

FOX RIVER LINES

m a g a z i n e



Issue 09-2, Summer 2009

HELP!

This is not an ordinary *HELP WANTED* ad! It is not placed at so much per word and it is not found at the back of the paper. It is in a sense like the U.S. Marine Corp recruiting slogan except we need and want more than just a "few" good men and women. We need **MANY** good people!

The Museum necessarily has had to spend money on projects like rebuilding track two at Castlemuir and undertaking to raise funds for the repairs of the motors of CTA L202. But we can't pay for everything. We depend on volunteers! There has been a successful recruiting program undertaken by Roadmaster/President Ed Konecki to put our track in first class condition. Weekly, during the time when weather permits, Ed sends an e-mail to all local area members inviting the to participate in the weekly "TRACK FUN." The results have been repeatedly reported in "*Fox River Lines.*" Work in other departments has been similarly printed. However we are behind in maintaining other important assets and facilities. The purpose of this article is to inform members and others of the needs and a format to volunteer their labor and ideas to bring the Museum "up-to-snuff"



A yawning hole shows where the trucks of CTA L202 were. The motors on this venerable locomotive are in need of repair and will be sent away for that. *Ralph Taylor, Grant Harrison, Chuck Galitz, Joe Hazinski* stalwarts around the Museum will need help in removing the motors from the trucks, replacing them when they return from the motor shop and replaced in their respective trucks and then the trucks placed back under the car body. Want to volunteer? Check in with **Ralph Taylor.**

To facilitate this process the needs have been sorted by department and include the names of department managers and or project managers or others who can be contacted to accept offers of assistance and help. These offers can be for help on projects or one time jobs. The names and addresses are shown to which offers of help can be addressed. **IN ADDITION THIS NEWS LETTER WILL BE IN EVERYONE'S HANDS PRIOR TO MEMBER'S DAY**, so that you can participate in the fun and at the same time sign up to volunteer. Let's make Member's Day a day of activity with accomplishment.



IC caboose 9648 undergoing needed refurbishment under the skilled hands and supervision of Doug Rundell. Doesn't his smiling face indicate he is having a good time and he is certainly extending an invitation to join him.



CNS&M 715 has a new roof and doors and a paint job, but gosh it is some of the details big and small, that need attention. Two of the upper windows need glass and the window sills need replacement. Joe Hazinski would like to hear from some volunteers.

Talk or write to project leaders for better descriptions of the needs. Following is a list of projects and work at the Museum needing volunteers to **HELP**.

AE&FRE #5 - WSR #73 Chuck Galitz, - Fox River Trolley Museum ,

P.O. Box 315, South Elgin, IL 60177
Electrical and Mechanical

**Buildings and Grounds; Bill Minerly Fox River Trolley Museum ,
P.O. Box 315, South Elgin, IL 60177**

Paint Substation
Paint Depot and Crew Locker
Paint Hollywood Station and make repairs
Repair Depot Gutter
Maintain Plantings and weeding plantings at the Depot and Pedestrian
Crossing
Mow the Lawns
Rake Lawns (leaves and acorns)
Complete Mainline Platform at Castlemuir
Rebuilding car barn doors



It has been truly said that duct tape covers a multitude of sins . . . not for long. Joe Hazinski has a good solution and shall we say an easy one. Talk or call or write him for details. You will be surprised. This could be a nice winters job.

Car Department Joe Hazinski, Ralph Taylor, Fox River Trolley Museum , P.O. Box 315, South Elgin, IL 60177

CNS&M 756 Roof Restoration
CNS&M 715 Seats
CNS&M 715 Windows - Upper
CNS&M 715 Window Sills
CNS&M 715 Train, Vestibule, Doors and Compartment Doors repair
CA&E 316 Restoration - Inside/outside
CA&E 317 Restoration - Inside/outside
CTA 4288 Roof Replacement, Interior Repair Including Ceiling, Lighting Seating.
CTA 4451 Doors, Ceiling
CTA L202 Motors Repair and reinstallation
CRT 5001 Floor and interior electrical and mechanical
Car Cleaners, washing windows, sweeping cars.

Operation Department - Luke Helm or Dan Zedan, Fox River Trolley Museum , P.O. Box 315, South Elgin, IL 60177

Crew training
Ticket Agent - gift shop sales

Power Supply and Distribution - Chuck Galitz, or Ralph Taylor, Fox River Trolley Museum , P.O. Box 315, South Elgin, IL 60177

Brush cutting and other items

Publications Department - Don Mac Bean - Fox River Trolley Museum , P.O. Box 315, South Elgin, IL 60177

Writers

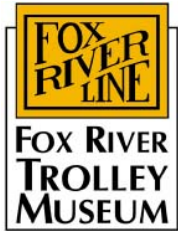
Photographers

Track - Maintenance of Way - Ed Konecki - Fox River Trolley Museum , P.O. Box 315, South Elgin, IL 60177

Rail and tie installation - Track surfacing, brush and weed control

Don MacBean

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.



A Vision to Work Towards

The tour bus doors open, and the tour group files out to meet a waiting docent. The docent exclaims, "Welcome to the Fox River Trolley Museum. Please follow me to the orientation area."

The group moves into the Education Center auditorium. There they take seats in anticipation of a multimedia orientation presentation. The lights dim, and the show begins. For ten minutes, the guests watch and listen to an overview of the electric transportation world of the 20th century. They learn that before the primacy of the automobile, electric railways moved the millions of the Chicago area from home to work or to family and friends. The presentation ends, and the docent gathers the group to begin the tour experience.

As the group moves ahead, the docent explains the Museum's philosophy is "Education Through Demonstration." The tour group will meet Museum volunteers performing many of the jobs that once moved the millions of the Chicago area. At Fox River, these jobs are more like classrooms for electric railroading.

First up is the train crew room. Motormen and Conductors in between car runs take a break to explain their jobs to the guests. The conversation becomes lively and soon the tour group members begin to understand the life of electric railway operators. Next is the maintenance and restoration center. Here, the docent brings the guests close to the Museum crafts people demonstrating fine carpentry, metalwork, and painting. Finally, the tour moves to the station and boards an electric car. On the car, the train crew interacts with the group members teaching them about running and riding an electric trolley.

On return, the tour group exits the trolley. One visitor asks the docent, "Where did the people come from to teach and demonstrate these skills?"

The docent reflects for a moment, and then answers, "They came here as visitors just like you. They saw the demonstrations, and they saw that they could not only learn the skills needed to run an electric railroad, but

teach and pass those skills down to generations to come. Simply put, they are people just like you.

That night, several tour group visitors clicked the Museums web site and joined so that they could continue their education through demonstration.

Ed Konecki

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847-209-5453

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

Mary M. Naess

November 1947 - July 2009

Member Mary Neass, wife of the late Ken and mother of Karen passed away July 29, 2009 in Elgin. The Naess family were early members of the Fox River Trolley Museum, joining in 1987. Sunday afternoons most always found Mary with the family visiting Castlemuir and riding trains. Of particular enjoyment was the family tradition on the last operating day of the season when trains operated in the dark. This always found them as a family at the Museum riding the last train.

Mary had another interest . . . the Dalmatian breed of dogs. They were Mary's and Karen's constant companions. Karen has established herself as a successful professional photographer. She donates her skills taking pictures of major events at the Museum. We will miss her mother Mary's friendly smile and encouragement of Museum members in our efforts.

Don MacBean



Corrections

We sincerely regret the error in the caption for the picture on page 1 of Fox River Lines issue 2009-1. *Ralph Taylor*, our hardworking Chief Engineer and car project manager, was responsible for the superior refurbishment and paint job on CNS&M 715's Westinghouse DH25 air compressor. *Ed.*



Members, Goals and Accomplishments

At one of our recent board meetings, President Konecki had an agenda item that included "suggestions for increasing association membership." This was at the May 11th meeting. It was suggested again in the July board meeting. The press of other important issues and their discussion precluded the item from resolution.

Our membership numbers have not shown much fluctuation in recent years. Dues rates have remained stable. Our operational and program expenditures have not remained stable. They have increased. We have expended increased amounts of money on programs, events and facilities (track). What is the relationship of membership numbers and expenses? Increased membership means more dues money. However, increasing our membership number could help fund costs of material and labor of much of what we need to do by doing the work ourselves.

Not only do more members produce more dues, but with a focused and directed recruitment program of soliciting and acquiring members with competencies and skills required to implement, they help the Museum meet its maintenance, building, rebuilding and restoration program goals and mission. But the new member benefits don't end there. In addition to those interests and capabilities we need members who can solicit and raise funds and donations in kind and promote our interests in the communities we serve. Money could be saved by doing much work ourselves AND funds acquired by the volunteer efforts of new members using their labor and skills in fund raising, advertising, marketing, publishing and grant writing and on and on. And if done properly, focused and organized to meet attainable goals, a new membership recruitment program would have significant benefits in meeting the goals

of our mission soon, including facilities and cars.

Don Mac Bean

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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.
