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# FOX RIVER LINES

m a g a z i n e



Issue 04-1, Spring 2004

## Building the Fox River Line



**Aurora bound car 204 picked up a few passengers at Wilson Street and Batavia Ave. (Batavia Ave. is also known as Illinois Route 31.) The heaviest traffic on the Aurora - Elgin line was between Batavia and Aurora. Cars ran every half - hour over that segment much of the day. Service between Elgin and Aurora was hourly except in the AM and PM rush hours when it was half hourly. The two buildings closest in the picture still exist.**

### Editor's Note:

*Part 7 of the construction and early years of the Aurora, Elgin and Chicago Railroad, Fox River Division and its predecessor companies continues as part of an eight part series. Andy Roth, the author, has extended it to eight parts to include a last article involving early years of operation of the Fox River Division. The series is based upon and includes extensive quotes from the local press, thus giving a different flavor than found in more scholarly texts. This history provides anecdotal bites for our visitors which can be provided them by our train conductors as well as more serious reading for casual readers or history buffs. A history of the*

*Aurora, Elgin and Fox river Electric Company can be found in Hopkins Peffers' Aurora, Elgin and Fox River Electric Company, volumes one and two. The books are available at the Museum's Gift Shop during the operating season. Again many thanks to Julie Johnson for so graciously providing the photographs accompanying these articles.*

## **North from Batavia to Geneva**

### **AE&FRE (Part 7)**

The company known as "the Cleveland Syndicate" purchased the Aurora & Geneva Railway and the Aurora Street Railway in March of 1901. The Cleveland Syndicate already owned the electric interurban lines between Geneva and Carpentersville including the Elgin Streetcar system. However, the two systems operating northward and southward of Geneva still did not have a physical rail connection in Geneva. Mr. L. J. Wolf, the local representative of the Cleveland Syndicate, made connecting and consolidating the two systems one of his top priorities. Mr. Wolf worked for the M. J. Mandelbaum & Company in Cleveland, Ohio. The Cleveland Syndicate also had expansion plans. The April 3, 1901 newspaper reported, "The Elgin, Aurora, Geneva, Batavia and other Fox River Valley towns are to be linked with Chicago by a new electric line, connection with and coming into Chicago on the Metropolitan Elevated Railroad. More than this, all the electric roads in the towns mentioned are to be consolidated in the near future and operated in connection with the Chicago line, the "Aurora, Wheaton & Chicago Electric Railroad Company."

The latter company has just completed negotiations of the sale of \$3,000,000 bonds to a syndicate of bankers of Cleveland. Negotiations were carried through the firm of W. J. Mandelbaum & Company of Cleveland. The new railroad will have about 35 miles of mainline and branch lines wherever necessary to connect the existing consolidated electric railway combination in the Fox River Valley. The new railway will be operated at high speed and will cover the distance between end terminals in about 80 minutes.

The existing railway companies that are to consolidate are the Batavia & Eastern Railroad Company, capital \$100,000; Elgin City, Carpentersville & Aurora Railroad Company, Capital \$500,000; Aurora & Geneva Railroad Company capital \$500,000, bonds, \$300,000; Aurora Street Railroad, capital \$300,000 and the Geneva, Batavia & Southern with a capital of \$100,000. The capital of the consolidated corporation will be much heavier than the aggregate of the constituent companies."



**The second crossing at grade with the C&NW was avoided as seen here. Going north under the steam road the track made an abrupt turn to the west and headed toward Third Street in Geneva.**

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Mr. Wolf continued to discuss a new ordinance to construct street railway track to connecting the Elgin and Aurora systems during the spring of 1901. On May 1st, a new ordinance was filed with the City of Geneva for this purpose. Mr. Wolf was very confident about his discussion with Geneva because on this same day, he announced in the newspapers, "Big Improvements on the Electric, Mr. L. J. Wolf has recently ordered four new cars for service between Elgin and Aurora. They are 45 feet long and equipped with all up-to-date appliances. They have 100 horsepower motors and are to be built for speed. The running time between Elgin and Aurora will be greatly reduced. The company has also purchased 15,000 heavy railroad ties. Two gangs of men will soon be at work between Elgin and Geneva getting the track in shape for fast running."

The Geneva newspaper reported on May 13th, "No Change in the Railroad Ordinance; Manager Wolf, Engineer Jones and Manager Zimmerman of the electric road were at the special meeting of the city council last evening. Mr. Wolf stated to the council that his company had come to Geneva as business men; and dealt squarely and just with all and in his opinion had paid handsomely for all privileges granted. He would not or could not agree by ordinance to sprinkle the streets of Geneva, but would live up to the promise made to the mayor to pay a sum each year to a local man to sprinkle the right-of-way. Upon motion of G. H. Bennett and seconded by Kleinbeck, the ordinance was passed as read." The new track connection was to be built starting at the end of track at Third Street and South Street and go east to First Street and use the existing street underpass to cross under the C&NW railway and then down the center of that street to a connection with the Aurora system at the south Geneva City limit line.

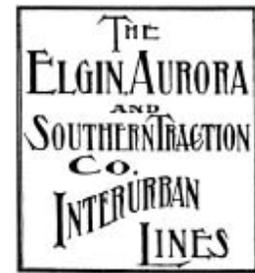
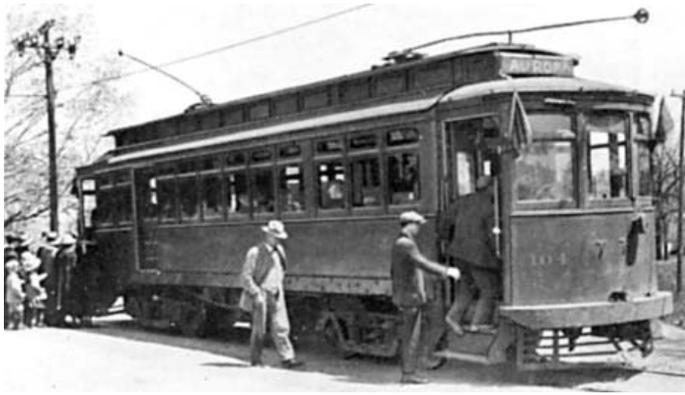


**Seen here is the curve onto Third Street. The building in the picture still remains. The Geneva Car Barn seen on the right is now a commuter parking lot.**

A Saturday, June 1st Elgin newspaper wrote, "The first car through - the connecting link of the electric railroad at Geneva is completed. A special car trip from Aurora arrived in Elgin today at 12 o'clock over the electric road. The Aurora cars made the trip today easily climbing the hills with little difficulty. The special cars from Aurora conveyed a large delegation to the Federation picnic at Five Islands (Coleman Grove's earlier name). One car continued on to Elgin. The Elgin Women's club and the Fideliter club entertained the Kane County Federation at Five Islands. Nearly 200 ladies were present. "Town Improvement" was the subject of the program which occupied the attention of the ladies. At 12:30 o'clock a basket lunch was served along with coffee and ice cream."

Manager Zimmerman states that it is expected to commence running through cars Wednesday, June 5th. The Aurora cars will be used on this line until the new interurban cars arrive. They will be necessary to make the required running time. Four new interurban cars are now being constructed and are expected here by June 15th. They will be used on the Elgin and Aurora line. Twenty new streetcars will also be put into service soon. They will be constructed as to be of service both in summer and winter. These cars can be opened in pleasant weather and closed for winter use or in stormy weather.

The railroad company expects to put \$203,000 into improvements. The running time between Elgin and Aurora will be one hour and 30 minutes, but this will be reduced to an hour when the track is put in proper condition and the new cars are in operation. Two hundred and ten track men are at work on the railroad between Geneva and Elgin. The foundation has been commenced on the big power house at Batavia. It will be the largest in the state, and is located south of the city on the east side of the river."



**Left: Car 104 seen at Mooseheart heading for Aurora during the PM rush hour. Note the flags, Green indicated another car was following. Red flags were at the rear. White flags indicated running extra. Lanterns were used at night. Right: The Elgin, Aurora & Southern Traction Company logo.**

We are fortunate that a June 5th Elgin newspaper gave a very detailed description of the new interurban service. "The electric railroad is being put in shape as rapidly as possible. Those who have not ridden over the line since a short strip had been repaired near the high bridge will undoubtedly be surprised to learn that the new cars run as smoothly as though on the water at the points where the new ties have been put in and the tracks raised with new ballast. The connections at Geneva are made, but they are not as desirable as might be wished for. The connection route is circuitous and the crossing of the steam tracks is at the First Street underpass viaduct, but there is great danger to teams and other horse drawn buggies. The orders to conductors are to run ahead of the electric car when approaching the viaduct and the motorman must bring the car to a full stop."

Through cars will be run from Elgin to Aurora and it has been decided to run three of the heavy Aurora cars for the present. The old "cattle" cars that have been in use on the Elgin line will be abandoned at once, as wholly inadequate to perform the required service."

Cars will leave Elgin as at present and will make the run to Geneva in 55 minutes. Continuing from the County Seat to Aurora, the ten miles will be made in 35 minutes. The car meeting places will be at the cemetery near St. Charles and at Mill Creek south of Batavia. There will be three cars on the run and five crews. They will make three round trips without rest and each car will run eighteen hours a day. A car, therefore, will leave Elgin every hour. That is the plan at present and it is subject to change at the will of the superintendent.

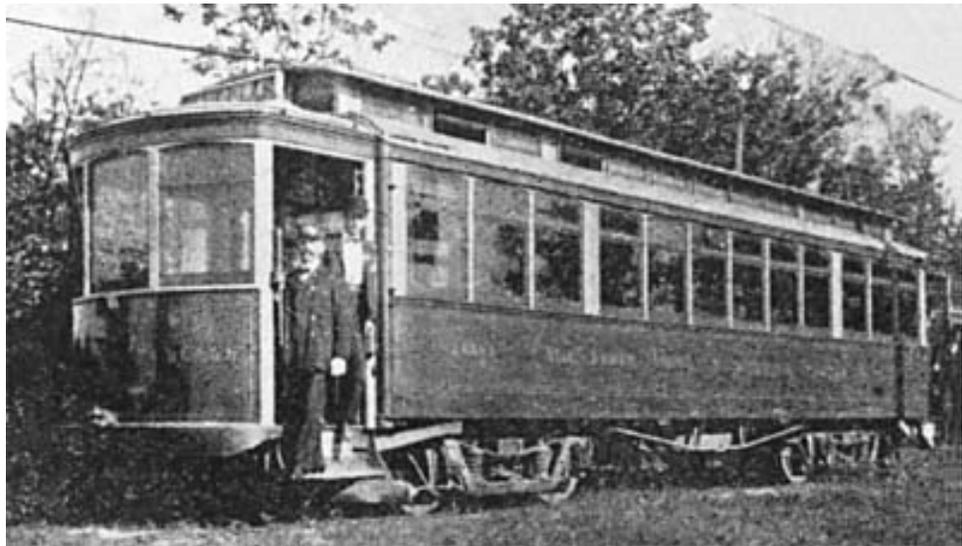
The plan is looked upon with favor by the car men as well as by the patrons. The car men are now working 12 hours a day for \$1.75 cents and under the new rule, they will be working nine hours and will be drawing the same wages. The work is tiresome and the wages are same as paid the common laborer. It is not sufficient wage for a trusty man, but the shortening of the hours will make the burden for these few somewhat lighter. The only unpleasant feature as far as they are concerned is that the nine hours of duty are continuous and they will not have the same hours each day. Of the regular crews that will man the cars, two will be from Elgin and three from Aurora. Motormen William Nofs and L. H. Potter

and conductors Abel Hare and William Morter have been selected from Elgin.

It is said that thirteen of the old cars have been sold to the company that has recently arranged to build a line at DeKalb and will be shipped away soon. There are several carloads of first-class oak ties on the siding at Coleman, and when they are in place at the curves, the motormen will feel more free to do some running."

A large thunder and lightning storm hit Elgin early in the morning on June 5th. The storm ripped roofs off of some homes and barns. Lightning struck homes and burned out the motors of two of the three cars intended for through service from Elgin to Aurora. The commencement of the new running was postponed from that morning two days."

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**Pride was reflected in the stance of the motorman when No. 100 of the Elgin, Aurora & Southern Traction Company was new.**



**Interior of car 100. Most of the older cars were in use until the end of service in March of 1935. The car was not modernized much inside.**

The Friday June 7, 1901 Elgin newspaper stated, "One can now make the trip from Elgin to Aurora without change of cars. The through car schedule between Elgin and Aurora went into effect today. At 5:30 o'clock

this morning, the first regular car left Aurora for Elgin and a half hour later the first car to leave Elgin for Aurora pulled out. Unfortunately, a big problem quickly arose on the new service. It was reported that, "Two days of experience in running the through cars between Elgin and Aurora demonstrated the fact that the present cars can not satisfactorily handle the traffic and make the proposed schedule between the two cities, and also that the systems of fare collection on the Elgin and Aurora ends do not harmonize well. The through schedule had consequently been abandoned and the cars will run as in the past until such time as the new and faster cars are received and the track has been put in such condition that faster times can be made."

The Friday, June 6th St. Charles newspaper wrote, "The immense electric railway system planned by the Cleveland Syndicate which now owns the Aurora and Elgin systems as a nucleus, is to have its headquarters in Aurora. Last Saturday, articles of incorporation were filed for record with the county clerk at Geneva for the Elgin, Aurora & Southern Traction Company, with a capital of two million dollars. Of the shares valued at \$100 each, 7,472 are held by L. J. Wolf, 12,500 by A. E. Seihl, 16 shares are held by Frank Zimmerman and W. H. Wilson each; F. B. Bicknell and Harry Greenbaum hold four shares each. The routes of the lines proposed cover Kane, Kendall, LaSalle, DeKalb, Grundy, McHenry, Lake, DuPage and Cook counties. The first board of directors consists of Messrs. Wolf, Wilson, Bicknell, Greenbaum and Zimmerman. The object of the company is the operating of street railways, tramways and light, heat and power plants."

The new interurban cars arrived in Aurora on Saturday, June 29th from St. Louis as reported by an Aurora newspaper. "Their delivery was delayed by two days because the freight gondolas on which they were loaded broke down, necessitating reloading and the resulting delay. The new cars will be put into commission as soon as they can be adjusted and the motormen made familiar with the handling of the air brakes with which they are equipped. The cars are the finest ever built for interurban traffic. They are considerably longer than the present cars, are driven by motors of two hundred horsepower and will be able to make high speed when conditions allow."

**EA&STCo. Number  
102 at Yorkville, the  
southern terminus of  
the line.**



The Friday, July 12, 1901 St. Charles newspaper wrote, "Through service between Elgin and Aurora was started on the trolley line yesterday. Hourly service is given as before, the cars starting from Aurora on the half hour and from Elgin on the hour. The southbound car passes through St. Charles at 25 minutes before the hour and the northbound car at 20 minutes past the hour. The first car leaves Aurora at 5:30 o'clock and Elgin thirty minutes later. The last car leaves Aurora for Elgin at 10:30 o'clock. The last car leaves Elgin for Aurora at 11 o'clock. The first car leaves Aurora Sunday morning at 7:30 o'clock and the first cars leaves Elgin Sunday morning at 8 o'clock."

"The first one of the news cars came through St. Charles last Saturday on a trial trip. They were used more or less every day until Thursday when they were put into regular commission. They are certainly the best there is out. They are painted dark green, and the lettering on the outside reads, "The Elgin, Aurora and Southern Traction Co." The cars are provided in every latest improvement, including electric headlight, electric call bells at each seat, a smoking compartment, automatic electric appliances for controlling the air brakes, and an air whistle. The interior finish is ornamental hardwood. They are numbered 100, 102, 104, 106, in accordance with a new rule giving closed cars even numbers and open cars the odd. Two of the cars, numbers #100 (page 7) and #102 (page 6), have smoking compartments in a portion of the car and seat 48 people. The other two of the cars, numbers #104 and #106, are arranged for carrying baggage in a separated section and have seating for 42 people. The cars are nearly 46 feet long, weigh 48,000 pounds, and cost the company \$9,000 each.

The new cars make a considerable more noise than the old ones, and frighten a good many horses that had become used to the other cars. One horse hitched in from of Cliff Hoyt's saloon climbed onto the wood sidewalk when a car came along Monday afternoon, and smashed a number of planks besides breaking his harness."

On July 4, 1890, the first electric streetcar operated down the streets in Elgin. It took eleven years and one week to physically connect the Fox

River Valley towns from Carpentersville to Yorkville with electric streetcar and interurban service. In addition to new, improved and convenient transportation, the railway companies also brought electricity to the communities they served. These benefits were the means for a significant leap forward in the growth and development of the Fox River Valley communities.

**Andrew Roth**



## **Marketing the Museum**

What is marketing? In simple terms, it's getting people to want what we have. It sounds simple and straight forward, but Museum marketing is not so simple. Is what the Fox River Trolley Museum has something that people need and want? When a person "wants" something, it means that person directs their time, their energy, their attention and their money to acquire what they want. A museum, just like any other product or service provider needs to attract people that will purchase the experience or product that we offer. If we, as a museum, don't meet the desires of the community around us, those people won't buy our Museum Experience-no matter how good, no matter how great and no matter how wonderful it is.

To really market what we have to the community, we need to take a look at ourselves from the mind set of the community. We need to look at the Museum from the outside in. We need to take a look at how to achieve our mission and vision through identifying what people need from us. This means that we need to look at the needs and desires of our visitors, our volunteers and our supporters and then deliver programs to those groups that simultaneously meet their needs and contribute to our mission.

That's not simple. It means taking a look at our mind set, with its emphasis on collecting and understanding electric railway artifacts and changing it to start understanding our audience. It means giving our audience as much respect and consideration as Chicago Aurora and Elgin car 20. This means that we need to look at our Museum through different eyes-our audience. We need to adopt our facilities and programs to meet the needs and wants of our audience. That means finding out what our audience needs or

wants. And by audience, we need to remember that audience means not only our visitors, but includes our members, donors and volunteers. This is quite a challenge. How we meet the challenge is the next step.

Ed Konecki

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## **FRTM Member, Jon Duerr, Retires From Forest Preserve District**

### **Has Preserve Named In His Honor**



**John Duerr, an FRTM member and retiring Director of the Kane County Forest Preserve District (shown at right in the left photo) was honored at a dedication ceremony on August 2 when the Blackhawk Forest Preserve was renamed in his honor.**

*Jon Duerr*, Executive Director of the Kane County Forest Preserve District retired on June 20 after 19 years of service to the district. Starting his career as a science teacher and joining the Forest Preserve District as a Landscape Designer he has served as Field Director, Superintendent and Executive Director. He has a lifelong interest in the ecology and natural history of the Fox River Valley as well as an avid bird enthusiast. The Forest Preserve is a favorite of Jon's because of its rich plant diversity and birding opportunities. The Forest Preserve District honored Jon by renaming Blackhawk to the Jon J. Duerr Forest Preserve at an August 2 dedication ceremony at the preserve.

Jon was instrumental in helping to develop the Museum's extension into the Forest Preserve. Working with the Museum since 1992 when our first proposal was submitted, Jon supported the building of the extension. It was completed in June of 2002. The late *Joe Franta*, Editor, "***Fox River Lines***" reported that at the January 1999 Members Meeting, Jon discussed the then potential alignment into Blackhawk. He also discussed the unusual flora and fauna found there.

Jon has been a member of the Fox River Trolley Museum since 2003. He intends to stay in the area where he has lived all of his life. We expect that now that he has retired and under much less demand on his work time we will see more of him at the Museum and Jon J. Duerr Forest Preserve.



## Mission

To preserve and interpret Chicago's electric transport era that began in the 1890s and peaked before 1950. The electric transport era is significant because electric railways, including interurban, rapid transit, and streetcars, helped the Chicago region grow to be one of North America's great metropolitan areas. The Museum strives to show that electric railways were more than convenient, they were and are a way of life for generations of people from all walks of life.

The Museum fulfills this mission by preserving, interpreting, and operating historic railway vehicles on its demonstration electric railway, over the Aurora, Elgin and Fox River Electric route at South Elgin, Illinois. Furthermore, 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 Metropolitan Area, putting them in context with their surroundings and era.

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## New Museum Offerings for 2004

The Museum added three new major events to its calendar of events for the 2004 autumn season.

On Oct. 9 the museum and the South Elgin Dept. of Parks and Recreation provide hayrides, food, fun and an evening movie at the Jon J. Duerr Forest Preserve as part of its Harvest Festival. Children purchasing a pumpkin from the Parks Dept.'s pumpkin patch can a trolley rides, adults ride for \$2, children 3-11 \$1. For the first time, a special free movie train will deliver riders from the museum's Castlemuir station to the Jon J. Duerr Forest Preserve at 7 p.m., and return after the movie.

The Halloween Ghost Train, Oct. 30-31. These reserved-seating, after-hours trains are for all children, their daddies and mummies, as well as grand-daddies and grand-mummies. Those who dare can experience a campfire along the shores of the Fox with ghoulishly delightful ghost stories. Fares are \$5 for adults, and \$4 for seniors and children 3-11. Advance reservations are necessary by writing the museum, at P.O. Box 315, South Elgin, IL 60177-0315 or by e-mail through the museum's special events Web page, <http://www.foxtrolley.org>.

The Polar Express, Dec. 4. Another new event caps off the 2004 season! Chris van Allburg's best-selling book, "The Polar Express," comes alive aboard the museum's trolley cars. Board the all-reserved Polar Express at the Jon J. Duerr Forest Preserve station for a ride north to meet Santa and

experience the magic of the season, beginning at 5 p.m. Fares are \$5 for adults and \$4 for seniors and children 3-11. Reservations are required by writing the museum, at P.O. Box 315, South Elgin, IL 60277-0315 or by e-mail through the museum's special events Web page, <http://www.foxtrolley.org>.

**Bob Rodenkirk, Don MacBean**

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## **Car Department Report - May 2004**

As always this time of the year is a busy one getting the cars ready for the season. Besides the usual activities two unexpected situations arose, the discovery of serious problems with the motors under CA&E car 20 and more recently wind damage to the roof of CNS&M 715.

The motors on CA&E 20 were found to be very dirty with oil and carbon dust buildups and two of the motors had melted copper buildup on their commutators indicating flash overs. *Ralph Taylor* spent considerable time cleaning this up and repairing the commutators, making the car available for the last Scott Baker video shoot in late April. Many thanks to *Ralph* and his helpers for getting Car 20 back in service.

Sometime during the week of May 2nd the Spring winds dislodged a major portion of the canvas on the north end of CNS&M 715. On Saturday May 8th, *Ralph Taylor*, *Don MacCorquodale* and others started repairs using the Preservation Products Acrymax restoration system. I have reviewed the Preservation Products Inc. website and have requested a catalog and MSDS sheets for the Department's files. While more expensive, the Preservation Products Acrymax membrane system holds up better than the Snow Roof system which was previously applied to Car 715. Work also continues on the installation of the new doors on Car 715.

Starting this year the Car Department will be using an additional report entitled the "2004 CD (car department) ACTION LOG" which unit by unit will briefly chronicle activity of the Car Department. This has been done to keep a record of car work. I'll see how this format works out and will modify it as experience dictates. Also new, but in the works for a long time, is the "Electric Railway Nomenclature" for describing the location of components on a unit. I plan to reproduce it for Museum use. It is based on what I have learned from *Ed Allen*, *Fred Lonnes*, *Ralph Taylor*, my colleagues at Association of Railway Museum conventions, and the cars themselves.

Hopefully I will have a plan redrafted for work on CTA car 4288 after this report is finished. Also in the works is a proposal to "harden" the existing car barn to keep out animals (spell that raccoons!) and the weather, especially rain but that will be in another report cycle.

Thank you to all who have contributed to the Car Department efforts so far this season, especially those who helped clean up the cars for the Mother's

Day opening. The Car Department is always looking for more volunteers, especially in woodworking, metal working, upholstery work, any of the trades, and those willing to learn and share information. Contact me at 414 769-3241 (I work usually from 2:00 PM to 12:00 AM) or at my e-mail address <jrhtrolley@hotmail.com>.

**Joseph R. Hazinski**

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## Operations

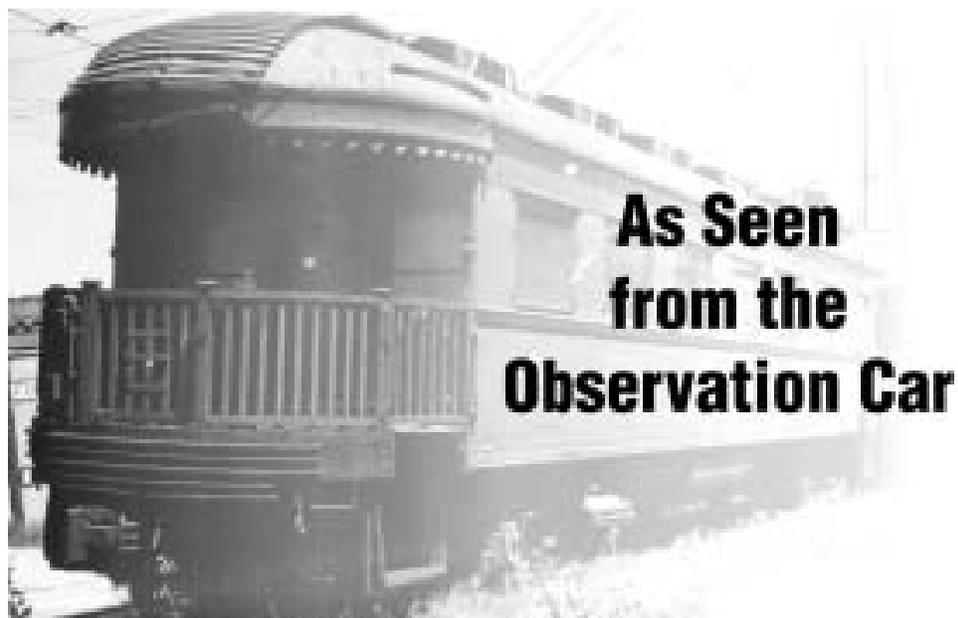
Welcome to our new crew member, *Luke Helm, Jr.* He started training the end of last year and has completed his qualifying runs this spring.

As we continue to grow, we are looking to train people to work in the depot and to operate our trains. This is very important to maintain a good environment for everyone that works at the museum and the public that we serve.

Anyone wanting to be part of the operation working in the depot or operating the cars, please give me a call so that we can start your training and testing. Either call Jim Gonyo at (630) 964-4366 or give your name at the depot if interested in being part of this great program. Continue to be courteous and safe this year.

**Jim Gonyo**

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## As Others See Us...

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Over the past seven years, 638 young people left us their written comments about the experiences they had when visiting the Museum. It was part of the Kane-DuPage Regional Museum Association's Summer

Passport program. The participants fill out an "Experience Sheet." These folks range in school grades from Pre-School to 9th grade. Seventy-two percent are pre-schoolers to fourth graders. On average they live 13 miles from the Museum and come from 54 communities in Illinois, Ireland, Massachusetts, Tennessee and Wyoming.

Our friends from Bartlett provided the most visitors (103) followed by St. Charles (76), Elgin (40), Geneva (39) Wheaton (39) , Aurora (35), and Batavia (34). The biggest year in terms of number of visitors was 1998 with 122 followed by 2001 with 113. Prior to coming to FRTM, 405 of the youngsters rode METRA, 76 AMTRAK, and 65 the CTA. A further tabulation of the Experience Sheets shows 324 of the youngsters, or 34% found the "RIDE" most interesting, while 215 or 23% thought that train operation most interested them. Whistle blowing/ringing the bell fascinated 86 or 6% of the riders. The caboose and the other cars accounted for 87 comments or 9%. Fifty kids or 6% were curious about the scenery, wildlife, and the Fox River. Ah, but statistics are very dry . . . .

. . . .So here is what some of them (or their Mom's or Dad's) wrote in response to "What happened that interested me most while at the Museum?" (The spelling and grammar here is as it was written on the experience sheets.)

"I got to see what the trolley looked like upstairs . . . Climbing in the caboose . . . Climbing on the caboose, you can sleep on it . . . Climbing up to sit in conductor's chair. . . Caboose was cool . . . The caboose and the nature trail . . . The caboose ride . . .The caboose, it had an ice box, desk and beds . . . .The cabous . . . Sitting in the old conductors seat in the caboose . . . Sitting in the top window of the caboose . . . Sitting up high in the conductor's seat in the caboose . . . Sitting up in the flagman's seat in caboose."

"The trolley car our great grandpa drove . . . The trolley ride like our great grandpa drove . . . The trolly ride brought back memories of childhood (I am not that old!!) . . .The wires at the top of the tracks . . . . When we went by the house with the train stuff."

"Hiking at Blackhawk and seeing the squirrel nests up high in the trees . . . I saw a fawn . . . . I saw a great blue heron and a turtle from train . . . I saw a snake, turtle and woodpecker from train . . . . Saw a deer . . . Saw a deer while riding the train . . . . The age of the trees and the trolley ride . . . . When I saw a bunny rabbitt . . . . We saw deer on our train ride."

"The jerks and whistles on the train . . . . Racing against bikers on the trail . . . . Double track, history of the train, train ride & beautiful view . . . Ride the North Shore Line train. It was fun . . . . Look at old trains - what they looked like . . . . Pull the whistle and do the bell . . . . Riding on the trolley & watching the conductor attaching the trolley poles. . . . Riding the oldest car in the USA . . . . Finding out how the trains worked and the history behind it . . . . Riding the trolley and learning history Riding the trolly . . . . The motorman's seat; how he drives . . . . The trains go fast . . . The trains when I got to blow the whistle, the scenery."

A question lingers in my mind . . . what would these youngsters have said had they ridden CNS&M's number 413 Observation Car on the Fox River

Line?

**Don MacBean**

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**Submissions:** Submission of stories from members and others is necessary to publish *Fox River Lines*. Feature length articles are always welcome and considered. Please contact the staff before undergoing a project. Contributors submit materials with the understanding that no monetary compensation is provided.

**Correspondence:** Comments, suggestions, and corrections relating to Fox River Lines should be directed to Managing Editor Don MacBean at the address listed above. The editorial staff appreciates your feedback.

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