. In 1939, 170 was demoted to duty as a yard office in the St. Louis terminal of IT and thus it remained until we hauled it to North Chicago in 1957. Now being rebuilt, it will soon become the only example of the design of Charles O. Birney still in existence within 400 miles.



No. 1702 (ITS, 1922).

Every trolley line needs equipment to maintain its overhead wire structure, and the Museum trolley line is no exception. Originally 1702 was a city car built by Danville in 1903, but the Decatur shops created a utilitarian piece of equipment which bears little resemblance to its ancestor. When we are on our own site, 1702 will undoubtedly prove to be our most useful car.





INDIANA RAILROAD

No. 65 (Pullman, 1931).

Here is the car which has the distinction of being the last interurban car to operate in the State of Indiana. 65 is the example of the utmost in interurban design, with an all aluminum body and capable of speeds up to 90 miles per hour. Our first car, 65 is now undergoing a thorough rebuilding to convert it back from Cedar Rapids & Iowa City 120 to its original condition. This is the car which started the Illinois Electric Railway Museum.

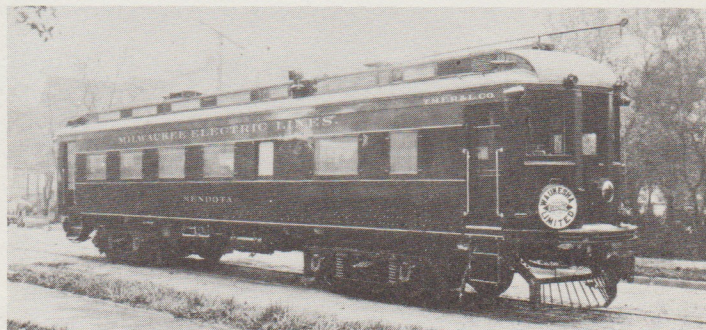


MILWAUKEE ELECTRIC RAILWAY & LIGHT CO.

"Mendota" (Kuhlman, 1909).

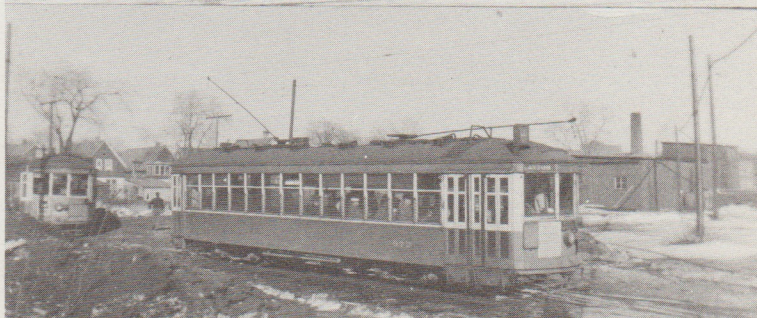
No. 1129 (Kuhlman, 1909).

Here are the only matched interurban passenger cars in any trolley museum. Originally nos. 102 and 104 of the Wisconsin Traction, Light, Heat & Power Co. line between Appleton and Kaukauna, these two cars with four others were rebuilt in the Milwaukee shops in 1924 as the prototypes of the famous "Green Specials" of the Milwaukee Electric. These cars often ran together on the runs to Kenosha, Watertown, Sheboygan, Burlington, and East Troy until the late 1930's. In 1928, the "Mendota" was reduced from its plushy parlor car duties to a coach numbered 1135. After a few years of storage, these two cars with two others were sold to the London & Port Stanley Railroad in Canada where they became nos. 16 and 21. When they became surplus again in 1955, the IERM stepped in to save them. These cars have the distinction of being the only two interurban cars on record to have travelled both ways across Lake Michigan by boat. They moved the entire distance from London to North Chicago in freight trains and are now being rebuilt to the splendor of 1924.



No. 972 (St. Louis, 1927).

One of the last cars to operate in Milwaukee, 972 is a prime example of the effort made by traction lines in the 1920's to design an economical, yet attractive, car which would be capable of handling large numbers of people with the maximum efficiency. This is the first car which the Museum acquired by donation.

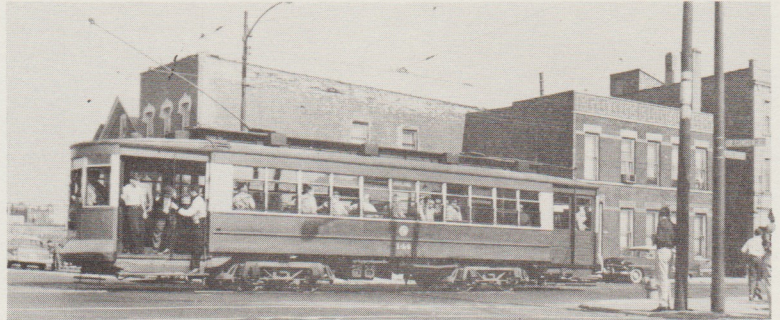




CHICAGO SURFACE LINES

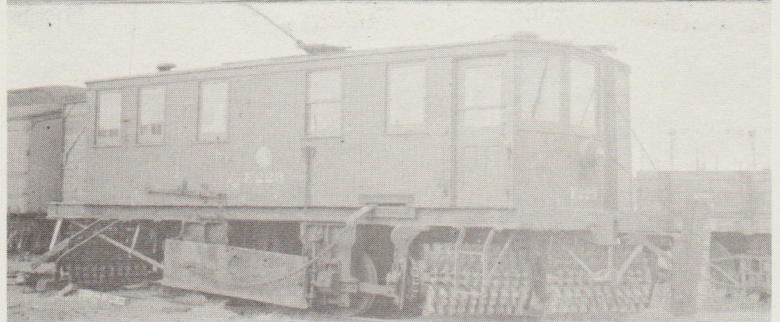
No. 144 (Pullman, 1908).

Here is the "Big Red Pullman" which won the hearts, and sometimes the ire, of Chicagoans for almost a half-century. Originally built for the Chicago Railways and painted green, 144 turned red about the time of World War I when the independent companies united as the Chicago Surface Lines. This car is typical of the big city design--large capacity, big doors on a long platform for fast loading.



No. E223 (McGuire-Cummings, 1908).

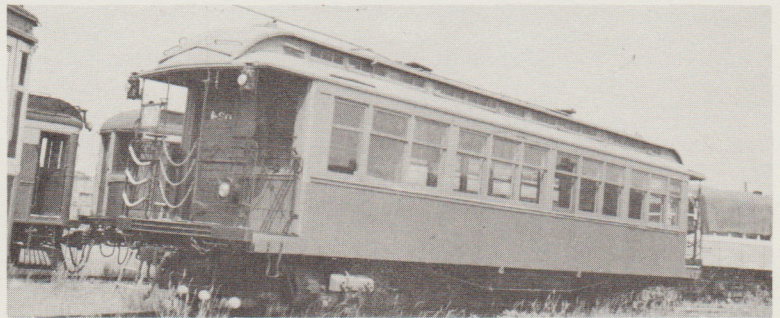
Just as the 170 can be called the typical trolley, the E223 is the rubber-stamped snow fighter. This type of car operated in almost every city which had any winter problem. No Northern trolley line would be complete without a McGuire-Cummings sweeper.



CHICAGO RAPID TRANSIT

No. 1024 (Pullman, 1899).

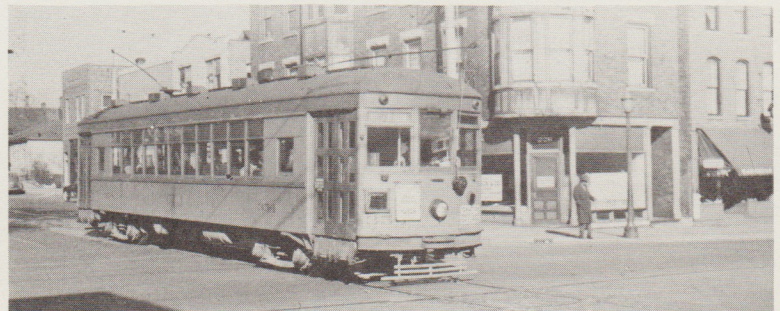
The oldest car in the Museum, 1024 served the North Side lines of the Elevated for 55 years until it was demoted to use as a switcher in 1954. Originally built for the Northwestern Elevated Railroad, it carried the number 24 until the consolidation of the Chicago Elevated Railroads in 1913. This car was the last wooden car in passenger service, having been used for an IERM Special on April 20, 1958. Shortly thereafter it made the trip to North Chicago under its own power on July 17, 1958.

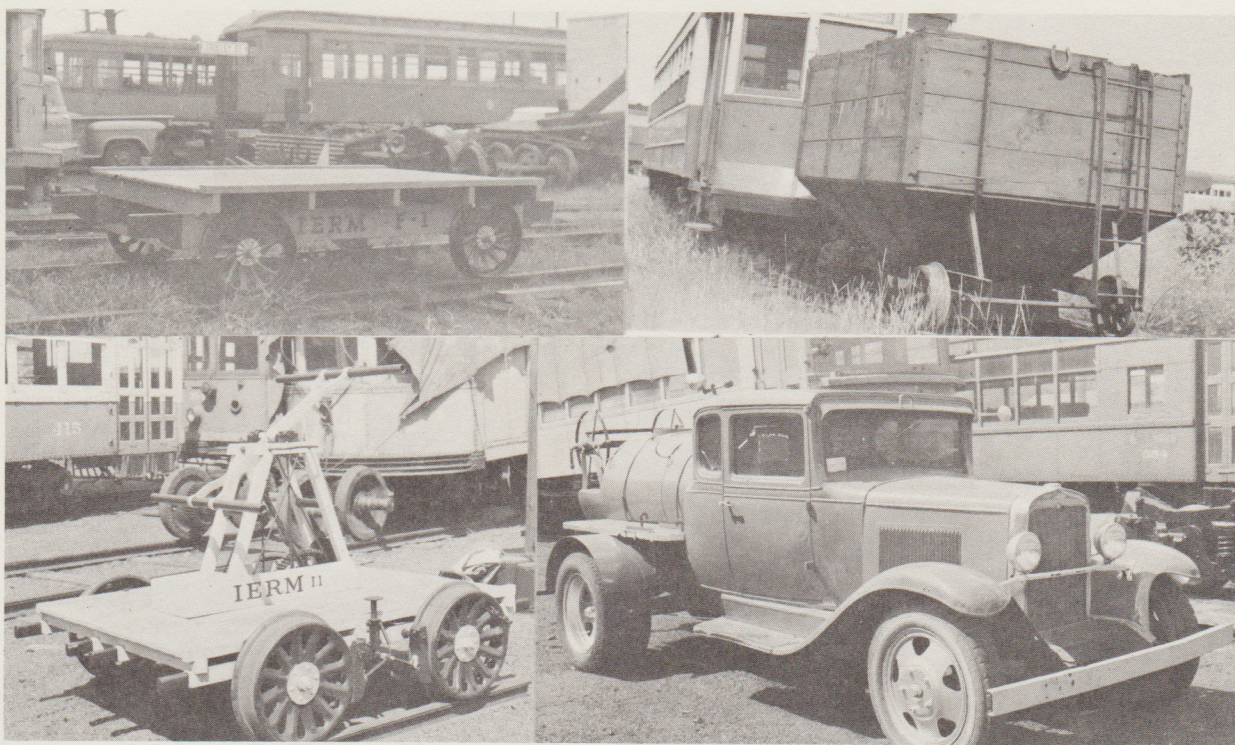


CHICAGO NORTH SHORE & MILWAUKEE RAILROAD CHICAGO & MILWAUKEE ELECTRIC RAILWAY

No. 354 (St. Louis, 1927).

Originally bought for service on the local city line of the North Shore in Milwaukee, 354 saw war service hauling sailors between Waukegan and Great Lakes until that line was abandoned in 1947. Returning to Milwaukee 354 ran until it made the last trip to Oklahoma Avenue on August 12, 1951. The other nine cars in this series were scrapped but 354 was saved as a storehouse by C.H.F. Co. Now undergoing reconstruction, 354 represents another approach to the transit problems of the 1920's -- the deluxe city car which could be operated with one man when business was slow or with two men in rush hours.

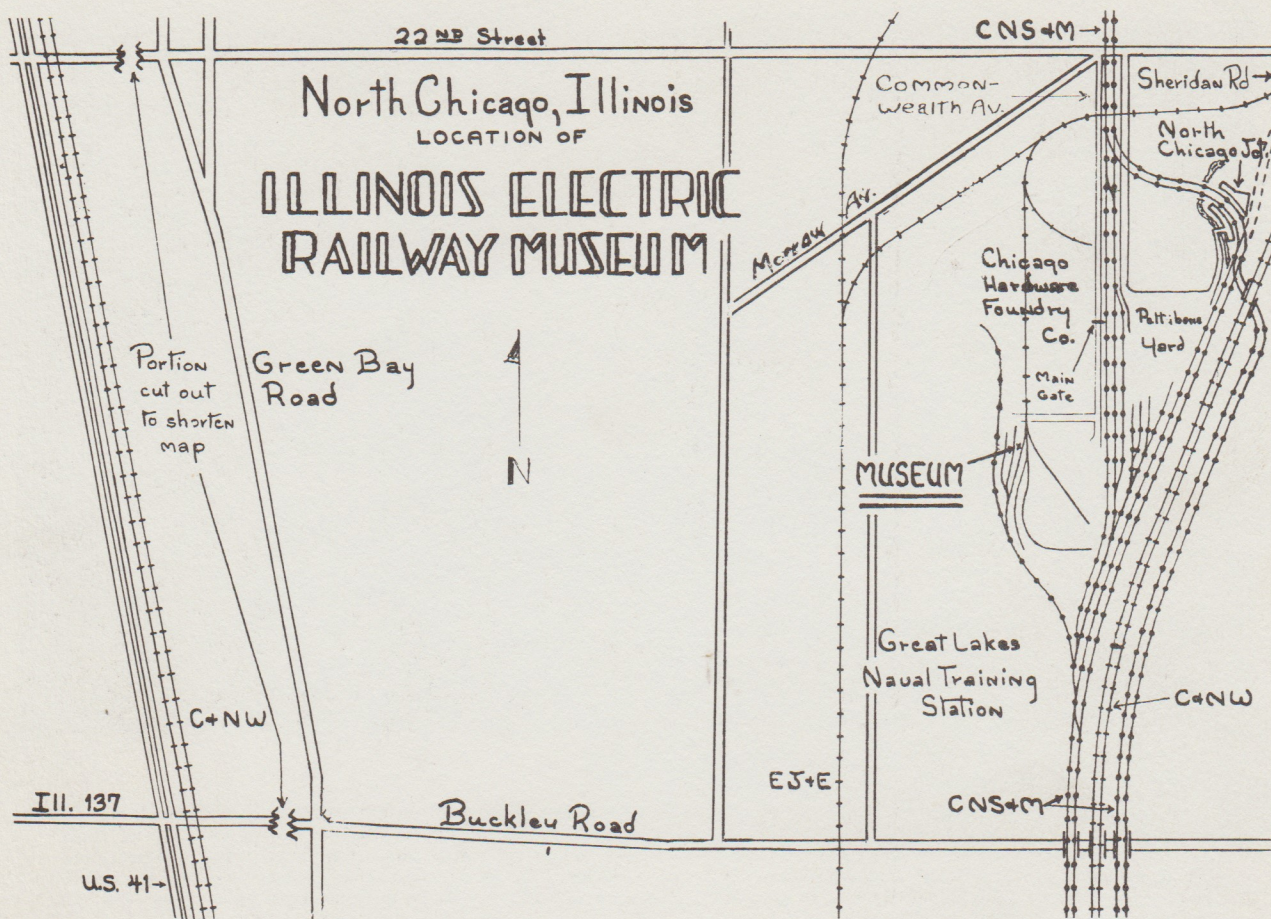




Equipment used to build and maintain a railroad is not always glamorous, and the four pieces of miscellaneous equipment owned by the Museum do not violate that rule. Still they can be attractive. Flat car No. F1 was built by members of the Museum from parts donated by the Red Star Yeast Company, who also donated hopper car No. H1. Inspection car 11 was the gift of a local electric railway and was overhauled in the basement of a member. And finally is tank truck T1 which one time helped fight fires around Pewaukee, Wisconsin. It will be used for weed killing, dust control, and fire protection.

Other cars, not owned by the IERM, on display include the three former Chicago Elevated cars owned by Mr. Frank Sherwin, President of the Chicago Hardware Foundry Co. No. 1268 is a trailer, while Nos. 1797 and 1808 are motor cars. All were built by American Car & Foundry in 1909 and can be operated as a train along with No. 1024.





Thus you have seen the equipment saved by the Illinois Electric Railway Museum.

But what of the future? Soon we will begin development of a permanent site where these cars will operate. Barns and shops will be erected, along with track, overhead wire, and the many other features which go with the trolley line. Extra care will be taken to preserve the atmosphere and feeling to enable our visitors and members to enjoy a sojourn into the past.

This will require a great deal of financial and physical aid. The Illinois Electric Railway Museum is recognized by the U.S. Internal Revenue Bureau as a tax-exempt, tax-deductable institution. Thus all donations may be deducted from personal or corporate income taxes. In addition, membership is open to any person of good character over the age of 21 (18 with parental consent), and we invite your inquiries.

The Museum is open to the public on Saturdays ONLY from 9 a.m. to 5 p.m. The map above is for your convenience. All visitors must sign the register at the gate due to the private nature of this foundry.

Any further information will be furnished upon request.
Address all inquiries or donations to:

ILLINOIS ELECTRIC RAILWAY MUSEUM
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Chicago 3, Illinois