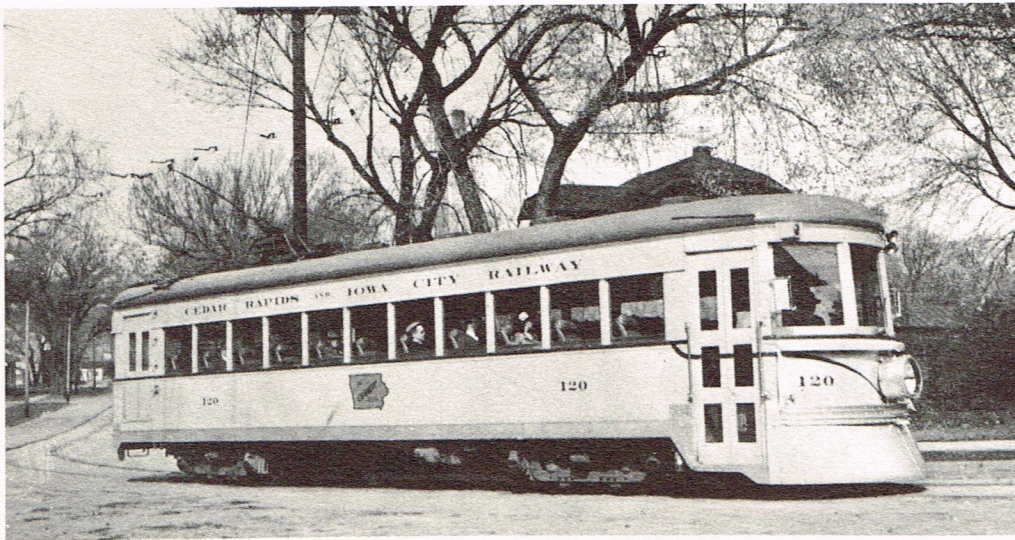


This Indiana Railroad High-speed can be preserved...



**WITH
YOUR
HELP**

When the Indiana Railroad suspended operations in 1940, all except two of its high-speed electric cars were scrapped. There were 35 cars in all, 13 (Nos. 50-63 incl.) built by American Car & Foundry, and 21 (Nos. 64-84 incl.) by Pullman. Car No. 55 was sold to Lehigh Valley Transit. Car No. 65 stayed on till the very end and was the last electric interurban passenger car to operate in the State of Indiana.

In 1942, a group of men from Chicago planned to purchase No. 65 from the Public Service Company of Indiana, owner of the car at that time. However no suitable storage place could be located for the car, so the group did the next best thing: it found a railroad home for No. 65.

These men contacted officials of the Cedar Rapids & Iowa City Railway, the "Crandic Route," and told them of the availability of the car. The Crandic men were very interested and within a month purchased the car.

Crandic rebuilt No. 65 to conform to the remodeled Cincinnati & Lake Erie cars already in service. Couplers and

destination sign were removed and the slatted pilot replaced with a streamlined prow. An attractive yellow and red paint job was applied and 65's number was changed to 120.

In May, 1953, Crandic discontinued all electric railway passenger service. Freight service continues, but the road was converted to diesel operation on October 15.

In order to save No. 120 from being scrapped, several members of the newly formed Illinois Electric Railway Museum purchased the car with their own funds and loaded it on a flatcar for shipment. Four railroads were approached to obtain free or reduced-rate transportation, but without success. The organization was forced to obtain a loan in order to ship the car from Cedar Rapids, Ia., to North Chicago, Ill., where it will be kept in storage.

Crandic 120 will be restored to its original condition as IRR 65. Eventually the Illinois Electric Railway Museum will obtain property on which to construct at least a mile of track and overhead for operation of the Indiana high-

speed and other cars which the Museum may acquire. A suitable building will be erected for car storage and to protect the equipment from vandalism.

Every railfan should have a share in preserving this Indiana Railroad high-speed. The Museum has gone heavily into debt to secure this car and your financial help is needed. A small contribution from each railfan in this locality will help to cover the shipping expense and the cost of restoring No. 65 to its original condition. A more generous contribution will *assure* the restoration of the car.

The Illinois Electric Railway Museum is a non-profit corporation organized under the laws of the State of Illinois. Its purpose is to preserve and study all types of electric railway equipment. The Indiana high-speed is the first piece of rolling stock to be obtained by the Museum.

Illinois Electric Railway Museum
Howard A. Odinius,
4604 N. Keystone Ave.,
Chicago 30, Ill.

----- Return this coupon with your remittance -----

**TO: Illinois Electric Railway Museum
c/o Howard A. Odinius
4604 N. Keystone Ave.,
Chicago 30, Ill.**

For your protection as well as ours, silver should not be mailed loose in an envelope. Amounts larger than \$2.00 should be sent by Check or Money-Order payable to Illinois Electric Railway Museum

Enclosed is \$ _____ to help preserve IRR 65

NAME _____

ADDRESS _____

CITY, ZONE, STATE _____

