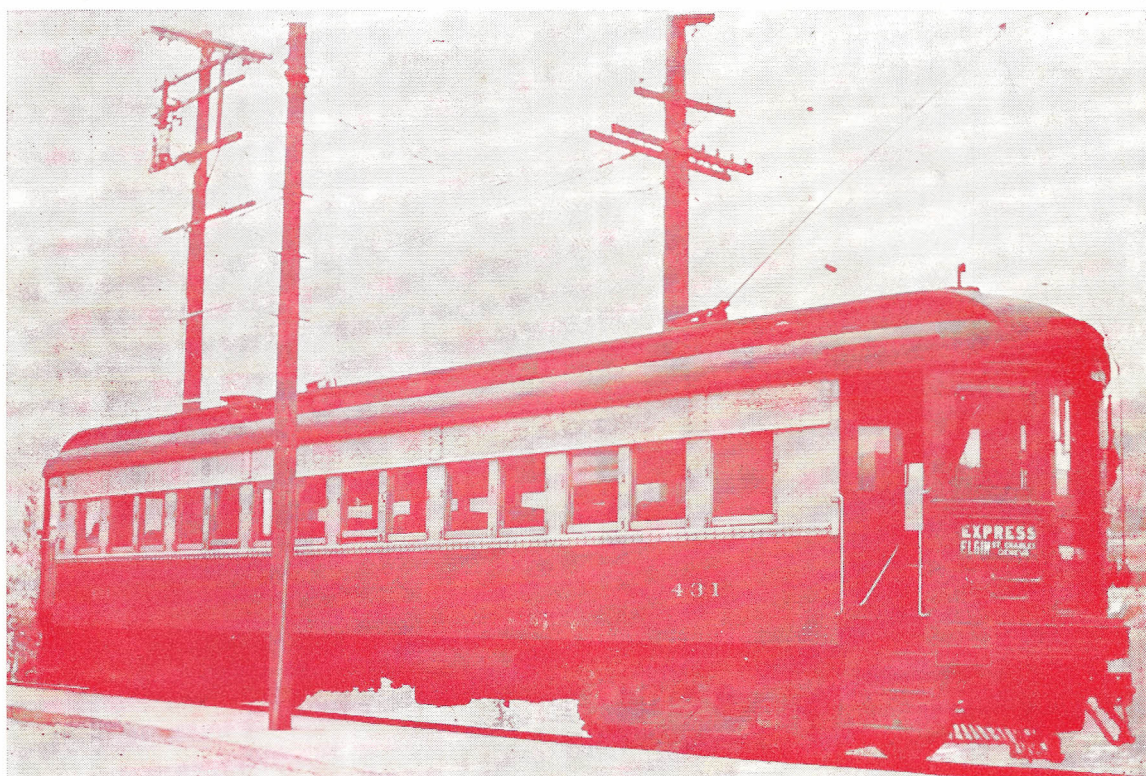


The Illinois Railway Museum Union, Illinois



Souvenir Brochure
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INTRODUCTION

The year, 1965, marks the twelfth anniversary of the founding of the Illinois Railway Museum, which was organized in 1953 by a group of ten men dedicated to the preservation of Indiana Railroad car No. 65. The museum has now grown to a collection of 41 pieces of railway equipment, including private car "Ely" from the Nevada Northern Railroad, a Saddle Tank Steam Engine from Public Service Company, four Chicago & North Western cars and electric railway cars hereinafter described in photos and text. Originally founded as the Illinois Electric Railway Museum, the organization's name was changed in 1961. in order to broaden the scope of the museum's operation.

Prior to the spring of 1964, the collection was stored in North Chicago, Ill., adjacent to the well known Chicago North Shore & Milwaukee Railroad and the U.S. Navy's Great Lakes Naval Training Center. It was here that many hundreds of people viewed the cars in the museum's early years of development.

Again wishing to expand its scope of operation, the museum purchased 5½ miles of abandoned right-of-way outside of Union, Illinois. The property was used prior to 1930 by the Elgin & Belvidere Electric Company, a 35-mile interurban line which helped link Chicago with Rockford. It is on this right-of-way that rail is again being placed, while attempting to recapture the glory and nostalgia of the "Interurban Era."

In 1957, the Internal Revenue Service recognized the museum as a non-profit educational organization by granting it a tax exempt status. Thus donations, both corporate and personal, are tax deductible. It is through this status that most of the museum's income is derived. In 1958 it became a member of the American Associations of Museums; 1960 charter member of the American Railway Museums.

Future projects will include the construction of a building to house our 1500 KW rotary-converter. This unit will supply the electricity needed to operate our electric cars. Plans also call for the construction of car barn facilities, auto parking areas, storage tracks where the cars may be viewed and photographed, stations, and many other projects too numerous to name. Your financial support is requested to help us reach these goals. Please feel free to call upon any of the museum members for answers to your questions regarding the museum, its cars and operations. As you view the cars, you will find a brief history of their operations contained in this brochure.

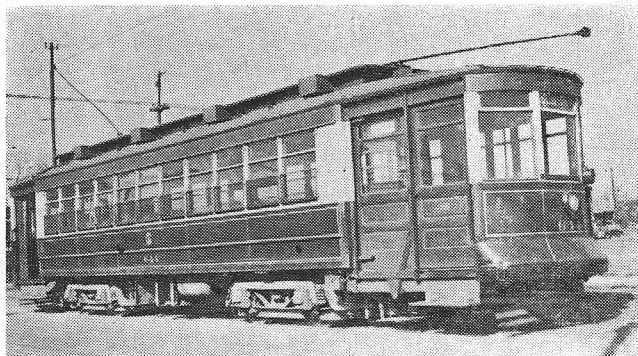
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It is our hope that you will enjoy your visit to the Illinois Railway Museum and will come again soon.

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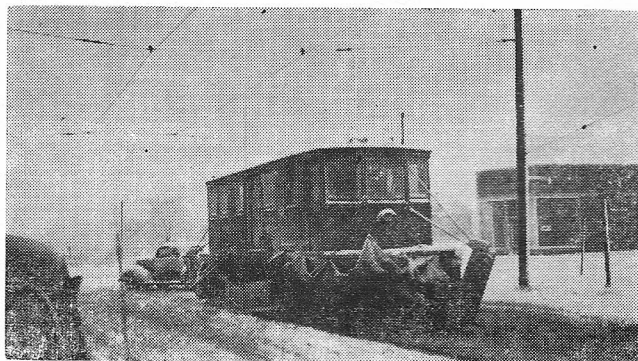
Chicago Surface Lines Chicago Transit Authority Car 144 (Pullman 1908)

Anyone residing in Chicago prior to 1956 will remember the "Big Red Pullmans." A total of 600 of these fine cars were built to form the backbone of the nation's largest streetcar system. Today only three such cars remain in existence. The Illinois Railway Museum is proud and fortunate to have such a unit in its collection. Very soon, this car will again be hauling passengers on the museum's trackage at Union, Illinois.



Chicago Surface Lines Chicago Transit Authority Sweeper E-223 (McGuire-Cummings 1909)

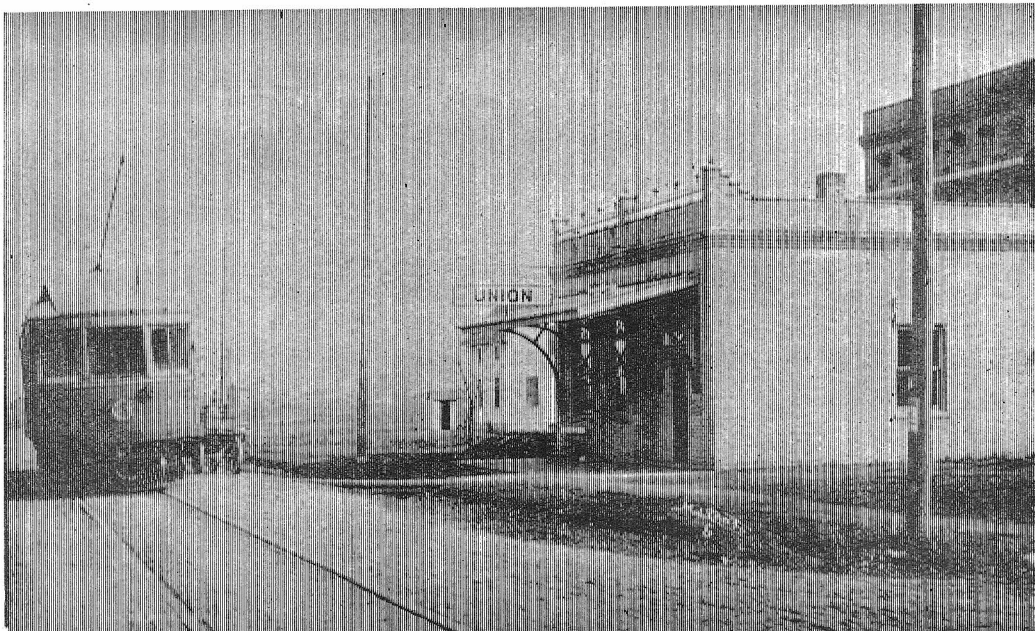
Neither snow nor sleet stopped Chicago's streetcars from operating, even when all other forms of surface transportation were halted. One of the reasons was the McGuire-Cummings 4-wheel snow sweeper. This type of car was used by almost every streetcar and interurban company in the snow belt. When the snow comes, we'll be ready.



COVER PHOTO:

Chicago Aurora & Elgin Railroad car No. 431 was built by the Cincinnati Car Company in 1927. It operated on the CA & E until passenger service on the road was discontinued in July, 1957. Shortly before service ended this photo was taken at the Aurora terminal.

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Elgin & Belvidere Box Motor No. 101 eastbound at Union around 1911 (this photo was taken at a location where the Union water standpipe is now erected).

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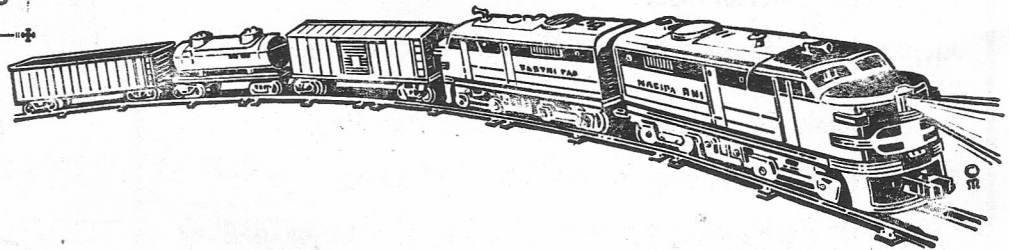
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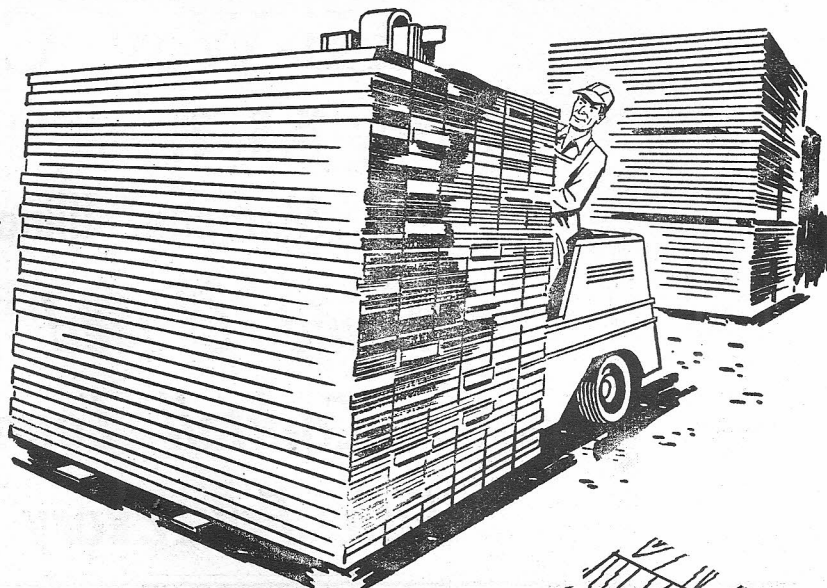
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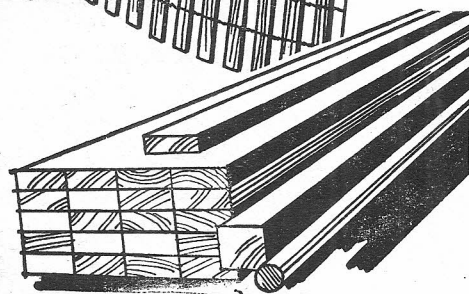
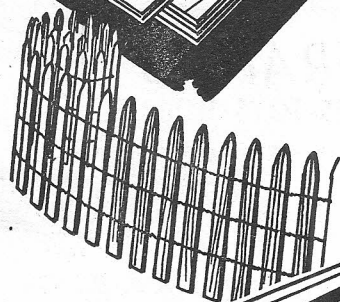
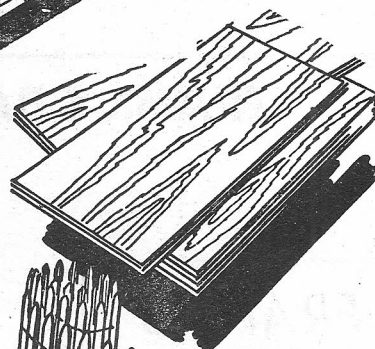
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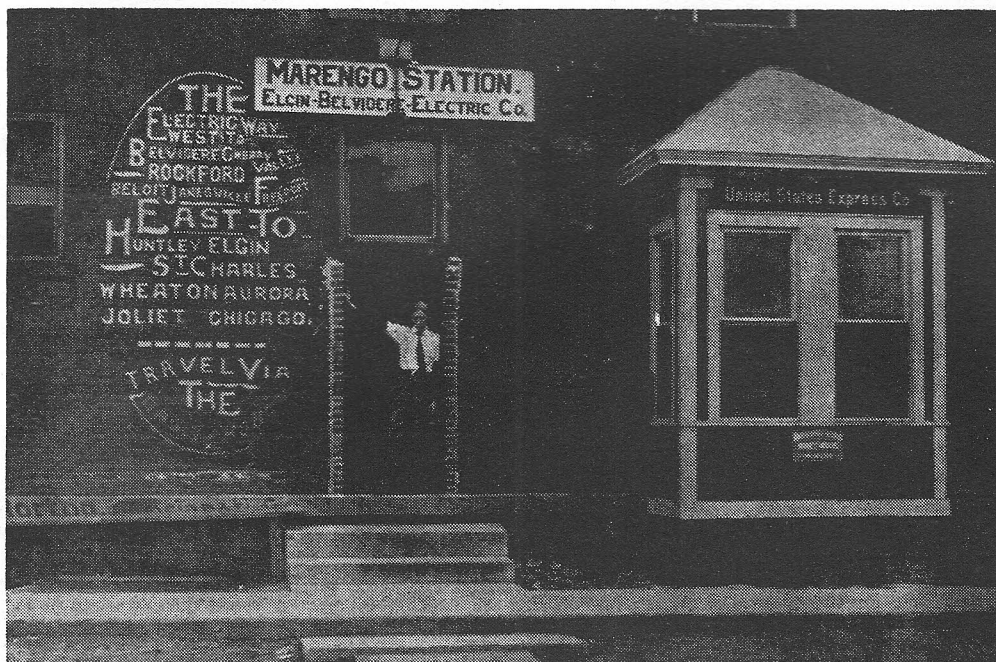
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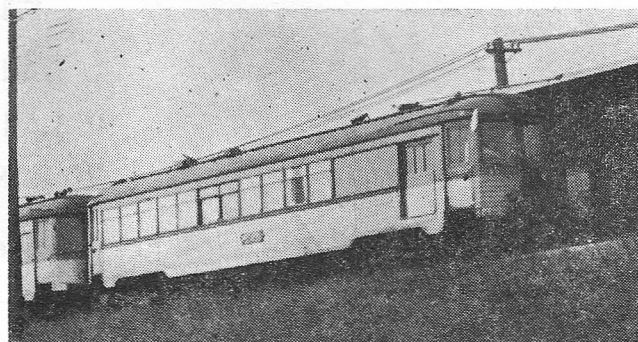
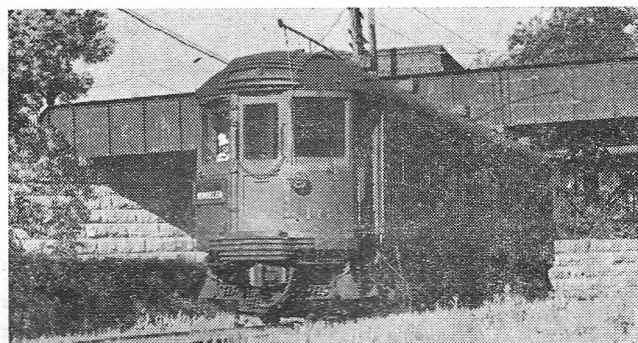


Chicago North Shore & Milwaukee Railroad

Car No. 160 (Brill, 1915)

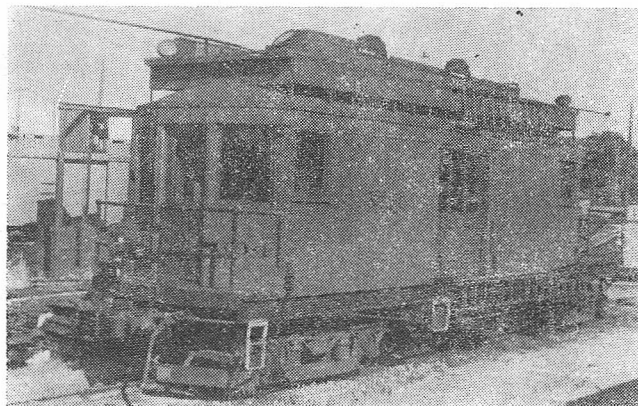
Car No. 251 (Jewett, 1917)

An order for 15 cars was placed with the J. G. Brill Company of Philadelphia, Pa., in 1915, by the Chicago & Milwaukee Electric Railway. These cars weighed over 45 tons and were propelled by 4-140 hp. motors. These units established the basic pattern for some 130 additional cars which were to be constructed over the following 15 years. Soon after the cars were delivered, the C&M was taken over by the Samuel Insull interests. It was reorganized and emerged as the Chicago North Shore & Milwaukee Railroad. One year later in 1917 the new management placed an order with the Jewett Car Co. for seven combination baggage-passenger cars. These cars closely followed the design of the earlier order. Museum owned car No. 251 was rebuilt in 1953 into a "Silverliner," a job which involved the installation of "Bullseye" lighting, new paint schemes inside and out and a general modernization of the car. Both cars, 160 and 251, operated on the North Shore until its abandonment in 1963.



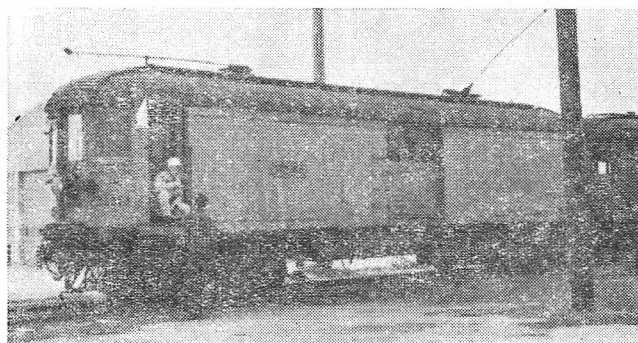
Car No. 604
(C & M 1914)

This handsome line car was constructed by the North Shore's predecessor, the Chicago & Milwaukee Electric. With its power operated platform this car will be of great importance to the museum during the construction of additional track and overhead trolley wire. This same car aided in the construction of the North Shore's famous Skokie Valley Route in 1926.



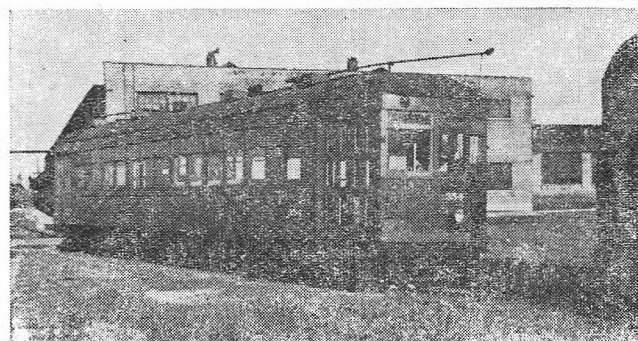
Car No. 229
(Cincinnati Car Co., 1922)

The North Shore Line purchased 25 units of this type in 1922, due to its growing carload freight business. Trains made up of as many as 10 such cars were commonplace on the rails between Chicago and Milwaukee. In 1926, cars of this type were used as locomotives hauling the Nation's first "Piggyback" trains. By 1947 the cars were placed in semi-storage, being used only for odd jobs until the line's abandonment in 1963.



Car No. 354 (St. Louis Car Co., 1927)

Originally purchased for operation on the company's streetcar line in Milwaukee, car 354 saw service during the war, hauling sailors between Waukegan and Great Lakes until abandonment of that line in 1947. Returning to Milwaukee, 354 ran until August 12, 1951, when it made its last trip to Oklahoma Avenue. After being used as a storage house for a number of years the unit was purchased by the museum. Car 354 represents another approach to the transit problems of the 1930's . . . the deluxe city which could be used with either one man or two man crews.



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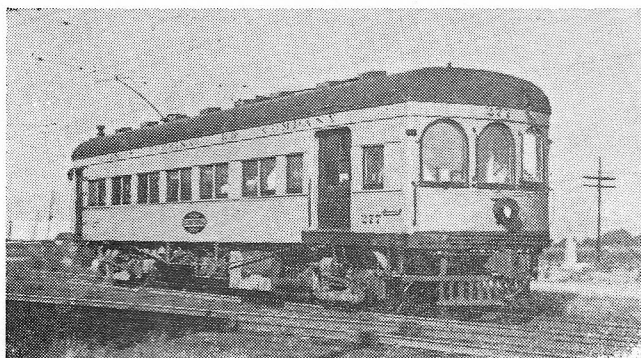
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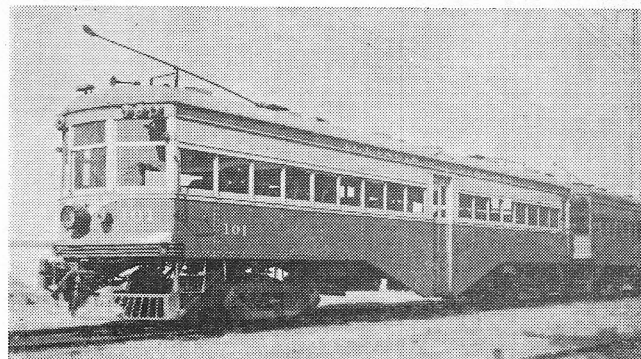
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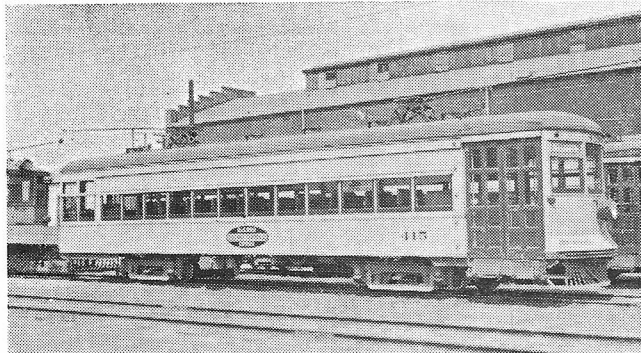
Illinois Traction System
Illinois Terminal Railroad
No. 277 (St. Louis, 1913).

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.



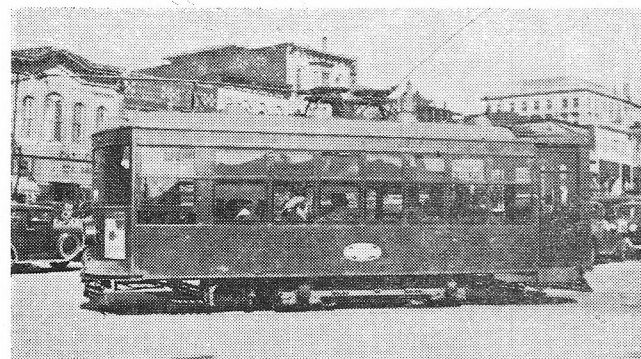
No. 101 (American, 1917).

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 the Museum in 1956. This is a rather unusual car, having its loading door located in the center of the car.



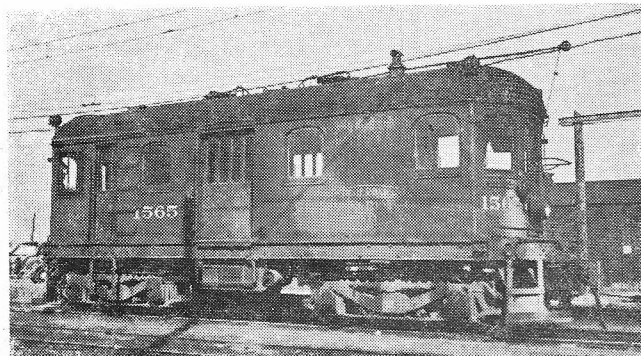
No. 415 (St. Louis, 1923).

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 IRM in 1956. Here we have an excellent example of the light-weight 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 purchased by the Museum 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.

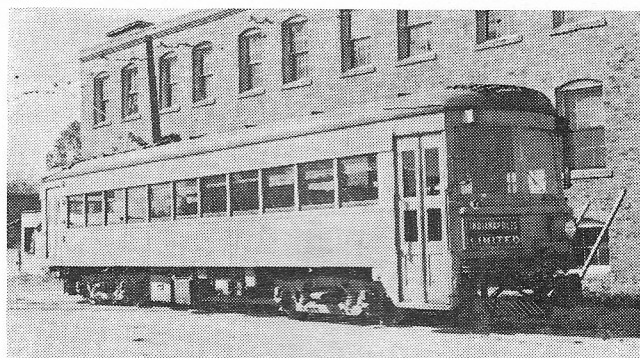


Locomotive No. 1565
Decatur Shops 1910

The Illinois Traction Co. constructed 18 of these "Class B" locomotives between 1910 and 1918. These compact locos developed up to 800 H.P. 1565 was sold to the Illinois Light and Power Co. in 1953, which in turn donated it to the Illinois Railway Museum.

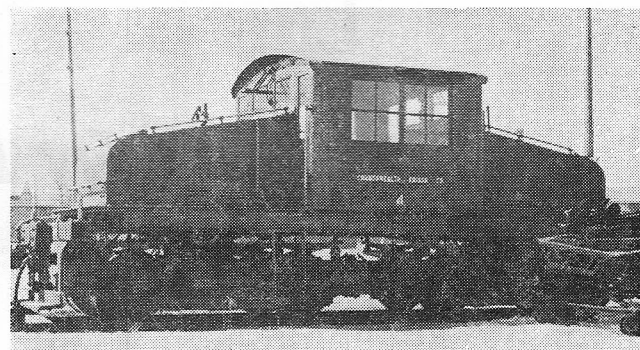
**Indiana Railroad
Car No. 65 (Pullman 1931)**

This car has the distinction of being the last interurban to operate in the state of Indiana and being the first in the Illinois Railway Museum collection. Car 65 is the example of the utmost in interurban design, with an all aluminum body and capable of speeds to 90 miles per hour.



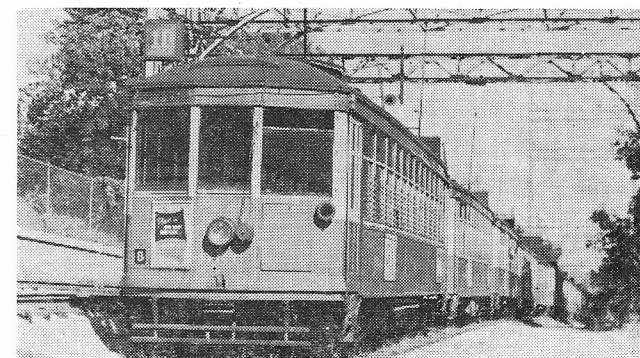
**Commonwealth Edison Company
Locomotive No. 4 (Alco-GE, 1911)**

Used at the Northwest Generation Station at California and Addison in Chicago, until donated to the museum in 1961, this locomotive is typical of hundreds built for and used by industrial and electric railways around the country. It differs from the usual "trolley" locomotive in that the car body carries none of the pulling loads. The couplers are mounted to the truck frames and these are joined under the center of the locomotive. Originally this unit operated from a third rail power source, however, for practical as well as safety reasons, a trolley pole will be installed.



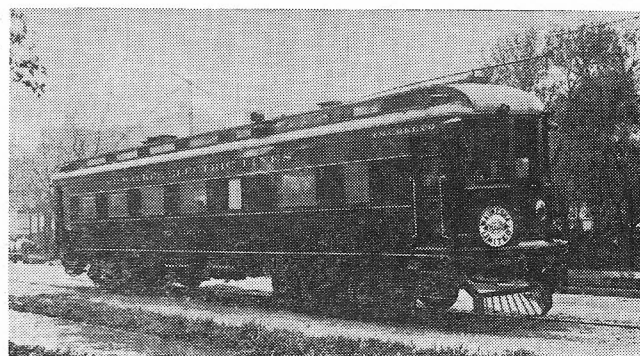
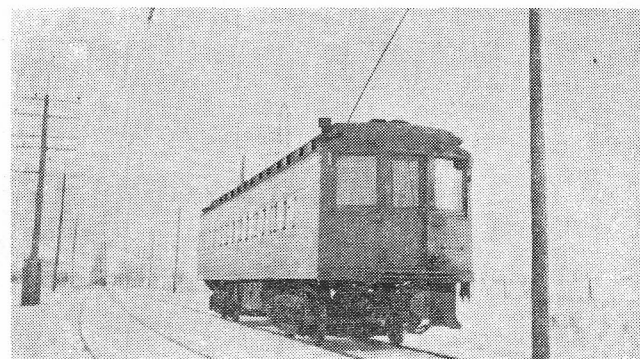
**Milwaukee Electric Railway & Light Company
Cars No. 966 and 972 (St. Louis, 1927)**

This matched set of streetcars last operated in the city of Milwaukee, Wisconsin, in 1958. They are a prime example of the efforts made by traction companies to design an attractive and economical car in the 1920's. Car 972 was the first to be acquired by the museum through donation.



**Milwaukee Electric Railway & Light Company
Car 1129 (Kuhlman, 1909)
"Mendota" (Kuhlman, 1909)**

Originally numbered 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 in storage, these two cars with two others, were sold to the London and Port Stanley Railroad in Canada, where they became Nos. 16 and 21. When they became surplus in 1955, the Illinois Railway Museum 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 in freight trains, on their own wheels. Currently they are undergoing an extensive rebuilding program to restore them to their original splendor.



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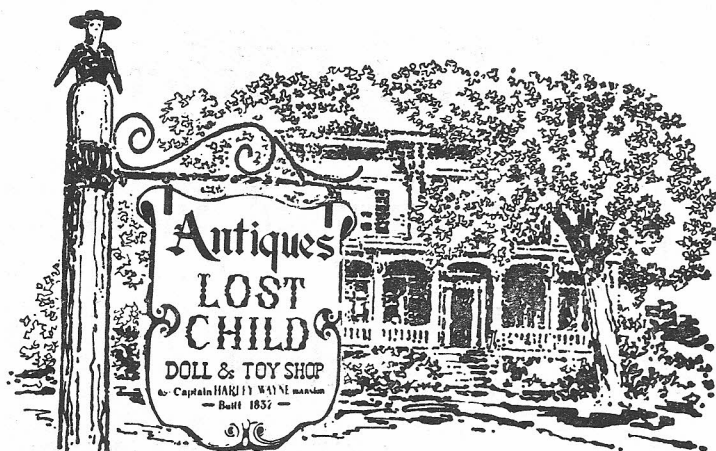
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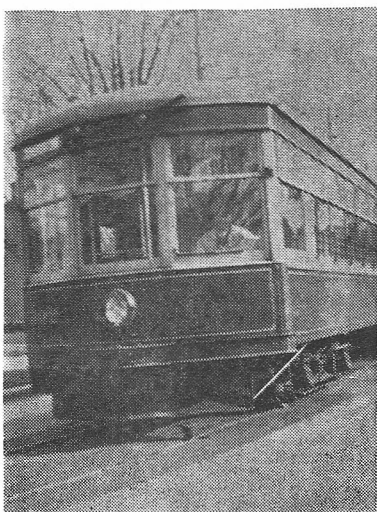
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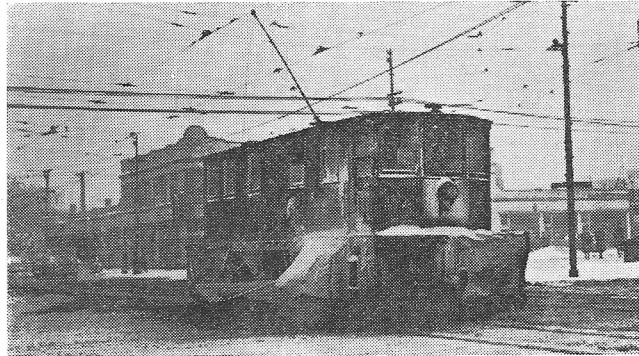
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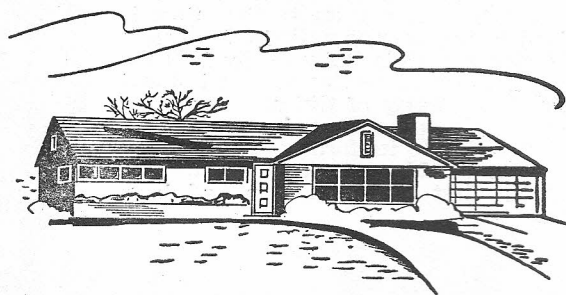


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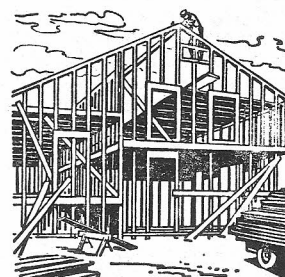


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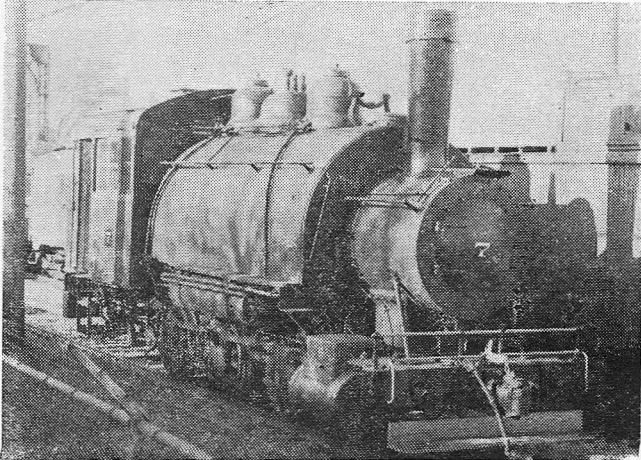
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Nevada Northern Railroad. Private Car "Ely"

Private Car "Ely" was purchased in 1907 by the Nevada Northern Railroad for use by its Vice President and General Manager. (Its history prior to that time is unknown). It remained in this service until 1937, when it was sold to the Gulf Mobile & Ohio Railway. By 1959 the GM&O had taken the Ely out of service and had stored it in Mobile, Ala. Mr. A. B. Maley of Chicago, owner of the North American Car Co., purchased the car at that time. After having restored it to its former splendor, Mr. Maley donated the car to the Museum. This marked the first time that a car in first class condition had been given to the museum.

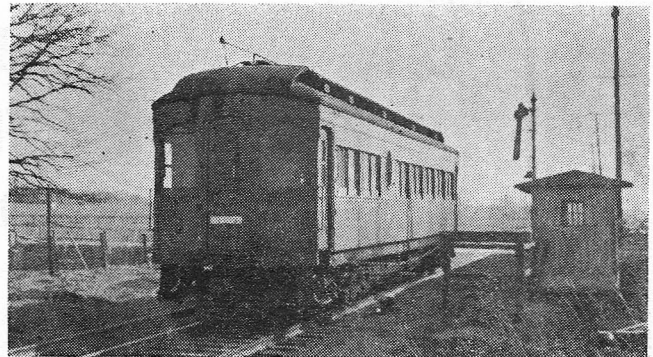


Public Service Company. Locomotive No. 7 (Baldwin 1926)

The Baldwin Locomotive Works of Philadelphia, Pa. built this steam engine in 1926 for the Public Service Company of Northern Illinois. The engine is of the Saddle Tank design having an 0-600 wheel arrangement, a total tractive effort of 300,000 lbs., and weighs in at 67 tons. It was used at Public Service Company's Waukegan Generating Station until 1957.

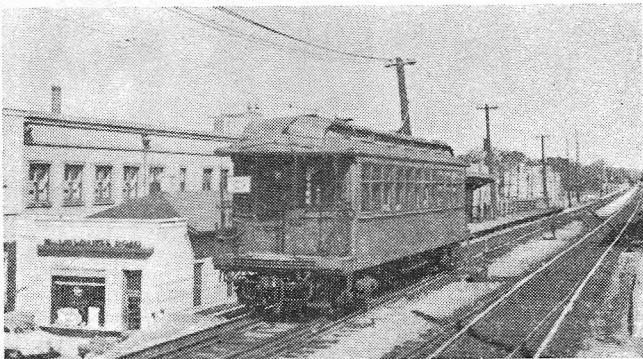
Aurora, Elgin & Chicago Railway, Chicago Aurora & Elgin Railroad. Car No. 309 (Hicks Locomotive Works, 1909)

This car, (along with 431 shown on the cover, and 321) make up the museum's display of the "Great Third Rail" which once served Chicago's western suburbs prior to the days of the Eisenhower Expressway. This car is unusual, in that it was manufactured, (along with its sister car 310) by the Hicks Locomotive Works. This was that company's only venture into the interurban or electric railway car field. Originally fitted with armchairs, carpeting and inlaid panelling, this car was later demoted to service as a coach. It is hoped that some day this unit may be restored to its original appearance.



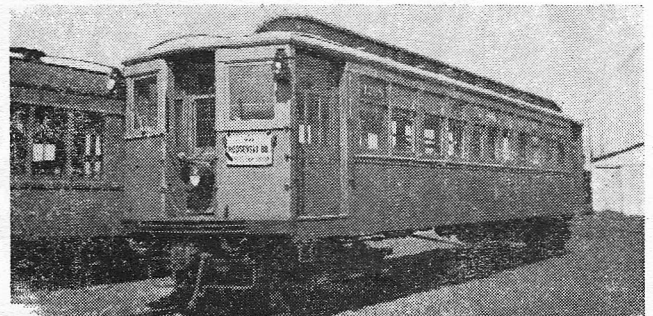
North Western Elevated Railroad, Chicago Rapid Transit, Chicago Transit Authority. Car No. 1024 (Pullman, 1899)

The oldest electric railway car in the museum served the North Side lines of the Chicago Elevated for 55 years. It was demoted to use in work-train service in 1954. Originally built for the North Western Elevated Railroad, it carried No. 24 until the consolidation of Chicago's "L" in 1913. This was the last wooden car in passenger service, having been used on an IRM Special on April 20, 1958. Shortly thereafter it made a trip to North Chicago under its own power over the North Shore Line along with car 1797. Then, last year, it was moved with all other museum equipment to our present home in Union, Illinois.



Chicago Rapid Transit, Chicago Transit Authority. Car No. 1268 (American 1907)

Chicago "L" car number 1268 and its two museum own sisters, 1797 and 1808, were built for the North Western Elevated Railway Co. in 1907, by the American Car Co. Car 1268 is a control trailer, which means it can be operated at the head end of a train even though it is without motors, while cars 1707 and 1808 have motors. All three cars may be operated in a train along with car 1024 shown above.





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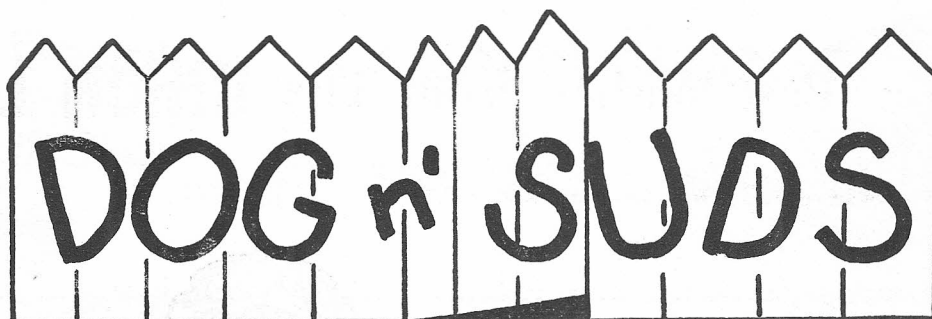
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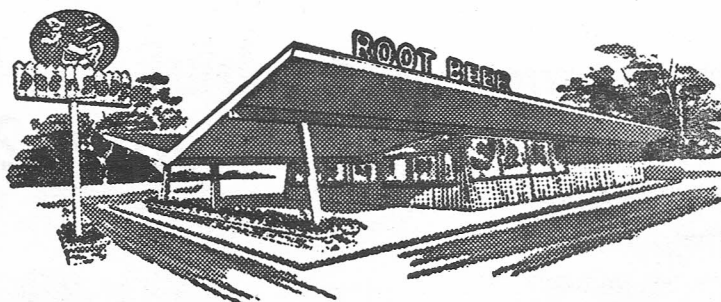
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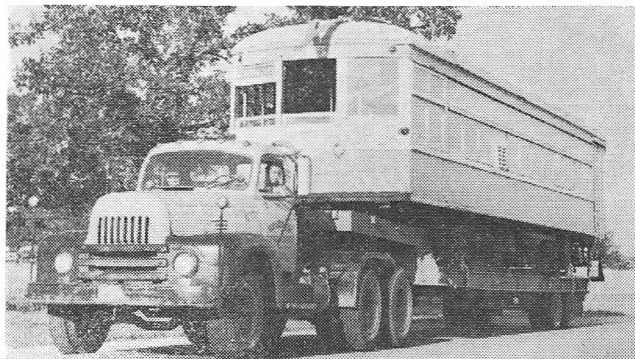
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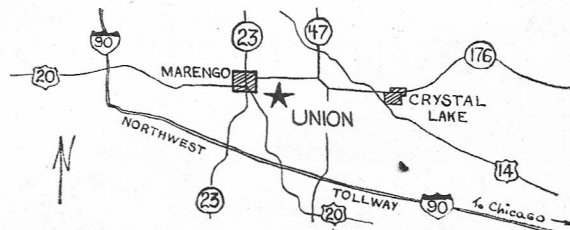
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