

HELP SAVE THE 144

One of the last of Chicago's typical street cars has been selected for preservation by the Illinois Electric Railway Museum at North Chicago. The 144 was one of six hundred cars (Nos. 101-700) built by the Pullman Co. in 1908-09 for the Chicago Railways Co. They were the backbone of rolling stock serving the world's largest street railway after the Chicago Surface Lines took over control. The big Pullmans, as they were called, ran on most of the heavy lines of the system during their lengthy career of 46 years of service.

In 1920 cars 501-610 were rebuilt for use in pulling trailers. Air doors were installed on the rear platforms. Nos. 611-620 were speeded up for operation on Clark-Wentworth with the new Peter Witts in 1929. An attempt at modernization was made with the 204 in 1934. All doors were then made air operated, indirect lighting was installed, and an arch roof added. The remainder of the big Pullmans existed to the end exactly as built except for minor mechanical details.

The Chicago Railways color scheme was dark green and continued until 1920 when the present red was adopted except that windows and letterboards were cream. Later in the decade the yellow trim was used as on the 144. Silver striping was discontinued in 1948.

The open rear platform was typical of most Chicago trolleys; cars of this type survived here 20 to 30 years longer than almost anywhere else in the country. This helped the CSL to have the fastest schedule speed in the world, since many riders habitually disregarded the notice DO NOT GET ON OR OFF MOVING CARS.

After the Chicago Transit Authority began its conversion to bus operation, the big Pullmans and all the other "red cars" eventually were sent to South Shop for scrapping. From a peak of 3658 passenger cars and 1110 miles of track in 1945 there will soon only be one line (Clark-Wentworth) and a few hundred cars that remain.

The Pullmans were of an advanced design for 1908 and as a result they outlasted cars built many years later. The advancing bus program of the CTA chose the Pullmans to replace all other 2-man types. The final day for revenue operation came for them on May 28, 1953 as the Kedzie-California and Halsted routes were converted.

Anyone who has ever taken an interest in the system should be glad to contribute to this historically important project. Donations in any amount will be appreciated. For your protection, as well as ours, coins should not be mailed loose in an envelope. Amounts larger than \$2.00 should be sent by check or money order, payable to the Illinois Electric Railway Museum.

TO: ILLINOIS ELECTRIC RAILWAY MUSEUM
c/o Howard A. Odinius
4604 N. Keystone Avenue
Chicago 30, Illinois

ENCLOSED is \$ _____ to help preserve
Car 144.

NAME _____

ADDRESS _____

Please return this coupon with your remittance.

CITY, ZONE, STATE _____