

FOX RIVER LINES

m a g a z i n e



Issue 09-1, Spring 2009

Car Department Report - Spring 2009



Most members and visitors alike probably won't recognize this. However without it being in proper operating condition visitors and crew members would go nowhere fast on CNS&M 715! Ralph Taylor just completed cleaning and painting the Westinghouse DH25 air compressor and Joe Hazinski, Car Department Superintendent snapped a picture of Ralph's handiwork.

To May 4th, 2009

Readying the museum's rolling stock for the season's operation began in earnest on May 3 and 4. Cars were inspected based upon previously reported problems and defects.. In addition some normal servicing was undertaken.

Car CTA 40 #1 motor had bad armature. Several commutator bars at least (those that could be viewed from the access covers) have been damaged and/or destroyed and it is grounded out. There was confusion on how the "blue lights" are supposed to work and be reset.

Ralph Taylor inspected all eight motors on 5001 and found debris and

four or more mice nests in some of them but judged that they were ok after cleaning them out. It is very difficult to access these motors without a pit. Draw bars on the South end of 40 and the North end of 5001 were checked. Car CTA 40's to functioned properly with just a little oiling. 5001's mechanism works but the knuckle is still frozen due to dirt and grease. Motor generator covers were removed and inspection revealed that they rotated ok. A wood third rail isolating shim had fallen into the A body M-G so it was good that we did not power up the car. A sticky brush was located in the A-1 M-G and while it will stay in contact with the commutator under spring pressure it can not be removed because it will have to be broken out so a burr on the brush holder can be filed flat. (A replacement brush was located in the car barn on Monday.) The battery box covers were removed on the A and A-1 bodies for inspection and battery servicing and it was determined that there are no battery cells in the B body cabinet. The Line Breaker blue light toggle was reset on car 43 after inspecting it. CTA 43's blue light then went out as it should. CTA 40's blue lights were on and by resetting its toggle and they too went out.



Jim Gonyo and CTA 40 on the Museum's car pit AKA Ward's Bridge. This points up the need for such a facility in our car barn.

After lunch *Chuck Galitz* started up CRT 5001 using the start switches for each of the two active M-G sets. CTA 40 and 43 were run down to the bridge where the king pin was inspected from the underside and measurements taken by *Ralph* so that the right sized wrench will be available when it comes time to removed the truck for traction motor removal. *Ralph Taylor, Grant Harrison* and myself inspected the underside of the truck. There are many questions as to how the motor should be removed. Ideally the motor is designed to be removed from underneath but since we do not have a pit, much less a pit designed for this, we will have disconnect the truck from the car, jack the body up and

then roll the truck out to get at the motor from the top. Exactly what has to be done to the parking brake and drive shaft is not clear at this time. By the way CTA 40 and 43 were operated with six motors down to a back from the bridge. 43 and 40 were spotted on track 2 by *Jim Gonyo and Ralph*

Taylor. Chuck Galitz and Patrick Storm them brought up 5001 and came down to couple onto car 40 so it could be place on track 1. While Ralph pulled the 600 volt jumper and opened the electrical jumper couplers between 40 and 43 I cut out all the motors on CTA 40. CRT 5001 coupled up to 40 and on the second try the joint was made. The CTA 40's brakes were released and the car spotted on track 1 to wait while Chuck started up diesel 73 with the help of *Patrick Storm*. WSR 73 needed to be moved further North for better space utilization on the recently rehabilitated track 1 and so that the South end of 40 is in the best possible location for jacking. Once WSR 73 was moved CTA 40 was parked while CRT 5001 was then run back to the mainline where battery serving and inspection could take place. WSR 73 was left idling the rest of the afternoon to charge its batteries.

Switching was done to spot cars for opening day operations under the direction of *Luke Helm*. It should be mentioned that *Bob Hillman and Janet Gonyo* as well as others were busy cleaning the interiors of cars while all this was going on. *Laura Taylor* and *Stan Nettis* were busy setting up the museum store. Stan and I entered South shore car 7 to recover some CTA signs for clean up and resale in the museum store. The condition of the interior of car CSS&SB 7 is deplorable and frankly both South Shore cars need some new dedicated volunteers to work on them just to stabilize them as our current workforce has its hands full trying to keep the operating equipment going along with other current projects (CTA L-202, CNS&M756, CTA 4103. CA&E 316 and MUNI 1030). Ralph with a little help from myself was able to service the A-1 body batteries and measure and record their voltage. The cells were very thirsty and are producing a little over have of their rated voltage. Ralph assisted me in putting up the M-G covers which require some repair and rehabilitation to make it once again a one-man job. A dandy latch hook tool provided by Fred Lonnes was very helpful on each of the all-electric cars through out the day. Time ran out before the A body batteries could be watered and checked but Ralph and Jim Gonyo hope to tackle this task on Friday May 8th. Luke Helm wisely spotted 43 away from the track 2 high level platform to make access harder to the car during the week when the museum is closed. *Chuck Galitz* installed chains on all the ladders to both diesel 5 and 75 to discourage the public from climbing on the units especially when we are not around.

Monday the 4th of May found *Ralph Taylor* and *Doug Rundell* at the museum when I arrived just after 11:00 am from Joliet. Ralph was working on the new door to the crew locker and Doug was getting ready to work on IC caboose 9648. Doug and I found the caboose jammed with material from the Polar Express. We sorted through the material, consolidating it into fewer boxes, labeling and taping them up. All cleaning supplies and soda left over from the re-certification days was left in the caboose while Doug vacuumed it out and wet mopped the

floor.

As Ralph continued to hang the crew locker door and put a first coat of paint on it Doug and I went to the line car to get the grounding pole and cable in order to ground the overhead so we could safely work on IC 9648's roof. Both of us climbed up there to inspect what needs to be done to scrape, wire wheel, wash, prime and paint the roof, a task to be spear headed by Doug. As Ralph finished his painting for the day, Doug and I put the safety board back on the caboose ladder. Doug and Ralph then loaded up the Taylor van with the Polar Express material (it took two trips) while I marched the grounding pole back to the line car. All three of us unloaded the van and Doug and I hoisted all the material I up into the southwest car barn loft. The damaged bottom of the old crew locker door was cut off and the door was saved as with two saw horses (of which we have many) it can become a portable, temporary work table for projects especially outside.

We took a look at the PCC traction motors out behind the car barn. There are four of them and they are all filled with debris. There are two free armatures and one housing inside the car barn. While their conditions are unknown it is hoped that maybe we can find a usable armature from among them to replace the damaged one in CTA 40. Ralph was able to leave to pick up Laura about 3:00 pm while Doug stayed until 4:00 pm and I was finally able to lock up by 4:30 pm. We were all tired but we left the museum a better place then when we found it and both Doug and I have a better idea of how to approach work on IC 9648.



Here is another "guess what." A component if not in good operating condition would mean we and our visitors world not get to where we want to go. This one of the battery boxes on CRT 5001.

Car Department Board Report

Since the last report CTA 4451 was serviced by *Joseph Hazinski, Patrick Storm and Chuck Galitz* in time for use by the track department this Spring. Joe checked the air filter and replaced the filter elements which

was an experiment and seemed to work fairly well with a combination of one filter element and new horse hair. *Jim Gonyo and Rich Chapas* were able to repair the sagging ceiling panels by drilling holes through the panels and using self tapping screws to attach it to the metal flanges of the carlines a much easier repair than had been anticipated so the car was ready for public use on opening day.

CNS&M 715 was serviced by *Jim Gonyo, Bill Minerly and Ralph Taylor* after *Joseph Hazinski* replaced the curled horse hair with clean brand new hair in the compressor's air filter. This filter had never been serviced since the car left the North Shore! Unfortunately to date there has been no work done on the seats.

CRT 5001 had all eight of its motors inspected by *Ralph Taylor* who removed a number of mice nests. Inspection of the two working motor-generator sets revealed a wood block in one blower and a small problem in one of the brush holders in the other. *Ralph Taylor* with help from *Jim Gonyo* and others serviced and static charged (with a separate charging unit, not the usual M-G's) both sets of batteries which were in a low water condition. When the unit was used for switching amid before the batteries were serviced a flaw was reported in the operation of the reverse key in the north Cineston controller. This is being looked into by *Ralph Taylor* with him taking apart a unit he has at home to figure out how it works.

On April 25th during the first day of re-certification there were reports that the CTA 40-43 train would buck. At first it was thought to be wheel slip and was dealt with by shutting off the controller. Sunday April 26th the bucking condition was much worse on the first Southbound trip and on the Northbound trip the train actually stalled and died South of switch 54. By cutting out motors 1 and 2 (all-electric cars' motors are always paired) and jumping the control positive switch that train was able to limp into Castlemuir with CTA 43 pulling CTA 40. Subsequent inspection revealed that CTA 40's line breaker coil had blown, car CTA 43's control positive switch had been tripped and blown out and worst of all CTA 40's #1 traction motor had flashed over. While this is a serious problem I am happy to report that as of the writing of this report I have obtained the help of a CTA expert who has much experience with these cars who will provide major assistance in replacing the defective traction motor at little or no cost to the museum and as well will head up the change out later this summer with the work to be done by Labor Day so the car is ready well in advance of the Polar Express. This will free up the rest of the Car Department staff to resume work on the on going CNS&M 756 and CTA L-202 projects.

CNS&M 756 is in a perilous state with area over the smoker, auxiliary cabinet and restroom currently without a wood roof and thus protection from the elements. *Ralph Taylor* has completed all the wooden portions of the carlines needed for the whole project over the winter. He has produced some of the tongue and groove roof boards needed and while this is very tedious, the expense of having this done by a mill work shop is cost prohibitive at this time of budgetary constraint. CTA L-202 should be started this season so that the motor removal can be done to show the donors to this specific project that work is moving ahead. Also CA&E

316 needs some electrical work completed so it can be available for the CA&E re-enactment on July 3rd. Because there is no locomotive available for the caboose train this season and because the work needs to be done, recently retired member *Doug Rundell* has volunteered to start working on IC caboose 9648. He will be de-rusting, priming and painting the roof along with repairs to the interior floor and replacement of a cracked cupola window. Fortunately he will be doing this on weekdays all season so the car will be available for inspection on the weekends when we are open to the public. During the first session *Doug Rundell and Joe Hazinski* along with assistance of *Ralph Taylor* were able to remove all the Polar Express material from the car and store it in the car barn as well as scope out the efforts needed. If things work out well and we have good weather the department may be able to repaint the exterior of the car this season.

As of this writing the annual inspection of CA&E 20 needs to be completed. *Chuck Galitz* is poised to start work on the South end of AE&FR 1 #5 and has continued his diagnostic checks of WSR #73's problems eliminating some of the possible issues. *Joseph Hazinski* can always find something to do in the car barn as its reorganization continues. The museum's parts washer has been charged with a water based parts cleaner and is available for use.

Joseph R. Hazinski



Sale or No Sale

Awidely quoted axiom in the lexicon of sales folks and sales managers is **"The sale begins when the customer says NO!"** Are our customers saying "NO"? It depends upon how one looks at the sales (read revenue) information we have.

Our Museum's sales fall into two categories. First is Museum memberships; second is Museum operations. Operation sales fall into two categories. First is weekend ticket and gift shop sales; second is "Special Events" ticket sales such as Halloween Hiawatha, "POLAR EXPRESS",

and, to some extent, "Pumpkin Trolley."

On one hand, we have absolutely NO problem closing "Special Event" sales. We have actually turned away customers for Halloween Hiawatha and "POLAR EXPRESS" ever since we began operating them in 2004.

On the other hand, based on statistics supplied by our Revenue Enhancement Committee, our Museum's weekend ticket sales and gift shop revenue has been declining overall for more than seven years! This in spite of putting out advertising, press coverage, and maintaining a web presence. One obvious conclusion is that our Museum's potential customers are saying "NO SALE"!

"The sale begins when the customer says NO!" What must we as a Museum do to make the sale? First, let's look at our product. What has to change in our Museum product itself to make it more saleable? We must change what our customers see and experience. For example, the cars, their condition, and their variety are definite factors for the customer to say NO SALE! To "CLOSE SALES", we need to key our service schedule, overall appearance, on the train presentations, site tours beyond the ride, and our on site amenities to match our customer's interests and expectations. We especially need to enhance our on-site amenities—a larger and more comfortable Museum Store, true rest rooms, and better parking are the first improvements to come to mind. And all of these changes must be made in the context of *"Education Through Demonstration."*

All of US—Members, Managers, and Directors—must focus our energy, our time, our talent, and our treasure on creating a "plan"—a sales strategy—to make the sale. Then, after creating our plan, we must then focus our energy, our time, our talent, and our treasure to put outgoing, dynamic, success driven people in charge of managing and executing our "plan" so that we can make the sale to our customers. It's a choice for all of the members—Make the sale or put up a "FOR SALE" sign.

See you in South Elgin.

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Ed would appreciate your comments and or suggestions. He can be reached by e-mail at the above address or at the phone number shown. - Editor

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.

Cash Income and Expenses 2007 vs. 2008

INCOME	2007	2008
DUES	\$7,991	\$6,817
DONATIONS	\$26,119	\$24,088
MISCELLANEOUS INCOME	\$1,946	\$2,663
STORE SALES	\$10,209	\$8,070
TICKET SALES	\$38,179	\$36,292
TOTAL INCOME	\$84,444	\$77,930
<hr/>		
EXPENSES		
ADMINISTRATION (Phone, bank fees, insurance, professional fees, taxes, rent)	\$18,121	\$21,126
CAR MAINTENANCE (Lubricants, parts, repairs, restorations)	\$1,209	\$1,266
ELECTRICITY	\$3,635	\$3,570
FACILITIES MAINTENANCE (Property upkeep, waste disposal)	\$3,529	\$5,836
MEMBER & MUSEUM SERVICES (Memberships, advertising, publications, web site, archives, operations, community relations, development)	\$20,995	\$27,389
STORE STOCK	\$4,243	\$4,036
TRACK MAINTENANCE	\$15,285	\$38,203
TOTAL EXPENSES	\$67,017	\$101,426
INCOME LESS EXPENSE	\$17,427	(\$23,496)

Chucck Galitz

Help! ! !

It is only July and December is afar off! But December is COMING! So is the need to get our 2010 calendar into print in time for 2010. In addition we need articles and pictures from our members of theirs and others activities at the Museum. We are dependent on members for stories and pictures.

To submit stories, the easiest way is to put them in the body of an e-mail to me at **dmacbr@aol.com**. We are interested in the text only . . . the formatting is by the editor or graphics editor. Generally articles should be from 300 to 400 words in length UNLESS a feature article is being submitted. In that case contact the editor first for more information.

Pictures for the calendar should be in JPEG or GIF format. Contact the editor for more information. CALENDAR picture submissions should be in the editors hands by September 15, 2009. The editor can be reached at 630-665-2581 or **dmacbr@aol.com**.

Don MacBean

The Museum is Growing

Last April, Luke Helm and I were out photographing the last surviving freight railroad using electric locomotives. It's the Iowa Traction Railroad in Mason City Iowa. I guess most people think of Mason City as "River City" the inspiration for the musical *The Music Man*. However what do these two locomotives have to do with the Museum? They showed me that the Museum is developing. In what manner you may ask?



#60 pulling 6 loads of scrap from Emory approaching the UP interchange in Mason City, with #50 awaiting to tie on and assist with the move.

WELL....

I became inspired watching these locomotives still doing their daily work

in 2009 and reflected on the electric motors that once plied the rails of the Aurora Elgin and Fox River Electric, before our beloved #5 was purchased by the AE&FRE. I want to make an operating model of one or the other of #23 or #49. But where do I start to get information? This is where the museum acts like a museum. Part of the obligation of a museum is to educate others. Museum Services is set up to be able to provide the members and the public alike with research material. Luke suggested I contact several members to see what information they and/or the museum may have about motors #23 and #49. I received wonderful feedback from both Don MacBean and Marty Tuohy about source materials that may have more information that I may use in furthering my pursuit. I understand the museum is currently in the process of organizing the collection and developing research policies. I was informed that I was the first person to make a request from the museum archives.



#50 crossing 19th Street returning to the AGP Plant lead to tie up after assisting #60.



AE&FRE #49 sitting in the back area of the Elgin State Hospital. Picture date unknown.

Hopefully, the museum will be able to prepare and catalog its historical material and become a research resource for not only the membership, but also a resource for the community we serve. Yes, the educational aspect of the museum is more than the ride on the railroad. It must continue to be expanded with signage, displays and other materials for the edification of the public and membership alike. FTRM needs to make itself more relevant to the lives of members of the community, in its outreach.

This is a true reflection of the maturation and growth of the museum.

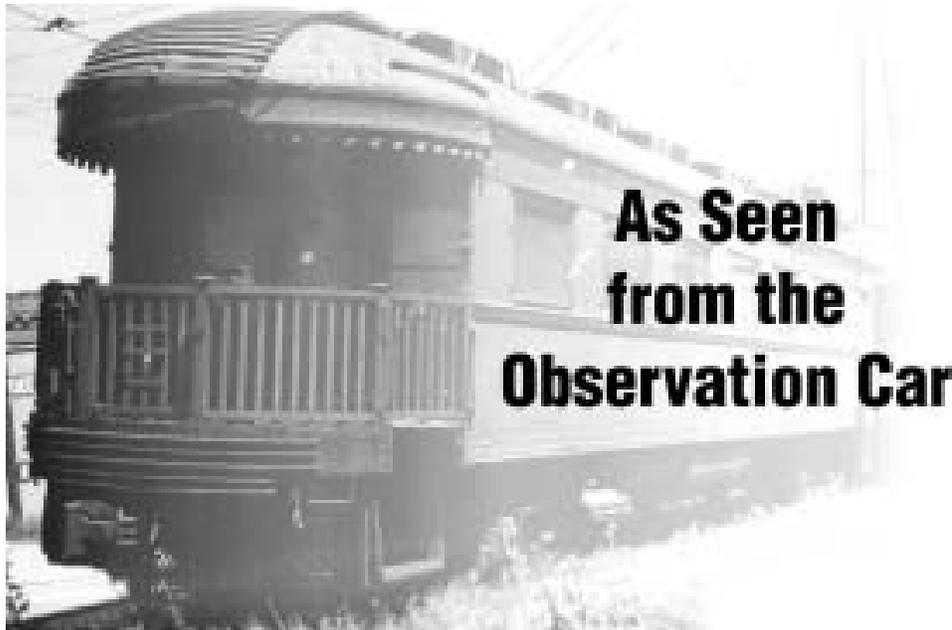
Mike Tyl

Guess Where and Other Picture Items

Page 12 of issue 2008-3, the picture at the top of the page is looking north at County Farm Road and Geneva Road in DuPage County Illinois. The pictures of the stone markers are found in Geneva at 113 S. Third Street in front of the Geneva Historical Society Museum and across the street from the original Kane County Court House.

With regard to the picture of AE&FRE #5 on LaFox Street at State Street, South Elgin on page 1 of issue 2008-3, all four people have identified themselves from left to right as *Ken Ward*, *Ed Allen*, *Ralph Taylor* and *Don MacBean*. Ed Allen identified the year the picture was taken as 1960.

Don MacBean



Fishing Anyone?

Wearing the hat of Community Relations Manager and also responding to our website requests for information one gets many and varied questions about the Museum. Some are listed below with the answers.

Q. Where do I get a "fishing license" (on Sunday or any other day)?

A. At Gander Mountain on Randall Road and Route 38 (State Street) in Geneva.

Q. How much do they cost?

A. \$13.00 for a year.

Q. What kinds fish are found in the Fox River?

A. They are bass varieties, blue gills, crappie, carp, pike, sun fish. Check with the Kane County Forest Preserve or the Illinois Department of Natural Resources.

Q. Do you have banquet or convention facilities?

A. Yes and no. Banquets can be held at the Jon Duerr Forest Preserve picnic shelters. No at our Castlemuir Station grounds.

Q. Are you open on week days and if so what are the hours?

A. Our grounds are open, but we do not run trains on weekdays. You may walk around the grounds and if any of our volunteers are present they will be happy to answer your questions. The parking lot is not open on weekdays however. We are open and operate trains on Sundays from Mother's Day to the first Sunday in November and on Saturdays from the last Saturday in June through Labor Day weekend in September and the last four Saturdays in October. Our hours are 11 am to 5 pm. The cost for a round trip is \$3.50 for adults and \$2.00 for seniors 65 and up and for children three (3) to eleven (11). Children under three (3) ride free. Add \$.50 for a second trip.

Q. Do you operate your trains on a schedule . . . like every half hour?

A. We do not have a set schedule, however our trains usually operate about half hourly but not at specific times. The ride takes about 25 minutes for the round trip if you stay on the train. We encourage folks to get off the train at Blackhawk Station and explore the Jon J. Duerr Forest Preserve and its hiking trails and to walk down to the Fox River - a short hike on pavement. There is abundant bird life including Baltimore orioles, numerous kinds of finches, blue birds, red wing black birds, thrushes, swallows, hawks and eagles. The eagles use the Fox River as a "flyway" for "fishing." If you walk the trails an abundance of wild life (if you are quiet) and even rare prairie plants can be observed.

Q. Are there places to eat near the Museum?

A. Yes, there are many places in South Elgin. They range from Wedee's, Burger King, and Pizza Hut to full service restaurants on Route 31 (La Fox Street) and numerous fast food and pizza places to full service restaurants on Randall Road one and one half (1½) miles west of the Museum.

Q. How do I get to the Museum?

A. Where are you located? Do you have access to the Internet? I answered the questions appropriately and referred to maps and directions on the Museum's web site's "Information page."

www.foxtrolley.org/info.html

Is there a lesson for Fox River Trolley Museum in these questions?

Don Mac Bean

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