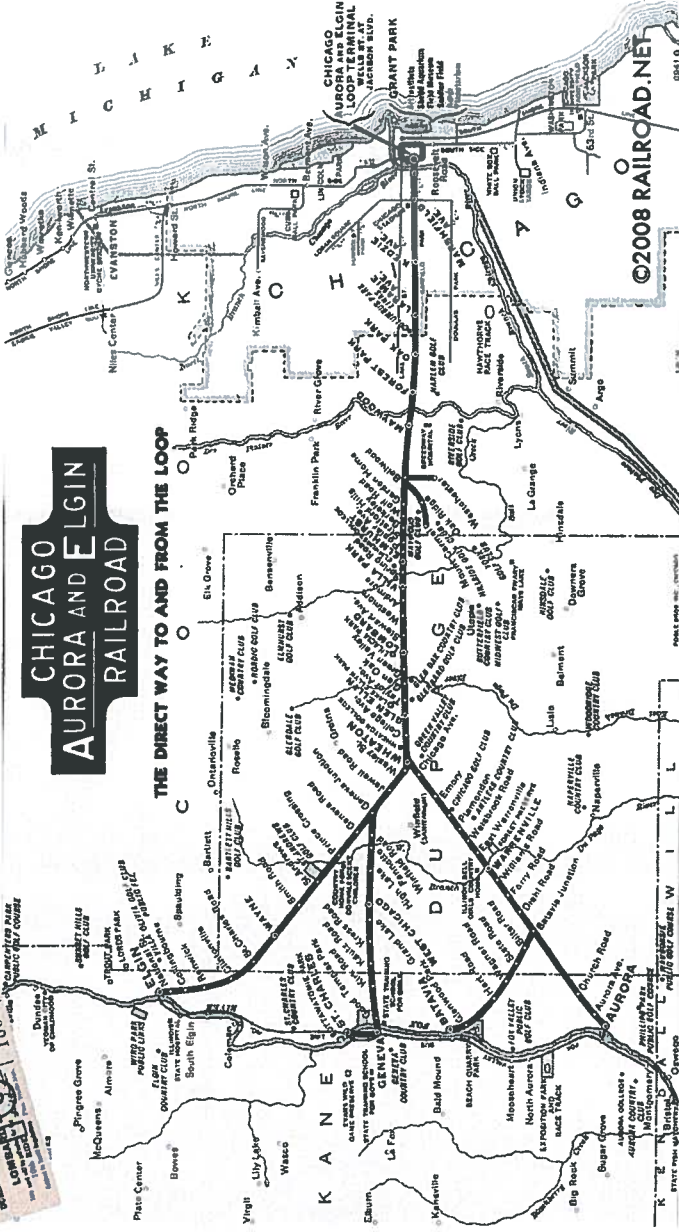
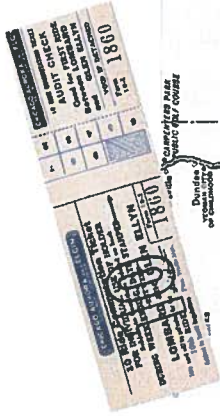


LOMBARD HISTORIC SITE

Chicago, Aurora and Elgin Railway (original line) Aurora, Elgin and Chicago Railway was established in 1901

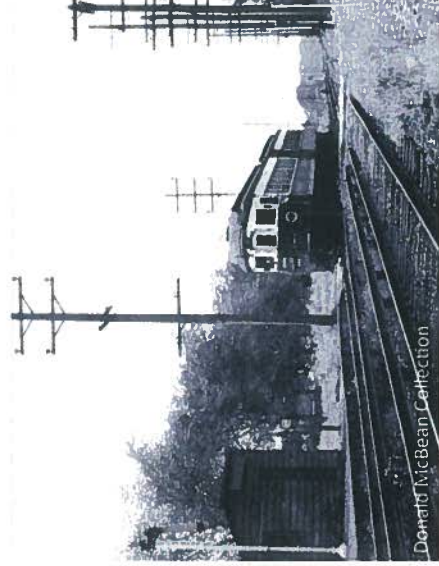
Green Valley Station



- Originally “West Lombard” station, this flag stop at Brewster Street was renamed “Green Valley” after Katherine Reynolds’ popular novel about Lombard.

- Built before automobiles were common and improved highways were introduced, powered by electricity, “The Great Third Rail” provided express service to the Loop far more often than the steam powered commuter trains on the Chicago & North Western.

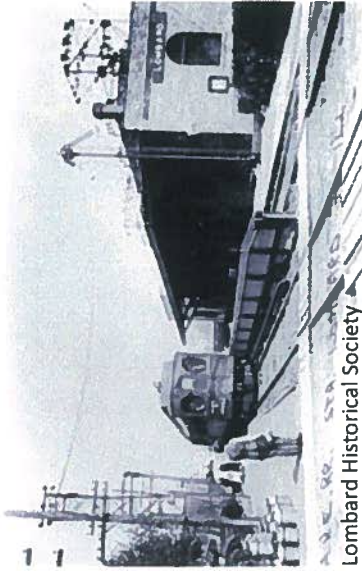
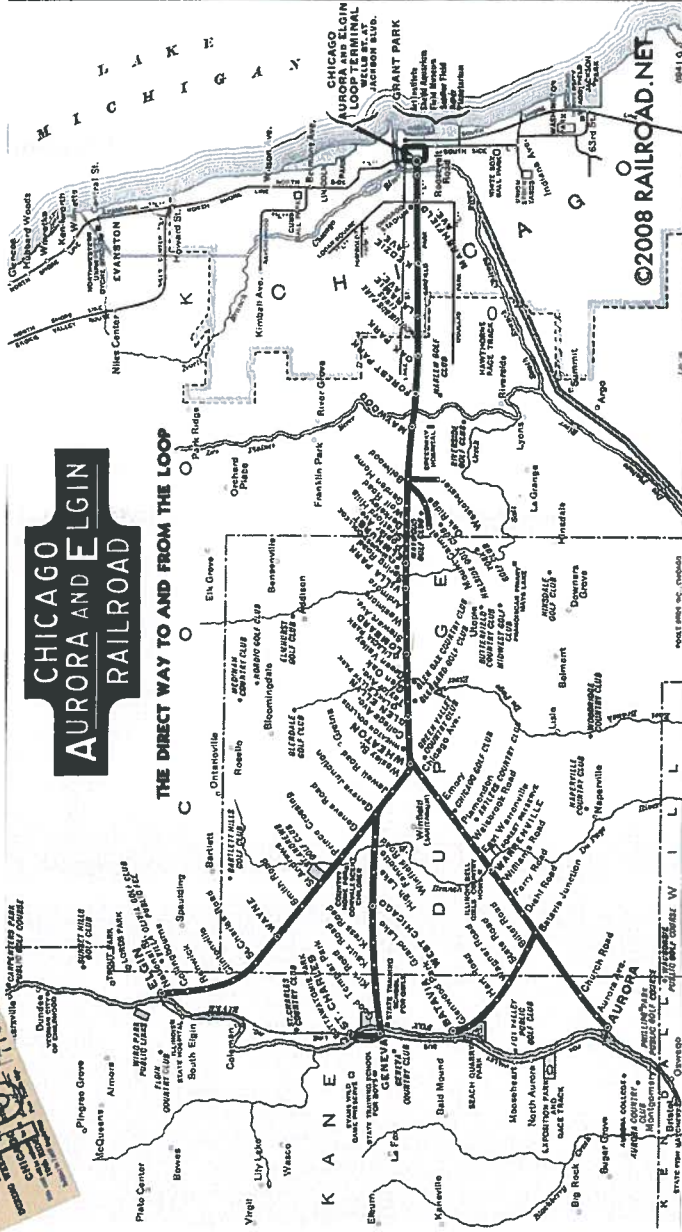
- When the line failed and ended freight service, the DuPage County Highway Commission bought the abandoned track bed, devoid of track, signals, and structures for \$750,000 which left a section of the “Prairie Path” through Lombard that stretched 2.75 miles.



LOMBARD HISTORIC SITE

Chicago, Aurora and Elgin Railway (original line) Aurora, Elgin and Chicago Railway was established in 1901

Main Street Station



Lombard Historical Society



- The Lombard Main Street Station had a full waiting room and a ticket agent. The building also housed a substation for supplying 600 volt DC power stepped down from the high voltage AC lines on power poles. Unlike traditional trolley lines, the mainline was powered by the third rail.
- The first service began on August 25, 1902 and ended on July 3, 1957.
- All trains passing through Lombard stopped at Main Street, except the "Cannonball".
- The railway heralded by the trade press as the greatest single advance in the industry.
- In the 1940's, a mid-day Limited ran the full twenty miles from Chicago to Lombard in 38 minutes with only a few stops.

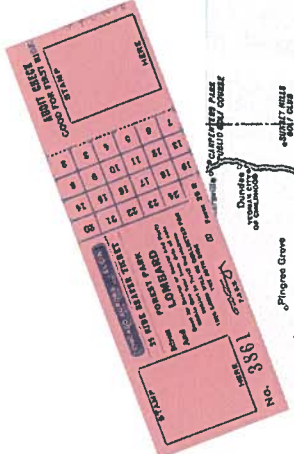
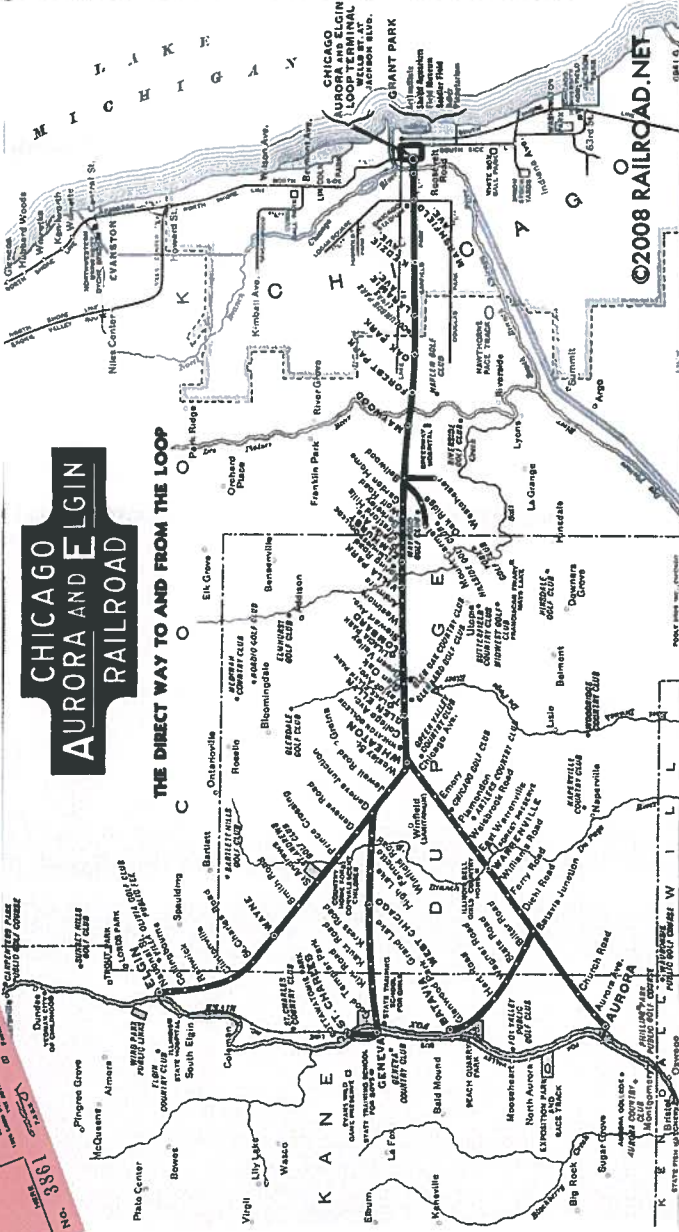


You can learn more at www.villageoflombard.org

LOMBARD HISTORIC SITE

Chicago, Aurora and Elgin Railway (original line) Aurora, Elgin and Chicago Railway was established in 1901

Stewart Avenue Station



- This was the eastern most Lombard station when the Village limit was Grace Street and was served only by "Locals" that made all stops. The simple shelter had no ticket office or agent, nor a stove for heat.
- Fare between the original three Lombard stations was capped at 5 cents by the village.
- The railway was one of the first third rail interurbans built in America. "The Third Rail" provided a greater assurance of not losing a pole connection at high speeds.

- "The Third Rail" linked Lombard which was essentially a rural community with the cultural offerings of Chicago.



Larry Pichino, owner, lists the story of the Chicago, Aurora & Elgin Railroad, Vol. 1, Book 1, Chicago, Illinois
Stearman Collection

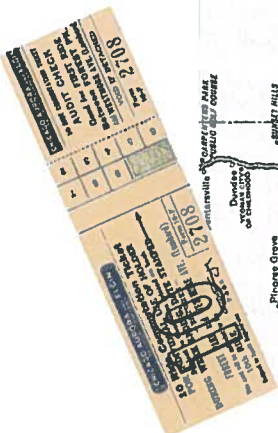
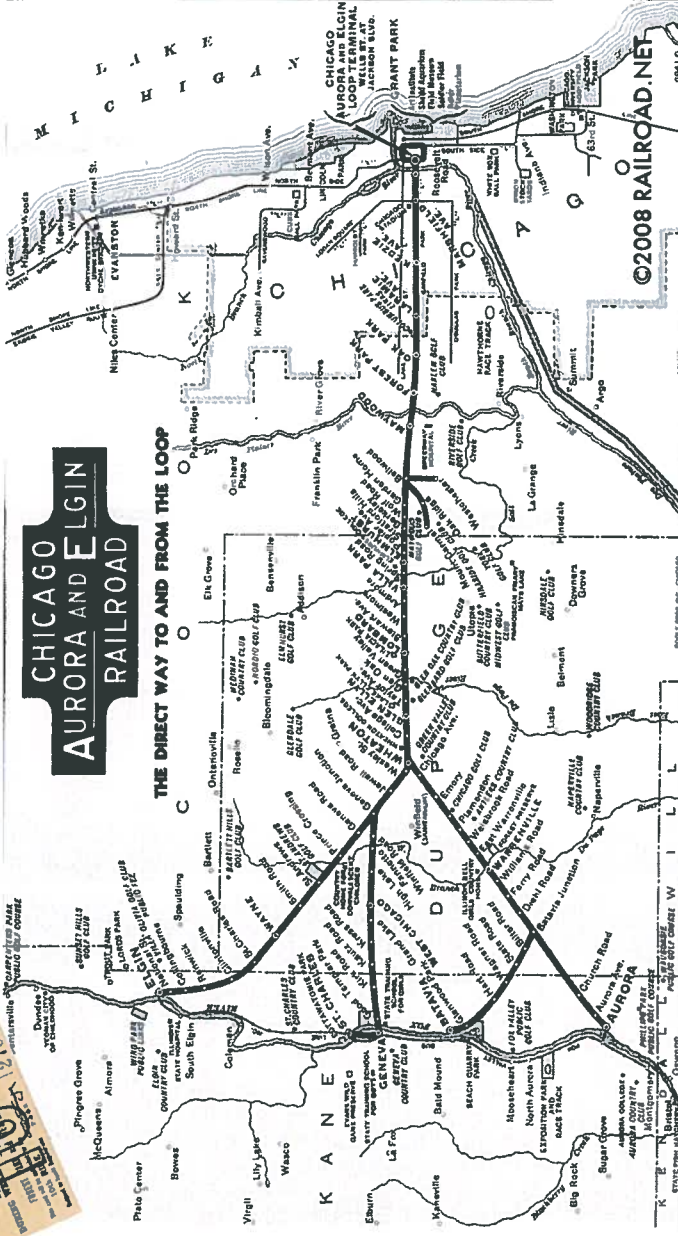
Lombard Historical Society



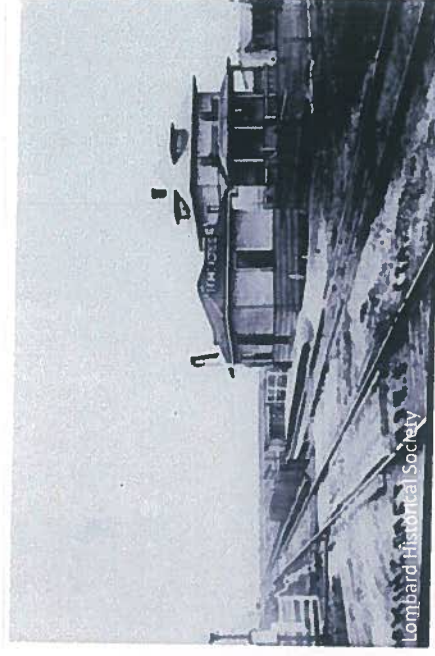
LOMBARD HISTORIC SITE

Chicago, Aurora and Elgin Railway (original line) Aurora, Elgin and Chicago Railway was established in 1901

Westmore Station



- The Westmore Station opened here in the prairie land east of the Village of Lombard in 1902.
- About 1910, Home Acres began to sell lots south of the tracks to Chicagoans looking for more room. Train tickets were sold by an authorized agent at the nearby hardware store.
- The railroad in the early days had milk trains, outbound newspaper trains, and some Parlor Car service. By the 1930's, there were Express trains, Limiteds, and Locals making all stops.
- Construction of the Eisenhower Expressway caused railway patronage to decline rapidly ending five decades of the excellent service in 1957.



You can learn more at www.villageoflombard.org