



Lake Shore Electric Railway Equipment Roster

This Roster of our collection of 33 historic cars from the Gerald E. Brookins Museum of Railway History / Trolleyville, USA is arranged in the same order as on our Web site.

INTERURBAN CARS

The interurban era in America ran from about 1905 to the late 1930's, although some lines in the Chicago area continued to run until the 1960's -- and, in fact, one -- the South Shore Line between Chicago and South Bend, Indiana, still operates today as a modern commuter railroad.

Ohio was a major center of interurbans connecting major cities. In the Cleveland area, our namesake, the Lake Shore Electric Railway, ran west from Public Square to Lorain, Norwalk and Sandusky with connections to Toledo and Detroit.

The Cleveland, Southwestern & Columbus Railway ran from downtown Cleveland to Elyria and Wooster. The Northern Ohio Traction Co. connected Cleveland and Akron. The Cleveland, Painesville & Eastern Railway ran from Cleveland to Ashtabula. And the Eastern Ohio Traction Co. operated to Chagrin Falls, Chardon, and Middlefield.

Our collection includes interurban cars from the Chicago, Aurora & Eastern Railroad, one of the three "Insull Lines" radiating from Chicago, as well as cars used on the Shaker Heights line and from Toledo and Iowa.

Car # 36

Chicago Aurora & Elgin R.R.

(Chicago, Aurora & Elgin/ Columbia Park & Southwestern)

Length: 47ft 4in *Width:* 8ft 7in

Height: 13ft *Weight:* 71,100 lb

Double-end heavy interurban

Green with red trim

Built 1902 by Stephenson Car Co.

Acquired: 1963 *Status:* Unrestored n service

Chicago Aurora & Elgin R.R. #36 is a heavyweight wooden interurban car. The Stephenson Car Co. of New York City built it in 1902 for the mid-western line that connected downtown Chicago to Wheaton and its namesake towns in the Fox River Valley. The car sports many of the elements of turn of the century interurban., Stained glass in the roof monitor and standee windows, rattan upholstery, and, in this case, white oak interior walls. After five-plus decades of racing across the plains, the #36 retired in 1957 when the railroad closed. The car came to Cleveland in 1963.

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Car # 303 (Shaker)

Shaker Heights Rapid Transit

(Cleve. Interurban/Aurora Elgin & Fox River)

Double-end, lightweight interurban

Length: 45ft 8in *Width:* 9ft 3in

Height: 10ft 7in *Weight:* 37,500 lb

Dark yellow & cream with brown trim

Built 1923 by St. Louis Car Co.

Acquired: 1954 *Status:* Unrestored, out of service (accident damage to end)

Aurora Elgin & Fox River R.R. # 303 and #304 are lightweight double-end interurban cars. Built in 1923 by the St Louis Car Co. to serve a small northwestern Illinois railway between its namesakes. This line closed in 1936, at which time the Cleveland Interurban R.R. purchased them and five of their sisters to serve the rapid lines in Shaker Heights. They were dubbed ‘Smokers’ or ‘Bankers Specials’ in Ohio as they have a separate smoking section. The cars were retired in 1954 and Gerald Brookins saved them from the scrap pile making them the first pieces of what would become Trolleyville, USA.

Car #304

Shaker Heights Rapid Transit

(Cleve. Interurban/ Aurora Elgin & Fox River)

Double-end lightweight interurban

Length: 45ft 8in *Width:* 9ft 3in

Height: 10ft 7in *Weight:* 37,500 lb

Gray and cream with red trim

Built 1923 by St. Louis Car Co.

Acquired: 1954 *Status:* Unrestored, out of service

└ Please see Car #303 for descriptive information about this car.

Car #303 (CA&E)

Chicago Aurora & Elgin R.R.

(Aurora, Elgin Chicago R.R.)

Double-end heavy interurban

Length: 53ft 1in *Width:* 8ft, 7in

Height: 13ft *Weight:* 75,000 lb

Green with brown trim

Built 1906 by Niles Car Co

Acquired: 1963 *Status:* Restored in service

Chicago Aurora & Elgin R.R. #303 is another wooden interurban this time built by the Niles Car Co. of Niles Ohio in 1906., Its service history mirrors #36. The CA&E wood cars lost some of their glitter during a 1940’s modernization program. They lost their beautiful stained glass and varnished walls were painted over. Trolleyville spent several years restoring its ,mahogany interior with brass trim and leather seating.

Car # 319

Chicago Aurora & Elgin R.R.

(Aurora, Elgin Chicago R.R.)

Double End Heavy Interurban

Length: 54ft *Width:* 8ft. 7in

Height: 13ft *Weight:* 100,000 lb

Maroon w\ brown trim

Built 1914 by Jewett Car Co.

Acquired: 1963 *Status:* Unrestored, out of service (bad traction motor bearings)

Chicago Aurora & Elgin R.R. #319, the third wooden interurban in the collection, was built in 1914 by the Jewett Car Co of Newark Ohio. This car represents the closing era of wood car body construction as steel was becoming the material of choice. As most interurbans of the day, the interiors is divided into a coach section and smoking section, and, being a deluxe car, it has a lavatory as well. The inlay cherry wood walls and leather seating have yet to be restored.

Car # 409

Chicago Aurora & Elgin R.R.

Double-end heavy interurban

Length: 56ft 10in *Width:* 8ft, 8in

Height: 13ft 2in *Weight:* 103,300 lb

Red and cream

Built 1923 by Pullman Standard Car Co

Acquired: 1963 *Status:* Restored, limited service (bad traction motor)

Chicago Aurora & Elgin R.R. #409 is a heavyweight steel interurban built by the Pullman Car Co. of Chicago in 1923. This brute tips the scale at more than 51 tons owing to a 6-inch concrete floor to ensure a smooth comfortable ride. With almost 600 horsepower, it is capable of more than 75 mph, aiding the CA&E in holding the speed records for interurban service for several years. The 409 is the only survivor of this car order. Trolleyville found this car still sitting on the paint shop floor being the last car to get some "TLC" on the "Roarin' Elgin."

Car # 451

Chicago Aurora & Elgin R.R.

(Columbia Park & Southwestern)

Double-end heavy interurban

Length: 55ft, 4in *Width:* 9ft

Height: 12ft, 3in *Weight:* 86,600 lb

Green & Yellow

Built, 1945 by St. Louis Car Co

Acquired: 1963 *Status:* Unrestored in service

Chicago Aurora & Elgin R.R. # 451, #458 and #460 were built by the St Louis Car Co. of St Louis in 1945, the last cars the Great Third Rail purchased. As a matter of fact the 460 is considered the last true

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interurban car manufactured in the United States. We are fortunate to have examples of interurban car technology from beginning to end on our railroad. It probably was an interesting family discussion when Jerry Brookins bought eight cars at one time in 1963.

Car # 453

Chicago Aurora & Elgin R.R.

(Columbia Park & Southwestern RR)

Double-end heavy interurban

Length: 55ft 4in *Width:* 9ft

Height: 12ft, 3in *Weight:* 86,600 lb

Salmon and gray

*Built,*1945 by St. Louis Car Co

Acquired: 1963 *Status:* Unrestored out of service

┆ Please see Car #451 for descriptive information about this car.

Car # 458

Chicago Aurora & Elgin R.R.

(Columbia Park & Southwestern RR)

Double-end heavy interurban

Length: 55ft 4in *Width:* 9ft

Height: 12ft 3in *Weight:* 86,600 lb

Salmon and gray

*Built,*1945 by St. Louis Car Co

Acquired: 1963 *Status:* Unrestored, out of service

┆ Please see Car #451 for descriptive information about this car.

Car # 460

Chicago Aurora & Elgin R.R.

(Columbia Park & Southwestern RR)

Double-end heavy interurban

Length: 55ft 4in *Width:* 9ft

Height: 12ft 3in *Weight:* 86,600 lb

Red and gray

Built 1945 by St. Louis Car Co

Acquired: 1963 *Status :* Unrestored in service

┆ Please see Car #451 for descriptive information about this car.

Car # "TOLEDO"

Toledo Street Railway

Interurban private car

Length: 49ft *Width:* 8ft, 6in

Height: 12ft 6in *Weight:* Approx. 45,000 lb

Yellow with green trim

Built 1906 in Toledo Street Railway's shops

Acquired 1970 *Status:* Under restoration, not in service

"TOLEDO" is a private interurban car, quite a rare style of interurban. It is like a rolling office/recreational vehicle. The shop crews of the Toledo Street Railway built it in 1906 patterned after the typical wood interurban but outfitted with a meeting room, sleeping quarters, lavatory and galley. Management of the original Lake Shore Electric Railway used it to meet and entertain clients who might have charters or freight transported by the railway. Sometime in the 1930's the Toledo was put in a grove near Huron, Ohio, and used as a cottage until 1970 when its new museum life began.

Car # "OX" (#1078, #202)

Cleveland Regional Transit Authority

(Shaker Heights Rapid Transit / Cleveland Interurban RR/

Northern. Ohio Traction / Michigan Electric Ry.)

Double-end freight interurban / line car

Length: 53ft *Width:* 8ft 10in

Height: 13ft *Weigh:* Approx. 90,000 lb

Red and yellow

Built 1924 by G. C. Kuhlman Car Co

Acquired; 1984 *Status:* Restored, in service

Cleveland RTA "OX", started out life as a freight motor #202 on the Michigan Electric Railway in the greater Detroit area. Built in 1924 by G. C. Kuhlman Car Co., it was a regular visitor to Cleveland not only for the Michigan Electric, but also for the Northern Ohio Traction Co. of Akron which purchased it in 1929 as #1078. The local connection continued as #78 on the Cleveland Interurban R.R. starting in 1932 where it served as a locomotive on the Shaker Heights Rapid Transit. In 1948 the Shaker Rapid took delivery of new PCC cars numbered in the 70 through 90 series requiring re-numbering 78 to "OX." The "OX" was used by both the Shaker Heights and the CTS rapid lines right into the RTA era when it was retired in 1984. It still has work duty at the museum.

Car # 100

(Original #101)

Iowa Southern Utilities R.R.

(Centerville, Albia & Southern Ry)

Double-end freight interurban

Length: 40ft 6in *Width:* 8ft 10in

Height : 11ft 6in *Weight:* Approx. 65,000 lb

Silver and yellow

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Built 1914 by American Car & Foundry

Acquired: 1974 *Status:* Unrestored, not in service

Iowa Southern Utilities #100 and #101 are an examples of the interurban freight motors. A freight motor is electrically powered box car capable carrying cargo and pulling freight cars as well. Built in 1914 by the American Car & Foundry Co. for the Centerville, Albia & Southern Ry., they served the Iowa communities of Centerville and Monrovia until the close of electric operations in 1974.

┌ Car #100 has been moved to LSERy.'s new location; however, it may not remain part of the permanent collection

Car # 101

Iowa Southern Utilities R.R.

(Centerville, Albia & Southern Ry)

Double-end freight interurban

Length: 40ft,6in *Width:* 8ft 10in

Height: 11ft 6in *Weight:* Approx. 65,000 lb

Silver and yellow

Built 1914 by American Car & Foundry

Acquired: 1974 *Status:* Unrestored, not in service

┌ Please see Car 100 for descriptive information about this car

RAPID TRANSIT CARS

Rapid Transit lines link the central city with outlying areas or suburbs with high-speed cars operating on dedicated private rights of way, frequently separated from road traffic. They are designed for high-density, frequent service along their routes.

Cleveland has two rapid transit systems, both of which today are operated by the Cleveland Regional Transit Authority (RTA). The Shaker Heights Rapid Transit -- today's RTA "Blue" and "Green" lines which become the "Waterfront" line -- was built by the Van Sweringen brothers to connect their planned community of Shaker Heights to downtown Cleveland via a dedicated right of way. The "Blue," "Green," and "Waterfront" lines are low-platform operations.

Cleveland Transit System built the Windermere to Airport -- today's RTA "Red" line -- for fast cross town service from East Cleveland/Cleveland Heights on the east across downtown to West Park and Cleveland Hopkins International Airport on the west. The "Red" line is a high-platform operation.

Both rapid systems connect at Tower City (the former Cleveland Union Terminal) on Public Square in the center of downtown Cleveland. Our collection includes cars which were used on both rapid systems.

Car # 63 (#352)

Cleveland Regional Transit Authority

(Shaker Heights Rapid / Twin Cities Rapid Transit)

Single-end PCC multiple-unit car

Length: 46ft 6in *Width:* 9ft

Height: 10ft 3in *Weight:* 38,000 lb

White with red & orange trim

Built 1947 by St. Louis Car Co.

Acquired: 1985, *Status:* Unrestored, out of service (bad drum brake & window glass being replaced)

Shaker Heights Rapid Transit # 63 is a single-end PCC-type streetcar. Built in 1947 by the St Louis Car Co. as Twin Cities Rapid Transit #352, it plied the streets of Minneapolis until 1954. At that time it was adapted for multiple unit train service and sold to the Shaker Heights Rapid Transit. It performed its duties along Shaker and Van Aken Boulevard's into the RTA era until 1985.

“PCC” stands for “Presidents Conference Car.” In the mid-30's several street railway companies got together to design a fast modern uniform streetcar design. This successful effort developed a car designed world wide into the present day. Quite a few are still at work in San Francisco, Boston, and Kenosha Wis.

Car # 71

Cleveland Regional Transit Authority

(Shaker Heights Rapid Transit)

Single-end PCC multiple-unit car

Length: 50ft, *Width:* 9ft

Height: 10ft 3in *Weight* 43,500 lb

Yellow with green trim

Built 1948 by Pullman Standard Car Co.

Acquired: 1985, *Status:* Unrestored, out of service

Shaker Heights Rapid Transit #71 and # 76 are single-end, multiple-unit, PCC-style cars built in 1948 by the Pullman Standard Car Co.'s Worcester Mass. plant for Shaker Heights. These cars were unique having a left-side center door for a still-born Cleveland subway system. They also operated into the RTA era with retirement coming in 1985.

Car # 76

Cleveland Regional Transit Authority

(Shaker Heights Rapid Transit)

Single-end PCC multiple-unit car

Length: 50ft, *Width:* 9ft

Height: 10ft 3in, *Weight:* 43,500 lb

White with red stripe

Built 1948 by Pullman Standard Car Co

Acquired: 2003 *Status:* Unrestored, out of service

└ Please see Car #71 for descriptive information about this car.

Car #113

Cleveland Regional Transit Authority

(Cleveland Transit System)

High platform rapid transit car (“Bluebird” / “Spam Can”)

Length: 48ft 6in *Width:* 10ft 4in

Height: 11ft 9in *Weight:* 56,000 lb

Blue and gray

Built 1955 by St Louis car Co

Acquired: 2002 *Status:* Unrestored, out of service

Cleveland Transit System #113 was part of a second lot of high-platform transit cars for the Windermere to West Park rapid line. St Louis Car Co. built the double-end car in 1955. Retirement came in the mid-1980’s when the RTA purchased new equipment from Japan. Car #113 was added to the museum’s collection in 2002 to represent that era of electric rail service in Cleveland.

Car #172

Cleveland Regional Transit Authority

(Cleveland Transit System)

High-platform rapid transit car (“Airporter”)

Length: 72ft *Width:* 10ft 4in

Height: 12ft *Weight:* Approx .75,000 lb

Stainless steel with red & white striping

Built 1967 by Pullman Standard Car Co

Acquired: 2003 *Status:* Unrestored, possibly operational

Cleveland Transit System #172 and #163 are representatives of the second style of high-platform rapid cars to serve Cleveland, Built by the Pullman Standard Car Co. in 1968 for an extension to Cleveland Hopkins International Airport, this project made Cleveland the first city in the world to have rapid rail service running between a major airport and its downtown commercial district. The RTA retired these cars in the 1980’s with the arrival of new equipment. Museum service began in 2002.

■ Car #172 has been moved to LSERy.’s new location; however, it may not remain part of the permanent collection.

CITY CARS

City Cars is another way of saying streetcars which many cities used up until the mid-1950’s – and some cities still are running them today – to link neighborhoods to commercial centers and to their downtown areas. These are high-density, low-speed operations in the center of city streets where the lines connect with each other and with transit buses.

Cleveland had an extensive streetcar network radiating from Public Square in downtown to all major neighborhoods centers, and even into the close-in suburbs. Cleveland’s streetcars stopped running in 1954, replaced by trackless trolleys (also since ended) and bus routes.

We have several examples of Cleveland streetcars in our collection, as well as cars from Pittsburgh; Cincinnati; Boston; Toronto; Vera Cruz, Mexico; and Blackpool, England.

Car # 9

Vera Cruz City Railway (Mexico)

Single-end, single-truck open car

Length: 29ft 9in *Width:* 9ft

Height: 11ft,3in *Weight* Approx .20,000 lb

Yellow & cream with red trim

Built,1895(?) by J. G. Brill Car Co.

Acquired: 1961 *Status:*,Unrestored out of service

Vera Cruz City Railway # 9 and #19 are classic single-truck open cars also known as “summer cars.” These two were built in 1910 by the J.G. Brill Car Co. of Philadelphia and shipped to Mexico in kit form for assembly there. After decades of bouncing along the dusty streets of Vera Cruz, a vacationing Jerry Brookins purchased the “bobbers” to add to his growing collection.

Car # 19

Vera Cruz City Railway, Mexico)

Single-end, single-truck, open car

Length: 29ft 9in *Width:* 9ft

Height: 11ft 3in *Weight:* Approx .20,000 lb

Red and cream

Built,1895(?) by J. G. Brill Car Co.

Acquired: 1961 *Status:* Unrestored out of service

┆ Please see Car #9 for descriptive information about this car.

Car # 606 (“Boat Car”)

Blackpool Transport (England)

Double-end open excursion car

Length: 42ft 8in *Width:* 7ft, 8in

Height: 11ft 8in *Weight:* .28,000 lb

Yellow and blue

Built: 1934 by Blackpool Transport

Acquired: 2000 *Status:* Restored, in service

Blackpool Transport # 606,is a open-top excursion tram (trolley) built in 1934 by the street railway company of Blackpool, England. The car is called a ‘Boat Tram’ due to its ship-like art deco body style. The “Boat Car” retired early to be a part of a trade for a Blackpool double-deck car which had come to Trolleyville years ago but was too tall to operate here. The seaside resort city was in need of another closed car for the railway and proposed the trade that made both parties very happy. #606 arrived in Cleveland in 2000.

Car #1218 (#18)

Shaker Heights Rapid Transit
(Cleve. Interurban/ Cleveland Railway Co.)
Single-end center-entrance city/rapid car
Length: 51ft *Width:* 8ft,5in
Height: 11ft 8in *Weight:* 47,000 lb
Gray and cream with red trim
Built 1914 by G. C. Kuhlman Car Co.
Acquired: 1960 *Status:* Unrestored, in service

Cleveland Railway Company # 1218 and #1225 are from a group of more than 200 single-end, center-entrance streetcars built by the G. C. Kuhlman Car Co. of Cleveland in 1913-14. These cars served almost every neighborhood in town. In 1920 a portion were souped up and leased to the Cleveland Interurban Railroad for rapid transit service from Public Square to Shaker Heights. #1218 and #1225 Were workhorses on the two lines to Shaker Heights until 1960 when they retired to Trolleyville where they continued to serve patrons in a more relaxed way.

Car #1225 (#25)

Shaker Heights Rapid Transit
(Cleve. Interurban/Cleveland Railway Co.)
Single-end center-entrance city/rapid car
Length: 51ft, *Width:* 8ft 5in
Height: 11ft 8in *Weight:* 47,000 lb
Yellow and cream with brown trim
Built 1914 by G. C. Kuhlman Car Co.
Acquired: 1960 *Status:* Unrestored, in service

■ Please see Car #1218 for descriptive information about this car.

Car # 2227

Cincinnati Street Railway
Single-end PAYE city car
Length: 45ft *Width:*,8ft 2in
Height: 12ft 6in *Weight:* Approx.40,000 lb
Orange and cream with brown trim
Built 1919 by Cincinnati Car Co
Acquired: 1964 *Status:* Restored in service

Cincinnati Street Railway #2227, built in 1919 by the Cincinnati Car Co. for the Queen City, is a perfect example of the 'PAYE' design streetcar. The Pay-As-You-Enter, rear entrance–front exit trolley was a very common car design in North America. The 2227 was retired and dismantled in 1948 and the body was salvaged for use as a shed. In 1964 Trolleyville acquired the body and scoured the countryside to find trucks and hardware to restore the car. After several years of hard work the bright orange deck-roof car is in like-new condition

Car #2365 (# 58)

Shaker Heights Rapid Transit
(Cleveland. Transit System /
Cleveland Railway Co.)

Center-entrance city trailer car

Length: 49 ft *Width:* 8ft 5in
Height: 11ft 8in *Weight:* 25,900 lb

Tan and cream with brown trim

Built 1918 by G. C. Kuhlman Car Co.

Acquired: 1968 *Status:* Under restoration, not in service

Cleveland Railway Co. # 2365 is a non-powered trailer pulled by a motorcar such as our 1200's to handle the rush-hour crunch loads on many of Cleveland's streetcar lines. The G. C. Kuhlman Car Co. built this car in 1918. In the early 1940's the 2365 was sold to the Shaker Heights Rapid Transit to help with war-time passenger loads. The multiple-unit train would consist of 4 motors and a trailer. Later in life it became the crew bullpen at the Van Aken terminus until 1968 when it was fully retired to Trolleyville.

Car # 3334 ("Texas Ranger")

Boston Metro. Transit Authority
(Texas Railway & Terminal Co.)

Double-end PCC multiple-unit car

Length: 7ft, *Width:* 8ft , 5in
Height: 10ft 3in *Weight:* 39,000 lb

Orange and cream

Built 1942 by St. Louis Car Co

Acquired: 1991 *Status:* Unrestored, out of service

Texas Railway & Terminal Co. #3334 is an example of a double-end PCC car. Built by St Louis Car Co. in 1942, it was painted a jazzy red & cream, dubbed "Texas Ranger," and served in Dallas until the late 1950's. At that time it was sold to the Boston Metropolitan Transit Authority where it ran until the late 1980's. Trolleyville received a very tired #3334 in 1991 and plans for restoration is in its future.

Car # 4145

Pittsburgh Railway Co.

Single-end P.A.Y.E. city car

Length: 48ft *Width:* 8ft, 4in
Height: 12ft 3in *Weight:* Approx 45,000 lb

Maroon with brown trim

Built 1911 by Press Steel Car Co.

Acquired: 1973 *Status:* Restored, limited service (possible bad traction motor)

Pittsburgh Street Railways # 4145 is another classic PAYE-style streetcar built in 1911 by the Press

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Steel Car Co. of Pittsburgh., Upon its retirement the car went to a private museum in central Pennsylvania where its was restored. In 1973 that museum closed and 4145 was added to the collection in Cleveland.

Car # 4602

Toronto Transit Commission (Canada)

Single-end PCC city car

Length: 46ft 6in *Width:* 8ft 5in

Height: 10ft,3in *Weight:* 38,000 lb

Maroon and cream with black trim

Built 1951 by Canadian Car & Foundry

Acquired: 1996 *Status:* Restored, in service

Toronto Transit Commission # 4602 is the youngest streetcar in our collection. It was constructed in 1951 by the Canadian Car & Foundry of Ottawa, Canada. This single-end PCC car is in very good condition today owing to a \$300,000 rebuild by the TTC in 1988. In 1996 the 4602 retired from the streets of Toronto who still enjoy trolley service with new cars on 10 routes.

OTHER CARS

Other Cars is our way of categorizing the unheralded but important cars for any railway operation, whether it is electric or "steam/diesel."

These cars include line cars for maintenance of the overhead trolley wires and structure, and cabooses which used to bring up the rear of trains to provide safety and a place for crews to ride. We have both in our collection.

Car # 1

Iowa Southern Utilities RR

(Centerville, Albia & Southern Ry)

Single-truck, double-end city car, rebuilt as a line car in 1907

Length: 19ft *Width:* 7ft

Height: 10ft *Weight:* Approx., 20,000 lb

Orange

Built 1892 by Stephenson Car Co.

Acquired: 1974 *Status:* Unrestored, in service

Iowa Southern Utilities #1, now a tiny work car, started out life as a single-truck closed passenger car built in 1892 by the Stephenson Car Co. for the Centerville, Albia & Southern Railway in Iowa. In 1907 the railway rebuilt the car with a rooftop platform to aid in the maintenance of the overhead trolley wire., After a long life, retirement and a new home at Trolleyville came in 1974.

Car # 8146 (#102)

Iowa Southern Utilities R.R.

(Centerville Albia & Southern Ry./

New York, Ontario & Western R.R.)

Four-wheel caboose

Length: 24ft 9in *Width:* 8ft 4in

Height: 13ft 2in *Weight:* Approx. 25,000 lb.

Red

Built 1883 in railroad shops

Acquired: 1974 *Status:* Restored,,n service

New York Ontario & Western R.R. #8146 is a four-wheel wooden caboose built by this central New York state line about 1883 making it the oldest piece in our collection. Sometime in the 1920's the little car made its way to Iowa and continued working on the Iowa Southern Utilities Ry. until 1974. Once in Cleveland, Trolleyville volunteers completely restored the "bobber" into a classic red caboose.

Car # 518021

Norfolk and Western R.R.

Eight-wheel caboose

Length: 37ft 8in *Width:* 10ft 5in

Height: 13ft 5in *Weight:* Approx .40,000 lb.

Red

Built 1914 in the railroad's shops

Acquired: 1974 *Status:* Unrestored, in service

Norfolk & Western R.R. # 518021 is a large wooden railroad caboose built by N&W's shop forces in 1914. In 1972 the car was an auction item for an United Way fund raiser held at Shaker Square. Mr. Brookins won the bidding and added to the collection at that time.

■ Car #518021 has been moved to LSERY.'s new location; however, it may not remain part of the permanent collection.

**Please visit our Web site – www.lsery.org – regularly to keep up to date
on the activities of the Lake Shore Electric Railway**