

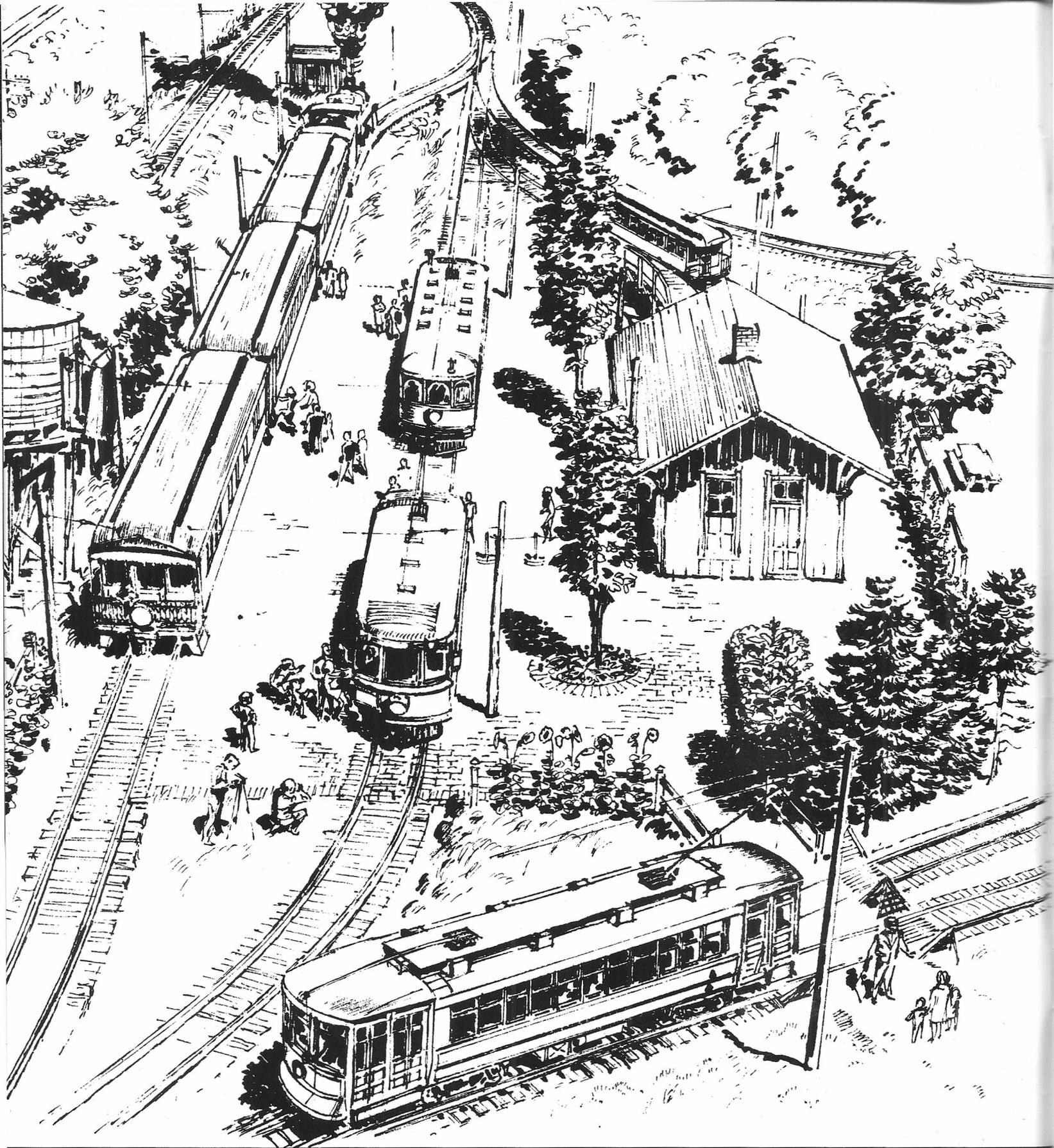
**The  
Illinois Railway  
Museum**

**LOOKS  
FORWARD**

**TO A**

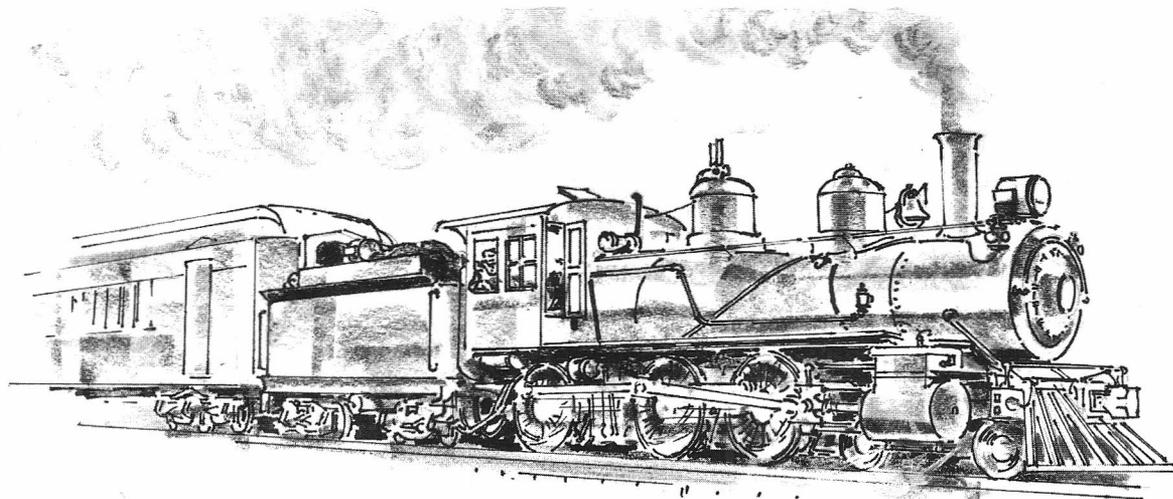
**BRIGHT  
FUTURE**





Prepared by the planning and prospectus committee  
of the Illinois Railway Museum, Post Office Box 165, Union, Illinois 60180  
James D. Johnson, Committee Chairman  
Herbert N. W. Hansen, Museum President  
Artwork by Karl Heinrich. Printed by R. R. Donnelley & Sons Company

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# The Illinois Railway Museum

Up through the Second World War, America moved by rail. The mighty steam locomotive pulled the heavy passenger and freight trains and the steam-liners whisked through-passengers to their destination at speeds of up to 100 mph. Local and short distance trips were made on the streetcar or electric interurban trains. Today, this colorful era has all but vanished. Only a handful of streetcars remain, and the steam railroads of yesterday are now almost entirely diesel-operated. One by one the famous passenger trains of the '30's and '40's have been withdrawn from service.

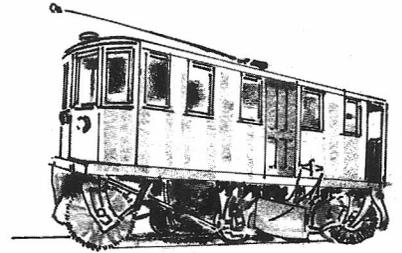
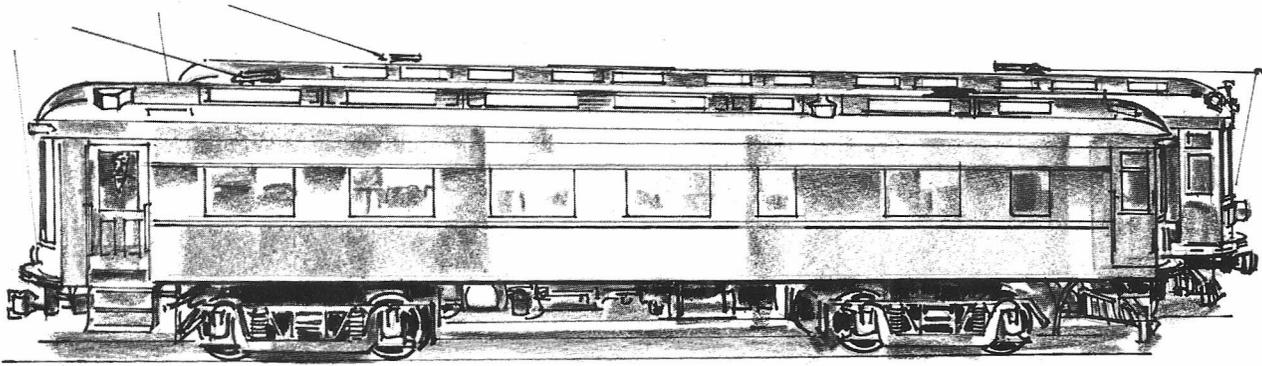
The Illinois Railway Museum was established to preserve much of our colorful railroad heritage. It is a not-for-profit corporation organized to collect, restore, preserve and display authentic railway equipment in surroundings similar to those encountered in the golden age of railroading. About seventy pieces of railroad rolling stock have been gathered, and additional cars will undoubtedly be added. Much of this equipment, including streetcars, steam-powered passenger trains and interurban cars, is operated, or will operate, over a planned six mile demonstration railroad.

The Illinois Railway Museum is located in Union, Illinois, approximately fifty miles northwest of Chicago. It is open for use by the public, and because of the unique objectives of the museum, enthusiasts are encouraged to participate and voluntarily build, operate, maintain and manage a complete railroad.

About one-third of the museum's collection came from steam railroads; the rest from streetcar, elevated, and electric interurban lines. The museum also collects railroad-related artifacts such as tickets, timetables, reports, records and uniforms. Trolley coaches and antique fire engines round out the collection.

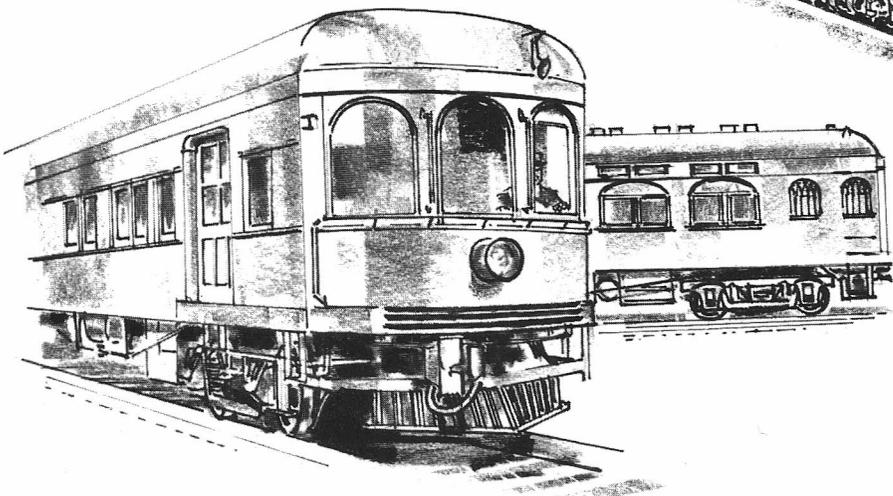
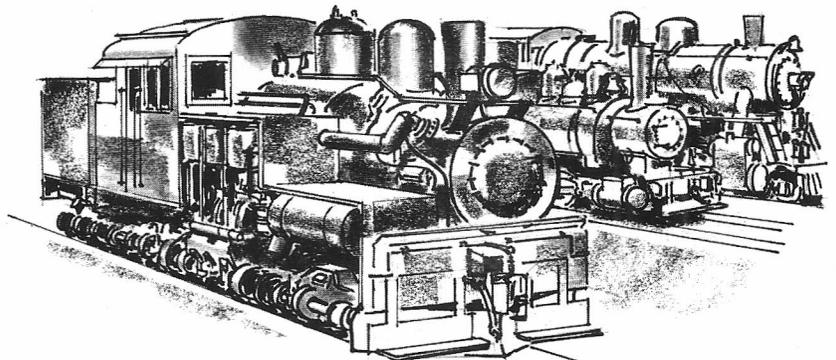
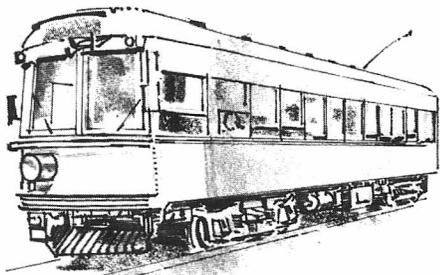
Visitors may ride the equipment as well as examine the displays. It is the only museum in the United States where such a large variety of equipment is regularly operated over the same line. The museum seeks to preserve the true railway heritage, and because of this objective strives for accuracy rather than being a typical "tourist trap" with the usual unauthentic, brightly-painted coaches and fake Indian raids. The cars and railroad are almost entirely from the pre-1930 era—the golden age of the railroad industry.

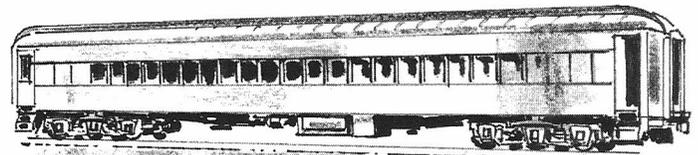
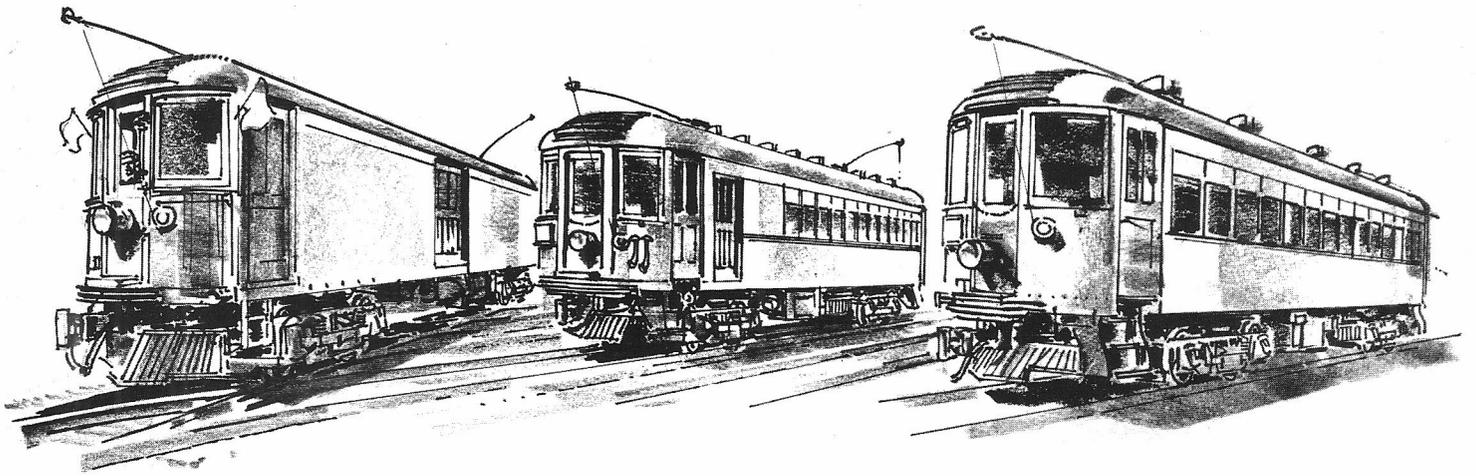
The organization exists for the benefit of the public, not for one or even a small group of individuals. It is not connected with the railroad industry. Being a not-for-profit educational institution, the museum is a trust for the preservation of a very special American heritage. Both federal and state governments recognize it as tax-exempt, and gifts to the museum are deductible for income tax purposes. The corporation is governed by a board of trustees elected by and from the active membership. Gifts are gratefully accepted. However, in order to remain as impartial to all benefactors and true to its goals as possible, the museum accepts donations without being influenced in any way to alter present or future goals.



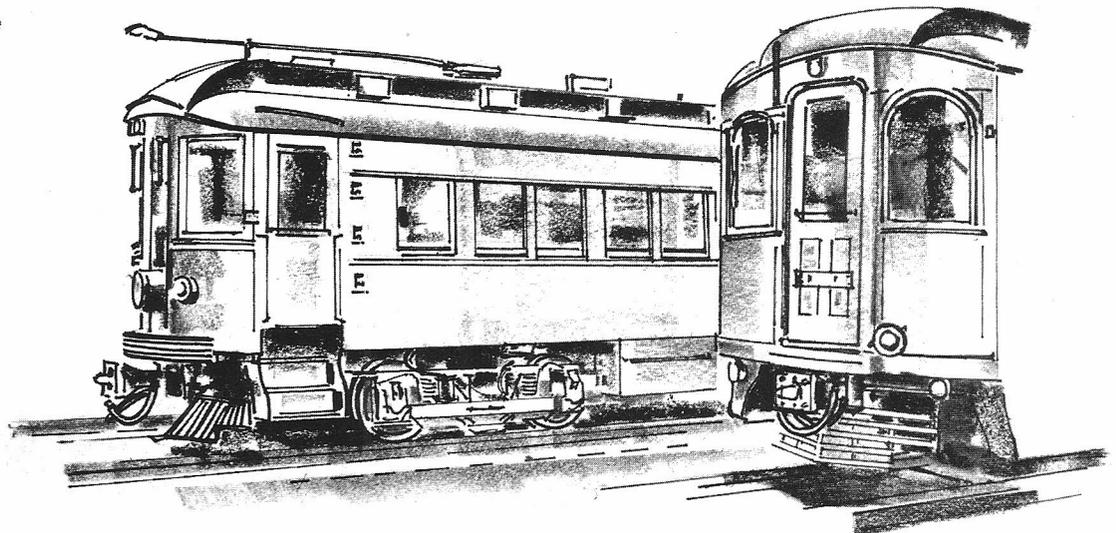
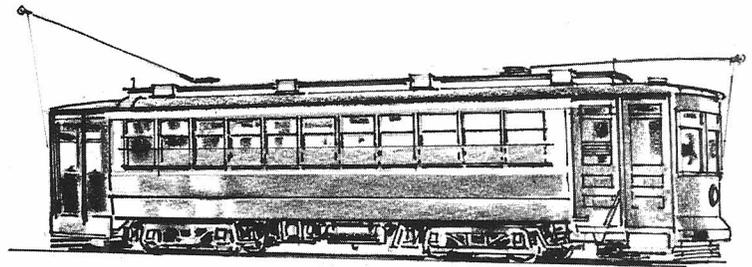
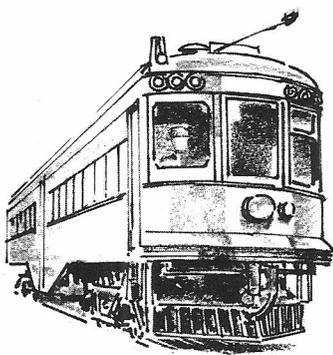
# We Treasure This Equipment

We Have Brought Together One of the  
Finest Collections to be Found . . .





We Intend to Restore and Operate These  
and All Units in Our Roster



# Roster of Equipment

## STEAM ENGINES

NUMBER	COMPANY	YEAR BUILT	TYPE
5	St. Regis Paper Co.	1929	3 Truck Shay
6	Commonwealth Edison Company	1922	0-6-0
7	Public Service Company	1926	0-6-0T
34	Lake Superior & Ishpeming R.R.	1916	2-8-0
99	Louisiana Midland Ry.	1919	2-8-0
200	Texas and Pacific Ry.	1889	4-6-0
1630	St. Louis-San Francisco Ry.	1918	2-10-0

## STREETCARS

144	Chicago Surface Lines	1908	Wood "Pullman" Streetcar
170	Illinois Terminal R.R.	1921	Birney 4-Wheel Safety Car
354	North Shore Line	1927	Steel Safety Car
415	Illinois Terminal R.R.	1924	Steel Suburban Car
966	Milwaukee Electric Lines	1927	Steel Safety Car
972	Milwaukee Electric Lines	1927	Steel Safety Car

## INTERURBAN CARS

65	Indiana Railroad	1931	High Speed Lightweight Car
68	Sand Springs Ry. (Okla.)	1918	First Lightweight Car built
101	Illinois Terminal R.R.	1917	Center Door Suburban Car
160	North Shore Line	1915	Steel Coach
233	Illinois Terminal R.R.	1909	Office Car
234	Illinois Terminal R.R.	1910	Open Platform Office Car
251	North Shore Line	1917	"Silverliner" Combine
253	North Shore Line	1917	Standard Combine
277	Illinois Terminal R.R.	1913	Steel/wood Combine
309	Chicago Aurora and Elgin	1908	Wood Coach
321	Chicago Aurora and Elgin	1914	Wood Coach
431	Chicago Aurora and Elgin	1927	Steel Coach
504	Illinois Terminal R.R.	1910	Wood Sleeping Car PEORIA
518	Illinois Terminal R.R.	1911	Coach
714	North Shore Line	1926	Steel Coach
749	North Shore Line	1928	Steel Coach
1129	Milwaukee Electric Lines	1924	Steel/wood Coach
1135	Milwaukee Electric Lines	1924	Parlor Car MENDOTA

## ELEVATED CARS

1024	Chicago Rapid Transit	1899	Wood Open Platform
1268	Chicago Rapid Transit	1907	Wood Trailer Car
1797	Chicago Rapid Transit	1907	Wood Motor Car
1808	Chicago Rapid Transit	1907	Wood Motor Car

## STEAM CARS

99	Chicago Great Western Ry.	1905	Private Car
1131	Chicago & North Western Ry.	1900	Wood Mail/Baggage Car
1236	Chicago & North Western Ry.	1900	Wood Mail/Baggage Car
1309	Chicago & North Western Ry.	1900	Wood Mail/Baggage Car
6144	Burlington Route	1922	83-Passenger Coach
6148	Burlington Route	1922	83-Passenger Coach
6167	Burlington Route	1927	83-Passenger Coach
ELY	Nevada Northern Ry.	1889	Private Car
Nebraska Zephyr	Burlington Route	1936	5-Car Articulated Streamlined Train

## ELECTRIC WORK AND FREIGHT EQUIPMENT

4	Commonwealth Edison Company	1912	Steeple Cab Locomotive
X-4	Chicago Surface Lines	1946	Crane Car
E-223	Chicago Surface Lines	1908	Snow Sweeper
213	North Shore Line	1922	Wood Box Trailer
218	North Shore Line	1922	Wood Box Motor
229	North Shore Line	1922	Wood Box Motor
236	North Shore Line	1922	Wood Box Trailer
237	North Shore Line	1922	Wood Box Motor
604	North Shore Line	1914	Wood Line Car
1565	Illinois Terminal R.R.	1910	Box Cab Locomotive
1702	Illinois Terminal R.R.	1922	Wood Line Car

## OTHER EQUIPMENT

1	Matthews Corporation	1941	Gasoline-Mechanical Loco.
1002	North Shore Line	1927	Wood Caboose
1003	North Shore Line	1927	Wood Caboose
1004	North Shore Line	1927	Wood Caboose
1900	Chicago and Western Indiana Ry.	1906	Steam Wrecker/Derrick—100 Ton capacity.
1904	Chicago and Western Indiana Ry.	ca.1890	Flatcar for wrecking tools
4668	Pennsylvania R.R.	1930	Self Propelled Coach (Doodlebug)
8415	Union Tank Car	1937	6500 Gallon Tank Car
10494	Chicago & North Western Ry.	1915	Wood Caboose
76731	Burlington Route	1936	Wood Gondola

# General Concepts of Display

*The Illinois Railway Museum's proposed display facilities fall into several general categories:*

1. A museum demonstration rail line approximately six miles in length, built to standards which will allow operation of most of our electric and steam equipment (except that which is incompatible to gauge or power collection) at speeds up to 80 miles per hour.
2. Enclosed storage for all equipment.
3. A well equipped shop building for equipment repair, overhaul and restoration.
4. An exhibition hall for the permanent or semi-permanent display of the rare artifacts of the railroad industry. Also to include a library and archives for the purpose of historical research.

## Specific Projects

### STAGE 1

This phase of the project is already under construction, and nears completion. To date, more than \$100,000 has been expended and about \$20,000 more is needed. An additional \$150,000 has been invested or donated in equipment and spare parts.

1. Purchase of 6 miles of right of way, Union to Huntley, Ill. . . Completed
2. Movement of equipment from North Chicago to Union, Ill. . Completed
3. Construction of initial 1½ miles of mainline trackage . . . . . Completed
4. Purchase of 26 acres for terminal and carbarn sites . . . . . Completed
5. Construction of storage yards for equipment. . . . . Partially Completed
6. Construction of terminal area containing station, washrooms, water tower and parking lot. . . . . Partially Completed
7. Construction of electrical substation. This unit will use rectifier type conversion equipment which has been donated. Partially Completed  
Estimated completion date, 1968.

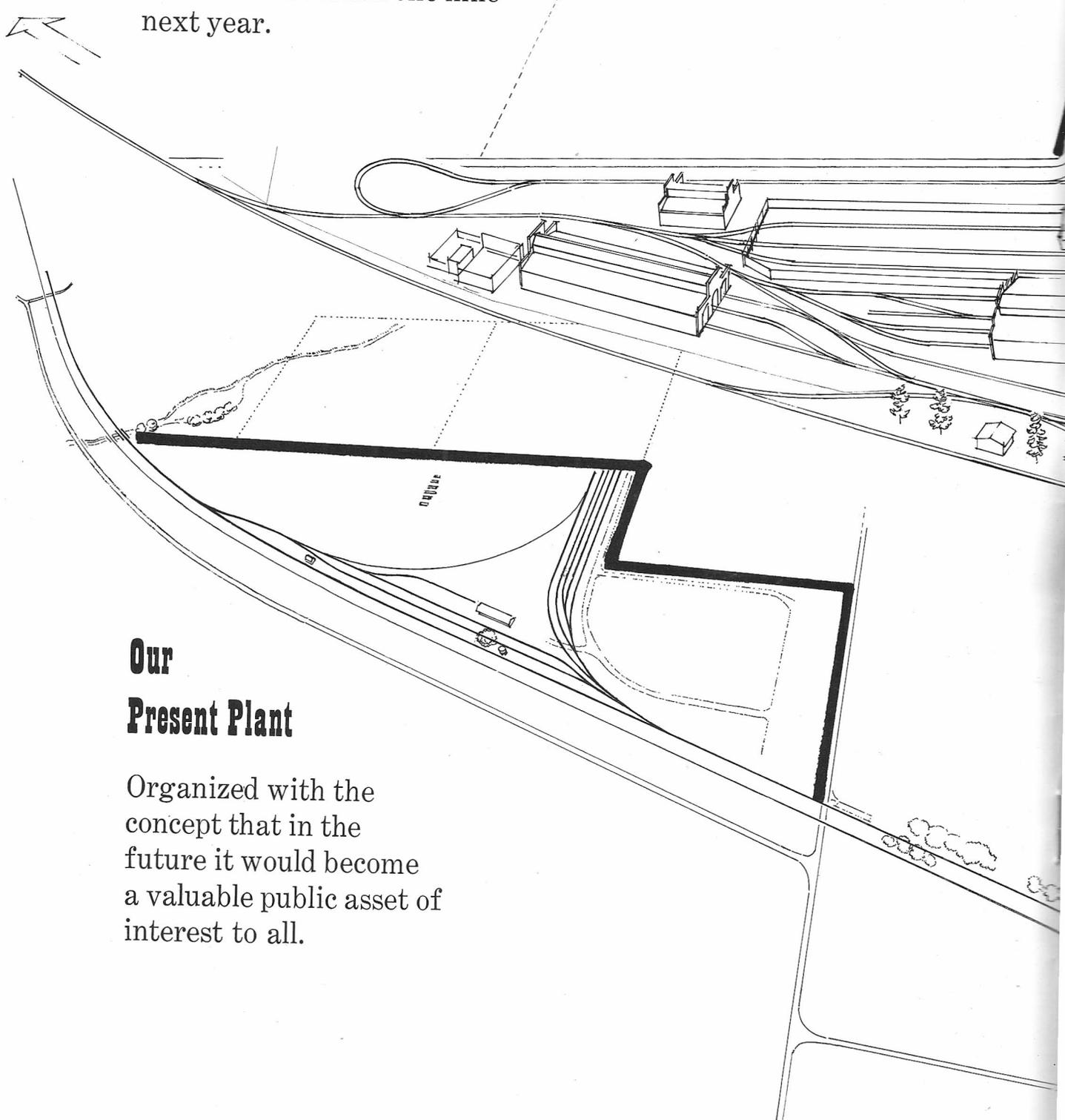
### STAGE 2

1. Construction of 4 carbarns, each measuring 45 x 240 feet and housing about 12 cars. Three such barns will be constructed side by side, and will have a brick front façade to simulate an old electric railway car barn. The fourth barn will be used for an inspection and light repair shop for both steam and electric equipment. The cost of each of these buildings, of sheet steel and masonry block construction, has been estimated at \$30,000 or about \$2.90 a square foot. . . . . \$120,000

*Continued on page 11.*

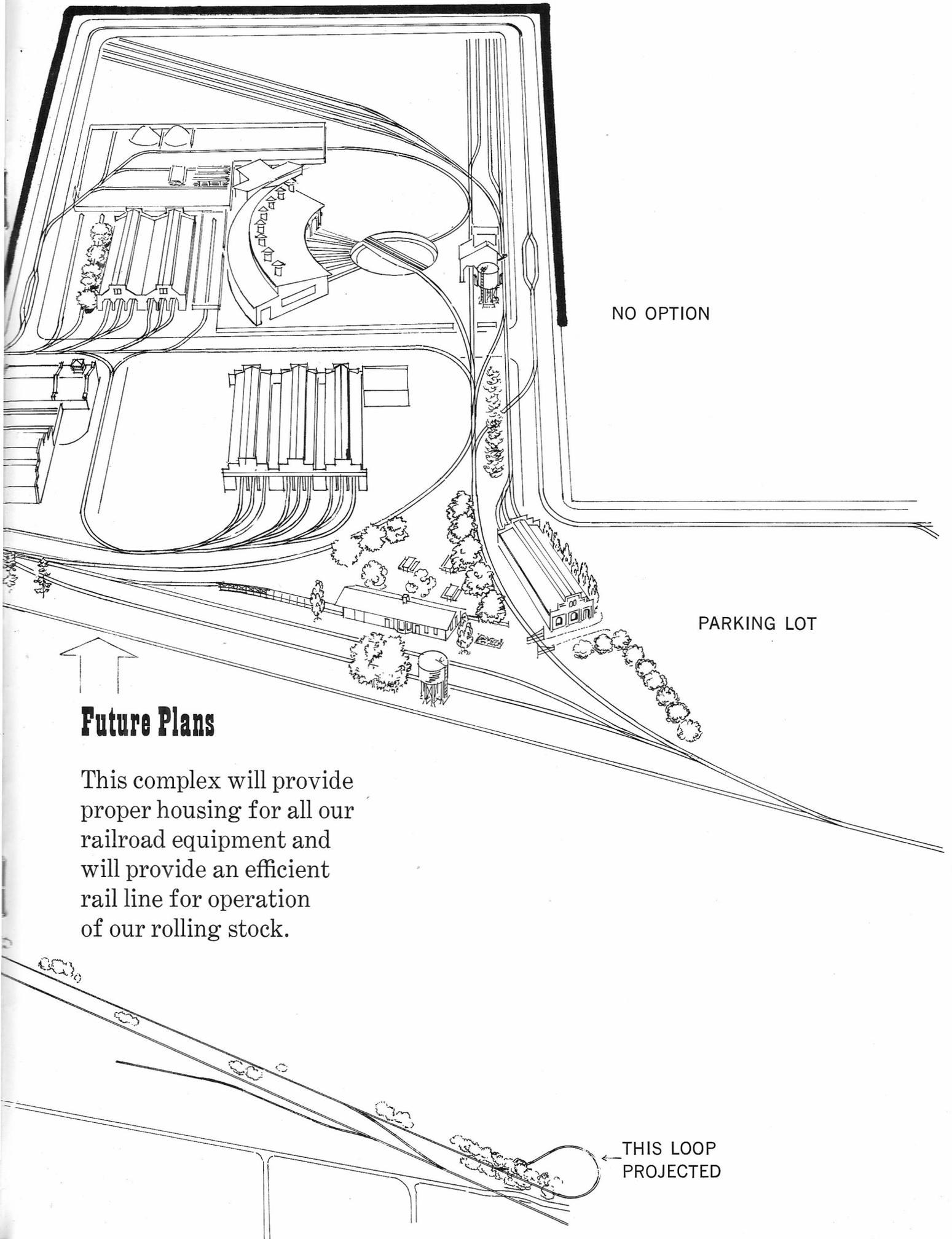
Future extension of rail line to Coyne Station Road, Huntley, Illinois. At present, rail and some other hardware are on hand to make it possible to extend our track one mile next year.

TENTATIVE OPTION



**Our  
Present Plant**

Organized with the concept that in the future it would become a valuable public asset of interest to all.



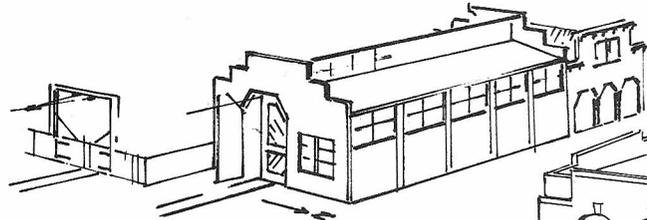
NO OPTION

PARKING LOT

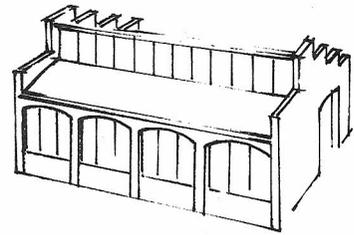
### Future Plans

This complex will provide proper housing for all our railroad equipment and will provide an efficient rail line for operation of our rolling stock.

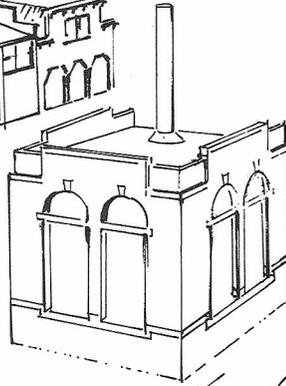
← THIS LOOP PROJECTED



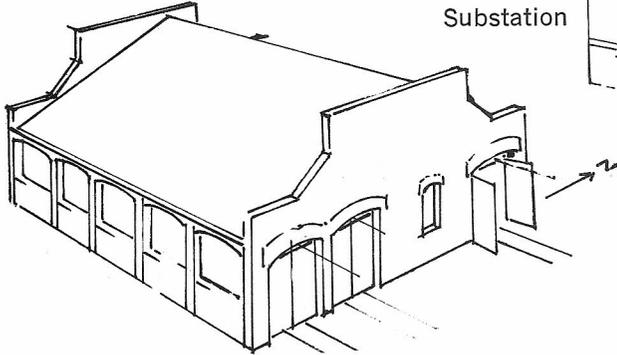
Line car & emergency equipment station



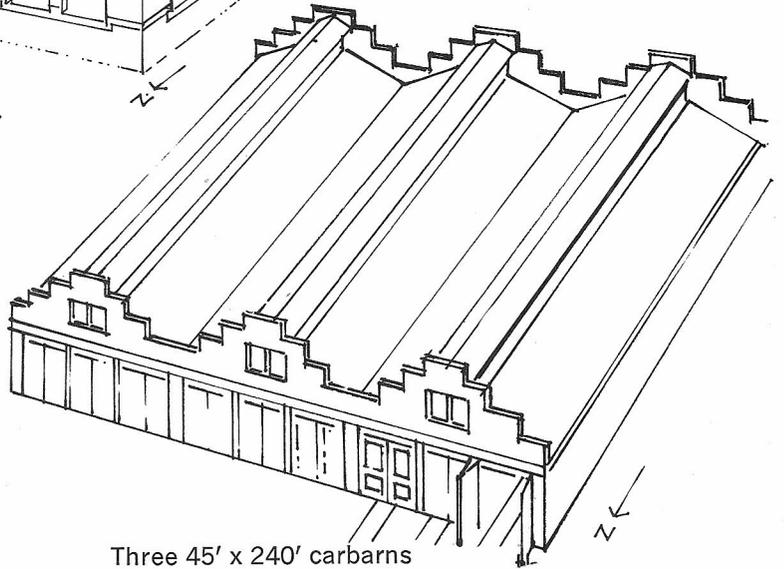
Trolley bus storage



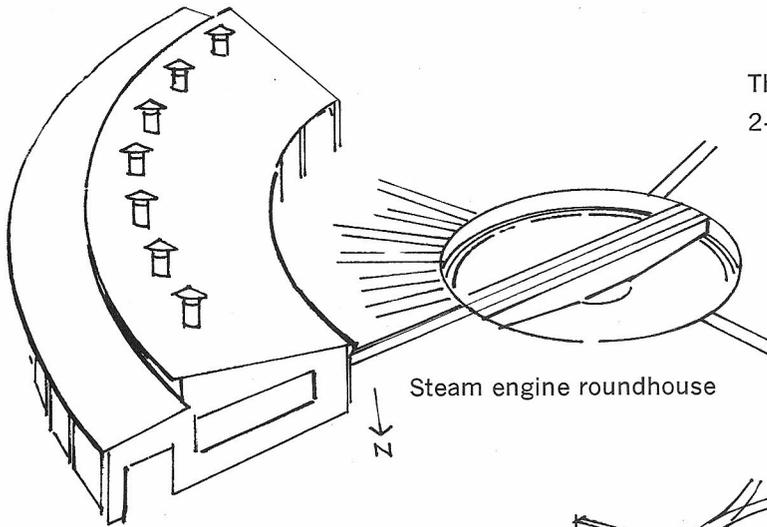
Substation



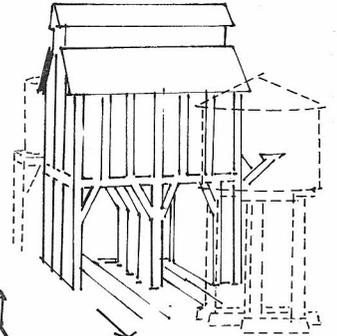
Car painting and repair shop



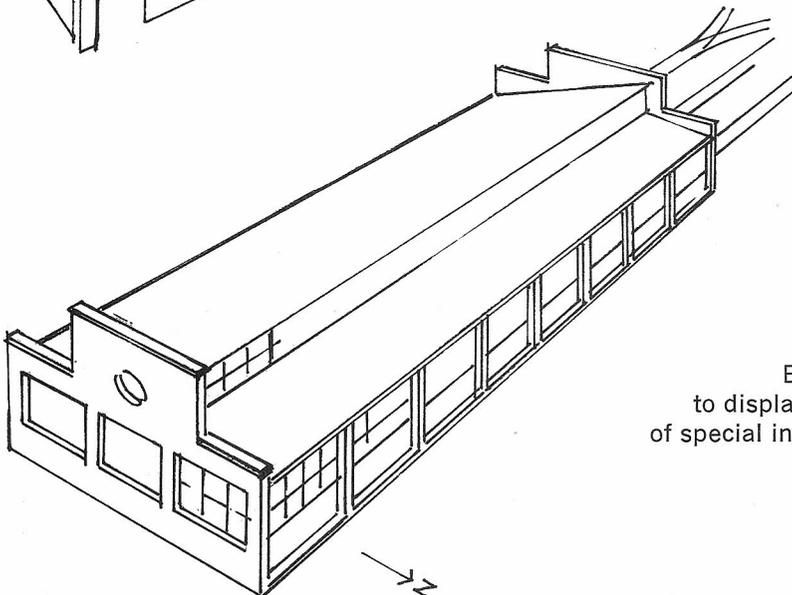
Three 45' x 240' carbarns  
2-unit carbarn on south property



Steam engine roundhouse



Coaling station plus water and sanding towers



Interurban and inspection barn

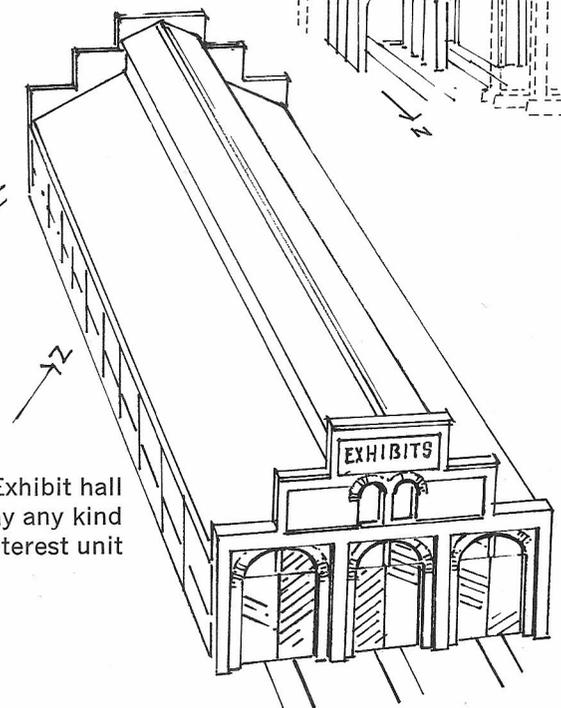


Exhibit hall  
to display any kind  
of special interest unit

Stage 2 continued

2. Repayment of existing mortgage and bonds . . . . . \$ 60,000
  3. Barn for storage of overhead line railway cars, trucks and equipment. Size about 50 x 100 feet . . . . . \$ 12,750
  4. Purchase of ten additional acres of land for stage III construction. Currently a five-year option is held on this property . . . . . \$ 10,000
  5. Construction of additional mainline extension, at least two miles in stage II. Estimated material cost is \$30,000 per mile . . \$ 60,000
  6. Construction of masonry shop building and parts storage building. Size would be about 100 x 125 feet. Included would be repair pits, radiant floor heating, and walled-off portions for paintings and special work . . . . . \$ 75,000
  7. Trackwork, switches and grading for the buildings constructed in stage II. Material costs are estimated at \$1,000 per switch and \$20,000 per mile of yard track with overhead . . \$175,000
  8. Garages for the motor vehicle, trolley coach and fire engine collection . . . . . \$ 14,000
- Estimated completion date, 1972.

STAGE **3**

1. Construction of remaining mainline railway, three-plus miles of track, estimated at \$30,000 per mile material costs . . . . . \$100,000
2. Construction of bridge over Kishwaukee River . . . . . \$ 25,000
3. Erection of rectifier type substation at Coyne Station Road . . . . \$ 10,000
4. Construction of *Electric Park* picnic ground at Kishwaukee River, including land acquisition . . . . . \$ 8,000
5. Trackwork, switches, and grading for stage III projects, for terminal area . . . . . \$140,000
6. Construction of a seven stall roundhouse and turntable; also coal towers and necessary machinery . . . . . \$110,000
7. Construction of two additional carbarns at \$30,000 each . . . . . \$ 60,000
8. Purchase of 10-25 additional acres of land . . . . . \$10,000-\$25,000
9. Erection of the museum's 1500 KW Rotary Substation . . . . . \$ 18,000
10. Construction of Exhibition Building 75 x 300 feet . . . . . \$200,000

## Projected Use by the Public

A conservative estimate of the number of visitors expected at the Illinois Railway Museum is between 100,000 to 200,000 annually, based on similar experiences of certain steam railroad tourist lines, none of which offer a comparable variety of equipment. This number of people, of course, depends upon the general economy, and assumes continued and adequate publicity to acquaint the public with the facility. Our layout is being constructed for a peak weekend of about 15,000 visitors, with daily numbers of about 1,000. Larger crowds could be handled by increasing parking, better access roads, and the possible use of multiple loading areas. Considering the rural nature of the surrounding land, additional acreage should be available if needed.

More than ten million people are estimated to live within two hour's drive of the Illinois Railway Museum, which is conveniently located near the Marengo exit of the Northwest Tollway. Residents of Rockford are closest, only a half-hour drive away, Chicagoans can reach the Museum after an easy fifty-minute drive and Milwaukee is within eighty miles.

## Membership

Associate membership in the museum is open to all. The board of trustees does, however, reserve the right to refuse membership to those who, in its opinion, would do discredit to the museum. Our membership currently is made up of men and women representing all races, colors, and creeds. Everyone is welcome to participate as much as possible.

Associate membership dues are \$5.00 per year, and those so joining receive a pass on the museum's rail line, the newsletter, and discounts on certain educational materials purchased from the museum gift shop. Regular membership is available to associates who *regularly* participate in the museum's construction and operation. As the regular members manage the museum, there are several participation requirements, including a period of probation. Associates may receive further information by contacting the membership secretary.

The cross section of regular members includes persons with a wide range of training and vocations. Better than half are college graduates or have schooling in trades. Among our members are railroadmen, tool and die makers, chemical engineers, physicists, ministers, jewelers, carpenters, draftsmen, businessmen, bankers, electricians, and supervisors. Others are students, or are in the military service. A cross section of the associates would reveal a similar list. Everyone can help at the Illinois Railway Museum.

## Financial Support of The Illinois Railway Museum

Financing of the Illinois Railway Museum falls into two general categories: Revenue from operations; and gifts and donations.

Operating revenues from the demonstration rail line, assuming that only a modest fare is charged (50¢ to \$1.50 range), and net revenues from gift shop sales, are not expected to cover much more than general operating expenses, insurance, and maintenance and restoration of the equipment. It is therefore necessary to go to members and to the public for gifts and grants to finance our major capital improvements. Indeed, it would be most unusual if the rail line could provide sufficient revenues to cover some one million dollars worth of physical plant over any reasonable length of time.

Since the interests of this type of museum are served best without governmental financing and controls, our only recourse is to solicit donations from the public. We would therefore appeal to you for help. Perhaps you can make a donation of cash, materials or services to further this worthy organization. The railroad was once *the* most important industry in this country, and we feel that its best heritage must be preserved. If you are interested, drop the museum a line—or better yet come out. If you let us know you are sincerely interested, we will be glad to show you the project in detail; the equipment—including those exhibits which are not normally open to the public, and, of course, the financial records which are always available for inspection. Our latest financial report will be sent on request. Gifts are fully tax deductible. Further, our organization qualifies for the “additional 10%” rule.

Remember, your support will assure the preservation of this important part of American history.

# History of The Illinois Railway Museum

To help preserve a part of our nation's heritage that was already beginning to disappear by the 1930's and during the post-war years, ten railroad enthusiasts founded the Illinois Electric Railway Museum in 1953.

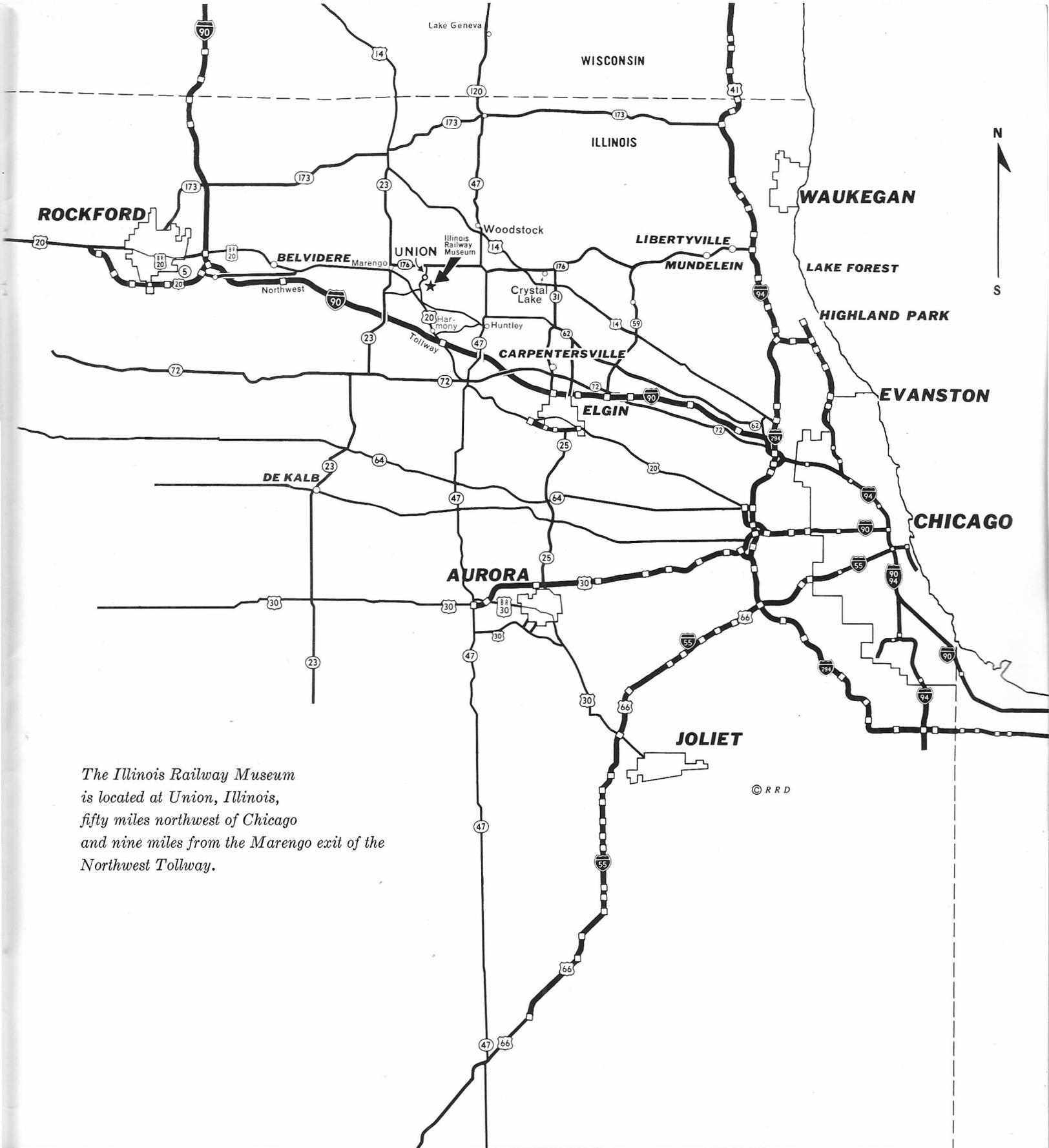
Indiana Railroad car no. 65 was the first car purchased. Storage for the car was arranged in North Chicago. In the years following, more equipment was added to the collection with particular emphasis on electric cars, which have all but vanished today. Thus by intent the museum collected the nation's finest representation of interurban railway equipment. The museum has been open to the public nearly every weekend since its founding, and during the early days at North Chicago thousands of visitors toured the exhibits.

By 1961, the railroad industry itself had undergone extensive changes. King Steam was banished and the diesel was the new Queen of the Silver Rails. It was time to broaden the scope of the Museum, and at the Annual Membership Meeting the word "Electric" was removed from the museum's name. Crowded conditions at North Chicago prevented more than a token start on expanding the collection. The museum, after a lengthy search, purchased five and one half miles of abandoned right of way outside Union, Illinois. The property was used prior to 1930 by the Elgin & Belvidere Electric Railway and since had existed as an empty, deserted strip of land.

In the spring of 1964, construction started at the "new home." By early summer, the first of the cars arrived in a special train over the Chicago & North Western. During the remainder of the summer the rest followed, either by special train or by truck. During 1965 more property was cleared and a track extension begun. In July, 1966, the first electric operation at the museum began, using power generated on the premises.

Further development of the "new home" began in 1965, with the purchase of 26 additional acres of farmland. On this site are being built the permanent facilities of the museum.

The museum is open year-round, though car operation starts about Memorial Day and continues through October. There are always members working on weekends and all are welcome to take an active part.



*The Illinois Railway Museum is located at Union, Illinois, fifty miles northwest of Chicago and nine miles from the Marengo exit of the Northwest Tollway.*

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