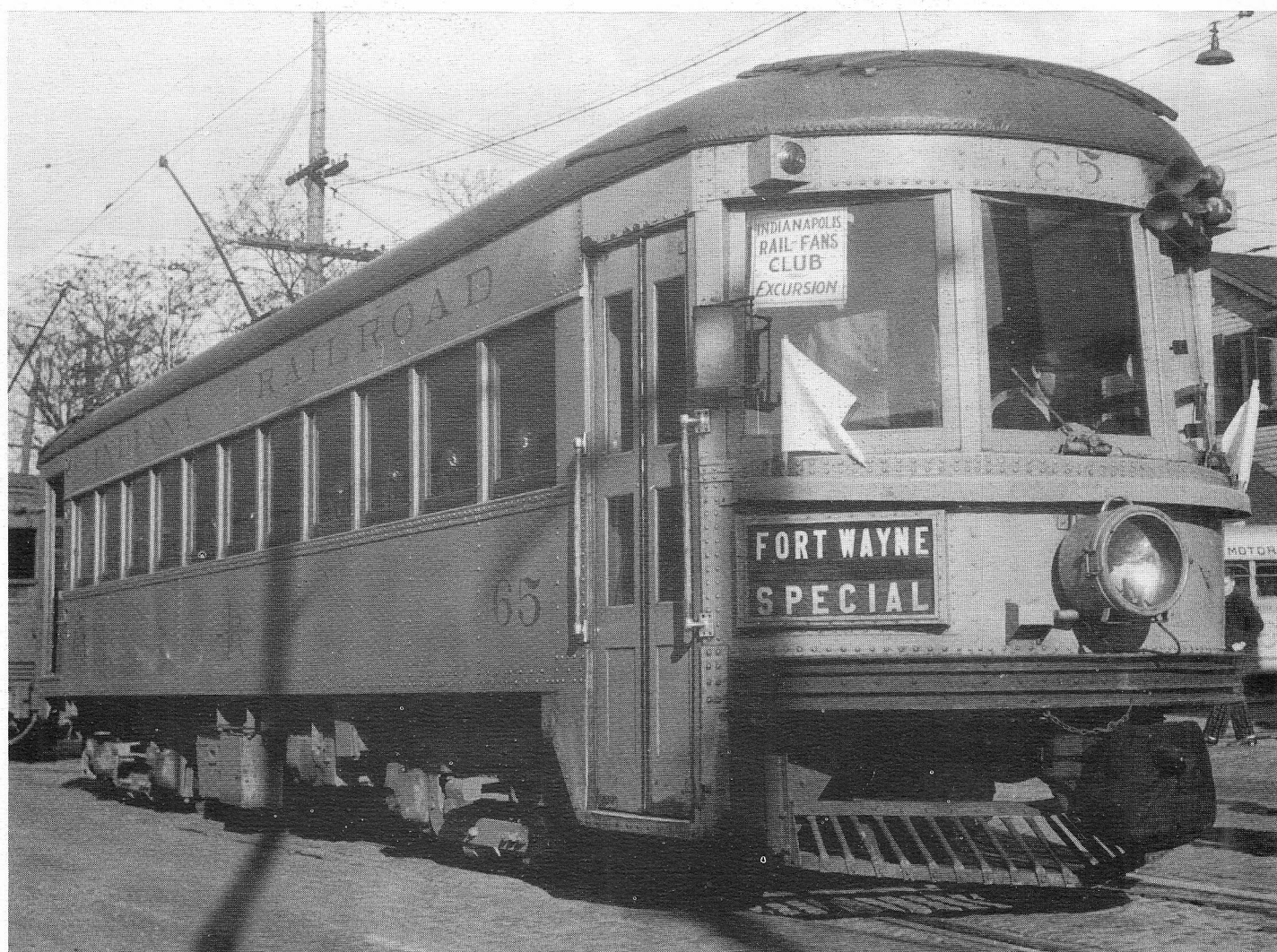
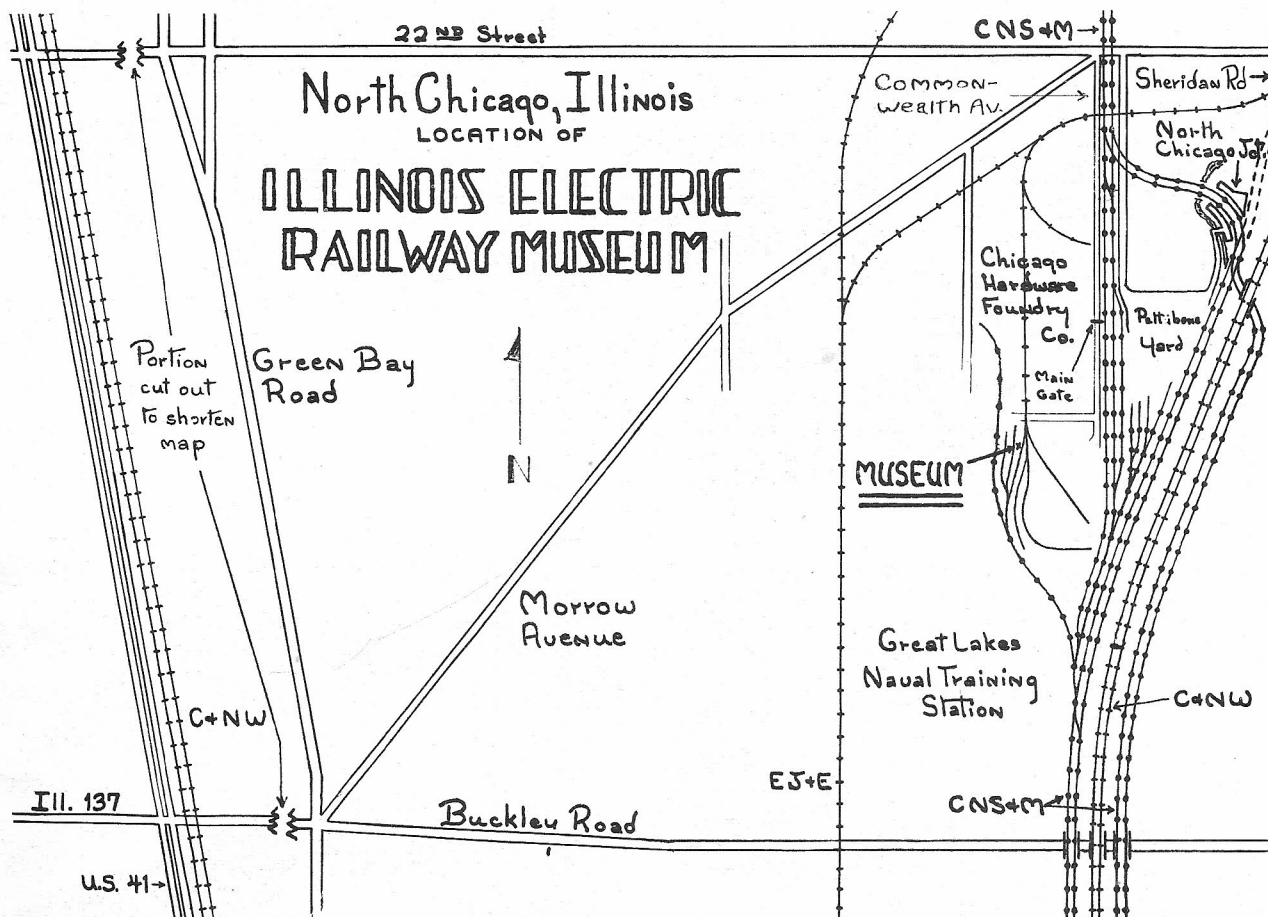


THE ILLINOIS ELECTRIC RAILWAY MUSEUM



A NON-PROFIT ORGANIZATION FOR THE PURPOSE OF STUDYING AND PRESERVING ELECTRIC RAILWAY CARS AND EQUIPMENT.

JANUARY, 1958



FRONT COVER: No. 65 on a fan trip in 1939 (Pullman, 1931).

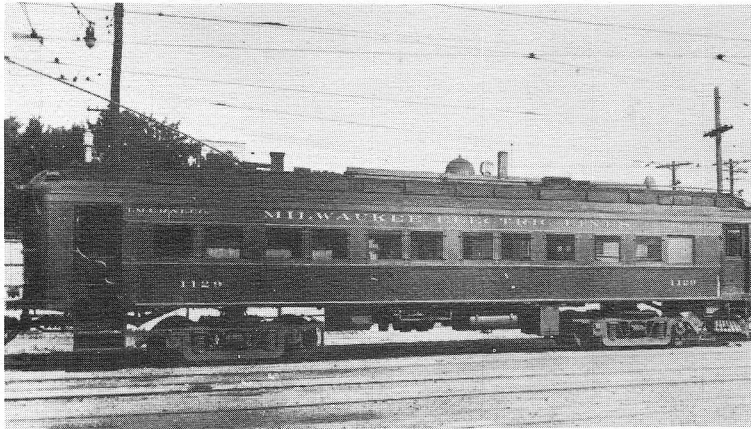


A view of some of the equipment from the roof of the 277. The 354 (ex CNS&M) and 1268 (an ex CTA "L" trailer) are owned by Mr. Frank Sherwin.

The Illinois Electric Railway Museum was founded in 1953 for the express purpose of preserving the Indiana Railroad's No. 65. At the time this car was built in 1931 (one of an order of 35 such units), it represented the ultimate in speed and comfort for an interurban passenger unit, and resulted from years of study and evolution. Now, several decades after its construction, the 65 remains the paramount example of a colorful era of electric railway car building.

Several other museums preserving selected pieces of Eastern and Western equipment but MidwestAmerica was unrepresented. So, when two ex-Milwaukee Electric cars became available early in 1954, the Board of Directors decided to enlarge the scope of the Museum.

The Milwaukee Electric Railway & Light Company's parlor car "Mendota" (No. 1135) and coach (No. 1129) were purchased from the London & Port Stanley Railway and arrived at the Museum in March of 1954. These



No. 1129 late in 1930's (Kuhlman, 1909 rebuilt 1924)

At this same time (in 1953) other electric lines were abandoning passenger operations or going out of business altogether. Usually the equipment went to the scrapper's torch, photographs being the only tangible evidence of a once great and extensive system of lines. There were

are the only two remaining cars from a system that at its peak boasted over 190 miles of line and several hundred cars.

It was only natural that our next acquisition should represent the largest street railway system in the world,



Mendota No. 1135 after rebuilding in 1924 (Kuhlman, 1909)

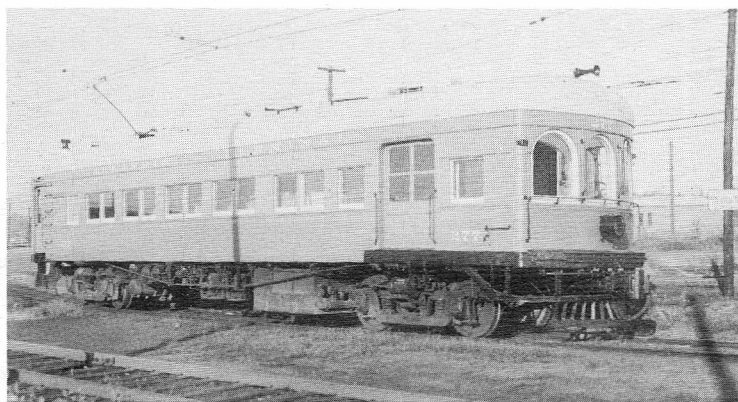
No. 144 at Polk and Dearborn, 1953
(Pullman, 1908)



that of Chicago. No. 144, a Pullman-built city car affectionately known as the "big red car" by its riders, was purchased from the Chicago Transit Authority. This was one of the most characteristic of Chicago cars, due principally to its large size. There were 600 of these cars built from 1908 to 1909, and they served

until the rail system is cut off.

From 1955 until 1957 four Illinois Terminal cars were obtained, representing the most extensive electric service in the Midwest, each unit a distinctive phase of the operation. Mainline combine No. 277, so typically I.T. in design, and center-door coach No. 101 (formerly

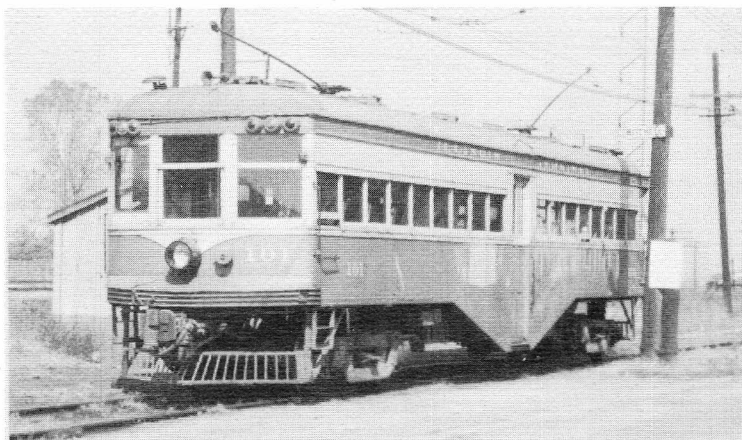


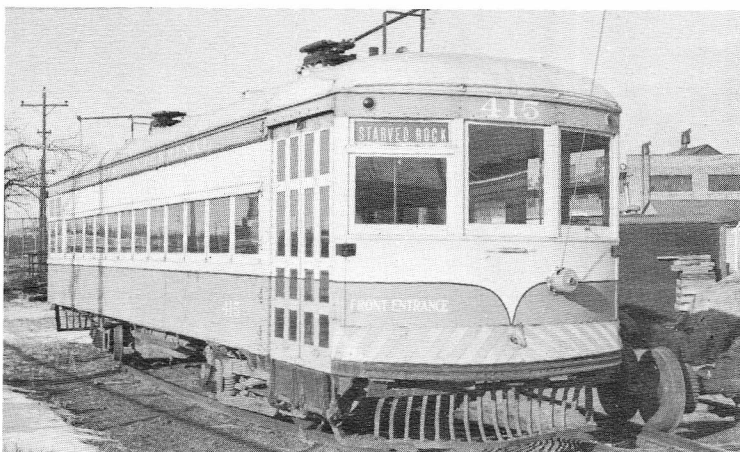
No. 277 on wye at Springfield
(St. Louis, 1913)

faithfully the north and west side lines until their retirement in 1954. Numbers 500 through 610 were equipped with couplers and pulled the 9000 series trailers on Milwaukee, Cicero, Ogden and Madison. No. 144 is now stored at the 77th Street car barn for use on fantrips

a chair car), arrived on their own wheels immediately after cessation of service in March of 1956. Lightweight coach No. 415, built originally for the Illinois Valley division, came later from the St. Louis-McKinley Bridge service. Still later came the typical city car from

No. 101 at Mitchell on Alton-St. Louis
line (American, 1917)



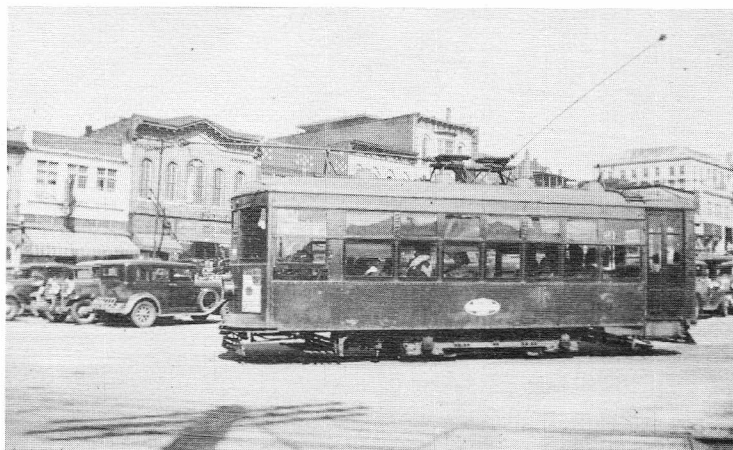


No. 415 at North Chicago, Illinois
(St. Louis, 1913)

everybody's traction line, the single truck Birney. Built for the Galesburg Railway Light & Power Company (division of Illinois Traction Company), it was moved to Alton in 1931 to become No. 170. In later years it saw service as a trainmaster's office in the terminal

from the Chicago Elevated Railway, No. 1024. Used primarily on the north side division, it saw service last as a shuttle car on the Evanston branch, being taken out of passenger service early in 1954. This unit was just purchased in December and remains stored at the

No. 170 in Alton (American, 1921)

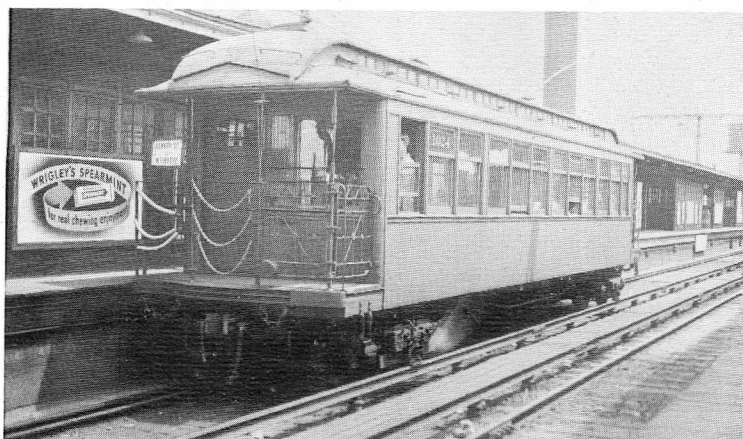


building at St. Louis. At present it is undergoing complete rebuilding to its original condition when delivered to Galesburg.

The last car in the collection owned by the Museum is one of the ten hundred series wood elevated cars

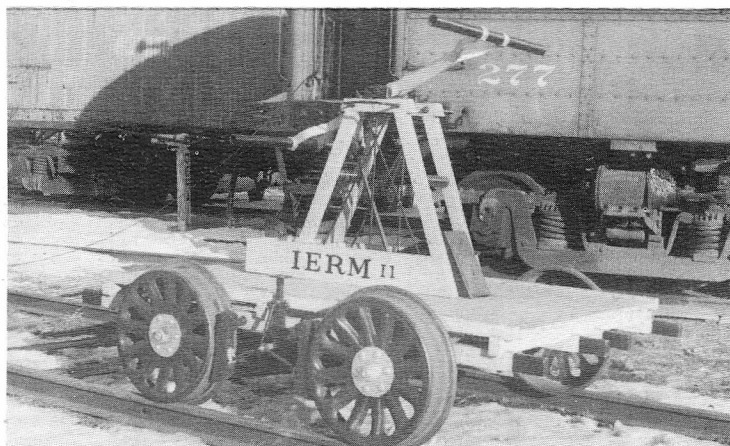
Wilson Avenue yard of the Chicago Transit Authority.

The I 1 (inspection - hand car) is the most representative piece of equipment the I.E.R.M. owns; similar units being used by steam railroads as well as electric lines. We are especially happy as the I 1 is the first



No. 1024 at Howard Street, northbound
from Chicago to Wilmette
(Pullman, 1899)

II at North Chicago



operating car to bear the Museum name. The gift of a local electric railway, it is now being used to inspect prospective permanent sites.

On March 1, 1958 the Milwaukee & Suburban Trans-

port Company discontinued the last streetcar line, No. 10 Wells Street. The I.E.R.M. has obtained car No. 972, one of the final cars to be used in this service. Transportation of this and several of the other units remains to be carried out in the near future.



No. 972 on No. 12 line just before abandonment of that route in 1951 (St. Louis, 1927)

The Museum stores its equipment on the grounds of the Chicago Hardware Foundry Company at North Chicago, Illinois (see map on inside cover). Due to the private nature of this foundry, visitors to the Museum are asked to sign a register upon entrance and exit. Public inspection and participation is invited, any Saturday between the hours of 9 a.m. and 6 p.m. Actual work, however, is limited to those over twenty-one years of age, or young people over sixteen with written consent of their parents.

At the moment the main problem facing the Illinois Electric Railway Museum is the acquisition of a permanent location. Several sites are under immediate investigation, but as is common with ventures of non-profit corporations, financial considerations greatly increase the difficulties. Ultimately an operating

electric railway is contemplated, complete with carbarns and storage facilities, shops and portions of typical interurban construction—street-running, open side-of-the-road trackage, and even stations and signals. Obviously such a complete operation will take a good deal of time to build and can only be accomplished through the support of individual financial and physical contributions.

In April of 1954 the I.E.R.M. was incorporated as a non-profit educational organization in the state of Illinois. In September of 1957 the federal government recognized the Museum as an educational group for the purpose of income tax exemption. All donations to the Illinois Electric Railway Museum may be deducted from personal or corporate income taxes.

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

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