

FOX RIVER TROLLEY MUSEUM'S

# TROLLEY TIMES

2010 VISITORS GUIDE



## C O N T E N T S

- A Short History
- Roster of Equipment
- Museum Facilities
- Membership Information
- And more!



**W**elcome to the Fox River Trolley Museum! Here, you will enjoy a nostalgic trip back to an era when the electric trolley car was a vital part of American life. Experience the sights and sounds of this unique part of American history aboard a genuine old-time trolley car which takes you on a four mile round trip along the banks of the scenic Fox River. The museum operates a variety of antique trolleys; many from lines long vanished, over

trackage that once connected Carpentersville, Elgin, Aurora, and Yorkville. This year the Museum welcomes two historic cars to its collection; Aurora, Elgin & Fox River Electric #304 which ran over our tracks until 1935 and Chicago, Aurora & Elgin #458 which ran on tracks on the other side of the Fox River through Clintonville now a part of South Elgin. Your visit to the Fox River Trolley Museum can be educational and fun for the entire family.

While a trolley ride is a new occurrence for many of the museum's young riders, the Fox River Line itself is not new, dating back to 1896. At the turn of the century, this interurban line was part of the Elgin, Aurora and Southern Traction Company and ran about 40 miles along the Fox River from Carpentersville to Yorkville. It also included and was connected to the streetcar systems of Elgin and Aurora

### Early operations

In 1906, the EA&S itself became part of the high speed interurban, the Aurora, Elgin and Chicago Railroad. This line ran west from its connection with the Metropolitan West Side Elevated Railroad Company at Laramie Ave. (52nd Ave.) It had four branches with western terminals along the Fox River in the same towns that the Fox River Division served. Even though the two divisions were part of the same company from 1906 to 1919, they were always operated separately with different equipment, repair facilities and employees.

In August of 1919, the AE&C went into receivership, with both divisions emerging from bankruptcy in the early 1920's. They were separated and renamed. The third rail division to Chicago (former AE&C) was renamed the Chicago, Aurora and Elgin Railroad (CA&E) and the Fox River Division was renamed the Aurora, Elgin and Fox River Electric Company (AE&FRE).

The AE&FRE on its own began again in 1924, acquired new one man cars, cut costs and modernized its track, signaling, and operations. Business was good through most of the 1920's, but as more people purchased automobiles and the roads in Kane County were paved, ridership began to drop. First to go were some, then all of the streetcar routes in Elgin and Aurora with the last one being retired in 1934. All of these were torn up and replaced by company-owned bus routes. The interurban line between Aurora and Elgin, excepting the line between the State Hospital in Elgin and Coleman (on our right-of-way), was the final stretch of AE&FRE railroad abandoned in March of 1935.

### The freight only years

As you can see, not all of the track was torn up. A short 3.5 mile segment was retained from the interchange with the Illinois Central at Coleman north along present day Route 31 to the State Hospital in Elgin. Two homemade flatcar motors were retained to handle the freight-only business which was chiefly coal and other supplies for the hospital and a few other customers along the route. Carload freight tonnage was high, the overhead low and the AE&FRE even dieselized in 1946.

Things were going well for the freight operator until the Environmental Protection Agency (EPA) forced the hospital in 1971 to stop using high-sulfur coal from

Southern Illinois for its power plant because of pollution. This was the railroad's last and only customer, and the loss of it would force the AE&FRE out of the freight business.

## **Seeds of the museum are planted**

The Chicago, Aurora and Elgin Railway went out of business in 1961, but a small group of loyal railfans struggled to keep the memory of the line alive. Starting first as the Railway Investment Club in August of 1959, and then incorporating as Railway Equipment Leasing and Investment Co. (RELIC) in September of 1961, they began what would become the Fox River Trolley Museum. RELIC first acquired several CA&E passenger cars saving them from scrapping. Next was finding a suitable place to store and someday run them. RELIC worked out an agreement with Bob DeYoung, the owner of the AE&FRE, to store their cars along his line and later operate them on weekends when there were usually no freight operations.

Our present day museum grounds (Castlemuir) was purchased from a family on the line and our substation was purchased from Commonwealth Edison and reassembled on our site.

## **The museum opens**

A new electric railroad literally had to be brought in and assembled. All this by a group

many of whom had never worked a day in their life for an actual railroad. Finally, all was in place and the RELIC Trolley Museum opened July 4, 1966! The first rides were 50¢ and only went about as far as the present day car barn, which was as far as the trolley wire had been strung. Over the next few months the wire was extended to the southern end of the line south of Coleman, other cars were acquired, and ridership increased. Later, when freight revenues dwindled, the museum purchased the railroad from Mr. DeYoung.

## **The Jon J. Duerr Forest Preserve (Blackhawk) Extension**

On June 8, 2002 the Museum began operations on a newly constructed line into an old railroad gravel pit being restored to its prairie beginnings. The area was once owned by the Illinois Central R.R. and provided gravel and fill to build the railroad west. Its use by the railroad ceased in the mid 1940's. The Aurora, Elgin and Fox River Electric, the railroad operated by the Museum, also served the pit. The Forest Preserve is presently seeding the area with native prairie grasses and other plants. Blackhawk Station affords an entrance to the forest preserve's trails, picnic shelters, rest rooms, boat ramps and wildlife.

# Roster of Equipment

Company: **Aurora, Elgin and Fox River** ~ Number: **5**  
Type of Car: **45 Ton Diesel Electric Locomotive**  
Builder: **General Electric**  
Year Built: **1946** ~ Year Acquired: **2001**  
Notes: **Acquired by AE&FRE in 1946 to replace two retired electric locomotives used on what is now the Museum's tracks.**

---

Company: **Chicago Surface Lines** ~ Number: **6**  
Type of Car: **Street Railway Post Office**  
Builder: **American**  
Year Built: **1891** ~ Year Acquired: **1986**  
Notes: **Used to transport mail. It saw service on major car lines in Chicago. The museum and the South Elgin post office use it as a branch post office for the handling of mail during the museum's and village's annual Riverfest.**

---

Company: **Aurora, Elgin and Fox River** ~ Number: **7**  
Type of Car: **Flat Car/Work Service**  
Builder: **Standard**  
Year Built: **1927** ~ Year Acquired: **1958**  
Notes: **Built as North Shore #1504 for piggyback and later acquired by the CA&E and numbered car "C."**

---

Company: **South Shore Line** ~ Number: **7**  
Type of Car: **Passenger Coach**  
Builder: **Pullman**  
Year Built: **1926** ~ Year Acquired: **1988**  
Notes: **Not lengthened during WWII rebuilding program.**

---

Company: **Chicago, Aurora & Elgin** ~ Number: **11**  
Type of Car: **Line Car**  
Builder: **Brill**  
Year Built: **1910** ~ Year Acquired: **1962**  
Notes: **Originally an express car. Converted to line car in 1947.**

---

Company: **South Shore Line** ~ Number: **14**  
Type of Car: **Lengthened Steel Coach**  
Builder: **Pullman**  
Year Built: **1926** ~ Year Acquired: **1988**  
Notes: **Lengthened 17.5' during WWII. Open window car.**

---

Company: **Chicago, Aurora & Elgin** ~ Number: **20**  
Type of Car: **Wood Car**  
Builder: **Niles**  
Year Built: **1902** ~ Year Acquired: **1962**  
Notes: **Chicago, Aurora, & Elgin 20, America's oldest operating interurban trolley. Car 20 continues to carry passengers today. This and other trolleys can be seen and ridden at the Museum.**

---

Company: **Chicago Transit Authority** ~ Number: **40**  
Type of Car: **Rapid Transit Car**  
Builder: **St. Louis Car Company**  
Year Built: **1959** ~ Year Acquired: **1998**  
Notes: **Part of the 1-50 single car series**

---

Company: **Chicago Transit Authority** ~ Number: **43**  
Type of Car: **Rapid Transit Car**  
Builder: **St. Louis Car Company**  
Year Built: **1959** ~ Year Acquired: **1998**  
Notes: **Part of the 1-50 single car series**

---

Company: **Chicago Transit Authority** ~ Number: **45**  
Type of Car: **Rapid Transit Car**  
Builder: **St. Louis Car Company**  
Year Built: **1959** ~ Year Acquired: **2009**  
Notes: **Part of the 1-50 single car series**

---

Company: **Warren & Saline River** ~ Number: **73**  
Type of Car: **Diesel Electric Locomotive**  
Builder: **Whitcomb-Sterling**  
Year Built: **1948** ~ Year Acquired: **1991**  
Notes: **70 ton switcher; came from Arkansas**

---

Company: **Soo Line** ~ Number: **130**  
Type of Car: **Caboose (Wood)**  
Builder: **Missouri**  
Year Built: **1887** ~ Year Acquired: **1974**  
Notes: **Oldest car in our collection.**

---

Company: **Chicago Transit Authority** ~ Number: **L202**  
Type of Car: **Steel Electric Locomotive**  
Builder: **Chicago City Railways**  
Year Built: **1908** ~ Year Acquired: **1979**  
Notes: **Built by the Chicago City Railways in 1908 and rebuilt by the CTA in 1958, L202 was used in switching service at CTA shops and material handling yards.**

---

Company: **Aurora Elgin and Fox River Electric** ~ **304**  
Type of Car: **Light Weight Interurban Car**  
Builder: **St. Louis Car Company**  
Year Built: **1923** ~ Year Acquired: **2009**  
Notes: **One of the last cars operated on the Aurora Elgin and Fox River Electric in 1935**

---

Company: **Chicago Transit Authority** ~ Number: **S314**  
Type of Car: **Flat Car with Crane**  
Builder: **Chicago City Railways**  
Year Built: **1907** ~ Year Acquired: **1997**  
Notes: **Latest rebuild by CTA in 1953.**

---

Company: **Chicago, Aurora & Elgin** ~ Number: **316**  
Type of Car: **Wood Car**  
Builder: **Jewett**  
Year Built: **1913** ~ Year Acquired: **1962**  
Notes: **Saw service on the Chicago, Aurora and Elgin until the CA&E ceased passenger operations in 1957.**

---

Company: **Chicago, Aurora & Elgin** ~ Number: **317**  
Type of Car: **Wood Car**  
Builder: **Jewett**  
Year Built: **1913** ~ Year Acquired: **1962**  
Notes: **Used in revenue service until CA&E ceased operations in 1957. Awaiting restoration.**

---

Company: **Chicago, Aurora & Elgin** ~ Number: **458**  
Type of Car: **Steel Car**  
Builder: **St. Louis Car Co**  
Year Built: **1945** ~ Year Acquired: **2009**  
Notes: **Saw service on the Chicago, Aurora and Elgin until the CA&E ceased passenger operations in 1957**

---

Company: **North Shore Line** ~ Number: **715**  
Type of Car: **Steel Car**  
Builder: **Cincinnati**  
Year Built: **1926** ~ Year Acquired: **1989**  
Notes: **Ran on the North Shore Line between Chicago and Milwaukee until 1963. This trolley can be seen and ridden at the Museum on summer weekends.**

---

Company: **North Shore Line** ~ Number: **756**  
Type of Car: **Steel Car**  
Builder: **Standard**  
Year Built: **1930** ~ Year Acquired: **1963**  
Notes: **Saw service until abandonment of the North Shore line in 1963. The car was one of the first remodeled as a "Silverliner."**

---

Company: **S.F. Municipal Railway** ~ Number: **1030**  
Type of Car: **Single End PCC Car**  
Builder: **St. Louis**  
Year Built: **1953** ~ Year Acquired: **1982**  
Notes: **"Newest" streetcar at museum.**

---

Company: **Chicago Transit Authority** ~ Number: **4103**  
Type of Car: **Steel Rapid Transit Car**  
Builder: **Cincinnati**  
Year Built: **1914** ~ Year Acquired: **1985**  
Notes: **Used for parts storage (has center doors).**

---

Company: **Chicago Transit Authority** ~ Number: **4288**  
Type of Car: **Steel Rapid Transit Car**  
Builder: **Cincinnati**  
Year Built: **1922** ~ Year Acquired: **1982**  
Notes: **Under restoration.**

---

Company: **Chicago Transit Authority** ~ Number: **4451**  
Type of Car: **Steel Rapid Transit Car**  
Builder: **Cincinnati**  
Year Built: **1924** ~ Year Acquired: **1975**  
Notes: **Operated over the entire CTA system until 1973. It is one of the most used cars at the museum.**

---

Company: **Chicago Rapid Transit** ~ Number: **5001**  
Type of Car: **Steel Alum. Rapid Transit**  
Builder: **Pullman-Standard**  
Year Built: **1947** ~ Year Acquired: **1986**  
Notes: **5001 was a prototype for developmental purposes leading to the later 6000 series cars of the CTA.**

---

Company: **CTA** ~ Number: **6101-02**  
Type of Car: **Steel Alum. Rapid Transit**  
Builder: **St. Louis**  
Year Built: **1950** ~ Year Acquired: **1994**  
Notes: **Married pair - original paint scheme.**

---

Company: **Illinois Central** ~ Number: **9648**  
Type of Car: **Steel Caboose**  
Builder: **Illinois Central**  
Year Built: **1957** ~ Year Acquired: **1993**  
Notes: **Retired when freight trains no longer required cabooses. It is known as a "Side Door Type" caboose.**

---



**Chicago, Aurora and Elgin Car 20 is America's oldest operating interurban trolley car.**

## Museum Facilities

Inside the Castlemuir depot, our Museum Store and Gift Shop features postcards, books, videos, historic memorabilia, and selected souvenir items. Just to the north of the depot a cold drink vending machine can be found, but remember, no food or drinks are allowed aboard our trains.

A portable restroom is located near the driveway. Restrooms with running water are conveniently located in County Park just a few hundred yards northeast of the museum grounds and dry restrooms are also available at Jon J. Duerr Forest Preserve at Blackhawk Station.

Unreserved picnic tables are located around the Castlemuir depot area, and additional picnic facilities including covered shelters equipped with fire places and grills are available

in Jon J. Duerr Forest Preserve (Blackhawk) at the south end of the line. Shelters can be reserved by calling 630-232-1242.

Our carbarn is closed to the public, but you are invited to peek inside when the big doors are open. The caboose and occasionally other cars are open for inspection. Please do not climb aboard cars or attempt to enter any secured car or building.

The Fox River Trail bike trail parallels the line from Castlemuir to Coleman Grove and Jon J. Duerr Forest Preserve and also spans the Fox River over a bridge built on old AE&FRE piers and abutments. Biking or hiking the path allows for some unique vistas of trolleys running down and back.

## Contributions are Welcomed

Funding for construction and restoration projects at the Fox River Trolley Museum comes primarily from donations of members and other interested persons and organizations. Should you desire to make a contribution to help us enhance the museum, we would be most appreciative. Checks made out to the Fox River Trolley Museum can be given to the ticket agent or sent to Fox River Trolley Museum, Attn. Manager, Community Relations, P. O. Box 315, South Elgin, IL 60177. Coins and bills may also be deposited in our donation fare box in the depot.

Donations are deductible from income tax as the museum is recognized as a tax-exempt, educational organization under Section 501 (c) (3) of the Internal Revenue Service Code.

## Historical Donations and Artifacts

Part of the museum's educational role includes a planned library and archives center. As a result, we are always on the lookout for timetables, photographs, books, trade magazines, memorabilia, and artifacts of railroads, electric railways, and transit systems. We also enjoy oral history of those who operated, used, or just observed the various railways and transit systems represented by our collection and railroad. For more information on contributing, contact our ticket agent, train crew or by writing our curator or archivist at Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177. They would be more than willing to acquaint you with our historical researchers. They may also be contacted at [info@foxtrolley.org](mailto:info@foxtrolley.org).

# Become a Member

The Fox River Trolley Museum is a not-for-profit membership organization operated entirely by volunteers who believe it is important to preserve, interpret, and operate historic railway tracks and vehicles on its historic demonstration electric railway. It operates over the original Aurora, Elgin, and Fox River Electric route at South Elgin, Illinois. Further, the museum preserves, displays, and interprets smaller artifacts, photos, oral histories, and documents

which help relate the importance of electric transport in and around the Chicago area, putting them in context with their surroundings and era. Proceeds of fares and sales at the Museum Store go exclusively to maintenance, operation, development of the museum and production of its publications including four issues of its newsletter, Fox River Lines, per year. Membership is open to all who share this interest. To become a member of the museum, please fill out the form below.



Cut Here

## Membership Type:

**Associate \$25.00**

Individuals of any age.

**Family \$40.00**

Head of family, spouse, and all immediate members of the family seventeen years of age or younger.

## Total Payment:

\_\_\_\_\_

Number of children: \_\_\_\_\_

Note: After August 1, these dues are prorated 50%

Date of Application: \_\_\_\_\_ YR \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code + 4: \_\_\_\_\_ + \_\_\_\_\_ Country: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

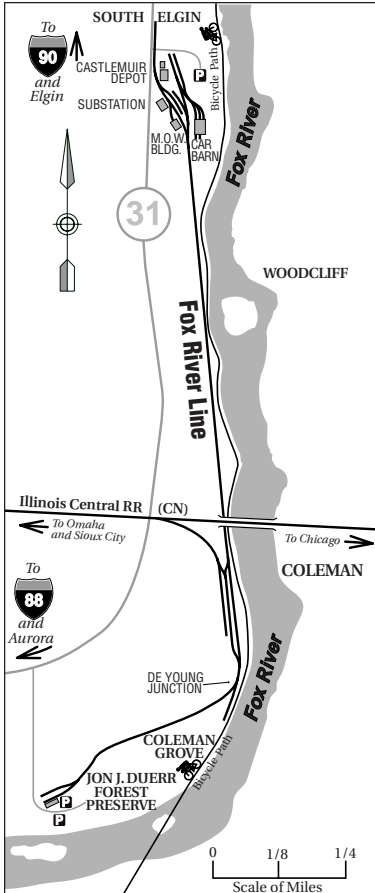
Please list your interests (i. e. history, photography, writing, etc.):

Please list your talents/occupation (i. e. track maintenance, trolley maintenance/restoration, accounting, electrician, carpentry, etc.):

Benefits of membership include: Discounts at the museum store on books, T-shirts, china, videos and many other items. Unlimited rides on museum trains throughout the season. Quarterly "Fox River Lines" newsletter. Using talents to maintain and restore cars, operate trains, ticket agents, assist in museum special events, acting as docent, and many other activities.

Make check or money order payable to:  
Fox River Trolley Association, inc.  
and send to the Membership Secretary at:

Membership Secretary  
27 W. 174 Bauer Road  
Naperville, IL 60563



**Fox River Trolley Museum**  
**365 S. LaFox Street**  
**P. O. Box 315**  
**South Elgin, IL 60177-0315**  
**Phone: (847) 697-4676**  
**Website: [www.foxtrolley.org](http://www.foxtrolley.org)**

*Trolley Times*, a visitors guide to the Fox River Trolley Museum, is copyright © 2010 Fox River Trolley Association, Inc. Reproduction in whole or in part is prohibited without permission of the Fox River Trolley Association, Inc.

This edition of *Trolley Times* was organized by Joseph Hazinski, and was produced and designed by Jack Sowchin. Printed by Barnaby, Inc., Sycamore, Illinois.

**Special reserved seating**  
**Halloween and Polar Express trains.**  
*(See back of calendar after page 4.)*

## For a safe and pleasant visit...

- All children must be accompanied by an adult.
- Watch your step, as the museum is also a railroad yard.
- Step **OVER** the rails, not on them.
- Look out for moving cars and trains.
- **NO SMOKING** on cars or in buildings.
- Please no food or drinks consumed aboard cars.
- Remain seated while the car is moving
- Keep hands, arms, and heads inside windows
- Take nothing but photographs
- Leave nothing but footprints
- Ask questions, and have a good time!

## Schedule of Events

### Regular Operations

- **Sundays:** Mother's Day through first Sunday in November, 11AM to 5PM.
- **Saturdays:** From the last Saturday in June through Labor Day, 11AM to 5PM.
- **Holidays:** Memorial Day, Independence Day, and Labor Day

### Special Events

- **Mother's Day:** Bring mothers and grandmothers for free rides with paid child's fare.
- **Father's Day:** Bring dad and grandfather for free rides with paid child's fare.
- **July 4 – Red, White, and Blue Dollar Day:** All rides, all riders only \$1.00 on this special day event in American history.
- **South Elgin River Fest Express and Trolley Fest:** The village and the museum celebrate the long weekend along the Fox River with food, music, trolley rides, viewing historic rail cars and exhibits, carnival rides, and community picnic. Village celebration starts Thursday afternoon. Museum is open 11 am to 6 pm Saturday and Sunday.
- **Pumpkin Trolley:** Kids of all ages ride the trolley to the "Pumpkin Patch" to pick up their pumpkins and enjoy other activities.

**Charter and group rates are also available.**  
**Contact the museum for more information:**  
**Box 315 South Elgin, IL 60177**  
**E-mail: [info@foxtrolley.org](mailto:info@foxtrolley.org)**