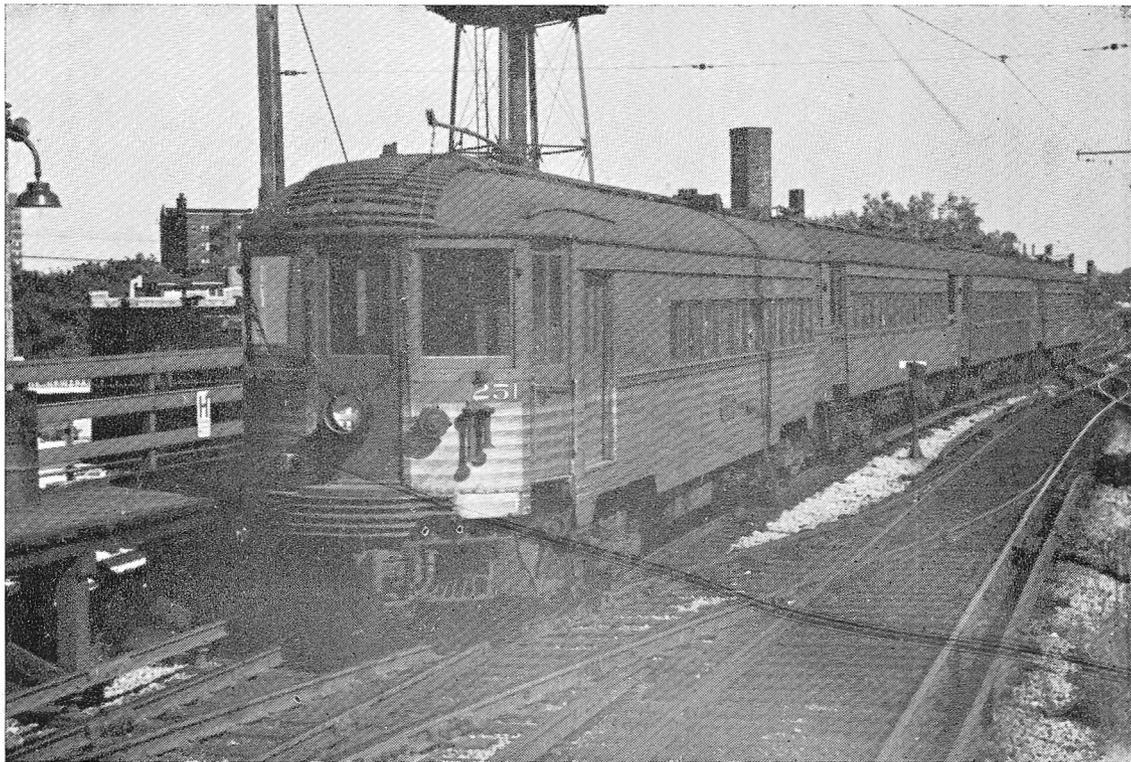


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ILLINOIS RAILWAY MUSEUM

Union, Illinois



1966

Souvenir Brochure

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INTRODUCTION

The year, 1966, marks the thirteenth 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 62 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, electric railway cars and miscellaneous service equipment, 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.

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 Association of Museums; 1960 charter member of the American Railway Museums.

Prior to beginning actual operation of the museum, it was decided that our railroad should have a name. In keeping with the area served, and the bearing in mind of the property's former owners, the name Elgin & Belvidere was decided upon.

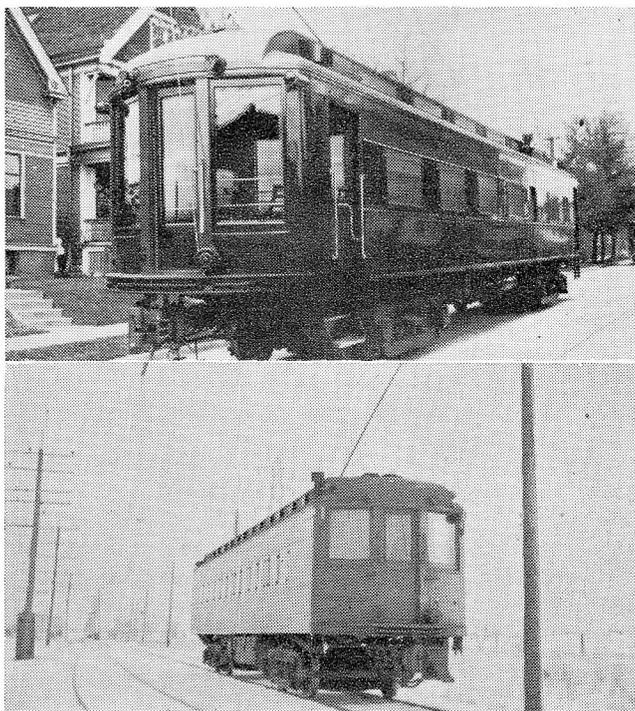
Future projects will include the construction of a building to house our 1500 KW rotary converter. This unit will supply the electricity needed to operate our larger electric cars. Plans also call for the construction of car barn facilities, improved auto parking areas, storage tracks where the cars 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 and ride the cars, you will find a brief history of their operations contained in this brochure.

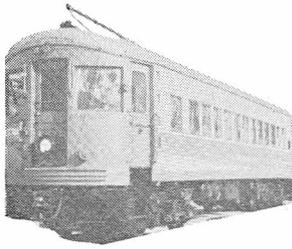
We would like to call your attention to the local merchants and businessmen, who have advertised in our book. Your patronage of these firms will be deeply appreciated.

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

BOARD OF DIRECTORS ILLINOIS RAILWAY MUSEUM

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 London and Port Stanley Railroad in Canada, where they became Nos. 16 and 21. When they became surplus in 1965, 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. (T.M.).





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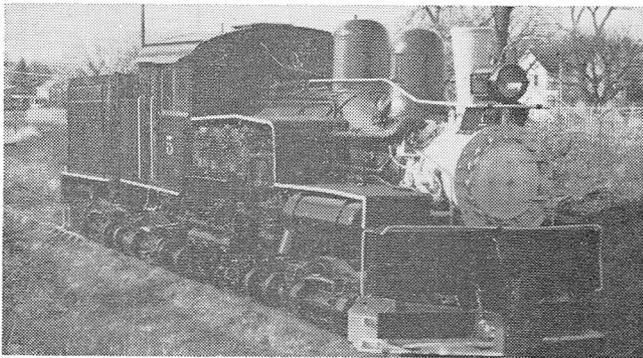
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Matt Shay invented a steam locomotive that would pull a heavy load on the steep grades and rough track often found in lumber camps and mines. His design featured a crankshaft on one side and gears on the wheels. The three cylinders on our Shay, No. 5, drive the crankshaft with a brisk up-and-down motion. There is lots of noise, even though it doesn't go very fast. No. 5 was used by the St. Regis Paper Co. in Washington State.

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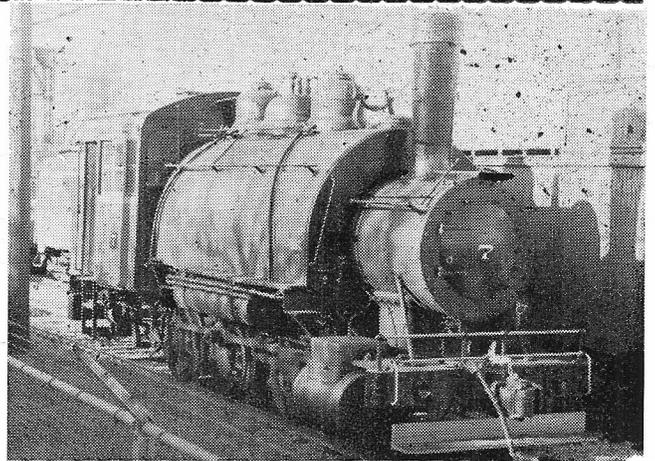
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Baldwin Locomotive Works 59, 309th locomotive was a small, 6-wheel switcher that weighed 67 tons and had no tender. There was a coal bunker behind the cab, and a water tank that straddled the boiler. These kind of engines were often called "Saddle Tanks". From 1926 to 1957, No. 7 switched coal at Public Service Company's Waukegan plant. After a few years of retirement, Commonwealth Edison donated it to the I. R. M. (W.C.)



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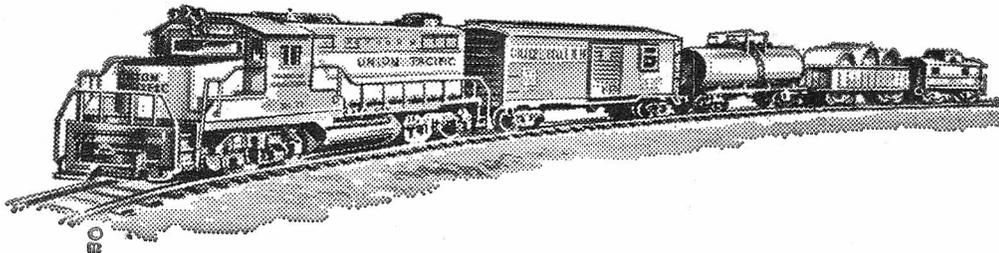
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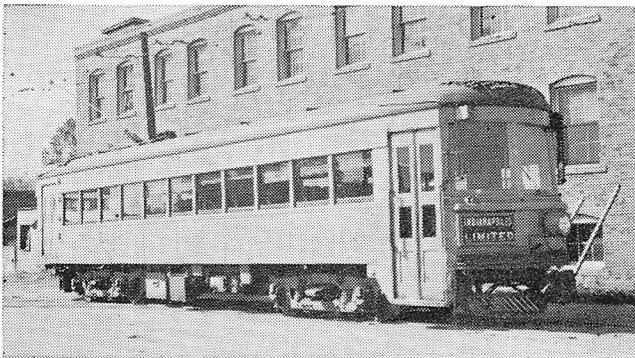
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Many interurban companies once criss-crossed the Hoosier state. In 1931 the stronger of these companies were united into one large company, called Indiana Railroad, which purchased new, all-aluminum, hi-speed cars to improve comfort and increase patronage. People kept on buying automobiles, however, and the last trains ran in 1941. Car No. 65 was sold to the Cedar Rapids and Iowa City Railway which used it another dozen years. The orange car was the museum's first acquisition, and is being thoroughly overhauled and re-built, a job which will soon be completed.

Compliments

Of A

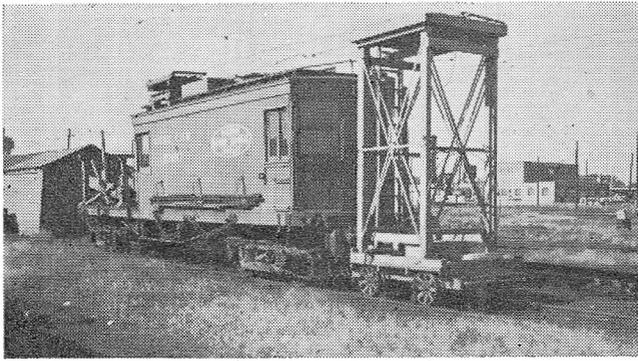
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A very important part of any railway, be it steam, electric or diesel, is its maintenance and construction departments. The museum is well equipped to handle most any problem which might arise with its Illinois Terminal Line Car and Tower Car. Both units were built at the Railroad Shops, the larger having been rebuilt from a former passenger car. Construction of the existing museum trolley car was completed with the help of the 4-wheel tower car.

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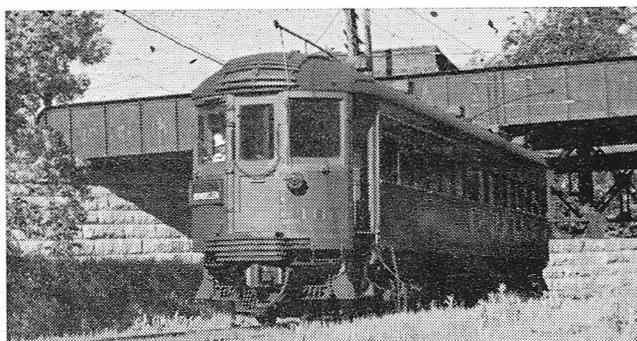
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Every weekday evening, white-shirted commuters left their air-conditioned offices and climbed the stairs to North Shore stops on the Elevated Railway. As their red and green train pulled in, they were likely to find an old veteran like 160 waiting to hustle them home. They'd push the heavy windows all the way up, settle down and read their papers while the 50 year old coaches, with interiors still trimmed in varnished mahogany, sped them northward. The pot-belly stove in the corner would be bubbling away next winter, but right now the green plush seats were hot enough. This was really a contrast in 1962!

The 160's were put together by Messer's J. G. Brill in 1915, and most were taken apart after the railway stopped running in 1963. Happily, though, No. 160 survives as a bit of fondly-remembered yesterday. (J.H.)

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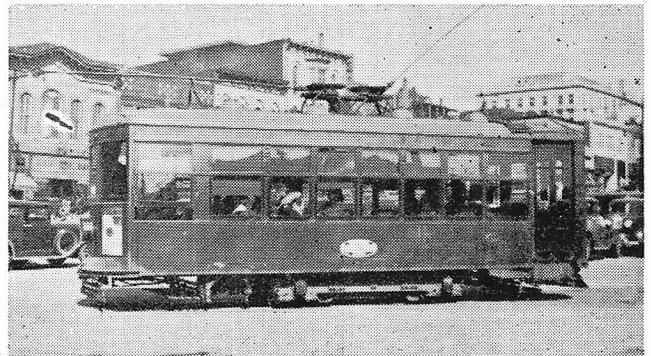
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Late in 1916 the Birney Safety Car was designed and Illinois Terminal 170 is a good example of this type of street car unit. It was a lightweight, therefore cheap to build and economical to operate as it needed only a one-man crew. Cost-conscious companies bought them by the thousands to cut operating expenses. 170 was built in 1921 and worked first in Galesburg, later in Alton. Minus its electrical parts the body was a yard office for years before I.R.M. rescued it for restoration. (R.B.)



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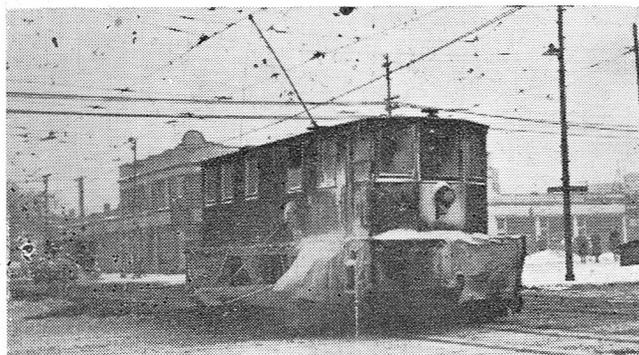
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Streetcar lines in the snow belt had snow sweepers like the E-223 from Chicago. Whenever the snow came, these little black boxes would trundle down the street, their big brooms spinning, sweeping the snow from the tracks.

Many a motorist living on a car line would rise early and, finding a fresh snowfall, would dig out his car. Turning around satisfied, he'd head for the house, when . . . Yep, you guessed it! that box went by and he had to dig it out all over again. (B.N.)

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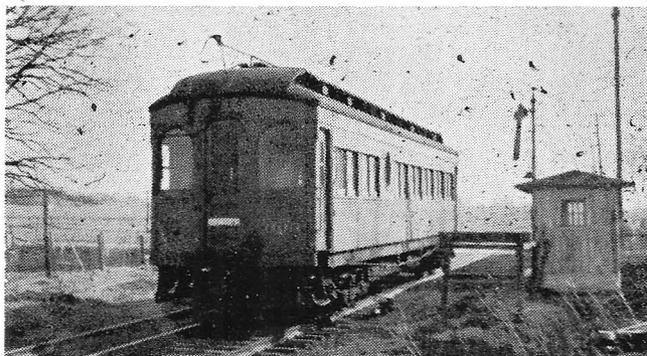
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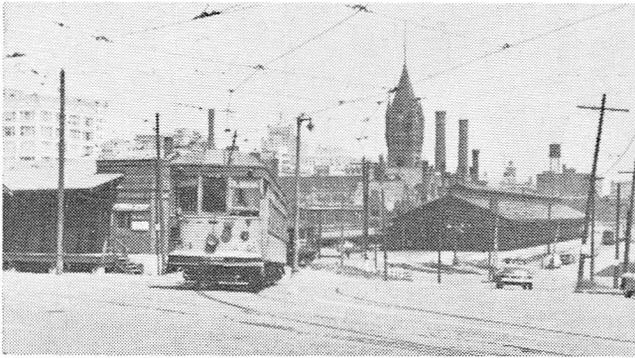
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In 1909, the Hicks Locomotive Works made their first and only venture into the electric railway field, constructing for the Aurora, Elgin and Chicago Railway, two deluxe cars, numbered 309 and 310. Originally fitted with arm chairs, carpeting and inlaid paneling, Car 309 was later demoted to coach duties. Upon termination of operation on the railroad, the car was acquired by the museum. It is hoped that some day the car may be restored to its former splendor.



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 car, which could be used with either one-man or two-man crews.

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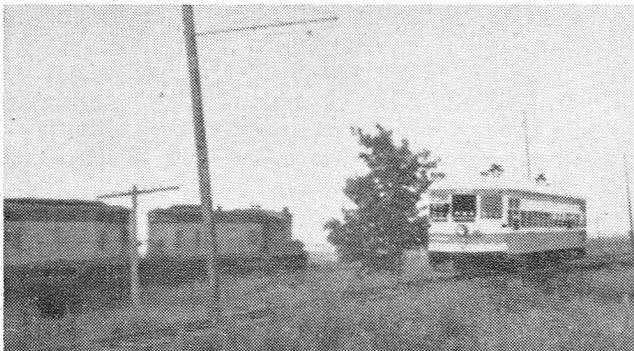
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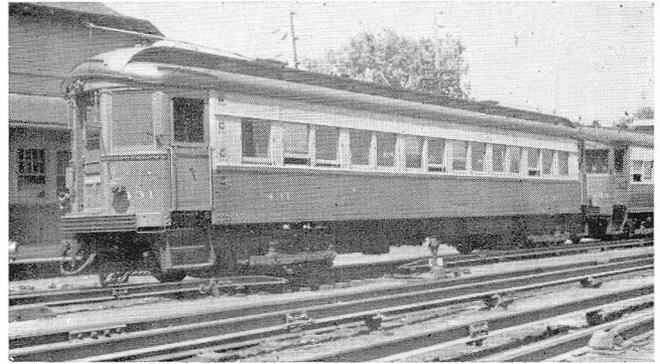
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As a Chicago & North Western freight races eastward with a shipment of new autos from Belvidere, museum owned Illinois Terminal Car No. 415 crosses the newly constructed wooden trestle on its trip eastward to Union. Car No. 415 was the first museum car to operate under its own power since the museum relocated in Union, two years ago. The car was built by the St. Louis Car Company in 1923 for the Chicago Ottawa & Peoria Railway and operated between Joliet and Princeton as Car No. 64. When the line was abandoned in 1934, the car was purchased and rebuilt by the Illinois Terminal Railroad for service in the St. Louis area. After retirement in 1956, the museum acquired the car. Here we have an excellent example of the lightweight suburban car. (E.M.)

In 1927, the Cincinnati Car Company constructed a group of high speed all steel cars for the Chicago, Aurora & Elgin Railway. Weighing in at better than 55 tons, they were the heaviest cars on the property. For years they pounded the rails between downtown Chicago and the western suburbs, carrying passengers swiftly and safely to and from work, in the days prior to our "fast" new expressways. After abandonment of the railway in 1957, the cars were stored at the company's Wheaton shops. Careful examination by individuals within the museum proved Car 431 to be in the best overall condition. Shortly thereafter, negotiations were made to purchase the car, thus saving it from the fate of its sisters. (R.B.)



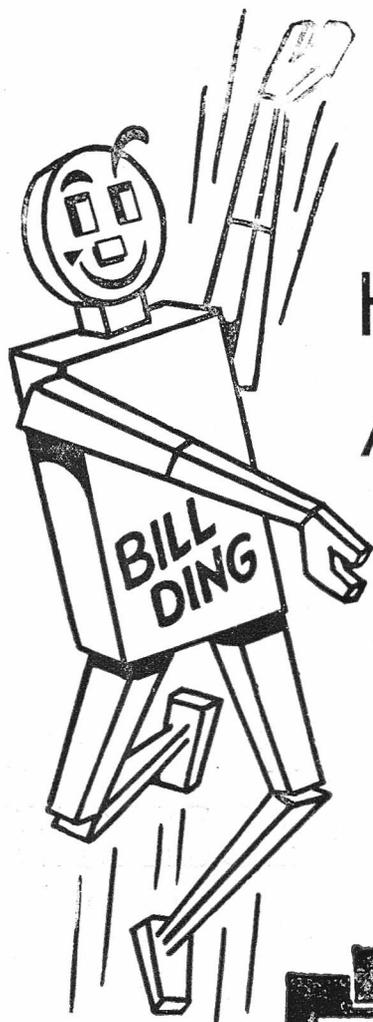
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This matched set of streetcars last operated in the city of Milwaukee, Wisconsin, in 1958. They are a prime example of the efforts made by traction companies to design an attractive and economical car in the 1920's. Car 972 was the first to be acquired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





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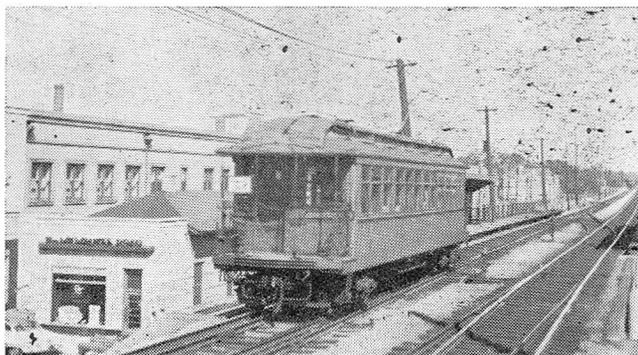


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The oldest electric railway car in the museum's collection served the North Side lines of Chicago's Elevated System for 55 years. It was constructed in 1899 at the Pullman Company's famous plant on Chicago's South Side. This was the last wooden car to be used in passenger service on the "L", having been used on a I. R. M. special on April 20, 1958. Shortly thereafter, it made a trip to North Chicago, Illinois, under its own power over the now abandoned North Shore Line. Then in 1964, it joined the other equipment for the move to Union.

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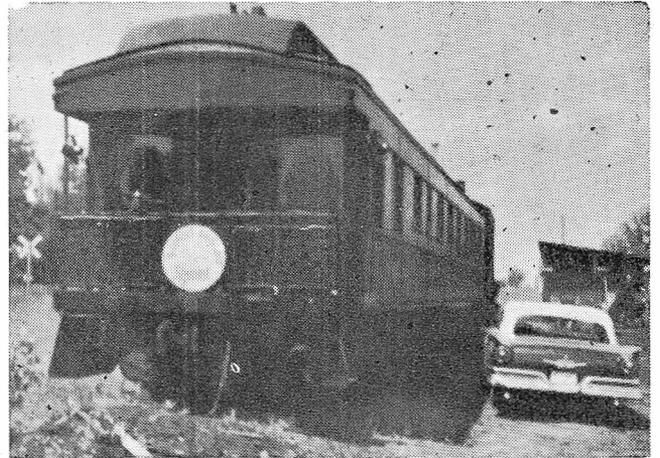
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Nevada Northern's Ely, a beautiful private car, dates from the days when executives traveled by rail instead of private plane. No doubt, it was the fanciest thing on wheels when built in the 1890's. It had hot-and-cold running water, showers, big brass beds, kitchen, dining room, living room and observation porch. There was interior paneling in rich rare woods, carefully carved in intricate patterns; gas lights were the final touch of luxury.

N. N. bought the car second hand in 1907, named it "Ely" for the biggest town on line, and gave it to their General Manager. In 1937 it was sold to the G.M. & O. for another 22 years of service, then bought by Mr. A. B. Maley, Vice President of North American Car Co. After the Ely was restored to its former splendor, it came to the museum, its 5th owner, a donation from Mr. Maley.



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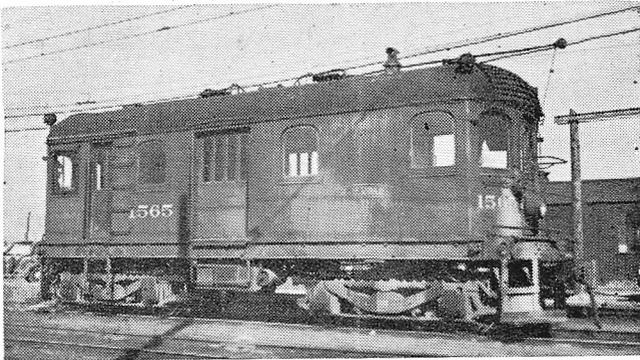
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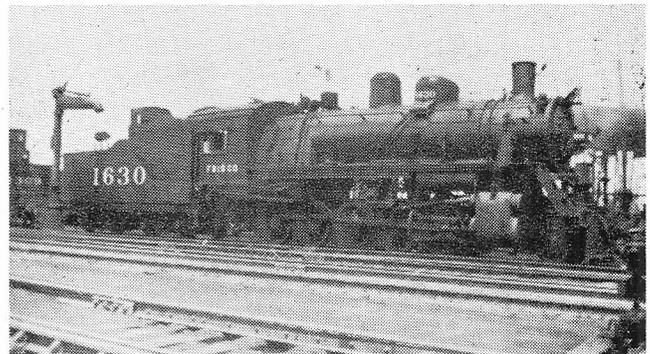
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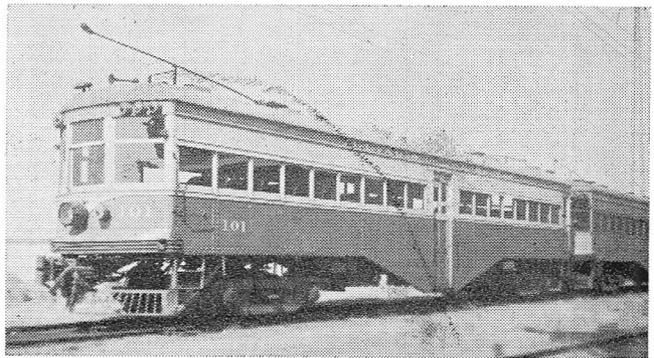
In 1918 American Locomotive works built a group of engines for export to Russia, the revolution came and they were never shipped. United States Railroad Administration managing (or mis-managing) American railways, during W.W. I, seized the locos and distributed them to roads that were critically short of motive power. Frisco got a flock of them and they were good branch line power until replaced by Diesels in the early 50's.

Five, including our No. 1630, were sold to The Eagle-Picher Co. for use in its Oklahoma lead mines. They were surplus by 1958; EP donated No. 1630 to I.R.M. in 1965, for preservation and eventual operation.



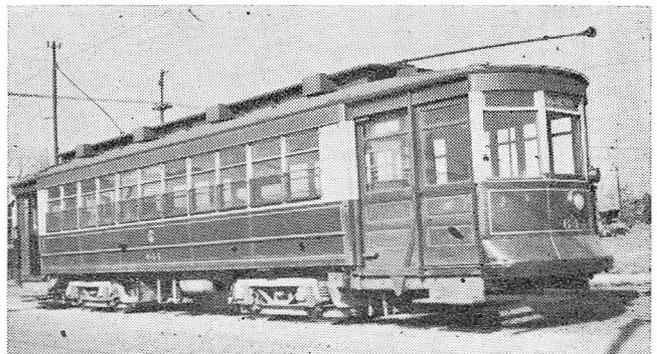
Some interurbans had their entrance in the center, and No. 101 is typical of these. The cream and green coach was built in 1917 for the Alton, Granit & St. Louis Railway, which later became part of the Illinois Terminal Railroad. 101 was seen on the suburban runs around St. Louis for many years, until they were discontinued. The car was then brought to the museum.

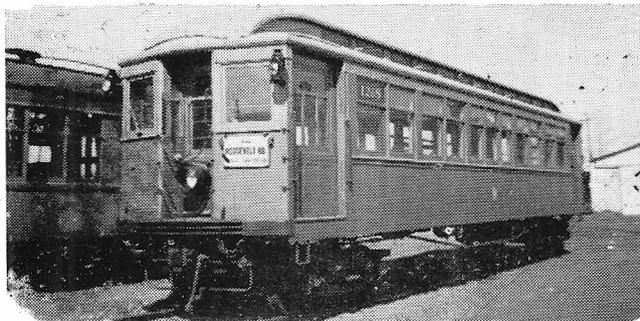
(RB)



Compliments Of A FRIEND

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. (BN)





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.

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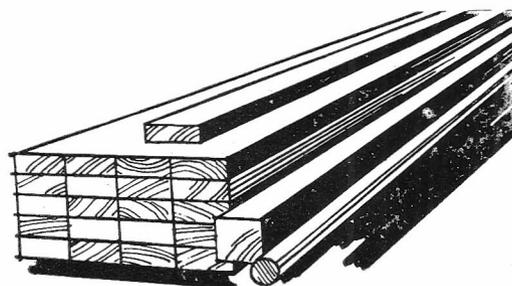
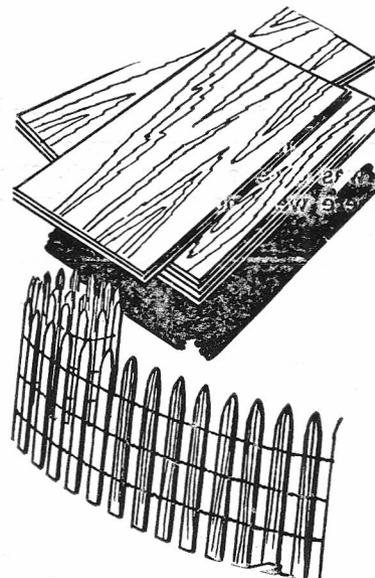
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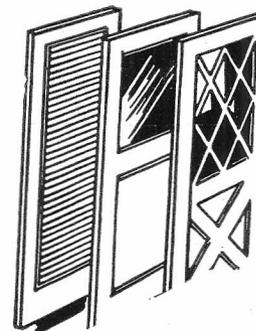
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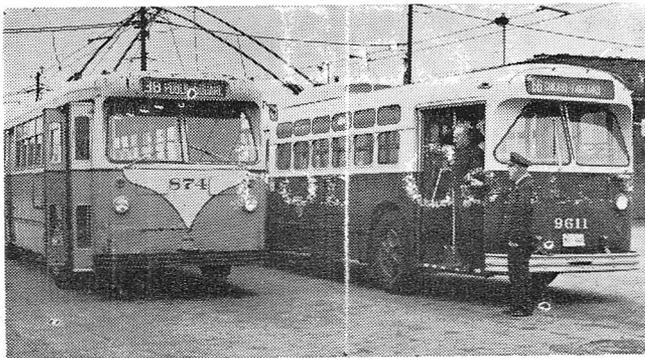
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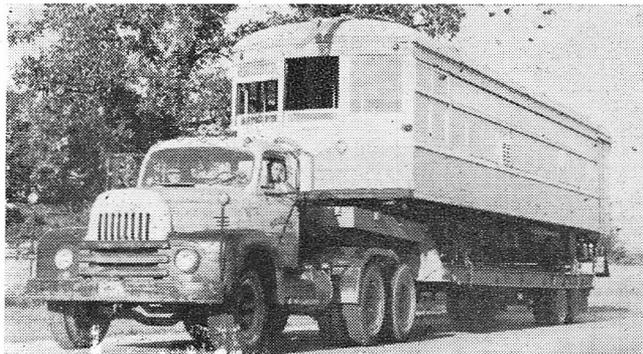
GARDEN PRAIRIE
597-1161



The trolley bus represents a transition from street cars to motor buses, and the museum has five, all different. Pullman Standard built 874 for Providence, R.I.; the photo at left shows it before a fan trip in Chicago.

On the right is the "Queen Mary," 9763, which got the nickname because of its massive size. It is vertically articulated, a rubber diaphragm above the middle axle permits it to bend flexibly.

9763 was once a motor coach. It was too big to operate legally in Chicago so it was converted to electricity — there were no size restrictions on trackless trolleys. (C.T.A.)



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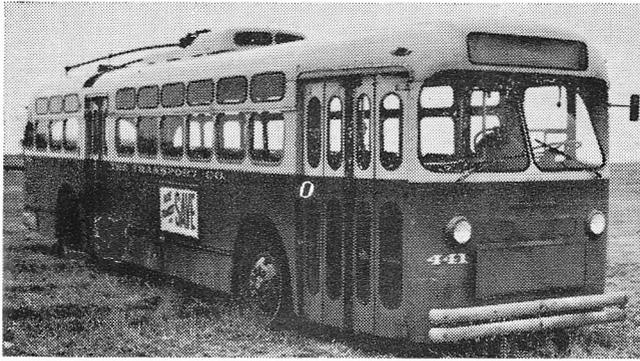
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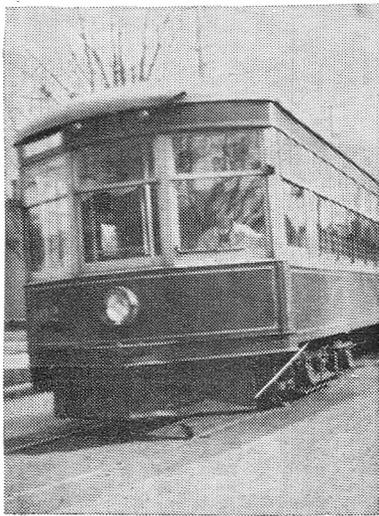
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Just as Milwaukee streetcar No. 972 (center page) was replaced by the "trackless trolley," museum owned trolley coach 441 was itself replaced by the diesel motor bus. As was the case with car 972, this coach was donated to the museum by The Transport Company. (L.K.)

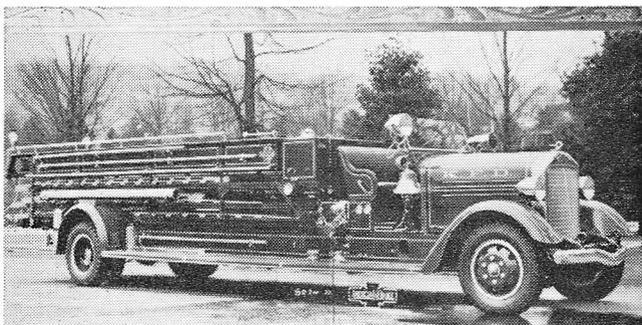


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Although steel wheels and trolley poles are lacking, this 1938 American La France fire truck is definitely an asset to the museum. In addition to serving as a fire protection agent, it will aid in publicising the museum. This unit originally served the town of Kewanee, Ill., and was a donation to the museum from a private party.

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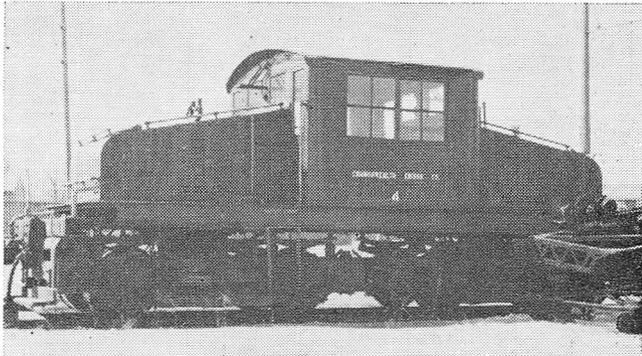
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No. 1 is a 4-wheel, gasoline-mechanical locomotive built by the Davenport-Besler Corp. for the U.S. Air Force in 1942. It ultimately became the property of Mr. B. C. Mathews who donated it to the museum. The red and yellow loco is our “Yard Goat” and a very useful one, too!

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