

Interurban Car Series

The Milwaukee Electric
Railway & Transport Company

- ROSTER
- SKETCH

ISSUED ON THE OCCASION
OF CERA TRIP #16
September 17th, 1939



Skokie Valley Route

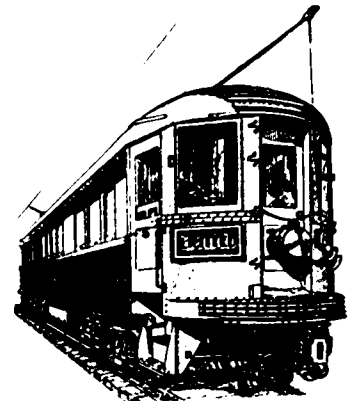
CHICAGO • KENOSHA

Milwaukee Electric Lines

MILWAUKEE
RACINE
KENOSHA
LINE

Milwaukee
Port Washington
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Bulletin of the CENTRAL ELECTRIC RAILFANS' ASSOCIATION
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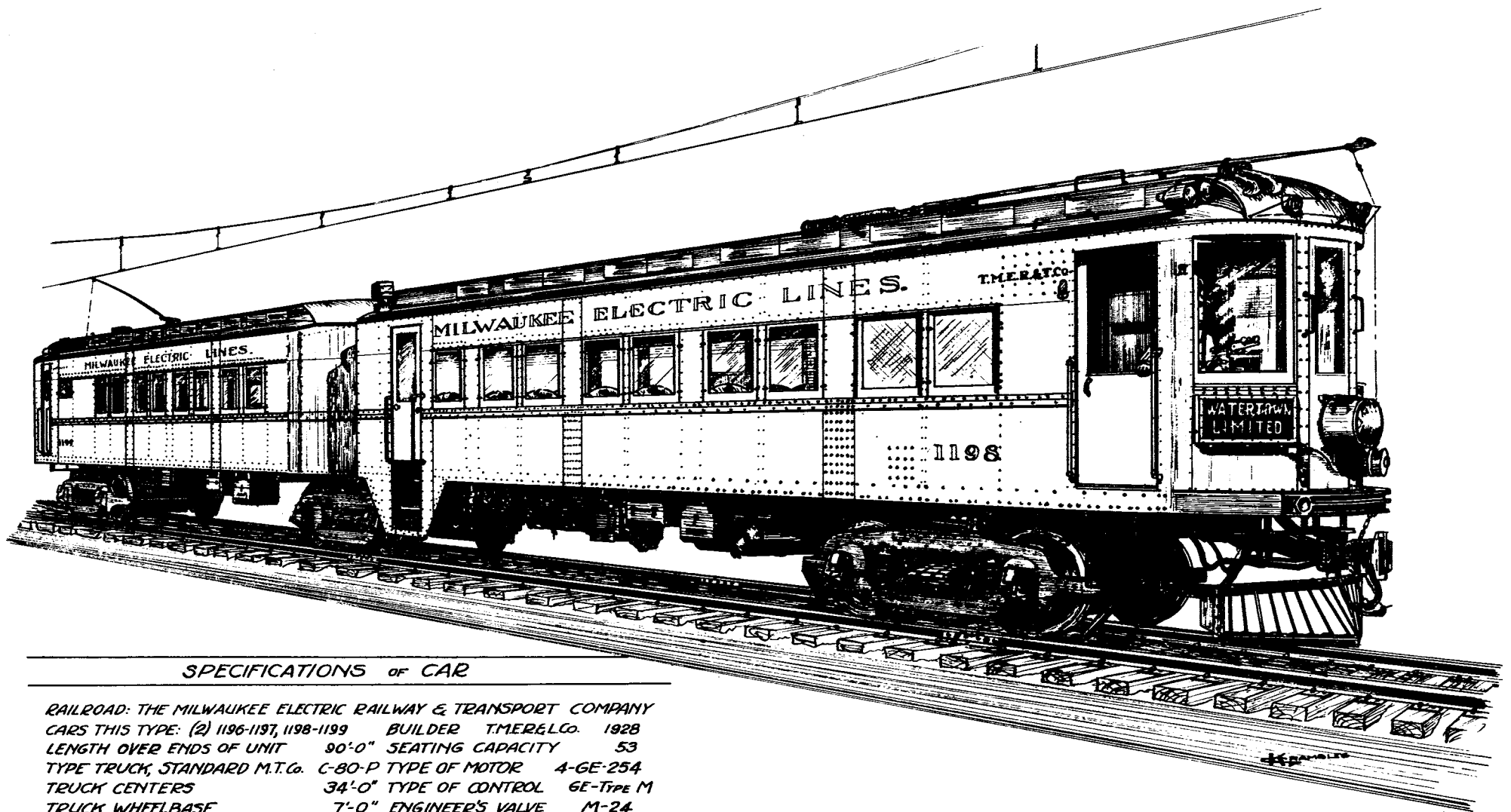
ROSTER OF EQUIPMENT

| CAR NUMBERS | No. CARS | TYPE OF CAR FACILITIES | MOTOR or TRAIL | DATE BUILT | CAR BUILDER | REBUILT TMR&L | MISCELLANEOUS NOTES |
|---------------------------------------|----------|----------------------------|----------------|------------|--------------------|---------------|---|
| INTERURBAN PASSENGER EQUIPMENT | | | | | | | |
| 1102-1104 | 3 | Double-end, Coach-smoking | Motor | 1909 | Niles Car & Mfg. | 1930 | Built for Milw. No. Ry. Has MU control but cannot train with other cars |
| 1105-1106 | 2 | Baggage and " " | " | " | " " " | 1930 | " " " " " " Has MU control and can train with other cars |
| 1107-8,10 | 3 | " " " " | " | " | " " " | 1930 | " " " " " " Has K-34 non-multiple unit control. |
| 1111-1124) | | | | | | | |
| 1126-1129) | 18 | Coach-Smoking | " | 1909 | Kuhlman Car Co. | 1926 | |
| 1130-1133 | 4 | " " " | " | " | St. Louis Car Co. | 1926 | |
| 1134 | 1 | " " " | " | " | " " " | 1926 | First rebuilt as parlor-observation, enclosed rear end. |
| 1135-1136 | 2 | " " " | " | " | Kuhlman Car Co. | 1924 | " " " " " " " " " " |
| 1137-1141 | 5 | " " " | " | " | St. Louis Car Co. | 1927 | |
| 1142-1145 | 4 | " " " | " | 1927 | " " " | ---- | |
| 1180-1195 | 8 - 2 | body 3 truck coach-smoking | " | 1923 | Cincinnati Car Co. | 1929 | Blt. for Indianapolis & Cincinnati Tract. Co. as 1-body car, 600 series |
| 1196-1197 | 1 | " " " " " " | " | 1928 | T M E R & L Co | ---- | Originally had dining facilities in rear half of unit. |
| 1198-1199 | 1 | " " " " " " | " | 1927 | " " " | ---- | " " " " " " " " " " |
| 1215, 17, 18) | | | | | | | |
| 1220-1221 | 5 | Coach-Smoking | Trail | " | St. Louis Car Co. | 1927 | Double-end non-control trail cars |

INTERURBAN EXPRESS & FREIGHT EQUIPMENT

| | | | | | | | |
|------------|----|-------------------------------|-------|------|-------------------|------|--|
| M-1, 2 | 2 | Box, 60,000 lb. capacity | Motor | 1918 | T M E R & L Co | ---- | |
| M-3,5,7,8 | 4 | Box, 40,000 lb. | Trail | " | St. Louis Car Co. | 1918 | |
| M-9, 10 | 2 | Box, 40,000 lb. " Refrig. | " | " | " " " | 1921 | |
| M-11,12,13 | 3 | Box, 60,000 lb. " " | " | 1919 | T M E R & L Co. | ---- | |
| M-14,15,16 | 3 | Box, 60,000 lb. " " | Motor | 1920 | " " " | ---- | |
| M-17 | 1 | Box, 40,000 lb. " " | " | " | St. Louis Car Co. | 1927 | Originally rebuilt with short accomodation passenger compartment |
| M-19, 20 | 2 | Box, 40,000 lb. " " | " | " | " " " | 1923 | " " " " " " " " " " |
| M-21 | 1 | Box, 40,000 lb. " " | Trail | " | " " " | 1923 | " " " " " " " " " " |
| M-22,23,24 | 3 | Box, 40,000 lb. " " | Motor | " | " " " | 1931 | " " " " " " " " " " |
| M-25-29 | 5 | Box, 40,000 lb. " " | " | " | " " " | 1931 | |
| M-30 | 1 | Coke, 40,000 lb. " " | Trail | " | " " " | 1929 | |
| M-31, 32 | 2 | Box, 40,000 lb. (Milk Cont'r) | " | " | " " " | 1930 | |
| M-33 - 43 | 12 | Box, 50,000 lb. (Container) | " | 1931 | T M E R & L Co. | ---- | |
| L-1 | 1 | Locomotive, 25 ton | Motor | 1906 | " " " | ---- | |
| L-2 | 1 | " " " " | " | 1912 | West. E. & M. Co. | ---- | |
| L-3,4,5 | 3 | " " 50 " | " | 1920 | T M E R & L Co. | ---- | |
| L-7 | 1 | " " " " | " | 1931 | " " " | ---- | |

| Special Equipment | | | No. | | | |
|-------------------|----------------|----------------------------|------|--------------|---------------------|--|
| Car Nos. | Motor or Trail | Accommodations | Cars | Date Built | Builder | |
| A-1 | Motor | Line Car | 1 | 1917 | TMR&T Co. | |
| A-2,3 | " | " " | 2 | 1918 | " | |
| D-21 | " | " " | 1 | rebuilt 1922 | " | |
| D-22 | " | " " | 1 | 1907 | " | |
| D-23 | " | " " | 1 | 1910 | " | |
| D-4-6 | " | Work | 3 | 1905 | " | |
| D-8 | " | " | 1 | 1907 | " | |
| D-10,11 | " | " | 2 | 1917 | Diff. Car Co. | |
| D-12,13 | " | " | 2 | 1920 | " | |
| D-14 | " | Derrick | 1 | 1922 | Indust. Opene Wks. | |
| D-15 | " | Work | 1 | 1921 | Diff. Car Co. | |
| D-16 | " | Derrick | 1 | 1923 | Brown Hoist Co. | |
| D-17 | " | Ditcher | 1 | 1929 | Amer. Ditcher | |
| D-24 | Motor | Work | 1 | 1929 | " | |
| D-25 | " | " | 1 | 1920 | TMR&T Co. | |
| D-26 | " | " | 1 | 1920 | " | |
| D-28-29 | " | " | 2 | 1920 | Diff. Car Co. | |
| various | Trail | Flat-work | 13 | 1905-1925 | TMR&T Co. | |
| E-111 - E-122 | " | Gondolas-work | 12 | 1931 | " | |
| F-201-235 | " | Dump-work | 24 | 1921-23 | Diff. Car Co. | |
| J-1-2&7 | Motor | Weed killer | 3 | 1911 | St. Louis Car Co. | |
| B-series | " | Snow plows & sweepers etc. | 37 | various | McGuire & TMR&T Co. | |
| D2-7 | " | Special & snow equipment | 6 | " | TMR&T Co. | |
| MLX 101-102 | Trailer | Tank cars | 2 | 1917 | P.T.C. Co. | |



SPECIFICATIONS OF CAR

RAILROAD: THE MILWAUKEE ELECTRIC RAILWAY & TRANSPORT COMPANY
 CARS THIS TYPE: (2) 1196-1197, 1198-1199 BUILDER T.MERAT Co. 1928
 LENGTH OVER ENDS OF UNIT 90'-0" SEATING CAPACITY 53
 TYPE TRUCK, STANDARD M.T.Co. C-80-P TYPE OF MOTOR 4-GE-254
 TRUCK CENTERS 34'-0" TYPE OF CONTROL GE-TYPE M
 TRUCK WHEELBASE 7'-0" ENGINEER'S VALVE M-24
 WIDTH OVER SIDE SILLS 8'-5 $\frac{1}{8}$ " UNIVERSAL VALVE U-4-A
 HEIGHT OF CAR 12'-2" HAS-2-REVERSEES & 2-FIELD TAPPERS
 WEIGHT OF CAR 135,500 lb. MASTER CONTROLLER C-74-A
 EQUIPPED ORIGINALLY WITH DINING SECTION IN REAR HALF OF UNIT,
 NOW CONVERTED TO COACH ACCOMODATIONS & BAGGAGE ROOM.

CENTRAL ELECTRIC RAILFANS' ASSOCIATION
 1240 Edison Bldg., Chicago, Ill.
 BULLETIN NO. 6