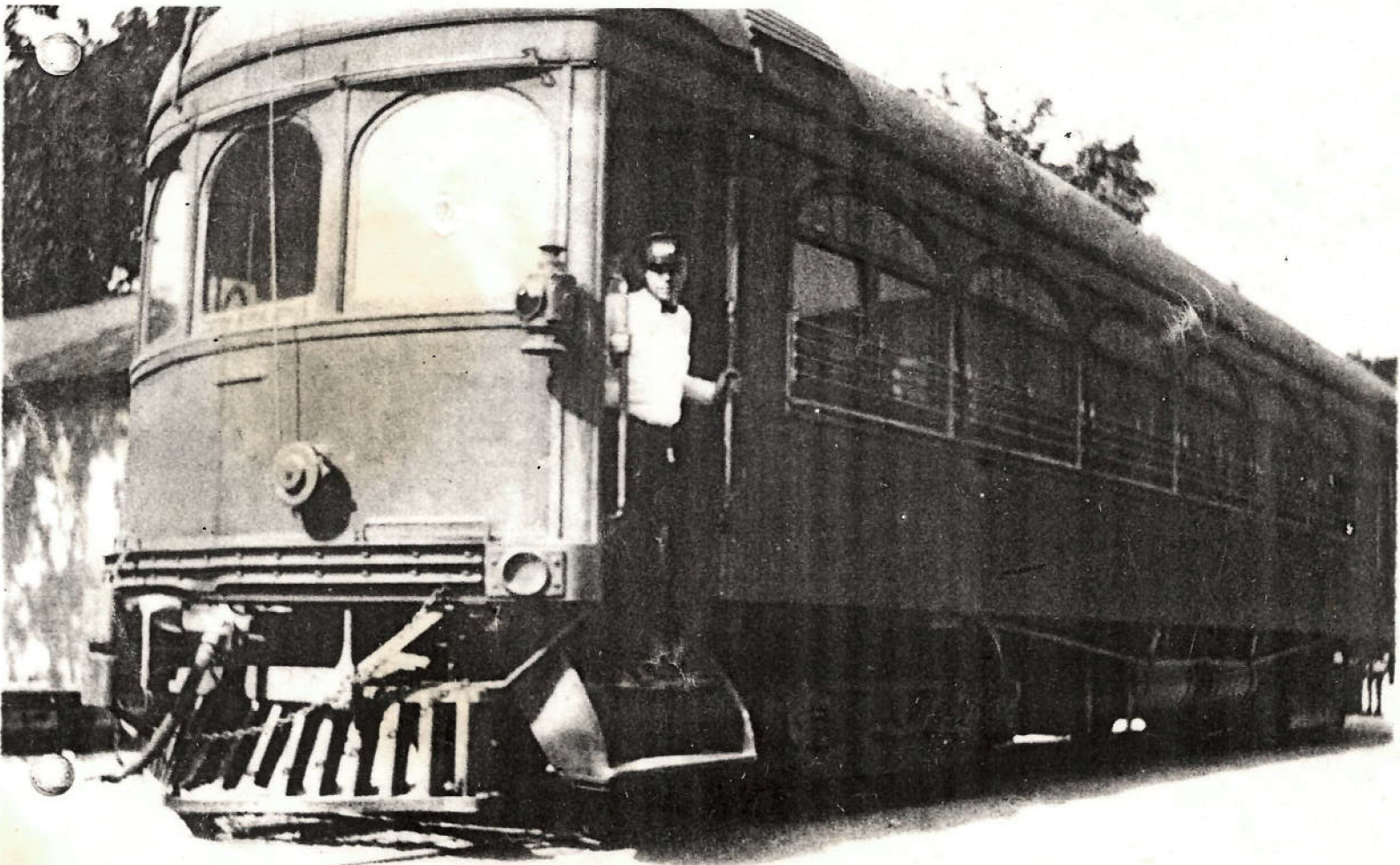


THE FOX & ILLINOIS
UNION RY. CO.'S



AN ELECTRIC LINE FROM YORKVILLE TO MORRIS

The plan for building an electric railway to connect the villages of Yorkville and Morris in northern Illinois was first voiced in 1902 when the Aurora, Yorkville and Morris Ry was completed to Yorkville. Several companies tried to complete the Yorkville-Morris interurban, all to no avail.

Finally, on January 24, 1911, Former Senator Henry H. Evans of Aurora pledged his support and financial backing to the proposed interurban, provided the right-of-way was given him. Other backers of the line stated that the right-of-way in Kendall County was secure except for one piece of property. The Morris Industrial Association was planning an auto trip to visit farmers north of Morris to secure the right-of-way in Grundy County.

Senator Evans was not a newcomer to the electric railway field. Born on March 9, 1836 in Toronto, Canada, he came to Aurora with his family in 1841. The man who was the president of several railroads and controlled the legislatures of Illinois for years started in Aurora in the restaurant business. He served just over three years in the Civil War, then re-entered the restaurant business and later bought a hotel.

His political start came when he was elected an Aurora alderman in 1876, and in that fall he was elected to the legislature. In 1880 he was elected to the Illinois Senate where he served for 28 consecutive years.

He organized the Aurora Street Railway Company in September, 1882, and was elected its president, superintending the construction. The cars were originally drawn by mules. He was the founder and principal promoter of the Joliet, Aurora and Northern Railroad, now part of the EJ&E. He built the first part of the Aurora-Yorkville interurban, opened Riverview (later Fox River) Park, built the Aurora Opera House building, the Elks Club, and numerous other downtown Aurora structures. He contributed to the GAR Memorial Hall, the Aurora Hospital Building Fund, and the YMCA Building Fund. His decision to finance and construct this interurban after his 75th birthday was a remarkable feat.

Promoters for the new interurban met with residents up and down the line asking for support in the form of purchases of stock. Residents of Lisbon Township alone raised the sum of \$3,800. On Wednesday, June 9, 1911, the Yorkville City Council passed an ordinance granting a franchise to the new line, and also giving it a freight concession. This was the first legal step taken by the interurban.

SENATOR EVANS BACKS INTERURBAN

The Aurora Beacon News reported on July 20, 1911, that H. H. Evans had deposited \$50,000 in banks at Yorkville and Morris as a guarantee that the new Yorkville-Morris railroad would be completed. Promoter Frank M. Zimmerman stated that the depositing of the money meant "the new road will be

Aurora's Senator Henry H. Evans was the major supporter - both financially and spiritually - for the construction of the Fox & Illinois Union Ry.

Photo from the Dave Hanks collection.



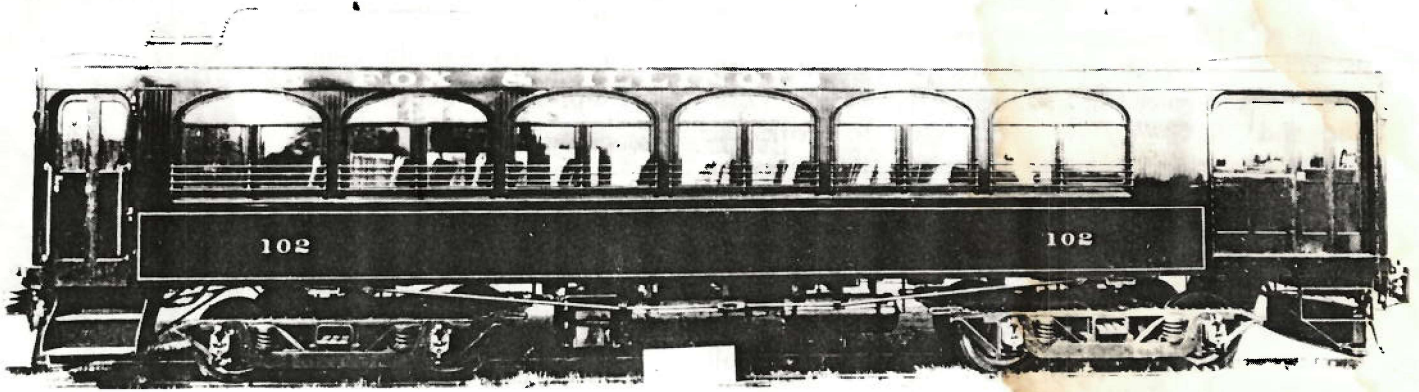
completed as promised, and work should start very shortly. The \$50,000 deposited by Evans is to be held until the railway has expended the same amount on the construction of the road. Then he is to be permitted to use the money in further construction of the line, putting up \$50,000 in bonds of the railroad in lieu of cash. The new road will be known as The Fox & Illinois Union Railway Company."

The officers of the Fox & Illinois Union Railway Company were listed as: President, Senator Henry H. Evans; Vice - President, John Meredith; Secretary-Treasurer, Arthur R. Evans; Chief Engineer, Frank M. Zimmerman. All were from Aurora. Meredith was a financial backer; Arthur Evans was the senator's son, and Frank Zimmerman was involved in the building and operation of the Elgin Aurora & Southern properties.

On September 28, 1911, H. D. Hallett of Aurora was awarded the contract for grading the F&IU. The work was to start the next week and be completed within 60 working days. The promoters said that poles would be set and trolley wires strung at the same time the tracks were laid so that all work would be completed at about the same time. In the end, however, this was not done, and it took over three years to complete the line.

All reports indicate that the winter of 1911-12 was a very rough one. Contractors were able to get in only 16 days of grading before winter weather set in. Work on the bridges on the line was being continued through the winter, but at a very slow pace. All were expected to be completed when grading began in the spring.

It wasn't until early September, 1912 that the rails had been extended barely eight miles south from Yorkville. By mid October the rails were down to within four and one half miles of Morris. Meanwhile, that fall a CB&Q steam engine was rented to haul grain from the farmers along the completed portion of the line to the Burlington connection in Yorkville. As many as 50 carloads of coal, grain and construction materials were hauled in a single day, according to one newspaper report. Officials expected to lay the last of the rails into Morris by November 15. However, winter once again halted construction before downtown Morris was reached.



Fox & Illinois Union Ry. Co. combine number 102 as photographed by the builder, McGuire-Cummings. *From the collection of Dave Hanks.*

ROLLING STOCK ORDERED

With the construction well under way on the line during the summer of 1912, it was time to turn thoughts towards the rolling stock for the F&IU Ry. Early reports said that four passenger cars would be built, but the actual order was placed with the McGuire-Cummings Manufacturing Company for one express car and two combination passenger-baggage interurban cars. The latter cars were 48 feet long over buffers, 8 ft. 10 7/8 ins. wide over side sills, 12 ft. 9 ins. high from top of rail to top of roof board. The main passenger compartment was 27 ft. long and the combined smoking and baggage compartment was 14 ft 4 1/4 ins. long. The main passenger compartment had 18 cross-seats with one longitudinal seat in the corner opposite the toilet. The smoking compartment had four cross-seats with ample room for freight and express.

The interior of the main compartment was finished in quarter sawed oak, with composite board headlining. The windows were of half oval Gothic and extended over two seats. Basket racks extended the length of the main compartment on both sides.

The underframe was of the composite type - wood and steel. The side sills were constructed from long leaf yellow pine 5 1/4 ins. by 8 ins., reinforced on the inside by 8-in. 11.25-lb. channels. The center sills were 6-in. 12.25-lb. I-beams extending from buffer to buffer and were filled with long leaf yellow pine fillers; the intermediate sills were of 4-in. by 6-in. long leaf yellow pine in one length. The outside buffer beam was faced with 8-in. by 1/2-in. plate.

The cars were finished in brown with a red or terra-cotta roof and yellow trim and lettering.

The bodies were mounted on McGuire-Cummings 70-A high speed interurban trucks and were each equipped with four Westinghouse 306 motors. The cars were equipped with double-ended H. L. controls since there were no wyves on the line to turn the cars. They always operated with the baggage vestibule on the south end of the cars.

Originally Tomlinson couplers were ordered but were later changed to oversized knuckle couplers since even the passenger cars were pressed into freight service. Other features included McGuire-Cummings standard handbrakes, Peter Smith forced ventilation hot air car heaters, reversible Hale & Kilburn seats, Curtain Supply Company's window fixtures, Pantasote curtains and wooden pilots of the locomotive type.

The express car was basically of the same construction and features except that it lacked seats and the overall length was only 36 feet. It contained a single, center-entrance baggage door on each side plus end doors which the combination cars lacked. The cars arrived just before the end of 1912.

FIRST PASSENGERS PULLED BY STEAM

The F&IU was formally opened to the traveling public - if only temporarily - for the first time on January 1, 1913 when 200 passengers were carried between Yorkville and the outskirts of Morris. Two round trips were made with a steam locomotive pulling one of the newly received interurban cars. The car was packed on both trips.

The Aurora Beacon quoted an article from Electric Traction Magazine which gave further details of the importance of the new rail line:

"This line will be of considerable importance in the electric railway situation in northern Illinois, joining as it does two important systems, the Yorkville (trolley) division of the Aurora, Elgin & Chicago Railroad, and the Chicago, Ottawa & Peoria Railway, the northern division of the Illinois Traction System. The new line may also afford a new entrance to Chicago. However, the Fox & Illinois Union Railway will traverse a rich agricultural district heretofore without railroad transportation facilities. Although within a comparatively short distance of Chicago, the great steam railroad center of the country, the lines radi-

ating from that city have gone around this section, which, moreover, is served by no north-and-south line, other than the electric road now nearing completion.

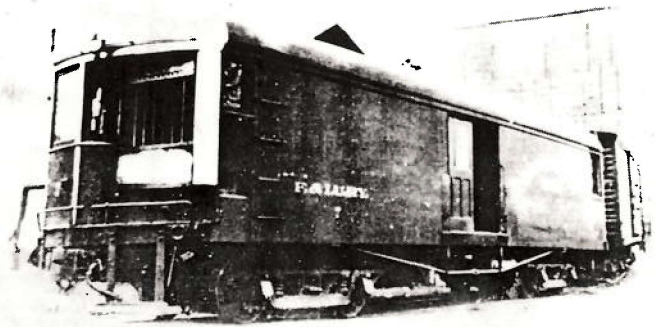
"The Fox & Illinois Union Railway Company plans to do a large freight business, estimating that 60 percent of its total business will be of this nature. For several months the company has been handling freight, largely dairy products, by steam locomotive. Already four grain elevators have been located on the line."

Even before its completion, the promoters said they would like to extend the line across the Illinois River and further south. Also, the F&IU was such an important line that the McKinley interests (Illinois Traction System and the Chicago, Ottawa & Peoria) wanted to purchase it, although no price was ever agreed on. McKinley had his eye on a direct connection with downtown Chicago by way of the F&IU and the AE&C through Aurora.

QUALITY CONSTRUCTION THROUGHOUT

Construction of the line was expected to cost \$200,000 with only the best materials to be used. The line was located on private right-of-way of at least 50-feet in width its entire length with the exception of some street running in both Yorkville and Morris.

Seventy-pound A.S.C.E. sections of rail were laid as a single-track line with long sidings at each major crossroad between Yorkville and Morris. The line was practically level most of its length with the heaviest grades occurring near the ends in getting out of the river valleys. The maximum grade was 1 1/2 percent coming out of Yorkville and the curves were easy with none exceeding 20 degrees. No. 1 standard oak ties costing 60¢ each were laid on the curves; cedar



Box motor no. 7, after conversion to gas power, picking up cars at the CRI&P RR interchange on Adams Street in Morris. The Quaker Oats Company plant is in the background. *Photo from the Walker collection.*

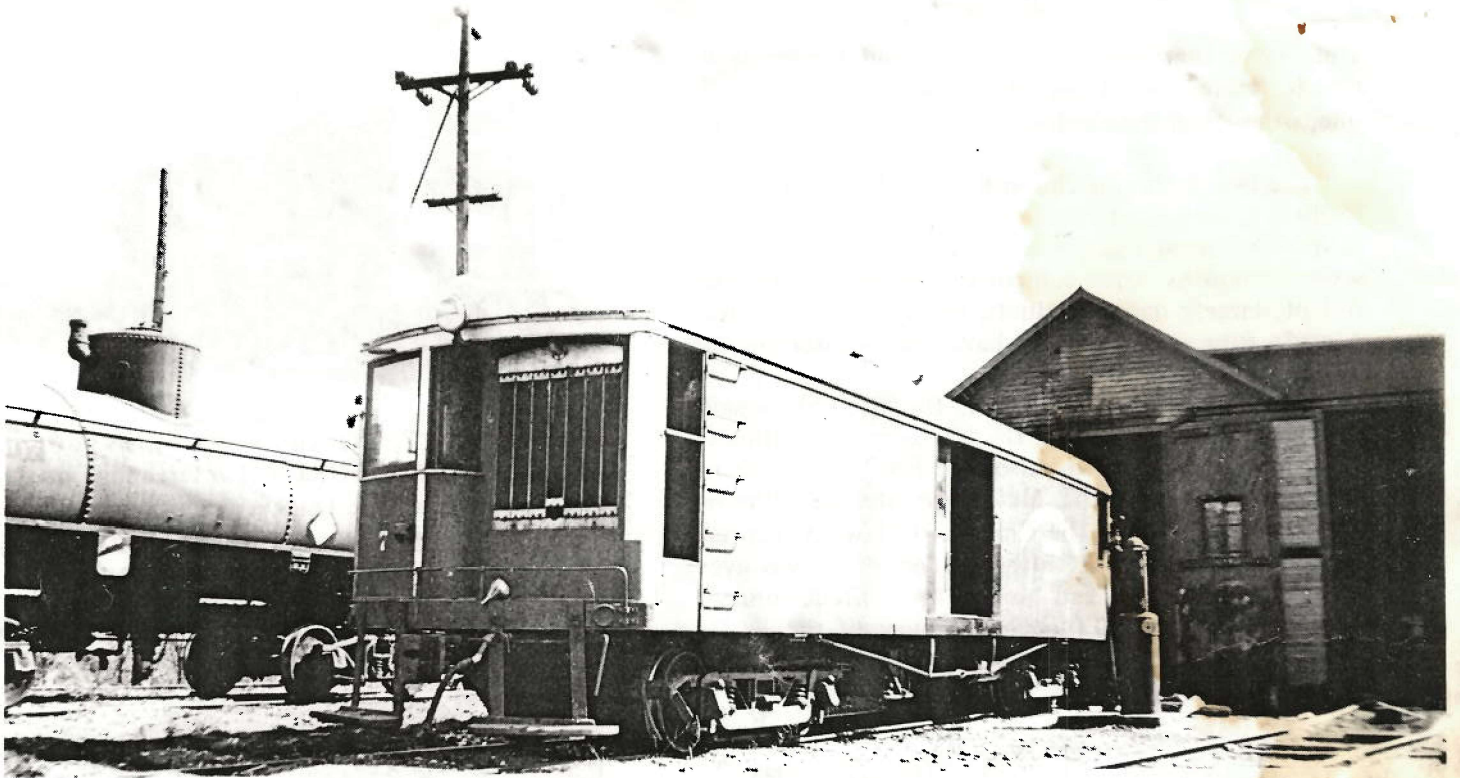


The abandoned Quaker Oats Co. plant in Morris looks the same today as it did 40 years ago. The F&IU interchange track to the Rock Island Railroad is buried in Adams Street to the left. *Steve Hyett photo.*



Pass courtesy George Krambles.





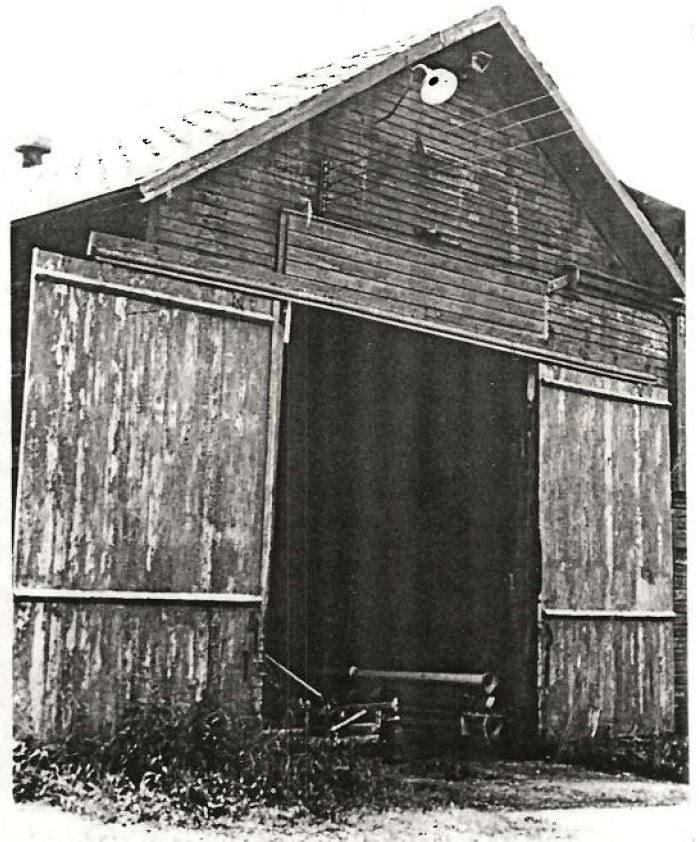
Box motor no. 7 parked in front of the Yorkville car barn. Note the gasoline pump to the right between the two shop tracks. *From the Dave Hanks collection.*

ties were used on the tangents. The original ballast, where it appeared at all, was cinders although crushed rock was planned for later improvements.

The line poles were 35-ft. cedar costing \$6.10 each and carried a 35,000-volt transmission line on top with the 600-volt direct current feeder and telephone lines below. Bracket type of overhead suspension was purchased from the Westinghouse Company. The trolley wire was 3/0 round while the feeder was 4/0. The trolley wire, feeder, bonds and cross bonds were furnished by the American Steel & Wire Company.

The Aurora Beacon reported that the last poles were set in place on March 10, 1913, and it was expected that the trolley wire would be strung at once. The road was graded and the track was laid from Yorkville to a point just within the city limits of Morris. The terminus at that time was about one half mile from the Rock Island tracks and three fourths of a mile from the proposed downtown terminal. The remaining track was to be laid as soon as the frost was out of the ground. There were 75 men employed by the company at the time, most of them linemen who would be stringing the trolley wire.

On April 16, 1913, Senator Evans - then 77 years old - made an initial inspection trip over the F&IU and was favorably impressed. He expressed the belief that the line would begin regular passenger service within a week. He planned to operate two round trips a day for the initial service.



The car barn in Yorkville appears virtually the same today. A farm implement dealer uses the building for storage. *Steve Hyett photo.*

On April 24, 1913, a delegation of dignitaries left Aurora at noon, arrived at Yorkville at 1:00, left for Morris at 2:00 and arrived there at 3:00.

The Aurora Beacon took this occasion to give more details of the new line:

"The line leaves Yorkville at the south edge of the town limits and runs almost due south to Morris. The whole right of way is on privately owned ground with the exception of a little inside the city limits of Morris. At present the line in Morris is constructed only a few blocks from the north boundary line, but when completed the road will run south under the Rock Island tracks . . . to the center of the city. At Yorkville the road crosses the AE&C and . . . connects with the Fox River branch of the Burlington. It will connect with the AE&C later.

"The whole line runs through some of the most beautiful farming country. The only hill in the whole distance is just as the line leaves Yorkville, and the grade there is only one and one half percent. The only fill that amounts to anything is in the city limits of Morris.

"The roadbed is in remarkably good condition. In some places considerable ballast work has been done,

but for the greater part of the way the ties have been laid flat upon the ground and there are only one or two bad spots.

"Some freight business has been done for several months. Two new passenger cars have been purchased and are ready to go into service. They are of the latest design. A feature is the absence of window ventilators in the roof. In a driving rain such ventilators are apt to leak and so in these cars small ventilators are placed in the ceiling and may be closed and made air tight. The cars will carry about 125 people comfortably.

"Two trains a day for freight and passengers will be operated until the line is completed and then hourly passenger service will be given from the center of Yorkville to the center of Morris."

Construction on the line continued, and by early May 1913 the construction engine was making the promised two round trips daily, pulling one of the interurban cars. The train left Yorkville at 6:30 a.m., arriving at Morris at 8:30 a.m. The return trip was made at once. The second trip left Yorkville at 1:30 p.m., arriving at Morris at 3:00 p.m. The return trip was made at 4:30 p.m.

OFFICIAL TIME TABLE, EFFECTIVE JANUARY 1, 1915 (Subject to Change Without Notice)													
FOX & ILLINOIS UNION R. R. CO. and CONNECTIONS													
AT YORKVILLE						AT MORRIS							
A. E. & C.						C. O. & P.							
East		West		ARRIVE MORRIS		ARRIVE YORKVILLE		East		West			
Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday			
A	M	A	M	A	M	A	M	A	M	A	M		
5:45	7:52	11:55	3:52	6:05	9:52	7:50	9:55	3:45	6:00	8:05	12:10	5:40 a.m.	5:50 a.m.
5:59	8:04	12:15	4:04	6:17	10:04	7:38	9:46	3:25	5:48	7:56	11:58	6:50 a.m.	7:00 a.m.
6:02	8:07	12:19	4:07	6:20	10:07	7:34	9:42	3:20	5:44	7:53	11:54	7:47 a.m.	7:55 a.m.
6:07	8:12	12:25	4:12	6:25	10:12	7:29	9:36	3:14	5:39	7:48	11:49	8:47 a.m.	8:55 a.m.
6:11	8:16	12:30	4:16	6:28	10:16	7:25	9:31	3:08	5:35	7:45	11:45	10:47 a.m.	9:55 a.m.
6:15	8:20	12:34	4:20	6:32	10:20	7:22	9:27	3:04	5:32	7:40	11:42	12:47 p.m.	10:55 a.m.
6:19	8:24	12:38	4:24	6:36	10:24	7:18	9:23	3:00	5:28	7:38	11:38	1:47 p.m.	12:55 p.m.
6:22	8:26	12:42	4:26	6:38	10:26	7:15	9:20	2:56	5:25	7:35	11:35	2:47 p.m.	2:55 p.m.
6:27	8:31	12:48	4:31	6:43	10:31	7:10	9:15	2:49	5:20	7:30	11:30	4:47 p.m.	3:55 p.m.
6:32	8:36	12:54	4:36	6:48	10:36	7:05	9:10	2:43	5:15	7:25	11:25	5:47 p.m.	4:55 p.m.
6:39	8:45	1:04	4:45	6:55	10:45	6:55	9:00	2:31	5:05	7:15	11:15	6:47 p.m.	6:55 p.m.
6:45	8:50	1:10	4:50	7:00	10:50	6:50	8:55	2:25	5:00	7:10	11:10	8:47 p.m.	8:55 p.m.
ARRIVE MORRIS						LEAVE MORRIS						10:47 p.m.	11:53 p.m.
SUNDAY ONLY						SUNDAY ONLY						11:50 p.m.	
East		West		ARRIVE MORRIS		ARRIVE YORKVILLE		East		West			
Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday			
A	M	A	M	A	M	A	M	A	M	A	M		
7:30	9:30	1:30	5:30	9:30		9:25	11:25	3:25	7:25	11:25		4:25 a.m.	1:35 a.m.
7:42	9:42	1:42	5:42	9:42		9:15	11:15	3:15	7:15	11:15		5:28 a.m.	3:18 a.m.
7:45	9:45	1:45	5:45	9:45		9:11	11:11	3:11	7:11	11:11		7:58 a.m.	9:10 a.m.
7:50	9:50	1:50	5:50	9:50		9:07	11:07	3:07	7:07	11:07		10:40 a.m.	10:41 a.m.
7:54	9:54	1:54	5:54	9:54		9:03	11:03	3:03	7:03	11:03		11:23 a.m.	2:52 p.m.
7:57	9:57	1:57	5:57	9:57		9:00	11:00	3:00	7:00	11:00		3:42 p.m.	5:22 p.m.
8:01	10:01	2:01	6:01	10:01		8:57	10:57	2:57	6:57	10:57		5:10 p.m.	6:45 p.m.
8:03	10:03	2:03	6:03	10:03		8:54	10:54	2:54	6:54	10:54		8:01 p.m.	
8:08	10:08	2:08	6:08	10:08		8:49	10:49	2:49	6:49	10:49			7:10 F.
8:13	10:13	2:13	6:13	10:13		8:44	10:44	2:44	6:44	10:44			7:28 F.
8:20	10:20	2:20	6:20	10:20		8:35	10:35	2:35	6:35	10:35			7:46 p.m.
8:25	10:25	2:25	6:25	10:25		8:30	10:30	2:30	6:30	10:30			11:38 p.m.
ARRIVE MORRIS						LEAVE MORRIS							
C. B. & Q.						C. R. I. & P.							
East		West		ARRIVE MORRIS		ARRIVE YORKVILLE		East		West			
Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday			
A	M	A	M	A	M	A	M	A	M	A	M		
8:47	10:20	10:20	6:10	10:20		8:44	10:44	2:44	6:44	10:44			
4:19	6:10	6:10		6:10		8:35	10:35	2:35	6:35	10:35			
ARRIVE MORRIS						LEAVE MORRIS							
Telephone Yorkville 15						Telephone Yorkville 15							

Tickets, freight rates, and other information at Yorkville office. All shipments must be plainly marked and prepaid unless otherwise agreed. Consignments to points where we have no agent will be left at owner's risk. Freight will be handled only on car leaving Yorkville at 11:55 a. m. and leaving Morris at 2:25 p. m. All perishable goods must be delivered to and from the car.

F. M. ZIMMERMAN, G. M.

Timetable courtesy James D. Johnson

ELECTRICITY PURCHASED FROM AE&C AND CO&P

On September 24, 1913, the Aurora Beacon announced that the F&IU was finally being operated by electricity purchased from the Public Service Company of Joliet via the Chicago, Ottawa & Peoria substation at Morris. On the north, end, electrical power was purchased from the Aurora Elgin & Chicago RR in Yorkville. A portable substation was placed midpoint on the line at Walker's Corners where a permanent substation was later built. The portable substation was of standard McGuire-Cummings manufacture with an overall length of 27 feet. The rotary converter in the car was built by the Westinghouse Electric & Manufacturing Company and had a 300-kw capacity. Because of the small grades and the light service on the line, the electrical system worked relatively well, and a second portable substation, originally thought needed, was never ordered.

By late September, 1913 construction on the line was almost complete and with four trains operating daily, Senator Evans planned a trip for Aurora city officials to view his new interurban. The officials toured the new line on September 30, 1913 and enjoyed a banquet at the Commercial Hotel in Morris.

Evans took this occasion to state that "the line is doing a large passenger business... it seems that people like to inspect the country." He also added that the new road was doing a brisk freight business, with daily interchange between the interurban and the Burlington at Yorkville, and with the railroads in Morris, insuring a source of good profit. The company expected to have a large amount of coal traffic which would cause the price of coal in Aurora to decrease.

WRECK KILLS ONE, INJURES FOUR

The F&IU suffered its first wreck, a fatal one at that, on October 9, 1913. A northbound gasoline motor car used to transport workers on the line was struck by a southbound interurban car at about 7:50 a.m. some four miles north of Morris. Due to a heavy fog at the time, the motorman of the interurban did not see the stopped motor car until he was only 100 feet from it. George Worklitch, a lineman for the road, was killed instantly. Four other men were injured in the wreck.

It seems the F&IU must have had its share of wrecks and accidents. Several photos reproduced herein show the results of a derailment of car 102.



The CO&P depot and substation on the southeast corner of Benton and Liberty Streets in Morris was a transfer point for F&IU passengers going to Joliet or Ottawa. The F&IU received a portion of its electrical power from this substation. *Summer of 1977 photo from Steve Hyett.*



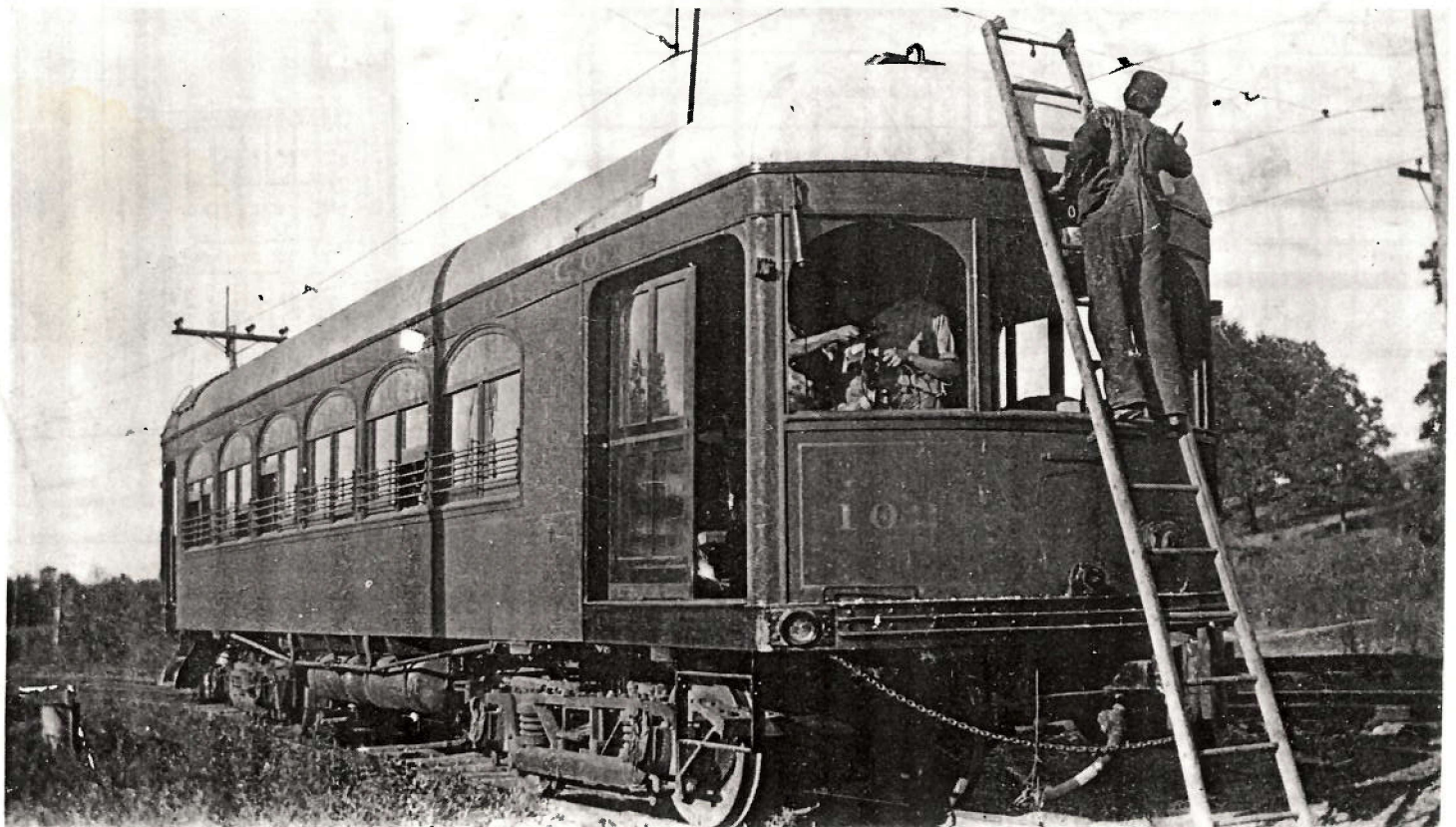
Research has failed to produce an accurate date or location of this accident.

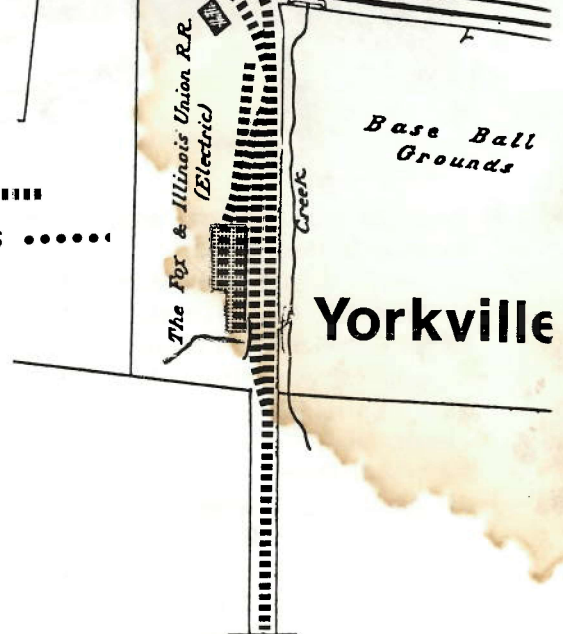
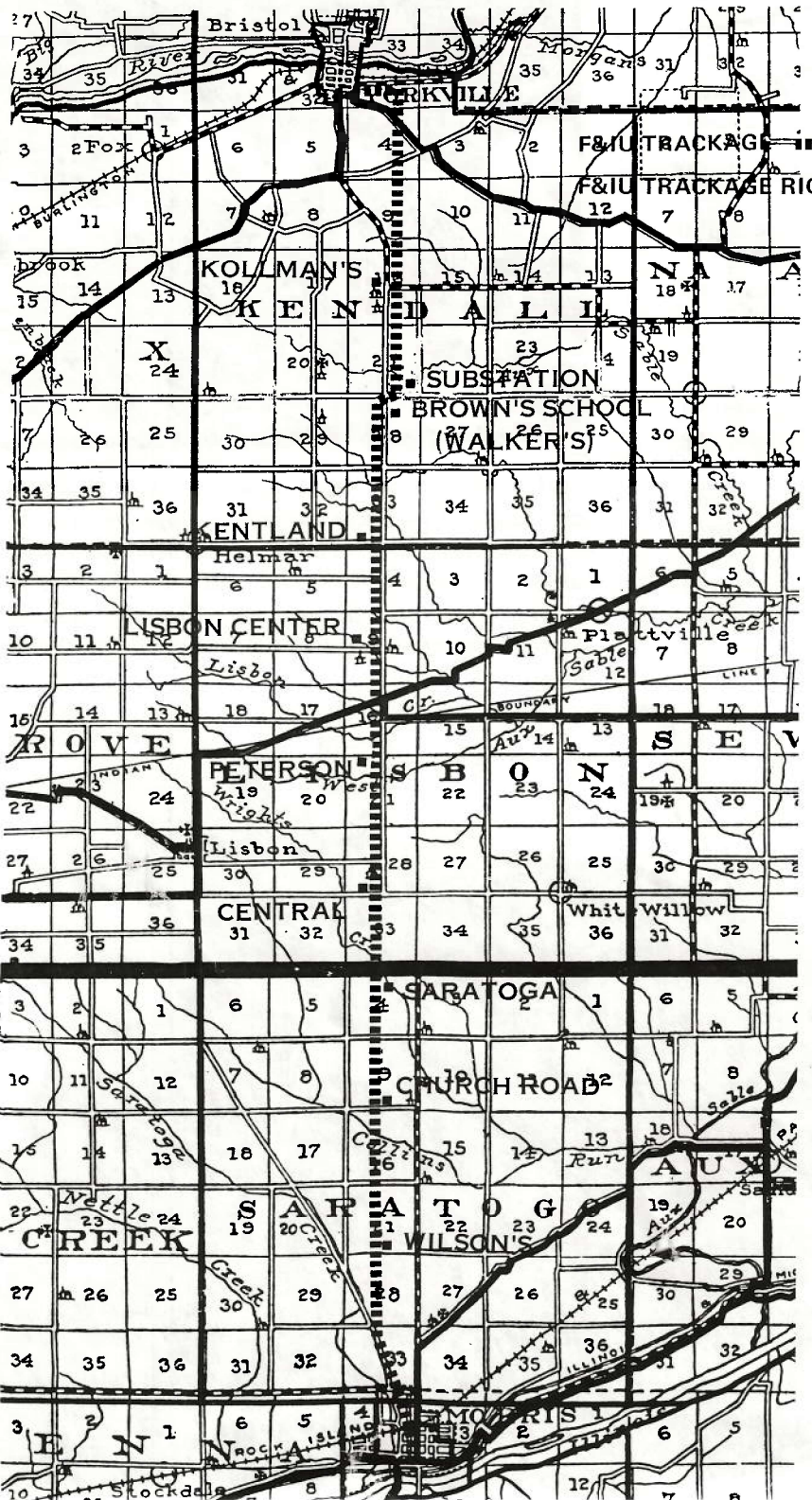
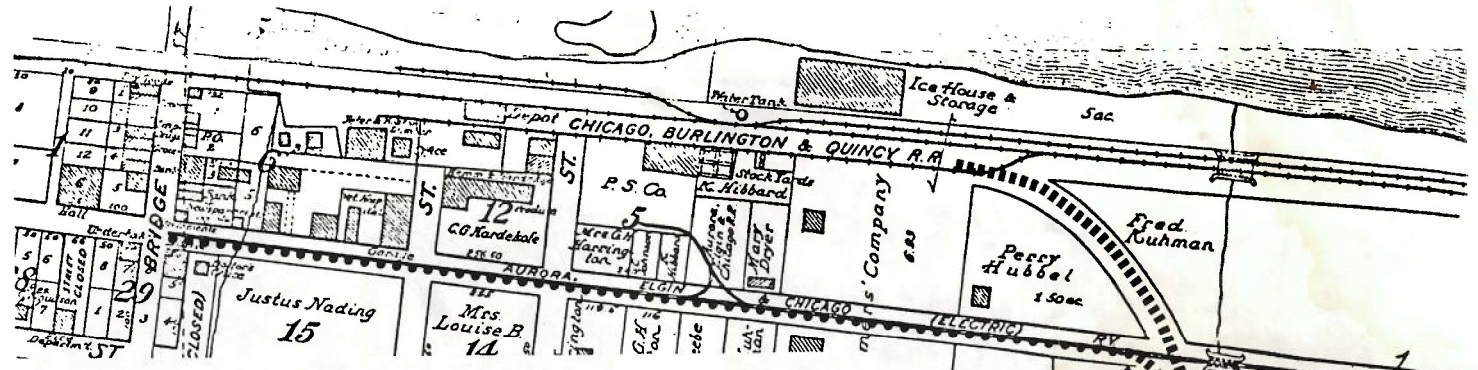
The F&IU had troubles with the automobile as did all railroads. For example, on October 1, 1923, Ole Ness, a resident of Lisbon, was killed when his Ford touring car was struck by a southbound F&IU car near Central. Ness operated a taxi service between Lisbon and the station at Central. As happens so often still today, Ness drove his auto right in front of the train, even though the headlight was on and the whistle was sounding.

Colonel Walker related an incident that occurred when he was piloting a southbound car to Morris. Just as he was passing under the Rock Island tracks in Morris he felt a bump. He stopped the car and found that he had run over one of Morris' best known drunks who was taking a nap in the underpass. Walker didn't say how badly the man was injured.

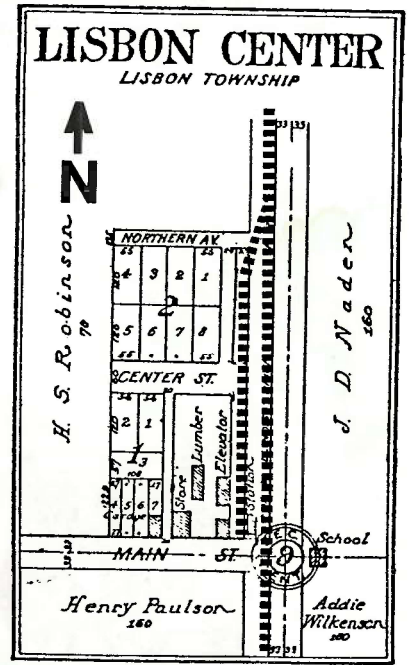


F&IU combine no. 102 derailed when it struck a box car. Date and location unknown. *Upper left photo from the Walker collection. Upper right and below from the Vern Langdon collection.* Workmen put the final touches on the front end of no. 102 after the derailment above. The repair work is being done at the Yorkville shops.

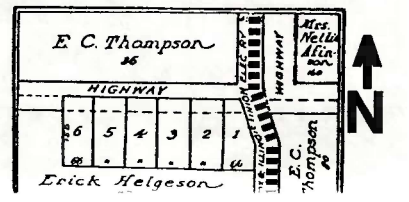




Yorkville

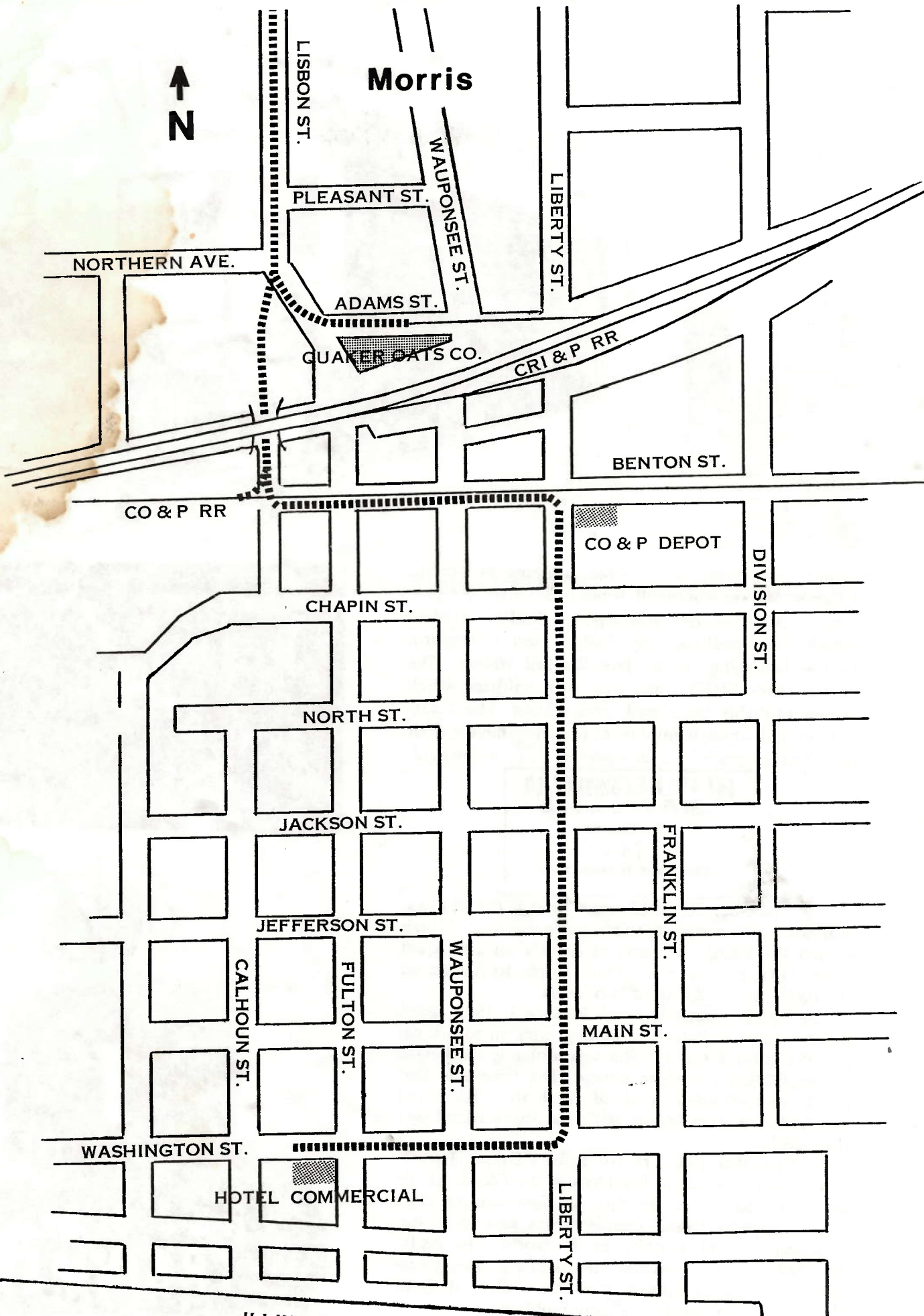


Central





Morris



LISBON ST.

Morris

WAUPONSEE ST.

LIBERTY ST.

NORTHERN AVE.

ADAMS ST.

QUAKER OATS CO.

CRI & P RR

BENTON ST.

CO & P RR

CO & P DEPOT

DIVISION ST.

CHAPIN ST.

NORTH ST.

JACKSON ST.

JEFFERSON ST.

FRANKLIN ST.

CALHOUN ST.

FULTON ST.

WAUPONSEE ST.

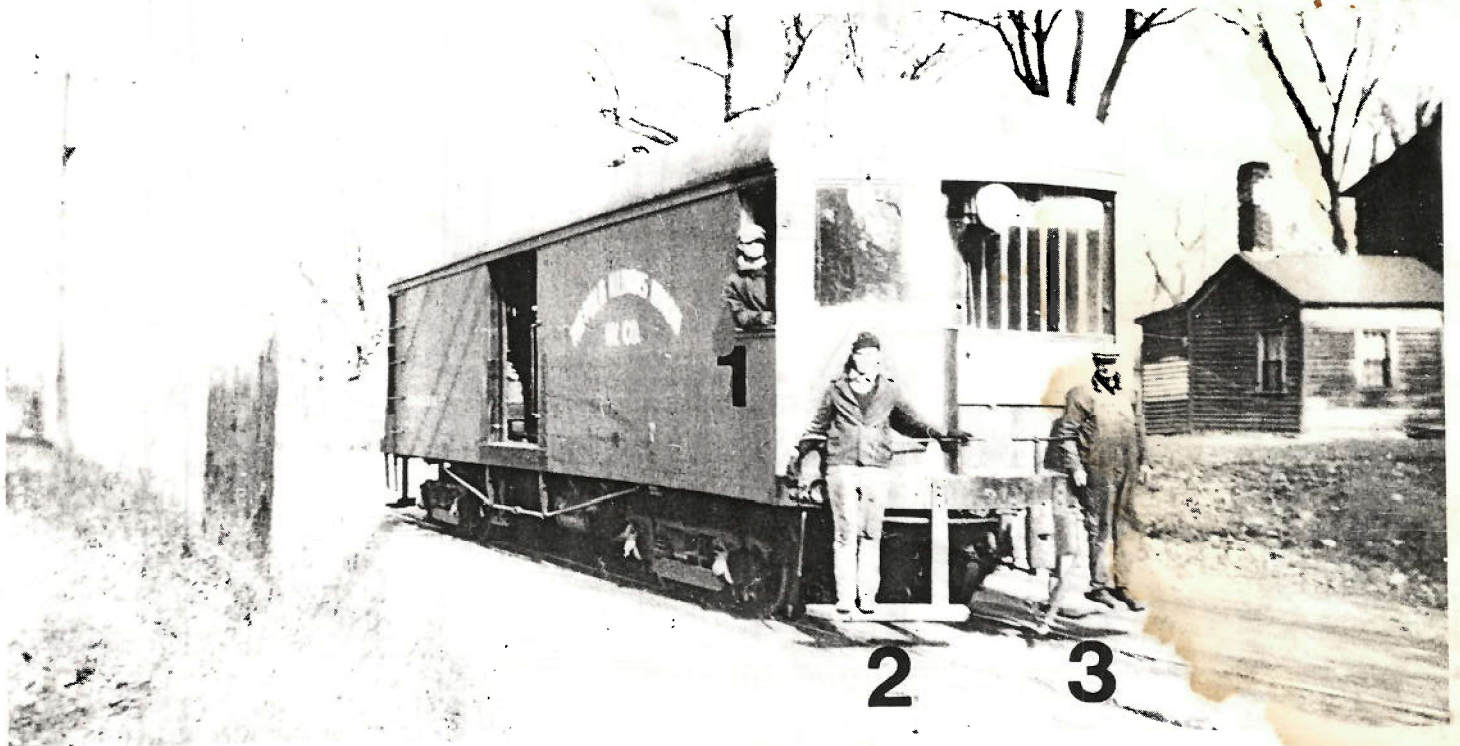
MAIN ST.

WASHINGTON ST.

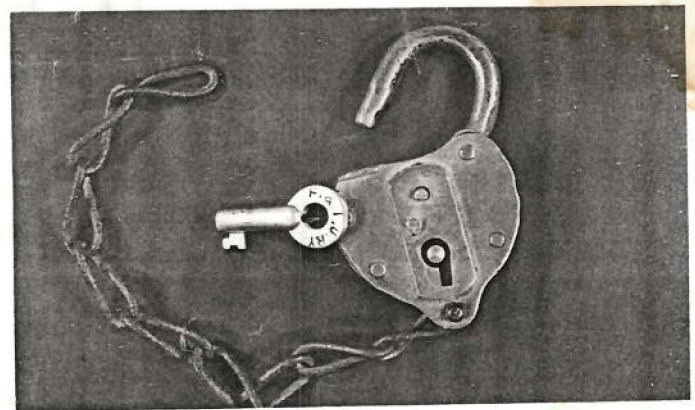
HOTEL COMMERCIAL

LIBERTY ST.

ILLINOIS & MICHIGAN CANAL



Above, gas motor no. 7 street running in Morris. 1-Cappy Mayes; 2-Randall Walker; 3-Scotty Reagan. From the Dave Hanks collection. Right, F&IU marked switch key, padlock, cap badges and a uniform button belonging to the late Randall Walker. The button reads SURYS and was on a uniform which Walker probably purchased second-hand. The F&IU did not have enough employees to justify having their own buttons made! Ticket courtesy Joseph Canfield.



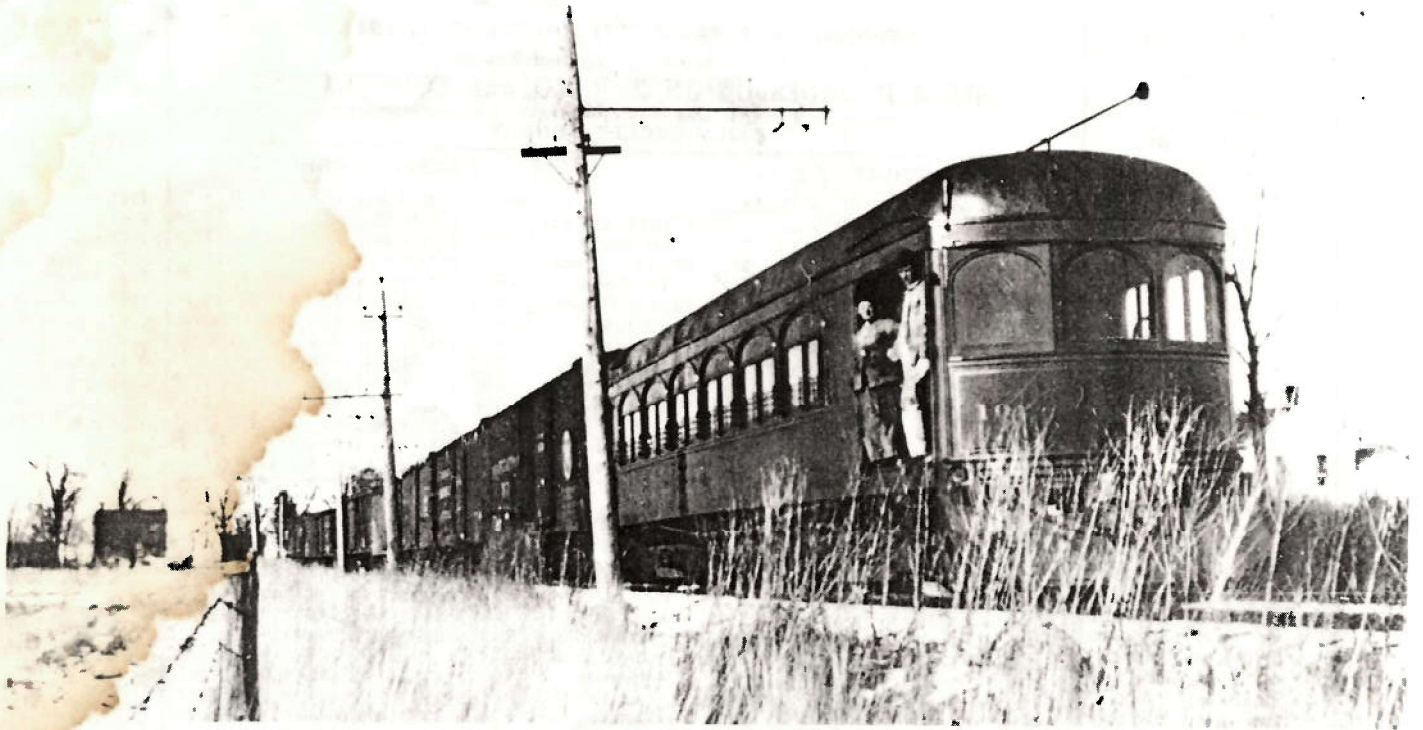
FOX & ILLINOIS UNION RY. CO.
 THIS COUPON IS GOOD FOR
5 Cents
 749
 Not Good If Detached.

On November 20, 1913, even though the line was still not quite complete, thirty businessmen of Morris toured the F&IU and came to Aurora for a banquet at the GAR Hall. The trip from Morris to Aurora via the F&IU and AE&C took two hours.

The F&IU timetable dated January 1, 1915 listed five round trips daily and Sunday, with an additional round trip on Saturday. This was probably the height of the F&IU's passenger service. The timetable also listed connections in Yorkville with the CB&Q and the AE&C, and in Morris with the Rock Island and the CO&P.

In November 1916, Henry Robert Evans, Jr. was named to the Board of Directors of the F&IU. At age 16, and while a sophomore at East Aurora High School, Senator Evans' grandson was said to be the youngest railroad director in the world. The F&IU also had a woman director on its board. Mrs. Elizabeth Meredith of Aurora was the widow of John Meredith, one of the road's early builders.

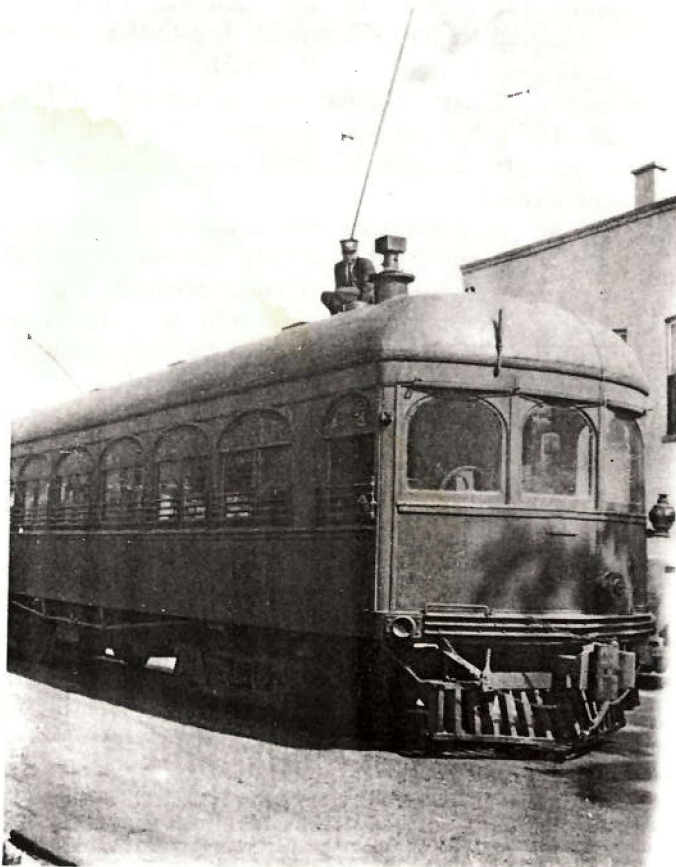




Combine no. 102 subs for the freight motor during the mid 20's near Brown's School south of Walker Road. The crew is thought to be Alan Mayes (left) and Pete Waldorf. *Photos this page from the Randall Walker collection.*

Randall Walker adjusts the trolley pole on the roof of a F&IU combine. Note standard railroad coupler. Early reports said the F&IU cars were equipped with Tomlinson couplers, but all photos show standard railroad couplers.

Randall Walker on the front step of one of the F&IU combines. Photo taken at the end of the line on west Washington St. in Morris. Buildings in the background were battery and appliance shops. The Coupe to the left was Walker's first car.



OFFICIAL TIME TABLE, EFFECTIVE MAY 1, 1916
(Subject to Change Without Notice)
FOX & ILLINOIS UNION R. R. CO. and CONNECTIONS

Connection
At Yorkville
BURLINGTON

EAST	WEST
8:47 a.m.	10:09 a.m.
4:19 p.m.	6:09 p.m.

**AURORA, ELGIN,
& CHICAGO**

EAST	WEST
5:55 a.m.	5:50 a.m.
7:00 a.m.	6:55 a.m.
8:05 a.m.	7:50 a.m.
10:05 a.m.	9:50 a.m.
12:05 p.m.	11:50 p.m.
2:05 p.m.	1:50 p.m.
4:05 p.m.	3:50 p.m.
5:15 p.m.	4:50 p.m.
6:15 p.m.	6:00 p.m.
7:10 p.m.	7:00 p.m.
8:05 p.m.	8:00 p.m.
10:05 p.m.	9:50 p.m.
11:55 p.m.	11:50 p.m.

DAILY EXCEPT SUNDAY

LEAVE YORKVILLE							Wed. & Sat.	Miles		Miles	ARRIVE YORKVILLE							Wed. & Sat.					
A	M	A	M	P	M	P					A	M	P	M	P	M							
5:45	7:52	11:45	3:50	5:55	10:05			Lv Yorkville Arr	20	7:50	9:55	1:55	5:55	8:00	11:55								
5:59	8:04	12:00	4:02	6:07	10:16	3		Kollman's	17	7:38	9:46	1:48	5:46	7:48	11:45								
6:02	8:07	12:04	4:05	6:10	10:19	4½		Brown School	15½	7:34	9:42	1:44	5:42	7:44	11:41								
6:07	8:12	12:10	4:10	6:15	10:24	6½		Kentland	13½	7:29	9:36	1:39	5:36	7:39	11:37								
6:11	8:16	12:14	4:14	6:18	10:28	8		Lisbon Center	12	7:25	9:31	1:35	5:31	7:35	11:33								
6:15	8:20	12:17	4:18	6:21	10:31	9½		Peterson	10½	7:22	9:27	1:32	5:27	7:32	11:30								
6:19	8:24	12:21	4:22	6:25	10:35	11½		Central	8½	7:18	9:23	1:28	5:23	7:28	11:27								
6:22	8:26	12:24	4:24	6:27	10:37	12½		Saratoga	7½	7:15	9:20	1:25	5:20	7:25	11:24								
6:27	8:31	12:29	4:29	6:32	10:42	14½		Church Road	5½	7:10	9:15	1:20	5:15	7:20	11:19								
6:32	8:36	12:35	4:34	6:37	10:47	16½		Wilson's Road	3½	7:05	9:10	1:15	5:10	7:15	11:14								
6:39	8:45	12:44	4:43	6:46	10:54	19½		C. O. & P.	½	6:55	9:00	1:05	5:00	7:05	11:05								
6:45	8:50	12:50	4:48	6:52	10:58	20		Arr Morris Lv Hotel Commercial		6:50	8:55	1:00	4:55	7:00	11:00								

SUNDAY ONLY

LEAVE YORKVILLE								Miles		Miles	ARRIVE YORKVILLE												
A	M	A	M	P	M	P					A	M	P	M	P	M							
7:45	9:45	12:45	3:45	6:45	8:45			Lv Yorkville Arr	20	9:40	11:40	3:40	6:40	8:40	10:40								
7:57	9:57	12:57	3:57	6:57	8:57	3		Kollman's	17	9:30	11:30	3:30	6:30	8:30	10:30								
8:00	10:00	1:00	4:00	7:00	9:00	4½		Brown School	15½	9:26	11:26	3:26	6:26	8:26	10:26								
8:05	10:05	1:05	4:05	7:05	9:05	6½		Kentland	13½	9:22	11:22	3:22	6:22	8:22	10:22								
8:09	10:09	1:09	4:09	7:09	9:09	8		Lisbon Center	12	9:18	11:18	3:18	6:18	8:18	10:18								
8:12	10:12	1:12	4:12	7:12	9:12	9½		Peterson	10½	9:15	11:15	3:15	6:15	8:15	10:15								
8:16	10:16	1:16	4:16	7:16	9:16	11½		Central	8½	9:12	11:12	3:12	6:12	8:12	10:12								
8:18	10:18	1:18	4:18	7:18	9:18	12½		Saratoga	7½	9:09	11:09	3:09	6:09	8:09	10:09								
8:23	10:23	1:23	4:23	7:23	9:23	14½		Church Road	5½	9:04	11:04	3:04	6:04	8:04	10:04								
8:28	10:28	1:28	4:28	7:28	9:28	16½		Wilson's Road	3½	8:59	10:59	2:59	5:59	7:59	9:59								
8:35	10:35	1:35	4:35	7:35	9:35	19½		C. O. & P.	½	8:50	10:50	2:50	5:50	7:50	9:50								
8:40	10:40	1:40	4:40	7:40	9:40	20		Arr Morris Lv Hotel Commercial		8:45	10:45	2:45	5:45	7:45	9:45								

MORRIS WAITING ROOMS HOTEL COMMERCIAL AND CO., O. P. STATION

W. C. MILLER, GENERAL MANAGER

Connection
At Morris
**CHICAGO, OTTA-
WA & PEORIA**

EAST	WEST
6:50 a.m.	5:50 a.m.
7:47 a.m.	7:25 a.m.
8:47 a.m.	8:55 a.m.
10:47 a.m.	9:55 a.m.
12:47 p.m.	10:55 a.m.
2:47 p.m.	12:55 p.m.
3:47 p.m.	2:55 p.m.
4:47 p.m.	3:55 p.m.
5:47 p.m.	4:55 p.m.
6:47 p.m.	6:55 p.m.
7:47 p.m.	7:55 p.m.
9:50 p.m.	8:55 p.m.
11:55 p.m.	11:55 p.m.

ROCK ISLAND

EAST	WEST
4:26 a.m.	1:15 a.m.
5:35 a.m.	9:10 a.m.
7:58 a.m.	10:40 a.m.
10:40 a.m.	2:52 p.m.
11:23 a.m.	6:42 p.m.
3:40 p.m.	7:07 p.m.
5:10 p.m.	11:38 p.m.
7:54 p.m.	

EVANS DIES—RAILROAD DECLINES

On March 27, 1917, at the age of 81, Senator Evans died. Senator Evans was the driving force behind the F&IU, and with his death the line started on its downward trend.

Arthur R. Evans, the Senator's son, took over ownership of the F&IU. The automobile started to eat into the line's passenger revenue, and in 1923 an application was filed with the Illinois Commerce Commission to junk the line due to the losses.

On September 4, 1924, a group of farmers bought the F&IU from Arthur R. Evans for the junk price of \$117,000. The farmers owned five elevators along the line. Barely four months later on January 31, 1925, the Aurora Elgin & Fox River Electric Company abandoned its entire line south of Fox River (River-view) Park cutting off passenger service from Yorkville to Aurora and other points north and east. The new management of the F&IU continued passenger service on a reduced basis mostly because of personal commitments and because the combination cars could be pressed into freight hauling service. With the lack of passengers on the line, the possibility of profits from passenger service was gone and maintenance of the cars declined rapidly. On February 3, 1931 the F&IU was granted the authority to remove the overhead wire and discontinue passenger service. Box motor number 7 was equipped with a gasoline engine, and a steam engine was leased from the CB&Q.

The trolley wires were removed and the right-of-way was sold to the Public Service Company at a handsome profit to the railroad. Freight traffic continued to fall off, mostly due to the construction of Illinois route 47 which paralleled the line its entire length. Discontinuance was authorized on February 29, 1938, but service continued on a hand to mouth basis until October 15, 1938 when the entire line was abandoned.

The passenger cars had remained on the property and were scrapped in 1933. The self-propelled box motor was sold to the Hyman Michaels Company, a Chicago scrap dealer, who sold it to the Colorado Railroad. It is believed to have worked in regular service on that line until it was scrapped in 1957 when the Colorado Railroad folded.

Much of the line remains intact today, largely due to the power line right-of-way. The counties had considered turning the right-of-way into a bicycle path, but the farmers in the area vetoed the idea. Many of the concrete bridge abutments can be seen while driving along route 47. The car barn in Yorkville appears nearly the same today as it did in 1930. It is now used to store farm equipment for a farm implement dealer. The trolley hangers are still in place on the rafters of the building.

**THE FOX & ILLINOIS
UNION RY. CO.**

FOX & ILLINOIS UNION RAILWAY

TIME TABLE

**FAST
SAFE
EFFICIENT
SERVICE**

Phones } Morris - 96
 } Yorkville 15

Central Standard Time

Effective May 1, 1925

F. & I. U. RAILWAY

LEAVE MORRIS	ARRIVE YORKVILLE	LEAVE YORKVILLE	ARRIVE MORRIS
6:50am	7:45am	7:55am	8:50am
10:50am	11:45am	12:00	12:50pm
2:20pm	3:15pm	3:55pm	4:45pm
5:00pm	5:50pm	6:15pm	7:05pm
a9:00pm	9:50pm		

a—Saturday only

SUNDAYS and HOLIDAYS

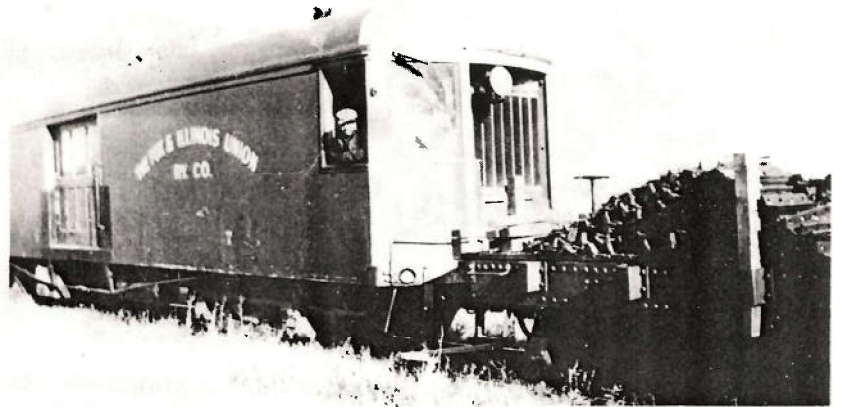
10:30am	11:25am	9:25am	10:20am
4:30pm	5:25pm	5:35pm	6:30pm
9:00pm	9:45pm	10:00pm	10:50pm

All Trains make direct connections at Yorkville with Buses for Aurora and points West. R. R. connections made at Morris. Ask Trainman for further information.

W. C. MILLER
General Superintendent

OVER

Timetable courtesy George Krambles.



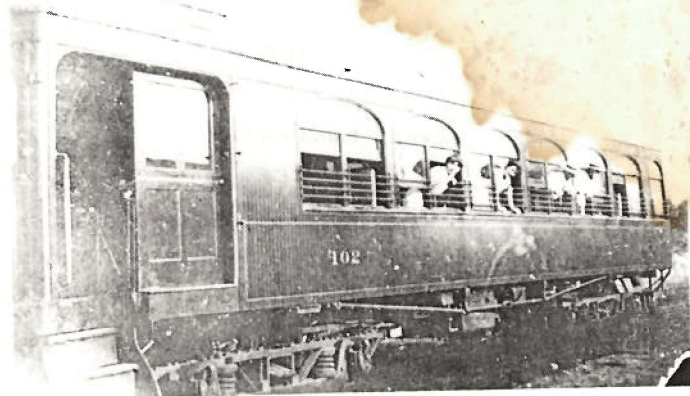
The photos on this page show the scrapping of the Fox & Illinois Union Ry. after the end of service in 1938. Gas motor no. 7 hauled three flat cars used to transport the rails as they were pulled up. Note the substation building at Walker's Corners in the background. Photos from the Randall Walker collection.



After passenger service was discontinued, the combines were left outdoors to rot away on the storage track at the Yorkville car barn. At the left are a flatcar and car 102. The flatcar is believed to be the underframe of the portable substation. At the right is car 100. Photos by George Krambles from the Dave Hanks collection.



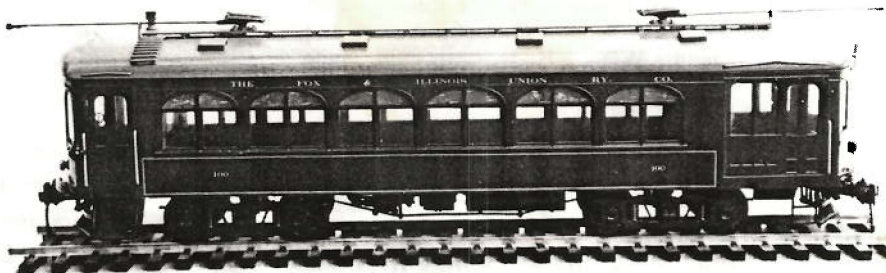
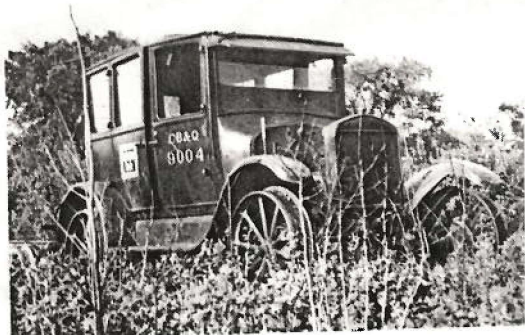
Above, Fox motor no. 7 with a snow plow attached. This is the only photo located which shows no. 7 while it was still operated from the overhead trolley. Also note the original lettering scheme on the side of the car. Photo from the Dave Hanks collection.

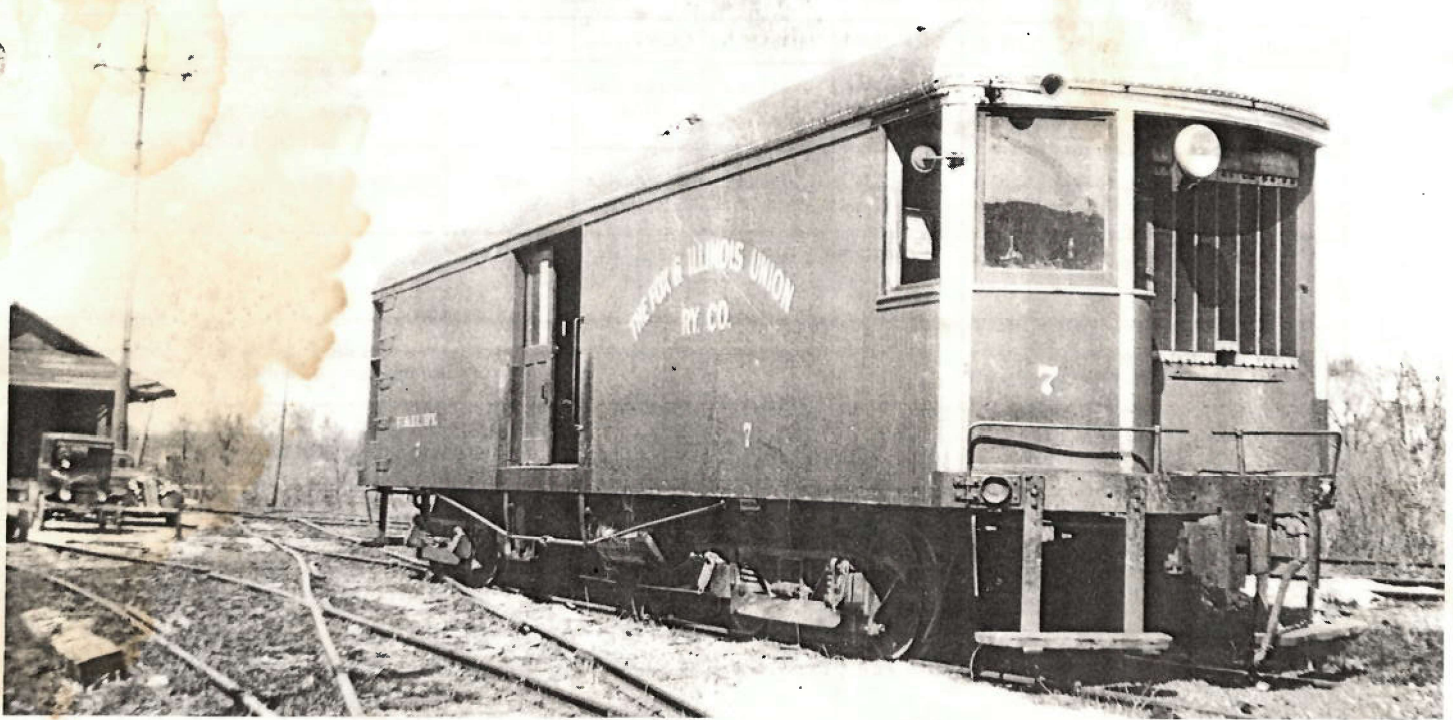


Above, seldom photographed left side of car 102. Note that there is no rear door on this side of the car where the toilet was located. The second lady from the left is Mrs. Randall Walker. Photo from the Dave Hanks collection.

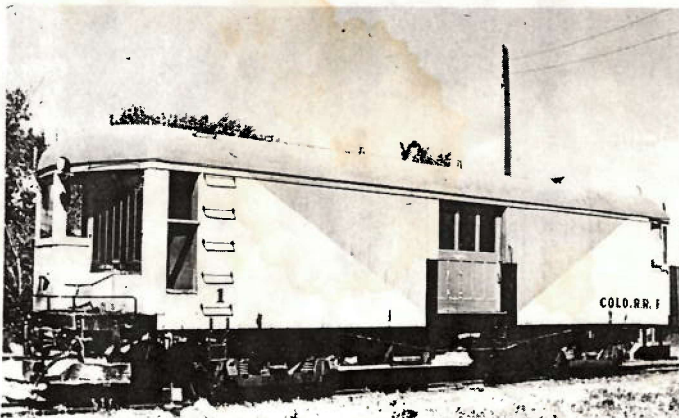
Below, ex CB&Q Ford inspection car 9004 was purchased by the F&IU in 1932. Photo from the Ron Landon collection.

Below, O-scale model of F&IU combine built by Dave Hanks using parts from the Indianapolis Car Co., Q Car Co., Kemtron, Walthers and Clouser (Wade Model).





Clockwise from the top, gas motor 7 sits on a siding leading into the main car barn. The Yorkville depot of the F&IU stands in the background to the left. *Malcolm McCarter photo.* Gas motor 7 rounds the curve in Yorkville after dropping off a car at the CB&Q interchange track. *Photo from the Dave Hanks collection.* When the F&IU was scrapped, gas motor 7 was taken over by the Hyman-Michaels Company who in turn sold it to the Colorado Railroad in Pueblo, Colorado. Here it is lettered HMX 1 at Pueblo on July 8, 1941. *Photo from the Colorado Railroad Museum.* Later it was repainted with an orange roof and center "V" with yellow ends and then was lettered Colo. R.R. 1. Photo taken at Pueblo on July 15, 1956. *Courtesy James Buckley.*



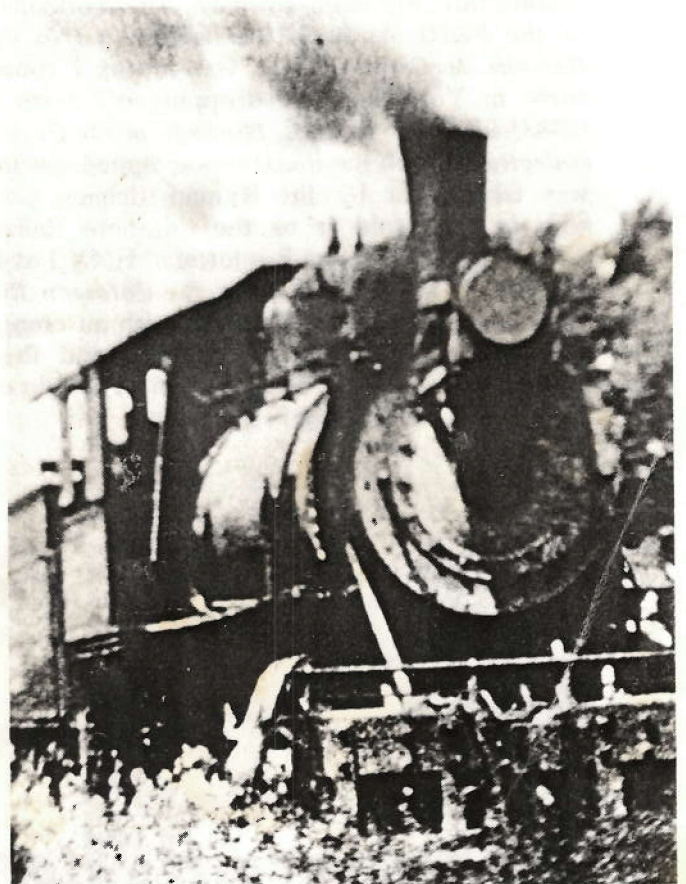
ROSTER

THE FOX & ILLINOIS UNION RAILWAY COMPANY

NUMBER	TYPE	BUILDER	TRUCKS	MOTORS	CONTROL	LENGTH	NOTES
7	Baggage	McGuire-Cummings	McGuire 70A	4-WH306	Double-end H.L.	36'	Gas engine added 1931 to generate motive power. To Hyman-Michaels, Chicago scrapper-1938; stored in CB&Q Eola yards. Sold to Colorado RR 1939. Used near Pueblo until scrapped in 1957.
100	Combine	McGuire-Cummings	McGuire 70A	4-WH306	Double-end H.L. M. U.	48'	Scrapped 1933.
102	Combine	McGuire-Cummings	McGuire 70A	4-WH306	Double-end H.L. M. U.	48'	Scrapped 1933.
?	Portable Substation	McGuire-Cummings	?	none	none	27'	Believed used at Walker's Corners until permanent substation was built. See note below on disposition.
1494	Steam Engine	CB&Q Aurora shops	0-6-0				Leased or purchased from CB&Q after electrification was ended in 1931. Final disposition unknown.
9004	Inspection Car	Ford	Steel rims				Purchased second-hand from the CB&Q in 1932.

During scrapping of the combines in 1933, a short (approx. 27') double-truck flatcar was scrapped also. It is thought that this was the portable substation car --- that the boxcar sides and roof were removed to get at the electrical equipment which was placed in the permanent brick substation when it was built at Walker's Corners.

It is also thought that a 35-ton Whitcomb diesel switcher (Builder's no. 50002) was leased from the CB&Q during October and November 1933



The Fox & Illinois Union leased or purchased CB&Q 0-6-0 steam engine 1494 for switching duties on the line. It is shown here in two views at Yorkville in the mid 1930's. Photos from the James D. Johnson collection.